City of Atlantic Beach

Bicycle and Pedestrian Connectivity Plan

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1. Introduction

Purpose and Benefits

Improving connectivity by providing a safe environment for pedestrians and bicyclists is a top priority within the city. The purpose of this plan is to identify opportunities for on– and off-street facilities that help create safe and comfortable connections that capitalize on the city's natural, cultural, and recreational amenities such as parks, commercial districts, schools, community centers and the beach. In addition to enhanced connectivity and access, pedestrian and bicycle infrastructure also influence:

Public health

⇒ *Creating opportunities to walk or bike to destinations increases physical activity and improves the health of residents by reducing risks of heart disease, obesity, high blood pressure, diabetes, and depression. Pedestrian and bicycle infrastructure offers residents the opportunity to live healthier lifestyles and improve quality of life.*

Purpose and Benefits

Safety

⇒ *Bicycle and pedestrian facilities improve safety by reducing the risk of pedestrian-automobile and bicycle-automobile crashes. Such facilities also help improve safety by slowing traffic to a people-friendly speed, which can greatly reduce the risk of a pedestrian fatality in the event of a collision. Further, bicycle lanes have been shown to improve safety for not just bicyclists, but all users, by increasing cyclist predictability, reducing wrong-way riding, and increasing traffic control compliance.*

Pedestrian/bike facility	Crash reduction rate
Minimum 4' paved shoulder	71% (pedestrian crashes)
Sidewalk	88% (pedestrian crashes)
Bicycle Lane	36% (bicycle crashes)

*Federal Highway Administration. Desktop Reference for Crash Reduction Factors.

Economy

⇒ *Pedestrian/bicycle infrastructure increases property values, increases the number of visitors to businesses, and is a more affordable mode of transportation. According to the National Association of Realtors, 70% of Americans say that having bike lanes or trails in their community is important to them and two-thirds of home buyers consider the walkability of an area in their purchase. Also, real estate values have been found to be higher in areas with better walking conditions.*

Environment

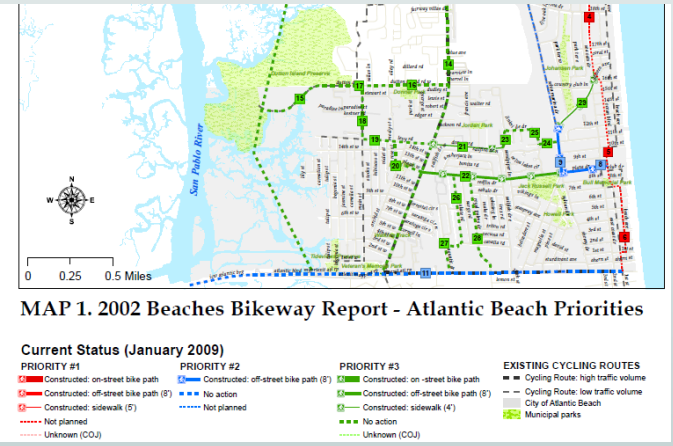
⇒ *Environmental benefits of walking and biking include reductions in vehicle emissions and fuel consumption, energy conservation and independence, and improved water and air quality. Pedestrian and bicycle facilities encourage people to get out of their cars for transportation which in turn reduces vehicle emissions that pose environmental risks including carbon dioxide, carbon monoxide, volatile organic compounds, nitrous oxides, and benzene. Decreasing dependency on the automobile by increasing the availability of alternative transportation can reduce emissions and improve water and air quality.*

Equity

⇒ *Elderly, children under 16 years old, and lower income residents often largely rely on alternative modes of transportation including walking, biking, and public transit. Providing safe and convenient access to transit stops and other daily destinations helps create an equitable community.*

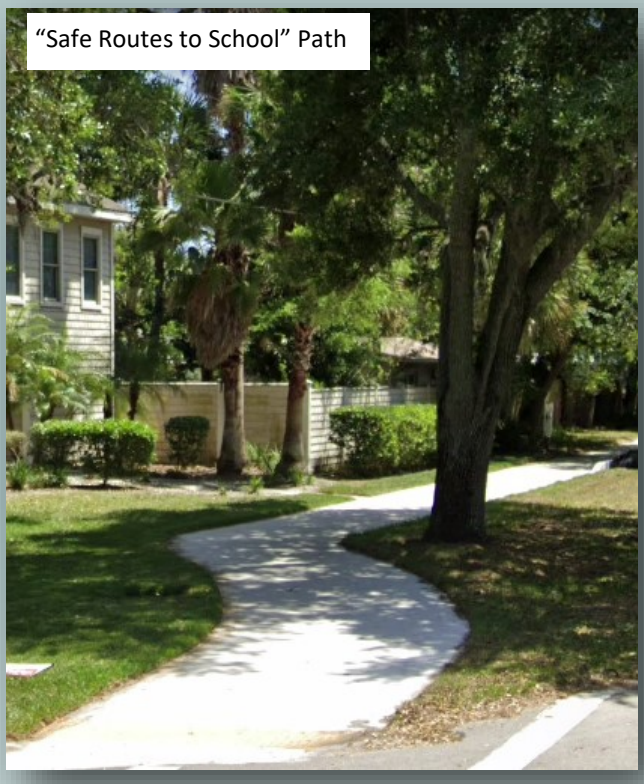
Guiding Principles

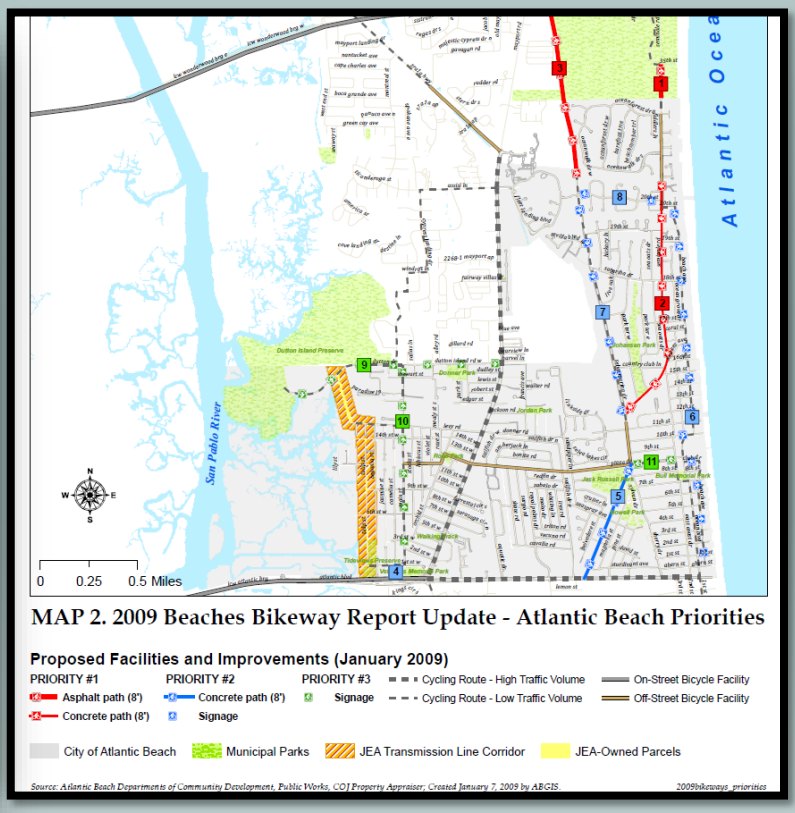
The City completed a **Bikeway and Trail Plan** in collaboration with the City of Neptune Beach and the City of Jacksonville Beach in 2002, and updated the plan in 2009. This collaboration produced a general and conceptual plan for a system of bike and pedestrian routes to connect each of the three beach cities. Based on the findings of the study, a priority list of desired routes was developed.



MAP 1. 2002 Beaches Bikeway Report - Atlantic Beach Priorities

The 2002 bikeway plan led to the “Beaches Bikeway” multi-use path that runs from Selva Marina Drive to Plaza and then west to Main Street. Since the 2009 update, several additional paths have been installed including the 8 foot path on the west side of Seminole Road from Garden Ln S to Oceanforest Dr N; a separated path that connects Dutton Island Preserve with Dutton Island Road W; the “Safe Routes to School” path along Sherry Dr and Seminole Rd that connects Ahern St to 17th St; and an 8 foot multi-use path along Seminole Road from City Hall to Atlantic Blvd.





MAP 2. 2009 Beaches Bikeway Report Update - Atlantic Beach Priorities

Guiding Principles

The 2018 - 2030 Comprehensive Plan includes the following goals, objectives, and policies addressing safe and efficient transportation options for bicyclists and pedestrians:

Policy E.1.2.3 *The City shall continue to implement and construct its bicycle and pedestrian pathway system, with priority given to locations that provide links between neighborhoods, schools, parks and the beach and adjacent beach communities. Where sufficient right-of-way or land area exists, wider six (6) or eight (8) foot widths shall be the recommended standard to accommodate for the safety of multi-modal activities. The City shall also advocate the addition of bike lanes to State and County Roads*

Objective B.2.3 *Provision of Bikeways and Multi-use Facilities. All new right-of-ways established within the City shall be of adequate width to provide for bikeways, sidewalks or similar facilities as required to encourage safe and increased pedestrian and bicycle activity. Where possible, existing right-of-ways should provide for bikeways, sidewalks, or similar facilities to encourage safe and increased pedestrian and bicycle activity.*

Policy B.2.3.3 *All existing rights-of-way shall be reviewed when resurfaced, redesigned, or modified to provide for bikeways, sidewalks, multi-use paths, or similar facilities throughout the city to provide linkages to schools, parks, and other destination points.*

Objective B.2.4 *Energy Efficient Strategies -The City shall maintain its existing street patterns, which have developed to provide a network of connected neighborhoods and an ability to walk, bike and travel throughout the City with minimum vehicular travel miles and minimal traffic congestion.*

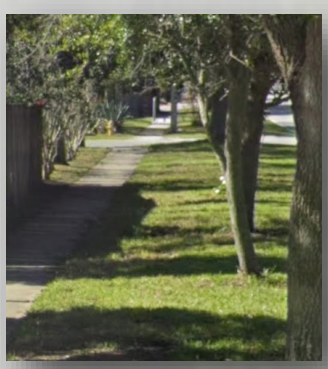
Policy A.1.3.3 *The City shall continue to manage, preserve and construct facilities that provide diverse opportunities to all residents for both passive and active recreation, including parks, nature preserves, trails and bikeways, skateboard parks and ball fields, dune crossovers, waterway accesses and associated amenities.*

Policy A.1.14.1 *The City shall maintain an energy efficient land use pattern and shall continue to promote the use of transit and alternative methods of transportation that decrease reliance on the automobile.*

Policy A.1.14.2 *The City shall continue to encourage and develop the "walk-ability and bike-ability" of the City as a means to promote the physical health of the City's residents, access to recreational and natural resources, and as a means to reduce greenhouse gas emissions.*

Guiding Principles

Given the abundance of recreational opportunities within the city, it is important to provide safe and convenient access to these amenities. In their "Safe Routes to Parks" report, the National Recreation and Park Association (NRPA) listed their five essential elements of a safe route to a park:

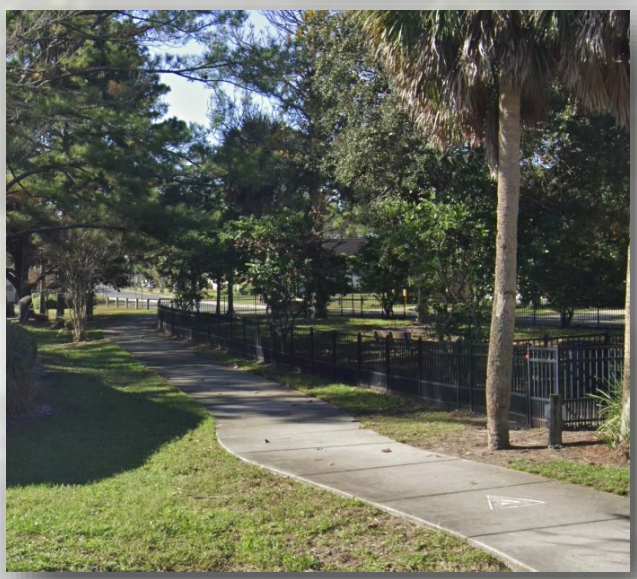


Comfort

⇒ *It is important to make walking to parks inviting with tree-lined streets, an appealing and clean environment, and off-road trail access if possible.*

Convenience

⇒ *The NRPA recommends that the route to the park be no further than one half of a mile or within a 10 minute walk from where people reside.*



Safety

⇒ *Safety, and perceived safety, can be improved by separating pedestrian paths from roads with physical barriers so that pedestrians are not competing with automobiles.*

Access & Design

⇒ *Proper design benefits all users and allows all citizens to access safe routes to parks. This includes adding wayfinding signage, reviewing for ADA compliance, and ensuring multiple access points.*

The Park

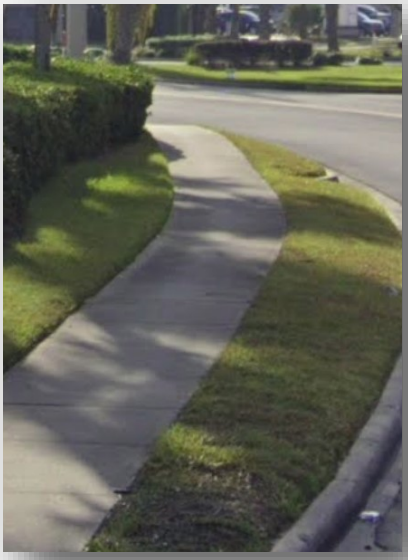
⇒ *In addition to building a safe route, a park that offers multiple amenities will attract the surrounding population and increase usage of the routes to that park*

Pedestrian and Bicycle Facilities

Several on and off-street facilities are recommended in this document based on comfort and safety of users, conditions of roadways or right of ways, and other factors. Brief descriptions for each facility are below:

Sidewalk

⇒ *A paved path that runs parallel to the roadway that is designated for pedestrian use. Sidewalks can be on either side of a right of way separated by landscaping or as part of the roadway. Bicycle and other recreational activities are not suitable for sidewalk use.*

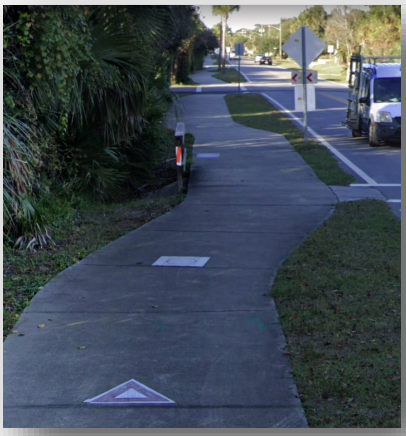


Sidewalks are generally unsuitable to be used as bikeways for the following reasons:

- Sidewalks are generally not designed for cycling speeds. Cyclists must either reduce their speed or travel too fast for conditions.
- There is generally insufficient width for shared bicycle and pedestrian travel, particularly due to obstacles such as utility poles, signs, and street furniture that narrows the effective width of the sidewalk.
- Bicyclists face conflicts with motor vehicles at driveways and intersections. Motorists are generally not expecting a cyclist to cross their path from the sidewalk, and may not be looking for them.
- Traffic rules, such as obligations to yield, are unclear when cyclists ride on sidewalks, creating confusion and risk between pedestrians, cyclists, and motorists.

Shared Use Path (also known as multi-use paths, greenways or sidepaths)

⇒ *This is a multi-use path that is accessible to all users including, but not limited to, people with disabilities, bicyclists, pedestrians, skateboarders, etc. These pathways should be separated from the roadway by landscaping to provide a buffer and increase safety. When designed correctly, these facilities provide a high level of comfort for pedestrians and bicyclists.*



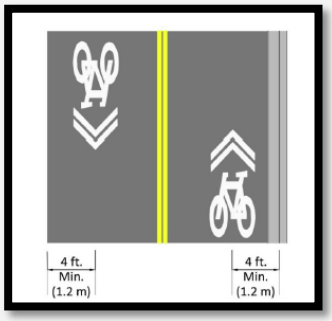
Elevated Walkway

⇒ *A pathway that is elevated above the ground to create a walking space that may not be possible on the ground level. They often connect two separate, ground–level walking locations that were not once accessible because of topographical limitations.*

Pedestrian and Bicycle Facilities

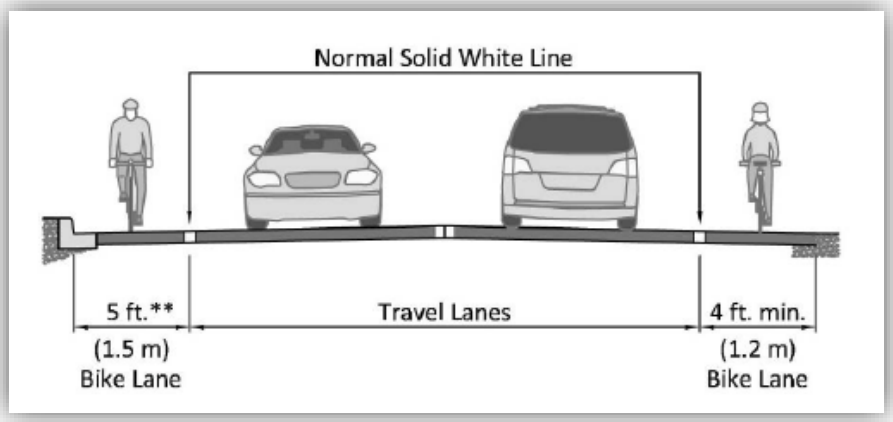
Shared Roadway Markings

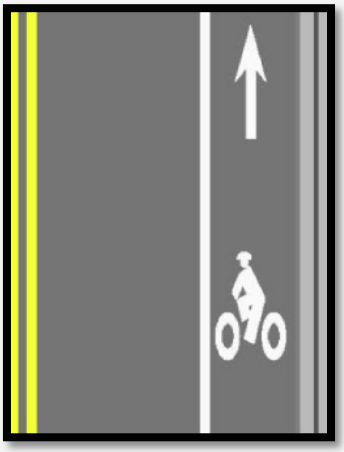
⇒ *A roadway where both bicyclists and cars can occupy the same lane. These lanes will include shared roadway markings, or "sharrows" placed on both sides of the street to indicate to the driver that they must share the road way and to designate the direction of riding.*



Bicycle Lane

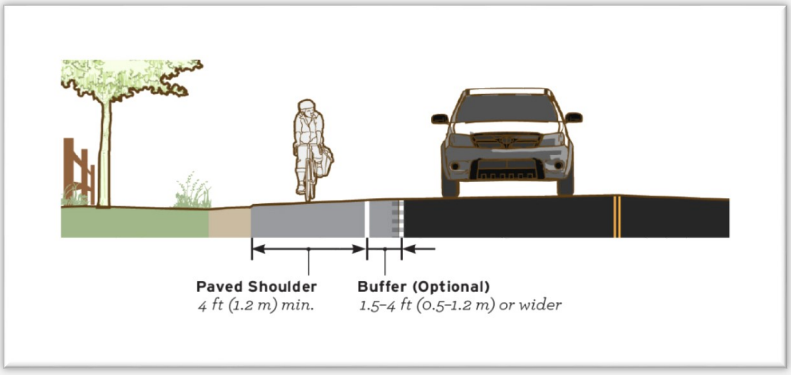
⇒ *A designated portion of the roadway that is designated for preferential and exclusive use of bicyclists. This lane provides a separate and safe location for people to ride their bike without the added hazards of sharing a lane. The minimum width for bicycle lanes is 4 feet.*





Paved Shoulder

⇒ *A paved, striped shoulder that is designated for pedestrians and/ or bicyclists. While there is no minimum width, 4 feet or greater is recommended. Paved shoulders provide a stable walking and riding surface while also reducing roadway maintenance and improving drainage.*



2. Community Input

2018: Public Workshop
2019: Two-day Public Charrette
2018/2019: Online "Parks & Trails" Survey
2021: Public Workshop

The community input and planning process for this plan was largely completed in conjunction with that of the recently competed Parks Master Plan, which began in 2018 with a parks and trails public workshop. After a presentation by the Planning Director, participants went to the different "stations" that had been set up around the room. One of the stations was for "sidewalks and paths" and had a large map showing the existing sidewalks and paths within the city. Participants then wrote their comments on sticky notes or directly on the map itself.

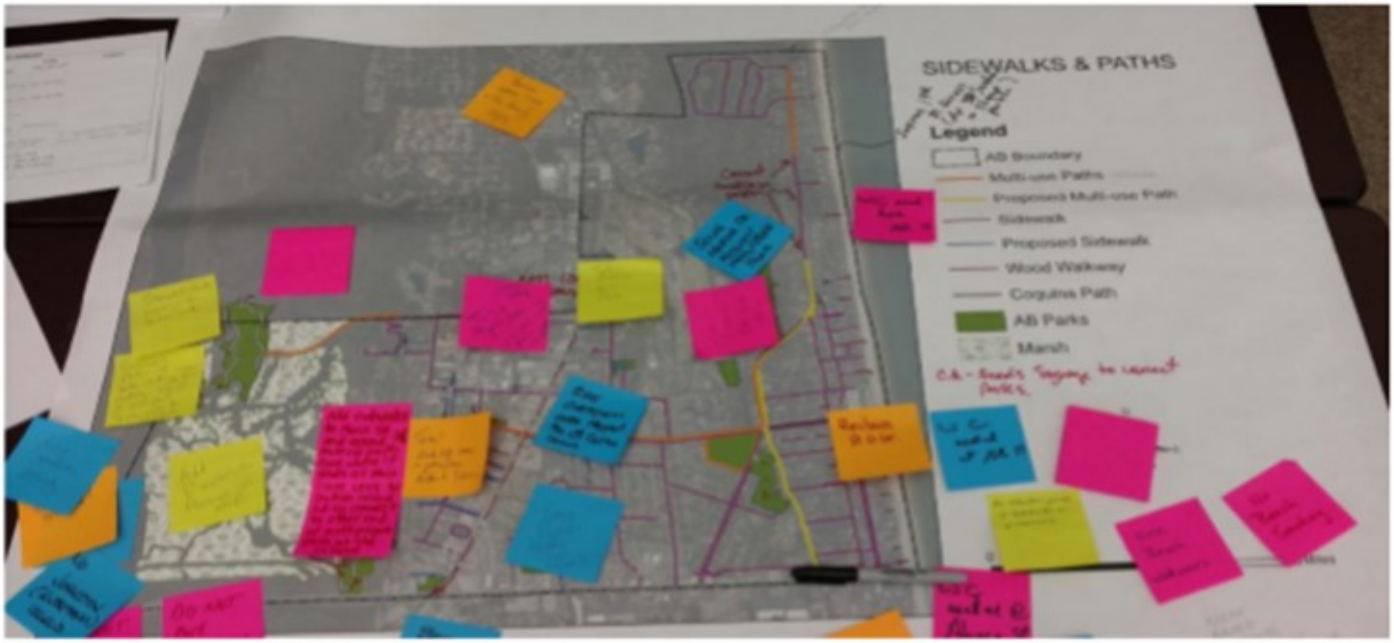
In 2019, a two day public charrette was held with assistance from the National Park Service (NPS) and the American Society of Landscape Architects (ASLA). The first day of the charrette included a "station" that focused on multi-use paths and improving connectivity throughout the city. Participants from the public wrote their comments on a map at this station. On the second day, the volunteers from the NPS and ASLA presented their sketches and PowerPoints based on the community's feedback. However, these sketches focused largely on the parks.

In February, 2021, a public workshop was held with stations reviewing the proposed opportunities as well as a proposed complete streets policy.

Additionally, an online "Parks and Trails" survey was conducted by the city with responses from 291 participants. This survey garnered feedback regarding the importance of the city's parks and trails, frequency and reasons for utilizing the parks and trails, and many other insightful questions and comments.

Community Input

A public workshop was held in December, 2018 with one of the "stations" addressing paths and trails. The comments from this workshop can be seen below:

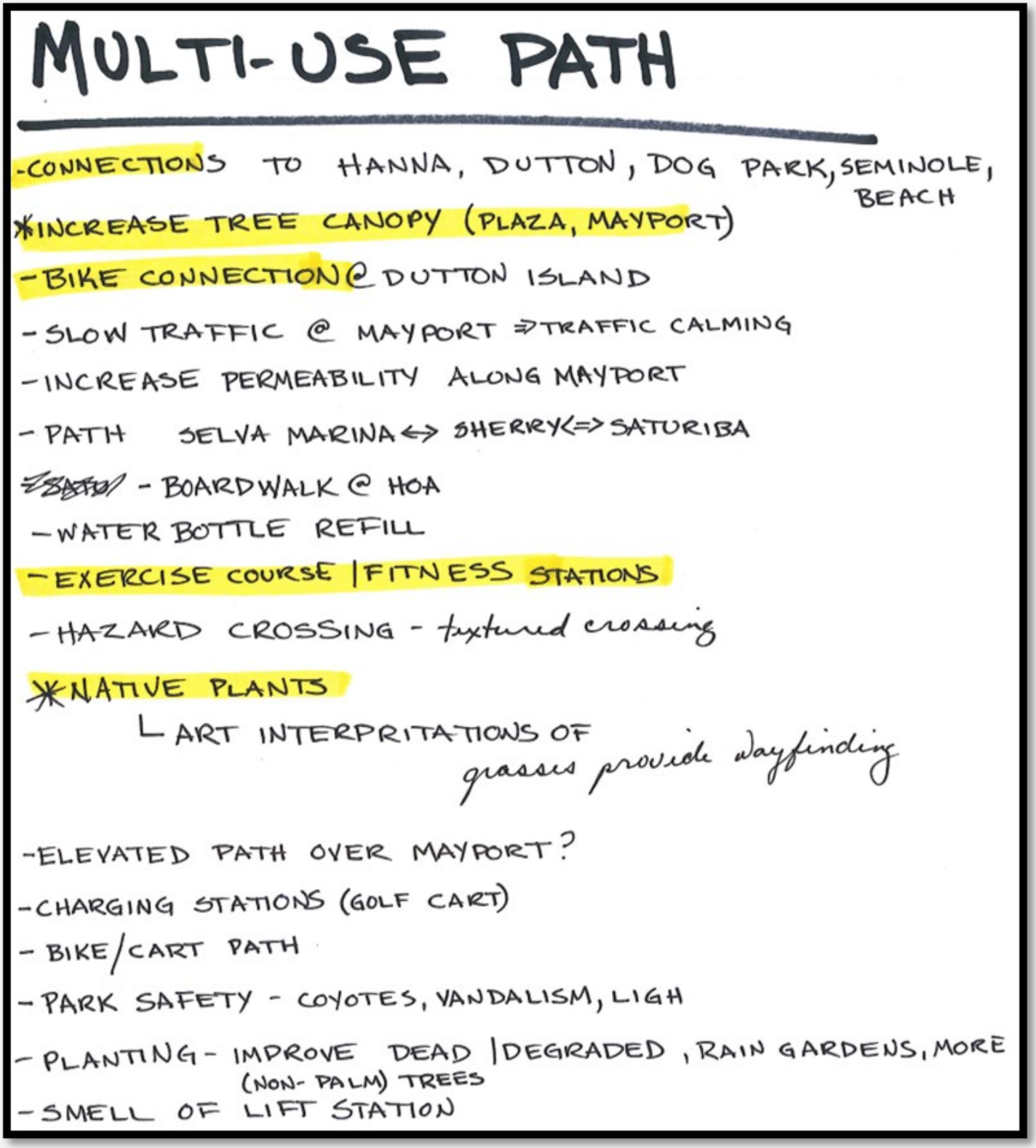


SIDEWALKS & PATHS

Barrier between road and bike lane for safety on Mayport
WC needed here 18th street
Open for people and bikes-Seminole at Hanna Park
Improve 19th Street access-fix surface in steep portion
Selva Marina Drive median-pedestrian/bike trail
Selva Marina median park
Selva Preserve pedestrian/bike path
Purchase/develop empty lot at Mayport & Dutton as a park, either.....? *can't read*
Street/sidewalk marking for bike route
Connect parks with bike route (Tour de Parks), history, signage at each park, score card for certificate
Buy Johnston Island
No Johnston Island! (five times)
Preserve green space on Johnston
Add Riverbranch Preserve on map
Add sidewalks to Main Street and extend multi-use path from where it ends at Main cross Levy to Dutton Island Road to connect to other end of multipurpose path at the Island (twice)
Bike overpass over Mayport Road at Dutton Island
Stop light before ramp unsafe!!
Bike trail connectivity (twice)
Reclaim r.o.w.
WC needed at 10th Street
No retention ponds or ball fields in preserves
WC needed at Ahern Street
More beach walk overs
No beach smoking
More beach parking and Town Center parking
CA-needs signage to connect parks

Community Input

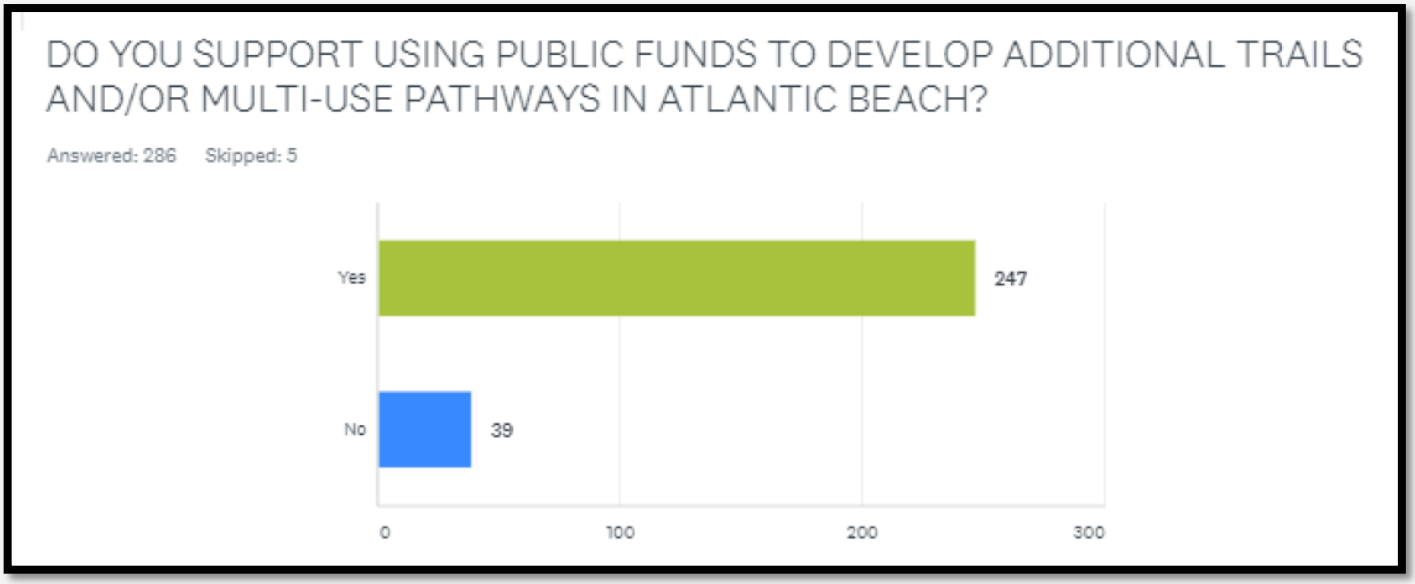
In October, 2019, a two-day public charrette was held to address certain parks as well as multi-use paths. The comments from this workshop are below:

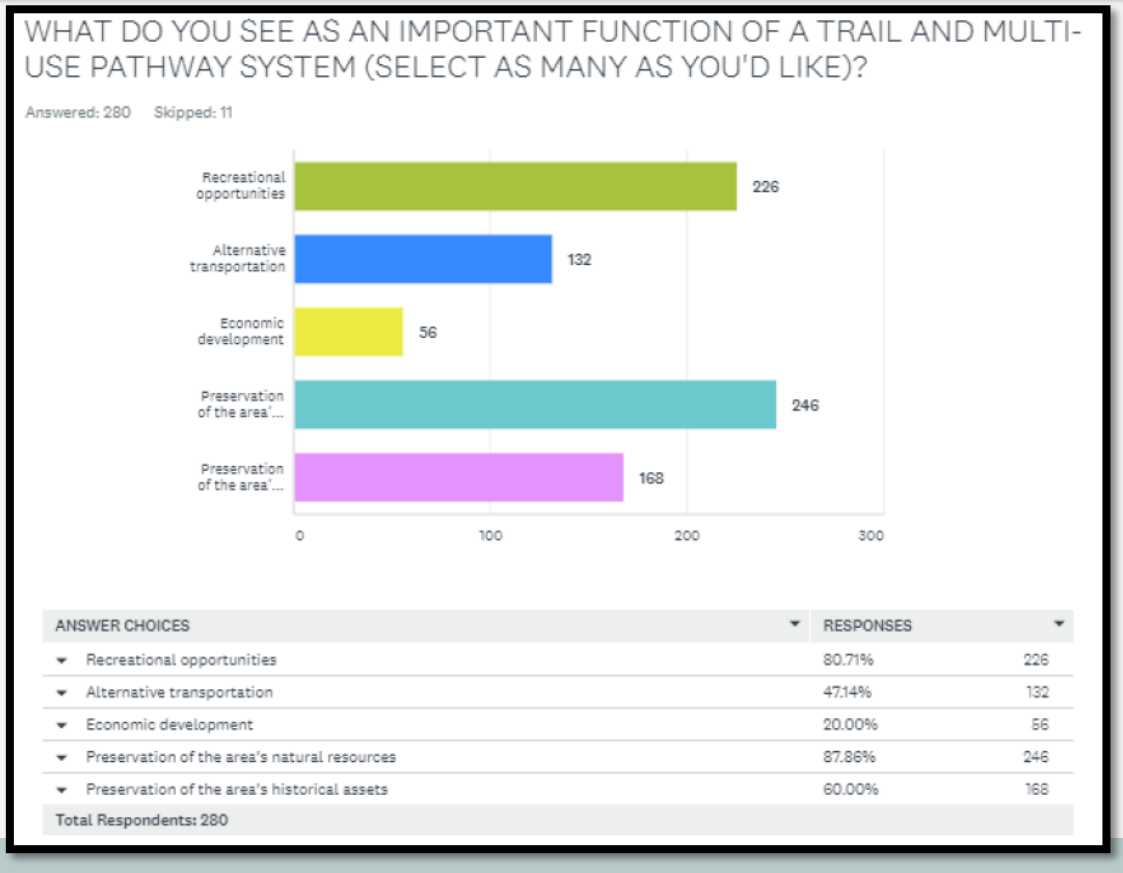


Community Input

The City conducted a city wide online survey to obtain public feedback about not only city parks and preserves but also about multi-use paths and trails.

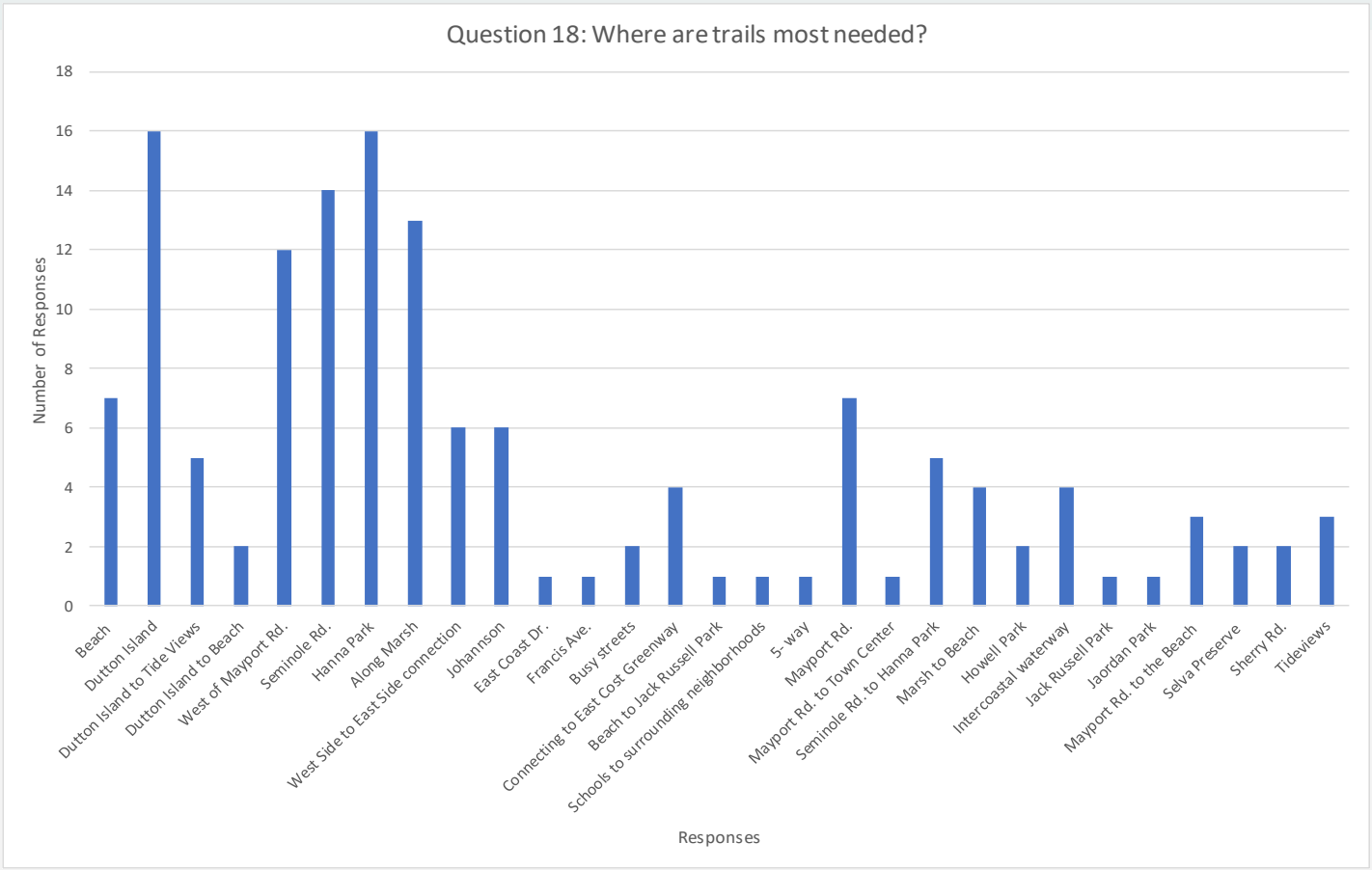
- 77% of survey respondents were very supportive and an additional 19% were somewhat supportive of developing new walking/biking trails and/or connecting existing ones to improve the city's park and recreation system.
- 86% of survey respondents supported using public funds to develop additional trails and/or multi-use paths in Atlantic Beach.

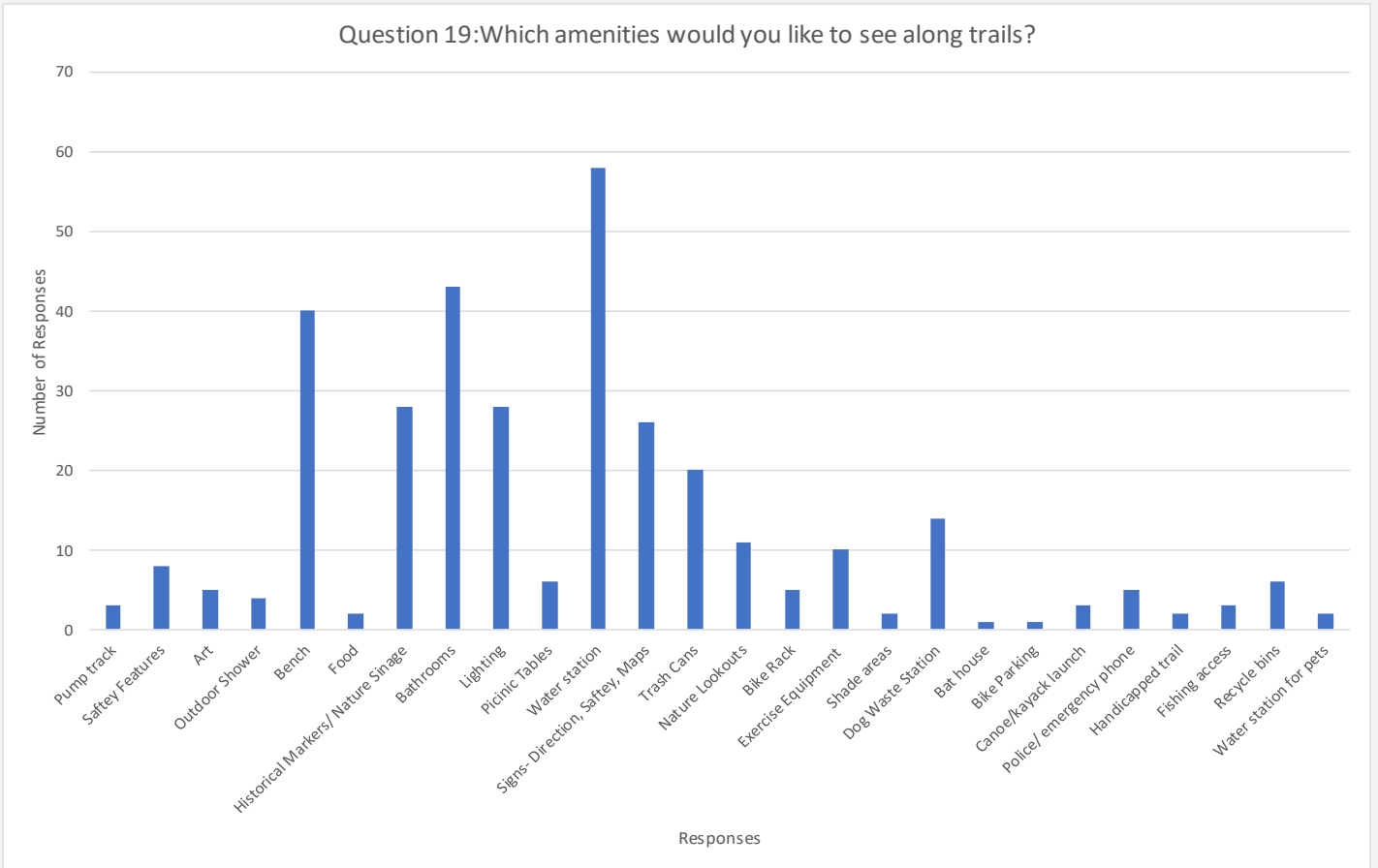




ANSWER CHOICES	RESPONSES	
Recreational opportunities	80.71%	226
Alternative transportation	47.14%	132
Economic development	20.00%	56
Preservation of the area's natural resources	87.86%	246
Preservation of the area's historical assets	60.00%	168
Total Respondents: 280		

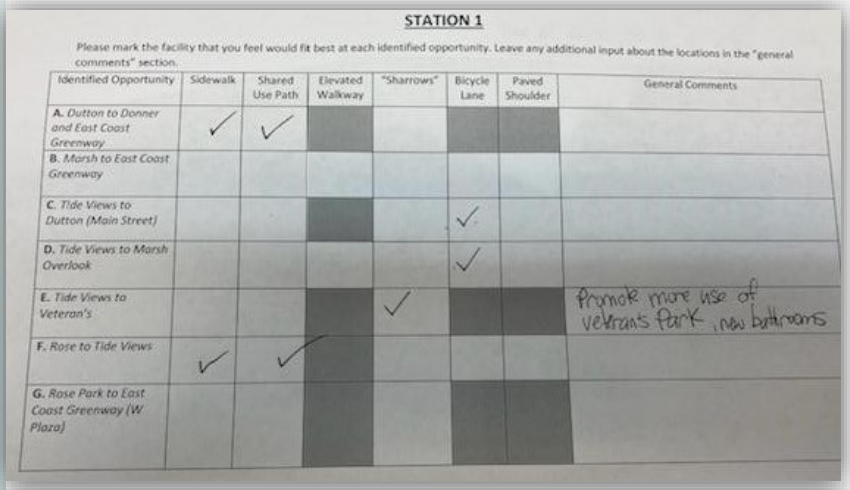
Community Input





Community Input

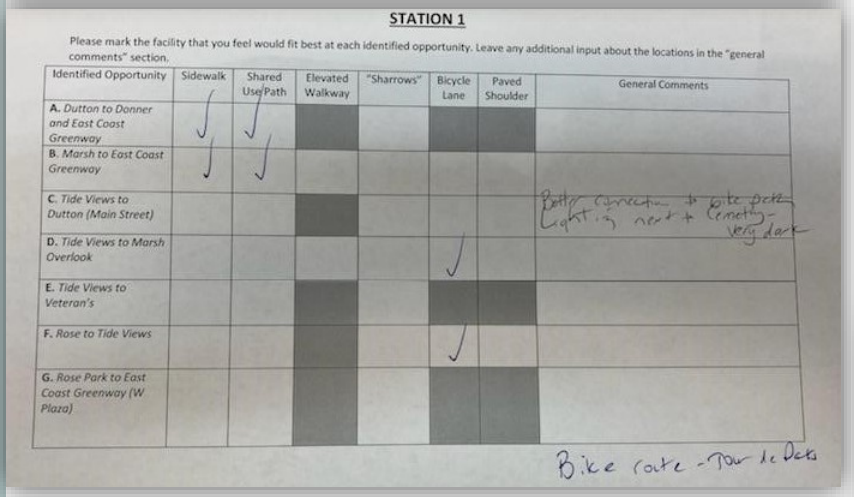
A public workshop was held on February 3rd, 2021. Four interactive "stations" were set up where participants were encouraged to provide feedback on which bike/ped facilities they would like to see and where they would like to see them. Each station provided information on different bike/ped facilities along with maps showing the identified opportunities.



STATION 1

Please mark the facility that you feel would fit best at each identified opportunity. Leave any additional input about the locations in the "general comments" section.

Identified Opportunity	Sidewalk	Shared Use Path	Elevated Walkway	"Sharrows"	Bicycle Lane	Paved Shoulder	General Comments
A. Dutton to Donner and East Coast Greenway	✓	✓					
B. Marsh to East Coast Greenway							
C. Tide Views to Dutton (Main Street)					✓		
D. Tide Views to Marsh Overlook					✓		
E. Tide Views to Veteran's				✓			Promote more use of Veterans Park, new bathrooms
F. Rose to Tide Views	✓	✓					
G. Rose Park to East Coast Greenway (W Plaza)							



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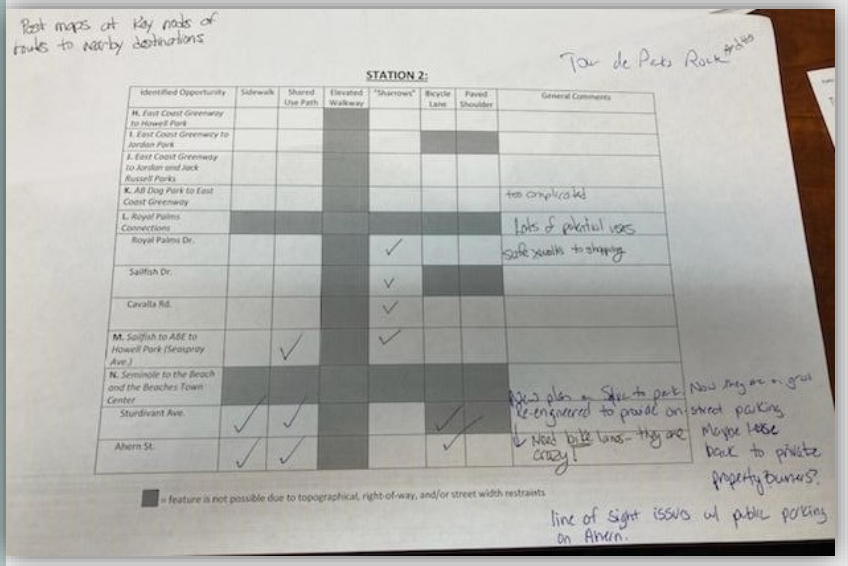
Identified Opportunity	Sidewalk	Shared Use Path	Elevated Walkway	"Sharrows"	Bicycle Lane	Paved Shoulder	General Comments
A. Dutton to Donner and East Coast Greenway	✓	✓					
B. Marsh to East Coast Greenway	✓	✓					
C. Tide Views to Dutton (Main Street)							Better connection to bike path. Lighting next to cemetery - very dark
D. Tide Views to Marsh Overlook					✓		
E. Tide Views to Veteran's							
F. Rose to Tide Views					✓		
G. Rose Park to East Coast Greenway (W Plaza)							

Bike route - Tour de Parks



Post maps at key nodes of routes to nearby destinations

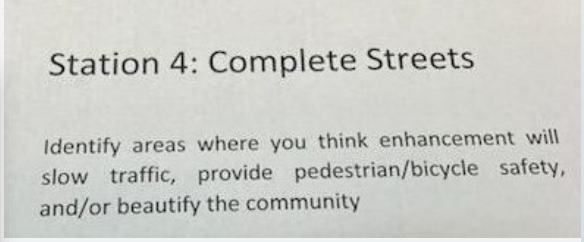
Tour de Parks Route

STATION 2:

Identified Opportunity	Sidewalk	Shared Use Path	Elevated Walkway	"Sharrows"	Bicycle Lane	Paved Shoulder	General Comments
H. East Coast Greenway to Howell Park							
I. East Coast Greenway to Jordan Park							
J. East Coast Greenway to Jordan and Jack Russell Parks							
K. AB Dog Park to East Coast Greenway							too complicated
L. Royal Palms Connections							Lots of potential uses
Royal Palms Dr.				✓			safe xwalks to shopping
Sailfish Dr.				✓			
Cavalla Rd.				✓			
M. Sailfish to ABE to Howell Park (Seaspray Ave.)		✓		✓			
N. Seminole to the Beach and the Beaches Town Center							
Sturdivant Ave.	✓	✓			✓		Nice plaza & space to park. Re-engineered to provide on-street parking. Maybe lose back to private property bumpers?
Ahern St.	✓	✓			✓		Need bike lanes - they are crazy!

■ = feature is not possible due to topographical, right-of-way, and/or street width restraints

line of sight issues at public parking on Ahern.



Station 4: Complete Streets

Identify areas where you think enhancement will slow traffic, provide pedestrian/bicycle safety, and/or beautify the community

Responses at Station 4 included:

⇒ Main Street

⇒ Gateway to the City at Mayport + Seminole Roads

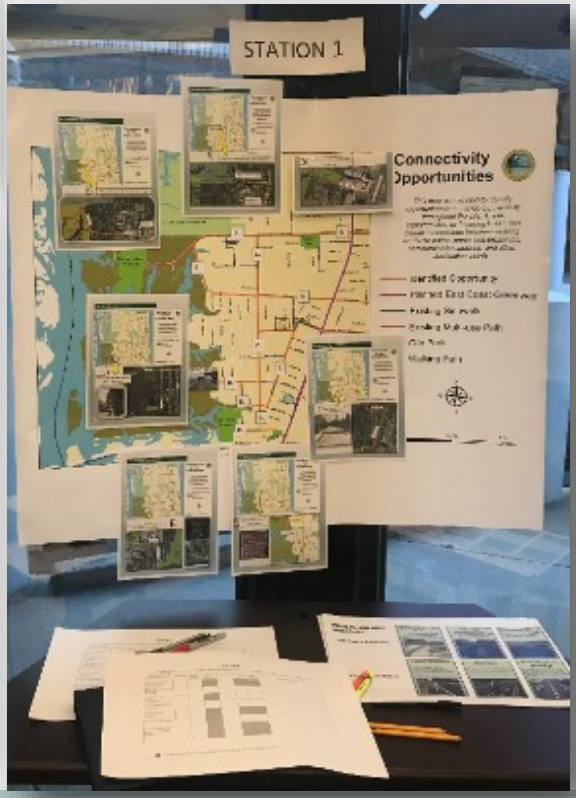
⇒ 3-D Paintings

⇒ Xeriscape Roundabouts

⇒ 3-D Painted Crosswalks

⇒ Tour de Parks Bike Route

⇒ Criteria to request traffic calming devices (must have neighborhood buy in)



Community Input

Common themes identified from the community input included:

⇒ **Connections to and between parks**

⇒ **Connecting existing trails and paths**

⇒ **Connecting the marsh to the beach (east & west sides of the city)**

⇒ **Connections along the marsh and between the preserves**

⇒ **Safety concerns crossing and traveling along Mayport Road**

⇒ **Connections/access to Hanna Park**

⇒ **Paths and connections on Seminole Road**

The public feedback and input gathered helped shape the improvements explored in this plan. For example, **connections to and between parks** are a major focal point of this plan as is demonstrated in the "Identified Opportunities" map included in this plan. Similarly, **connecting existing and proposed paths** is addressed throughout this plan and is a goal of this plan. The "Identified Opportunities" and associated improvements proposed serve to connect the entire city and, while addressed in "segments" , they work together to **connect the marsh to the beach**. Further, several of the proposed improvements work to safely **connect the city's marsh preserves** (Tide Views, River Branch, & Dutton Island). Also discussed in this plan is how the city has worked with the Florida Department of Transportation (FDOT) and North Florida Transportation Planning Organization (TPO) to address **safety concerns on Mayport Road,** a state owned and operated roadway. Efforts thus far have resulted in a speed limit reduction, planned crosswalk signalization & timing improvements, and plans for a "road diet" that include an extension of the East Coast Greenway (see Resolution No. 19-42)) and a bicycle lane from Atlantic Blvd to Dutton Island Rd. Also not addressed in this plan is **access to Hanna Park from Seminole Road**. As many residents know, this has been a contentious issue that resulted in the creation of an easement essentially blocking access to Hannah Park from Seminole Road. Lastly, regarding **paths/connections on Seminole Road,** this plan addresses improvements that would build on the multiple existing paths on Seminole Road.

3. Existing Conditions

A number of factors influence the demand for non-motorized transportation facilities including the demographics, land use patterns, and existing travel conditions of an area.

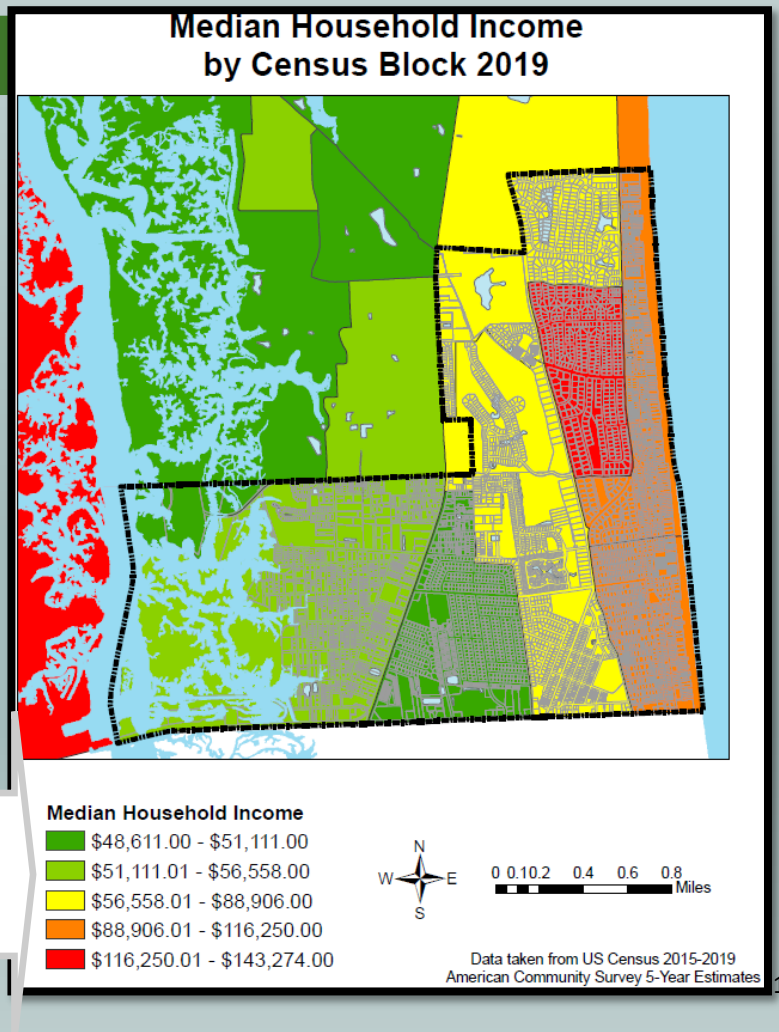
Areas Likely to Benefit from Non-motorized Facilities

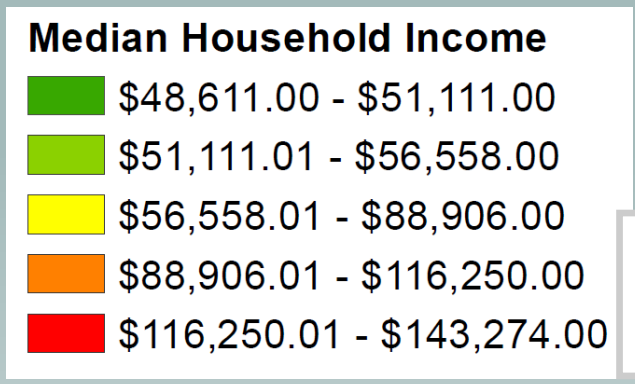
Factor	Examples
Favorable Demographics	-Lower income neighborhoods
	-Large numbers of children or elderly residents
Compatible Land Use	-Higher residential density
	-Mixed land uses or commercial centers
	-Destination sites (schools, parks, etc.)
Suitable Travel Conditions	-Lower traffic speeds and volumes
	-Lack of driveway cuts or access aisles
	-Sufficient ped/bike facilities like sidewalks and bicycle parking

Demographics

Alternative transportation rates are higher in lower-income areas as residents often do not have access to a vehicle and rely on other modes of transportation.

The map to the left shows the 2019 median household income for each census block. The lowest household incomes were reported in the western census blocks.

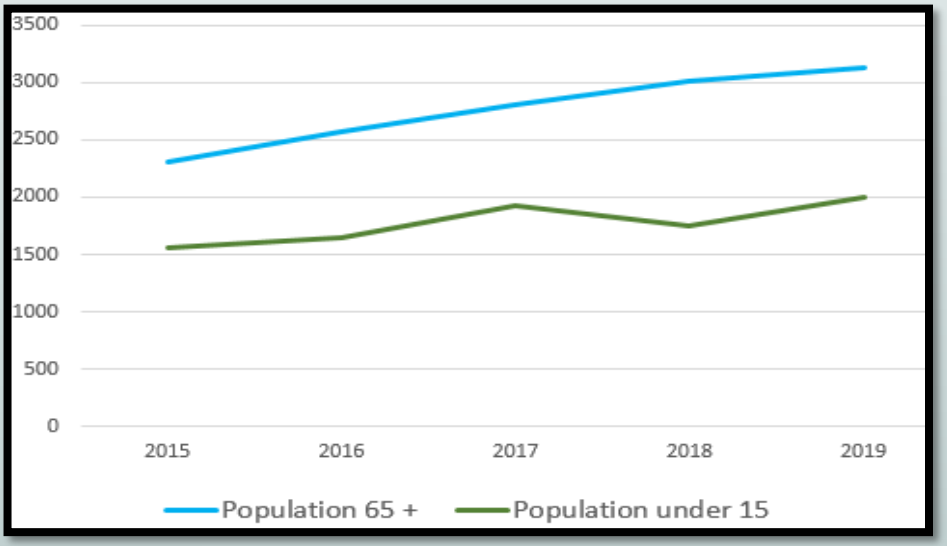


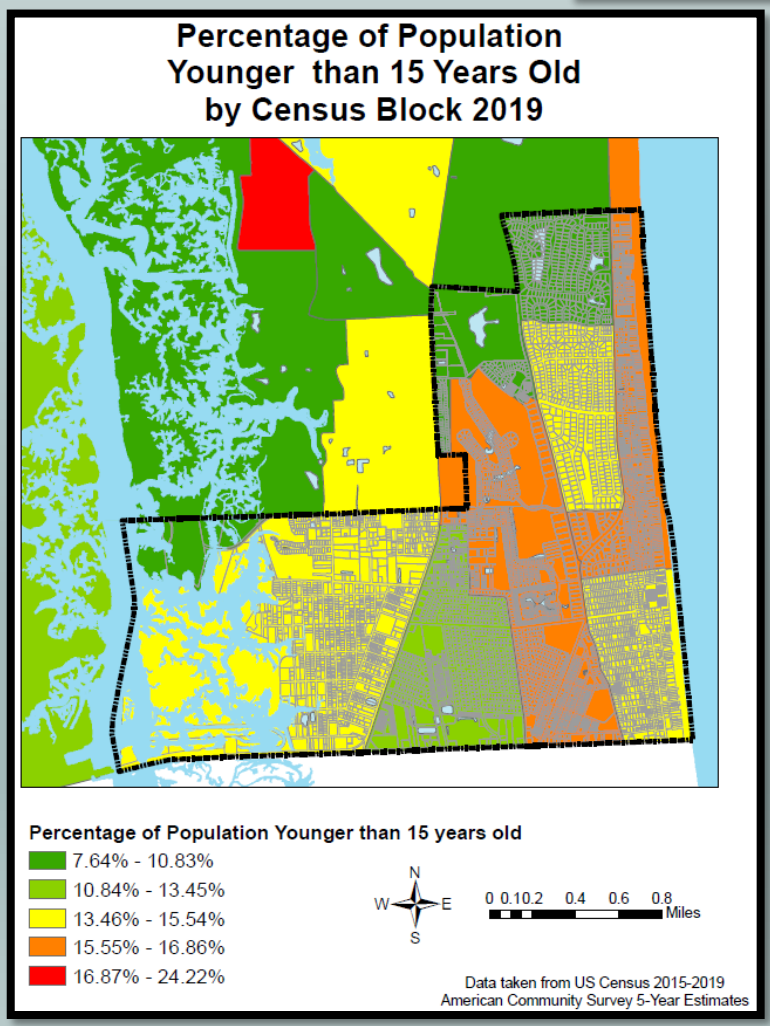


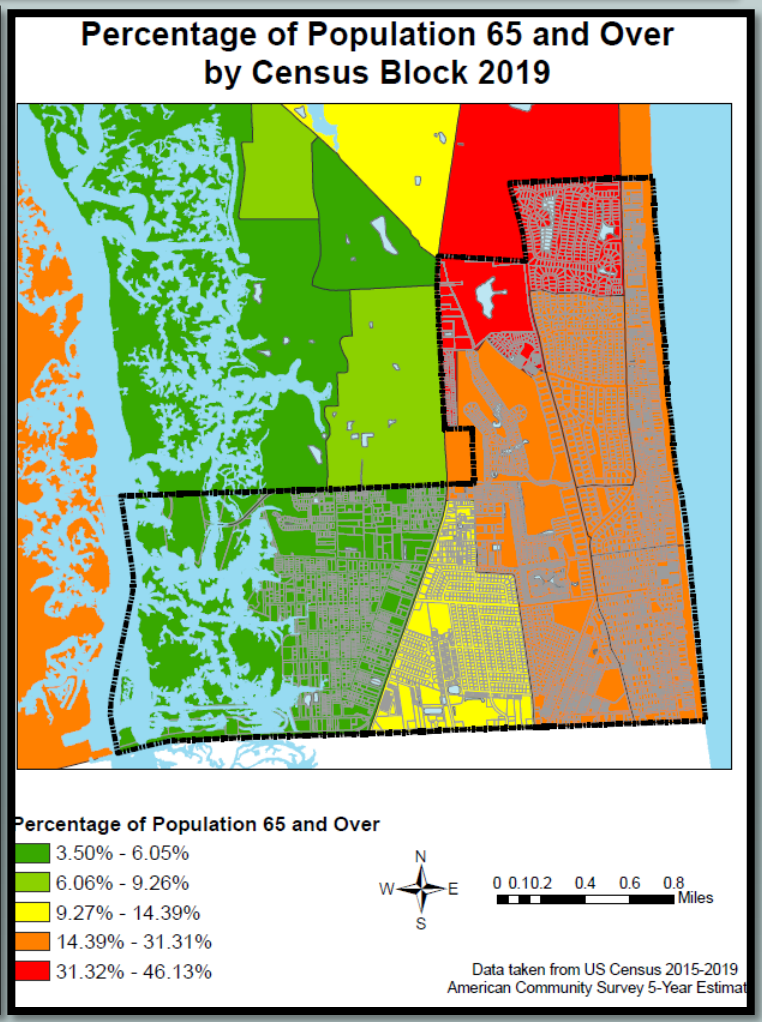
Demographics

Young and elderly residents often rely on non-motorized forms of transportation more so than other age groups due to not having access to a vehicle or no longer driving. The National Aging and Disability Transportation Center reports that 1 in 5 Americans that are older than age 65 are no longer driving and demand for alternative transportation is increasing as the boomer population continues to age. In Atlantic Beach, the number of residents 65 and over as well as residents under 15 has increased over the past 5 years.

On a smaller scale, census block data helps illustrate the age distribution within the city of Atlantic Beach. The two maps below show that a higher percentage of residents 65 and over live within the eastern census blocks, while the distribution of residents under 15 years old is more balanced across the city.



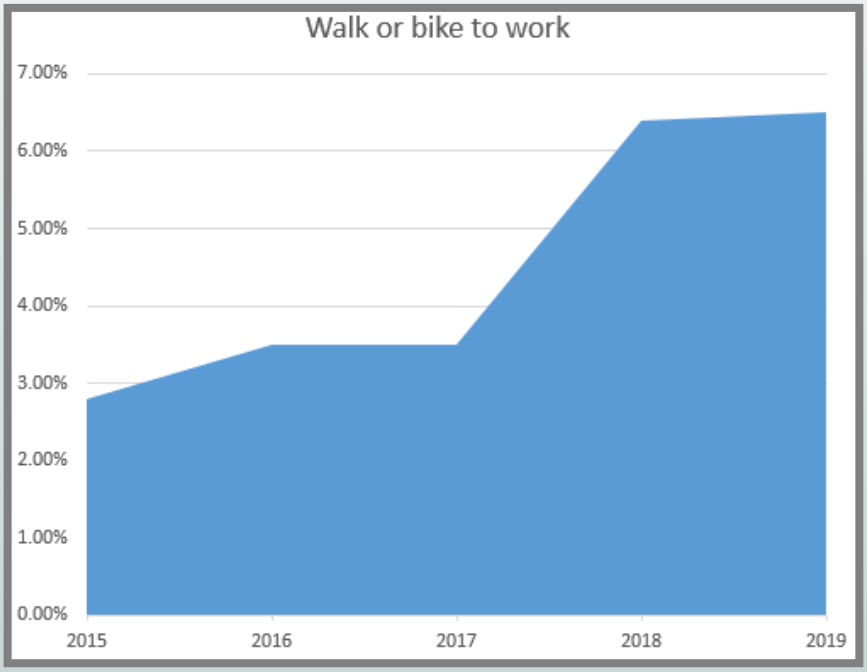




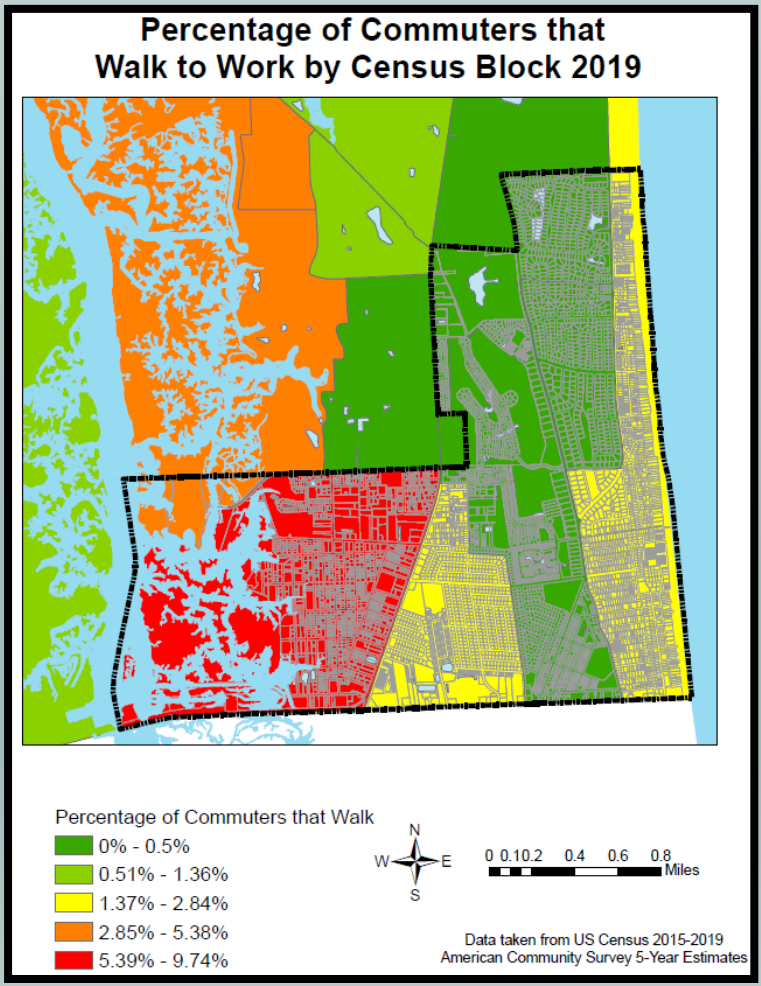
Demographics

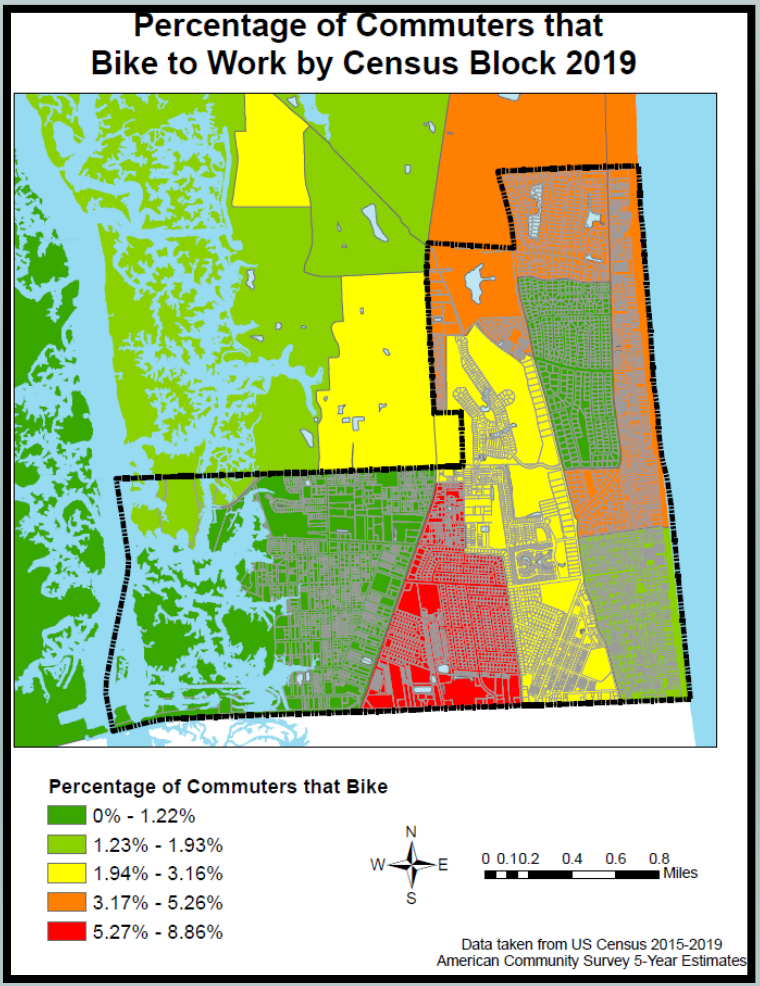
An additional factor measured by the U.S. Census is the percentage of respondents that reported walking or biking as their means of transportation to work. This percentage has more than doubled over the past 5 years in Atlantic Beach.

Many U.S. cities are seeing an increase in bicycle commuters, according to the U.S. Census Bureau. What about commuters who walk to work? Brian McKenzie, a Census Bureau sociologist, said, "In recent years, many communities have taken steps to support more transportation options, such as bicycling and walking. For example, many cities have invested in bike-share programs, bike lanes, and more pedestrian-friendly streets."



In the maps below you can see the census blocks with the highest percentage of respondents that walk or bike to work. These maps, as well as other relevant data, should be considered when prioritizing pedestrian and bicycle infrastructure.

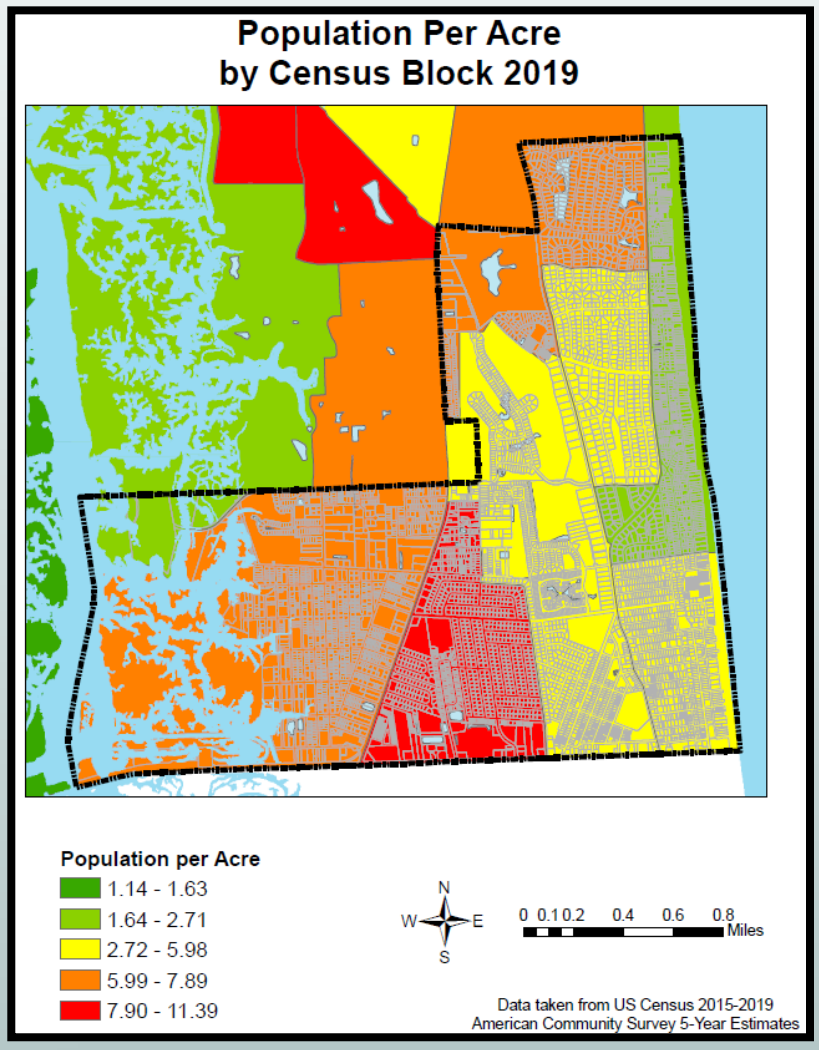




Land Use

Walking and bicycling rates tend to be higher in areas with higher densities and a mix of uses. Higher densities (population per acre) and a mix of compatible land uses make non-motorized modes of transportation more efficient by providing more users and destinations in a smaller area.

This map shows population per acre for each census block in Atlantic Beach. The data shows the highest population densities are generally within the western two census blocks along Mayport Road (note that to accurately show density, Hanna Park and the Intracoastal Waterway were removed from total acreage within the respective census blocks). In addition to higher densities, areas with a mix of land uses and/or commercial centers serve as destination sites that generate higher demand for pedestrian and bicycle facilities. The two commercial corridors in Atlantic Beach are located adjacent to Mayport Road and Atlantic Boulevard, with the highest concentration of mixed uses located within the Beaches Town Center.



Example of a mix of uses

Example of a high density land use

Travel Conditions

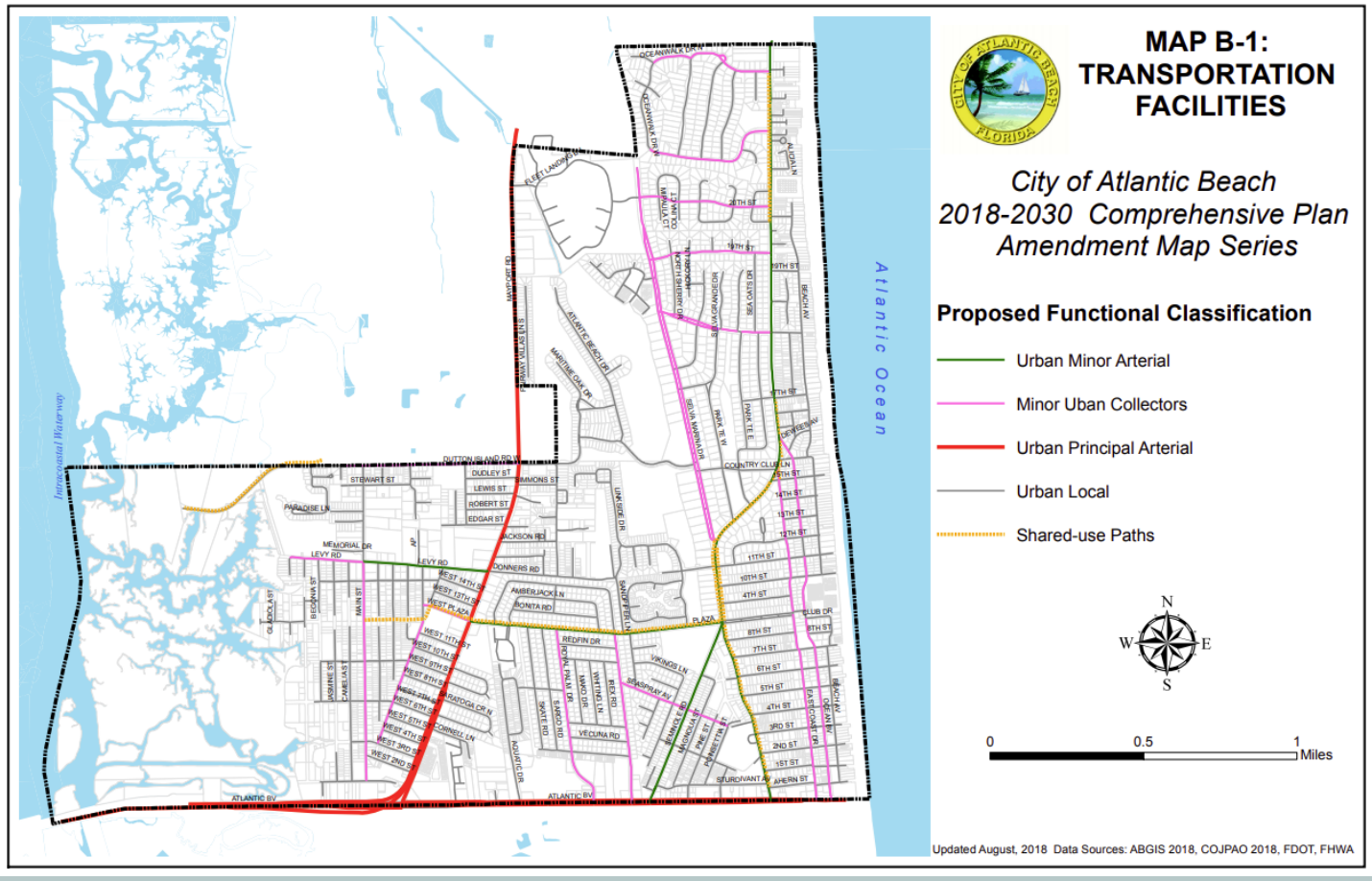
Travel conditions should be reviewed when establishing priorities and considering pedestrian and bicycle infrastructure, including the following factors:

⇒ **Street Classification & Speed.** High speeds and traffic volumes can present significant barriers and obstacles to non-motorized traffic**.** Ped/bike facilities can greatly impact the amount of walking and biking that occurs on these roadways.

⇒ **Crash Data.** Streets or intersections with a concentration of pedestrian or bicycle crashes can indicate a need for infrastructure or other safety improvements.

⇒ **School Walking Zones.** These are typically residential areas within one half (1/2) mile of a school, where children are likely to walk to school.

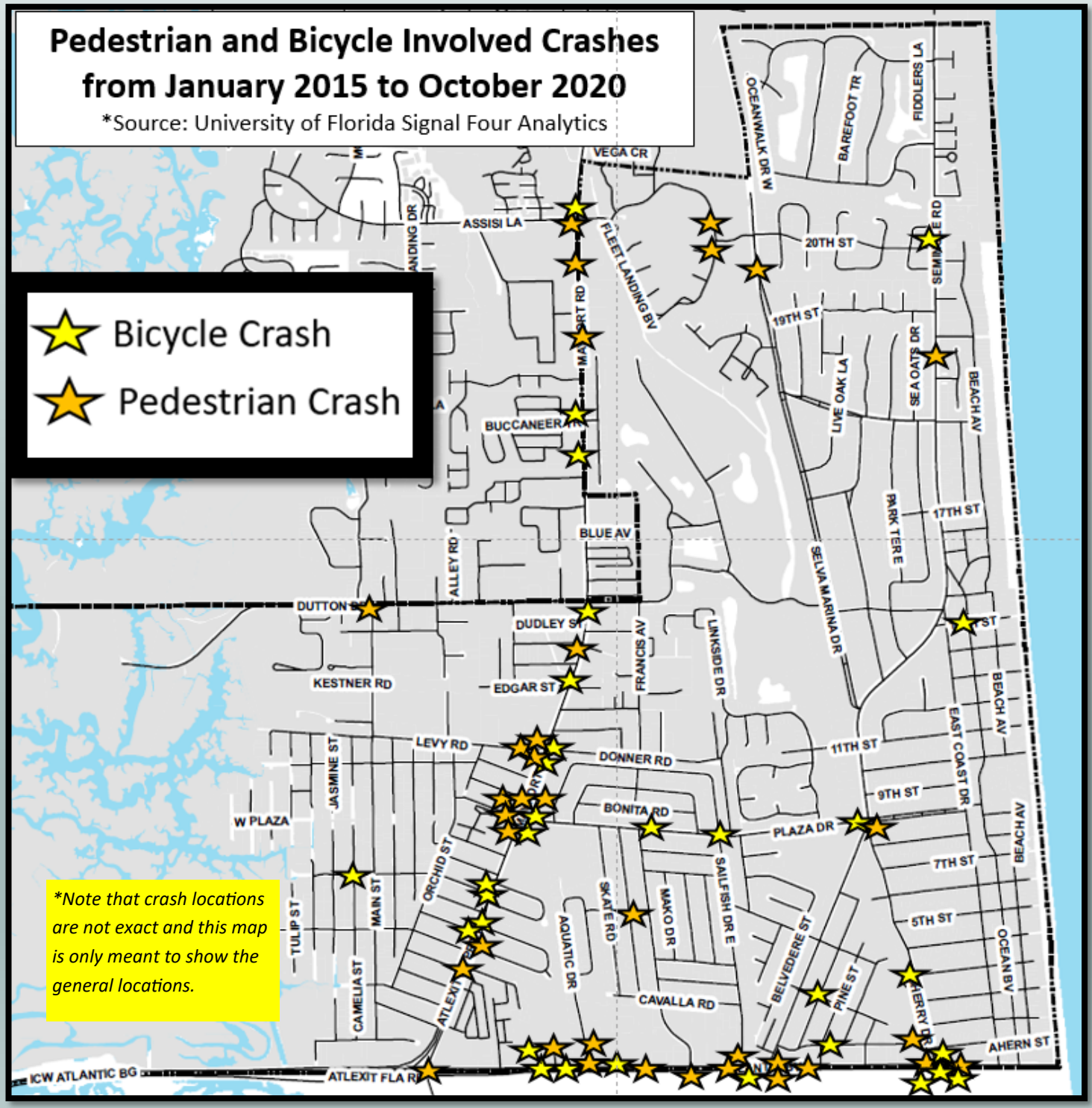
The map below identifies the classification of the city's roadways. Principal Arterial roadways experience the highest traffic speeds and volumes, followed by Minor Arterials and Collectors. Local roads experience lower traffic speeds and volumes making them generally safer for pedestrians and bicyclists. In Atlantic Beach, the two Principal Arterial roadways are Mayport Road and Atlantic Boulevard, which are the two state roads within the city. These are also the roadways that experience the highest number of pedestrian and bicycle crashes.



Travel Conditions

Bicycle and pedestrian crash data from the University of Florida was used for the map below. This data shows that most crashes within the city have occurred on Mayport Road and Atlantic Boulevard, the busiest roadways. The Plaza and Donner/Levy Road intersections with Mayport Road and the Sherry Drive intersection with Atlantic Boulevard experienced the most pedestrian and bicycle involved crashes.

Intersection	# of crashes
Mayport Rd & Plaza/ W Plaza	7
Mayport Rd & Donner/Levy Rd	5
Atlantic Blvd & Sherry Dr	6
Atlantic Blvd & Sailfish Dr	4
Atlantic Blvd & Atlantic Ct	4



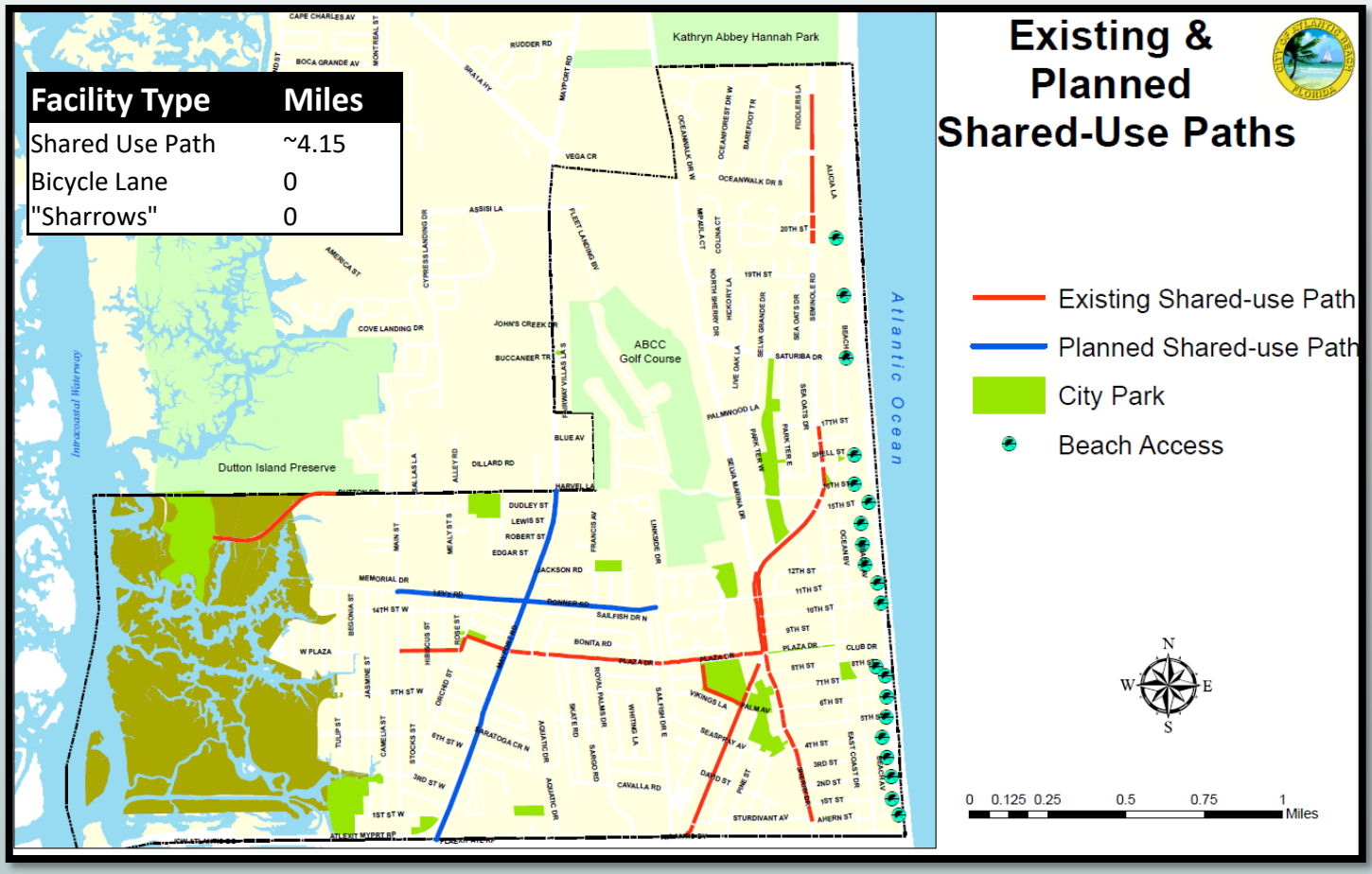
Travel Conditions

A school “walk zone” typically includes residential areas that are within a one half mile radius of an elementary school. Proposed pedestrian and bicycle facilities within a school walking zone are prime candidates when prioritizing projects as they can enhance safety for children, who are vulnerable users. Infrastructure, policies and regulations discussed in this plan can be used to improve the connectivity and safety within the school walking zone shown below.

Tour De Parks

Since 2006, the city has hosted the "Atlantic Beach Tour de Parks" which is an annual bike ride that includes stops at various city parks. This event has proven successful at getting the community outside to visit the parks, some of which participants are visiting for the first time. A recreational event such as this is a great way to spread awareness and encourage bicyclists and pedestrians to utilize these connections between the city's parks. Providing safe connections will only increase this participation and success of such events.

Existing & Planned Facilities



Atlantic Beach currently has several shared-use paths including one major east-west and one major north-south connecting path. The east-west path is an 8 foot wide, separated shared-use path that runs along the West Plaza drainage canal from Main Street to Mayport Road and then continues east along Plaza to the "five way" intersection with Seminole Road and Sherry Drive, then continues north to Selva Marina Drive. This path was identified as a priority in the 2002 Bike Plan and constructed a few years later. The major north-south connector is a result of the State's "Safe Routes to School" grant program and was completed in 2019. This 8 foot wide multi-use path runs along Sherry Drive and Seminole Road from Ahern Street north to 17th Street. Additional paths within the city include a shared use path that runs along the "Leroy Everett Memorial Parkway" connecting Dutton Island Preserve to Dutton Island Road and an 8 foot wide path that runs along Seminole Road from Garden Lane South north to Oceanforest Drive North, both of which were identified as priorities in the 2002 Bike Plan. In addition to these existing paths, construction is underway on an 8 foot path along Seminole Road from Atlantic Boulevard north to Jack Russell Park (identified as priority in 2009 Bike Plan).

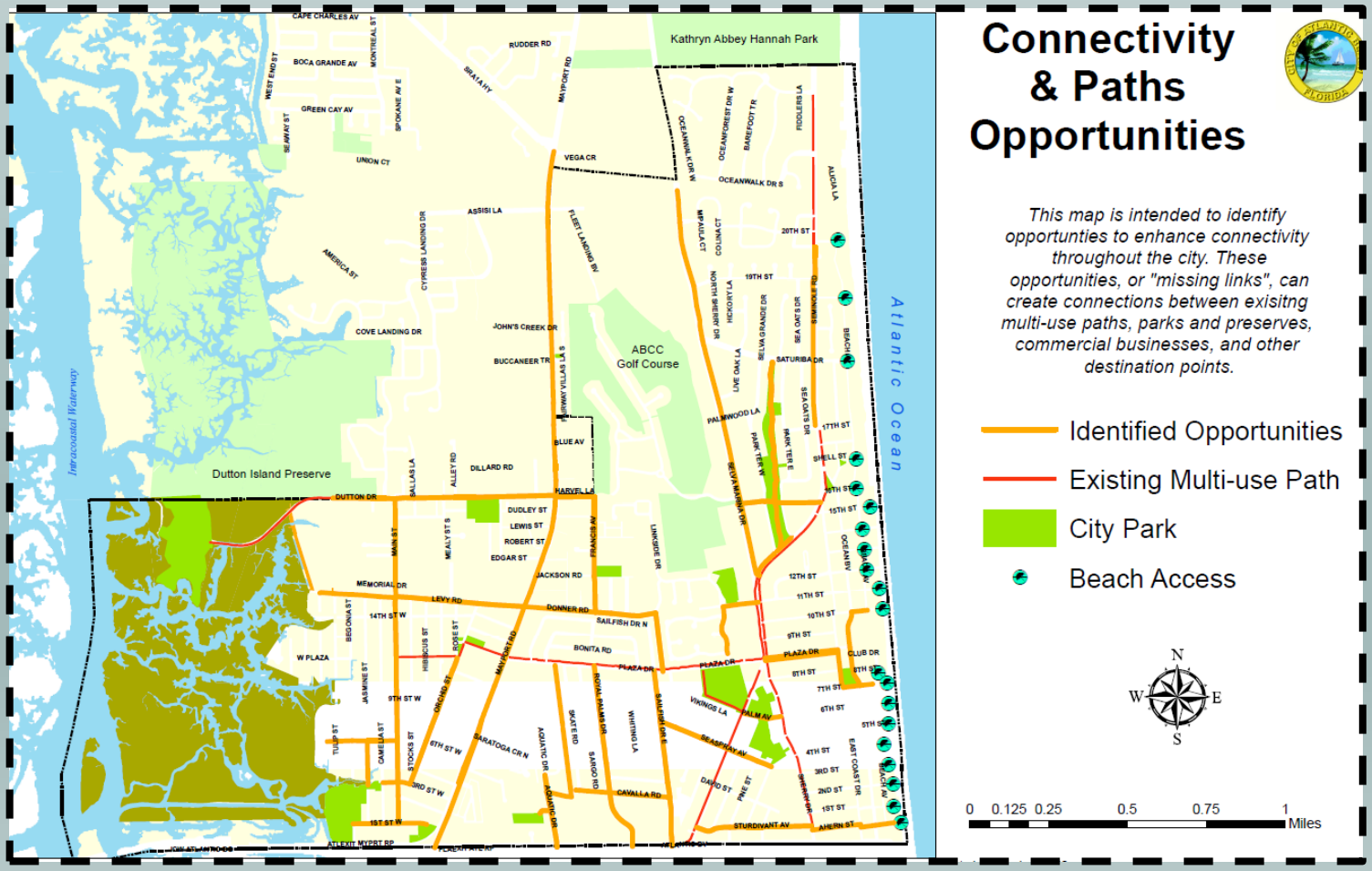
In addition, multiple shared use paths are planned within the city. First, in conjunction with a redesign of the street, plans are underway to install an 8 foot path along Donner Road from Mayport Road to Sandpiper Lane. Continuing this connection across Mayport Road, plans are also underway to install a 8 foot path along Levy Road from Mayport Road to Main Street. Further, as part of the "East Coast Greenway", the North Florida Transportation Planning Organization has plans for a "road diet" on Mayport Road which would include the addition of an 8 to 10 foot shared use path on the east side and a bicycle lane on the west side of Mayport Road from Atlantic Boulevard to Dutton Island Road.

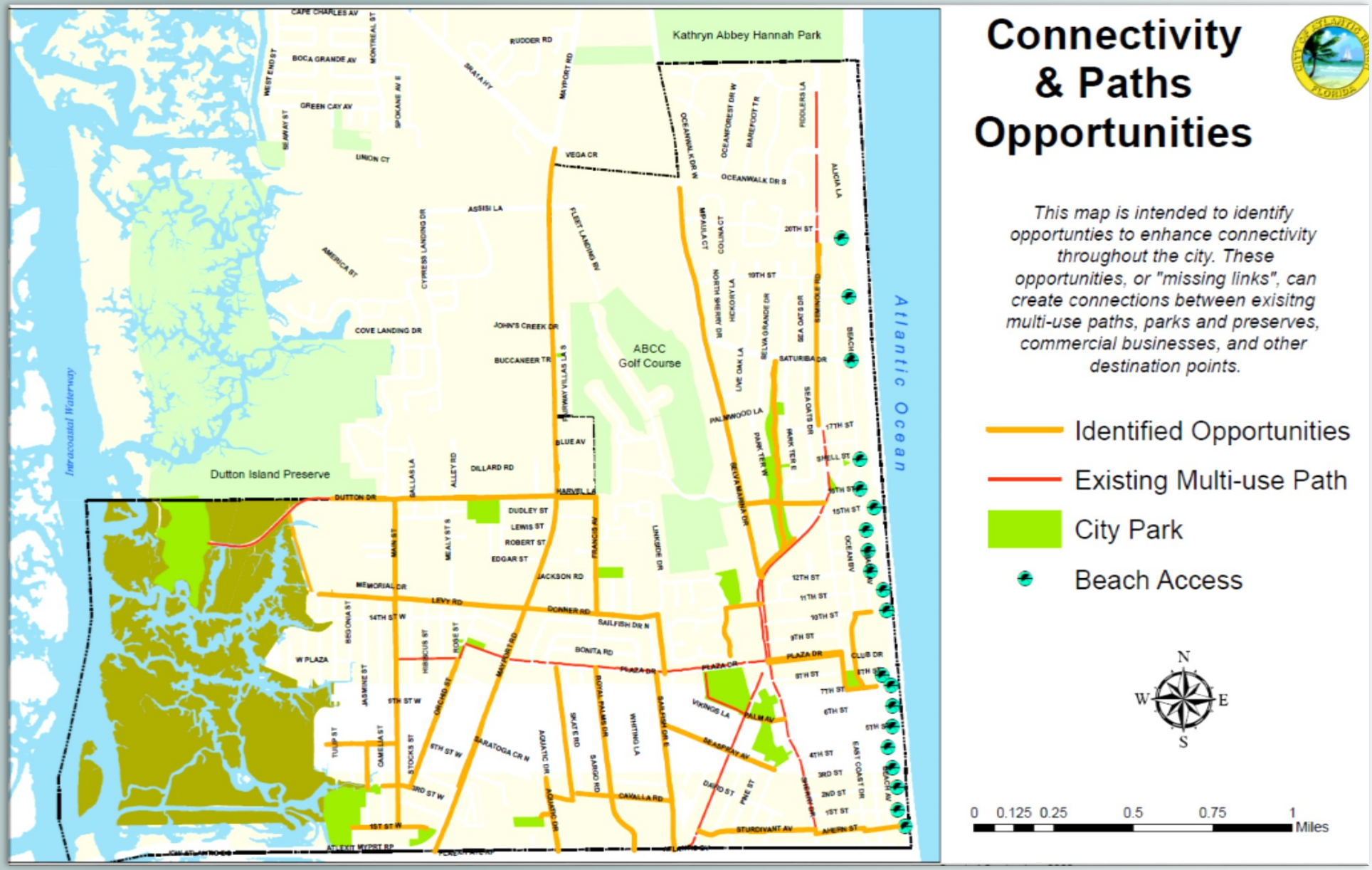
4. Identified Opportunities

Utilizing public feedback from the online survey and public workshops as well as recommendations from the 2002 “Beaches Bikeway Report” and the 2009 “Bikeway and Trail Plan”, the following map identifies opportunities to improve connectivity throughout the city. While all new roadway projects should be reviewed for potential pedestrian and bicycle enhancements, staff has identified these locations as opportunities for future pedestrian and bicycle connectivity .

Most of the identified opportunities are within city right-of-ways with existing paved streets. Others, however, are within city parks, unimproved right-of-ways, and JEA property.

Local, neighborhood streets with low-traffic volumes and speeds provide safe and comfortable routes for pedestrians and bicyclists. As such, many neighborhood streets were not included in this map since they already operate as shared roadways without an immediate need for bike lanes or other special improvements. For example, many of the numbered streets that connect to beach access points are not identified on this map as they are low-traffic neighborhood streets that pedestrians and bicyclists can use safely in their existing form. Further, Beach Avenue, a prominent pedestrian and bicyclist route, was not identified as an opportunity in this plan because the narrow right-of-way width limits possible ped/bike infrastructure improvements. However, the policies and regulations discussed in this plan should be reviewed and considered for all roadways within the city.





Connectivity & Paths Opportunities

This map is intended to identify opportunties to enhance connectivity throughout the city. These opportunities, or "missing links", can create connections between exisitng multi-use paths, parks and preserves, commercial businesses, and other destination points.

- Identified Opportunities
- Existing Multi-use Path
- City Park
- Beach Access

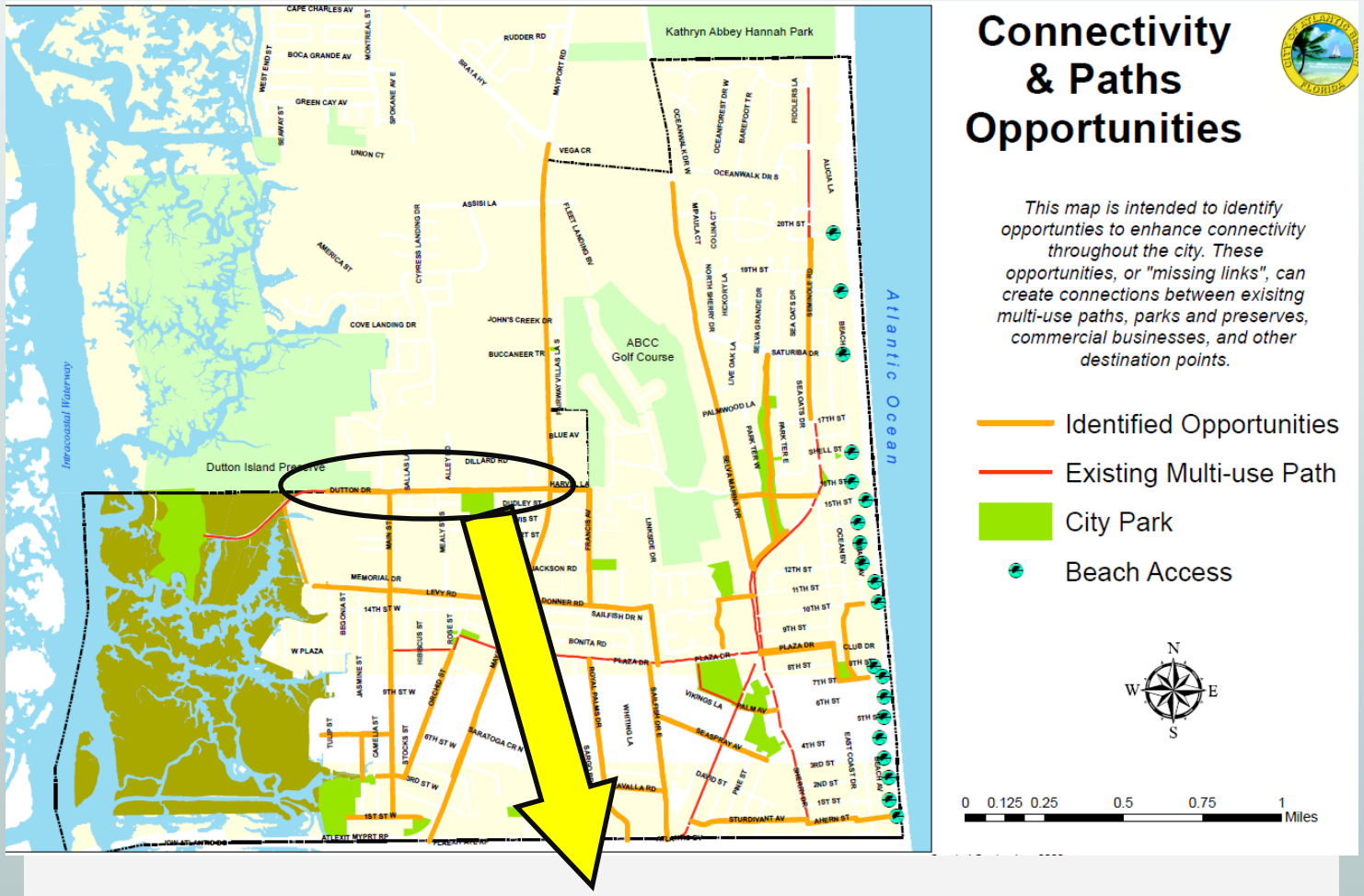
N
W E
S

0 0.125 0.25 0.5 0.75 1 Miles

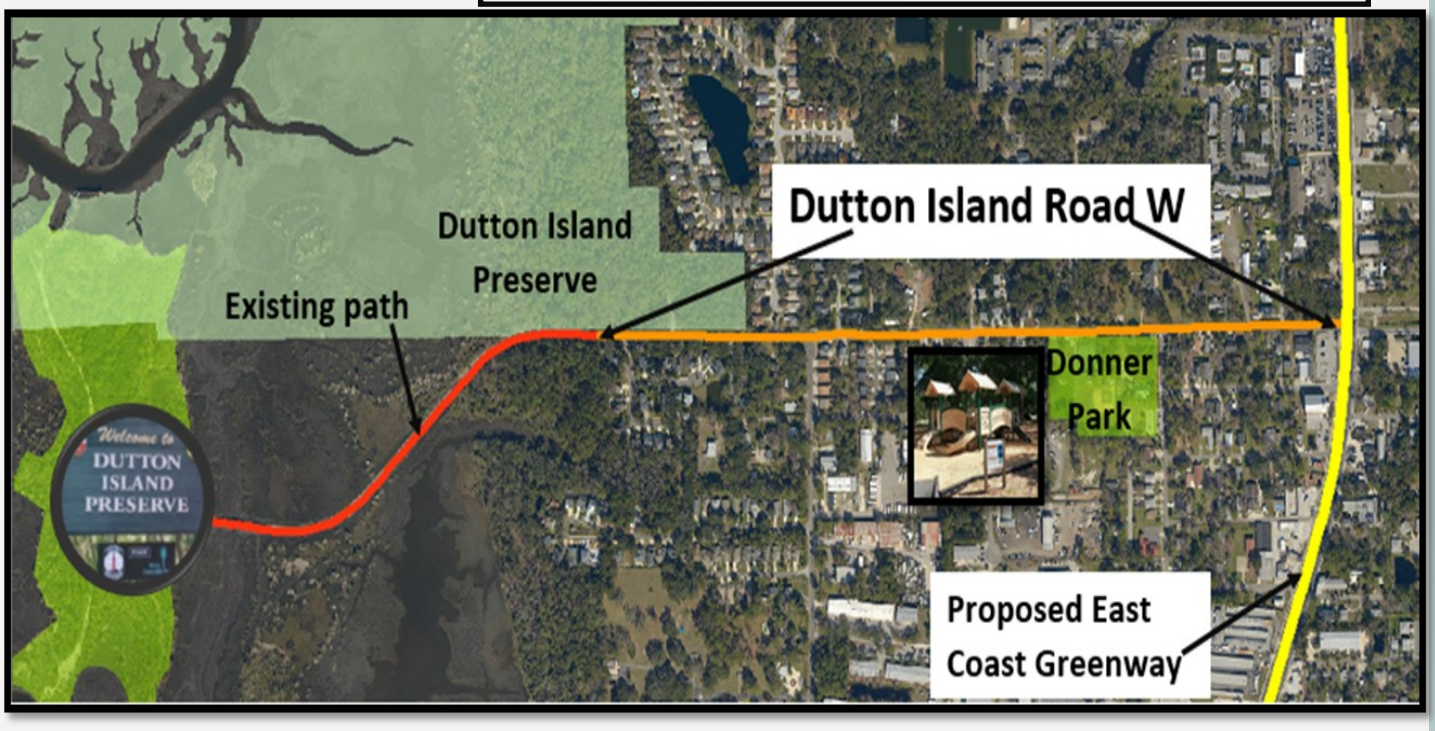
PAGE #	Identified Opportunity	Sidewalk	Shared Use Path	Elevated Walkway	"Sharrows"	Bicycle Lane	Paved Shoulder
28	Dutton to Donner and East Coast Greenway						
	Dutton Island Road West	X	X		X		
32	Marsh to East Coast Greenway						
	JEA Property			X			
	Levy Road		X		X	X	X
37	Tide Views to Dutton (Main Street)						
	Main Street		X		X	X	X
41	Tide View to Marsh Overlook						
	Jasmine Street			X			
	W 6th Street				X		
45	Tide Views to Veterans						
	W 1st Street and Camelia				X		
	Mayport Road		X				
47	Rose to Tide Views						
	Orchid Street	X	X		X	X	X
	W 3rd Street	X			X		
52	Rose Park to East Coast Greenway (W Plaza)						
	W Plaza	X	X				
56	East Coast Greenway						
	Mayport Road		X			X	
60	East Coast Greenway to Jordan Park						
	Francis Avenue				X		
	Dutton Island Road East		X		X		
63	East Coast Greenway to Jordan and Jack Russell Park						
	Donner Road		X		X		
	Sandpiper Lane				X		
	Francis Avenue		X		X		
67	East Coast Greenway to Howell Park						
	Plaza		X		X	X	
	Jack Russell Park		X				
	Howell Park		X				
72	Jack Russell to Selva Preserve						
	Park Side Drive	X			X		
	11th Street	X			X		
75	AB Dog Park to East Coast Greenway						
	Drainage Pond and Right-of-way		X				
	Aquatic Drive				X	X	X
75	AB Dog Park to East Coast Greenway						
	Drainage Pond and Right-of-way		X				
	Aquatic Drive				X	X	X
80	Royal Palms Connections						
	Royal Palms Dr	X	X		X	X	X
	Sailfish Dr	X	X		X		
	Cavalla	X			X	X	X
88	Sailfish to ABE and Howell Park (Seaspray Ave)						
	Seaspray Avenue	X	X		X	X	X
91	Seminole to the Beach and Town Center						
	Sturdivant		X		X		
	Ahern	X			X	X	X
96	Plaza to Bull Park and the Beach						
	Plaza				X		
	East Coast Drive				X		
	Ocean Boulevard				X		
101	Johansen to Jack Russell Park						
	Johansen Park		X				
	Seminole Road		X				
104	Selva Marina Walking Path						
	Selva Marina Drive		X		X		
107	Country Club to Johnasen Park and the Beach						
	Country Club Lane	X			X		
110	Seminole Road Missing Link						
	Seminole Road	X	X		X		

X= potential pedestrian and bicycle facility

4a. Identified Opportunities



"Dutton to Donner & East Coast Greenway"



“Dutton to Donner & East Coast Greenway”

Existing Conditions

Dutton Island Road West

Right-of-way width:

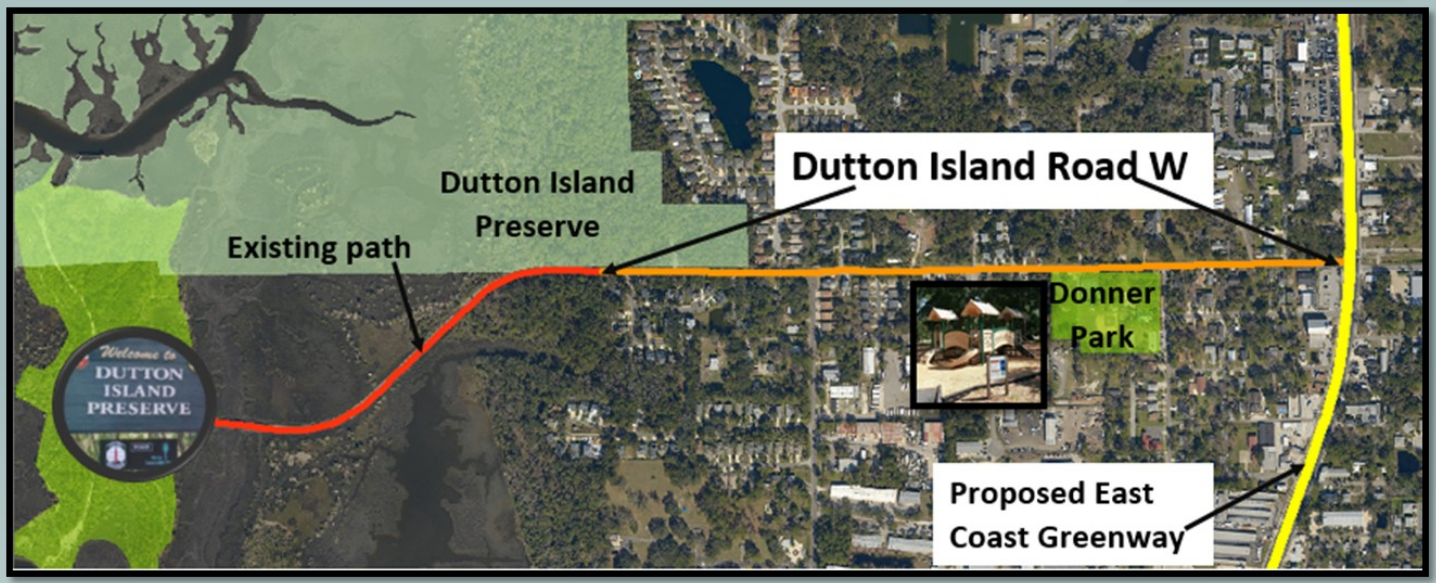
* 50 feet east of George Street
* 60 feet from George St to Main St
* 66 feet west of Main St

Pavement width: varies

Connects Dutton Island Preserve, Donner Park, and E.C. Greenway

Dutton Island Road West connects Dutton Island Preserve (both the Atlantic Beach and Jacksonville preserves), Donner Park, and Mayport Road. This stretch of roadway serves a large and expanding residential area within both Atlantic Beach and Jacksonville and directly connects the future “East Coast Greenway” along Mayport Road to both Donner Park and Dutton Island Preserve. As such, this roadway has been identified as an important connectivity piece and as an opportunity for bicycle and pedestrian improvements.

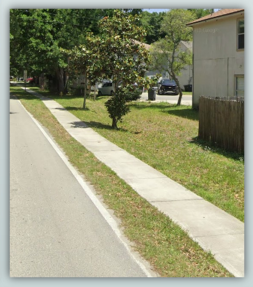
Policy A.1.14.2 *The City shall continue to encourage and develop the “walk-ability and bike-ability” of the City as a means to promote the physical health of the City’s residents, access to recreational and natural resources, and as a means to reduce greenhouse gas emissions.*



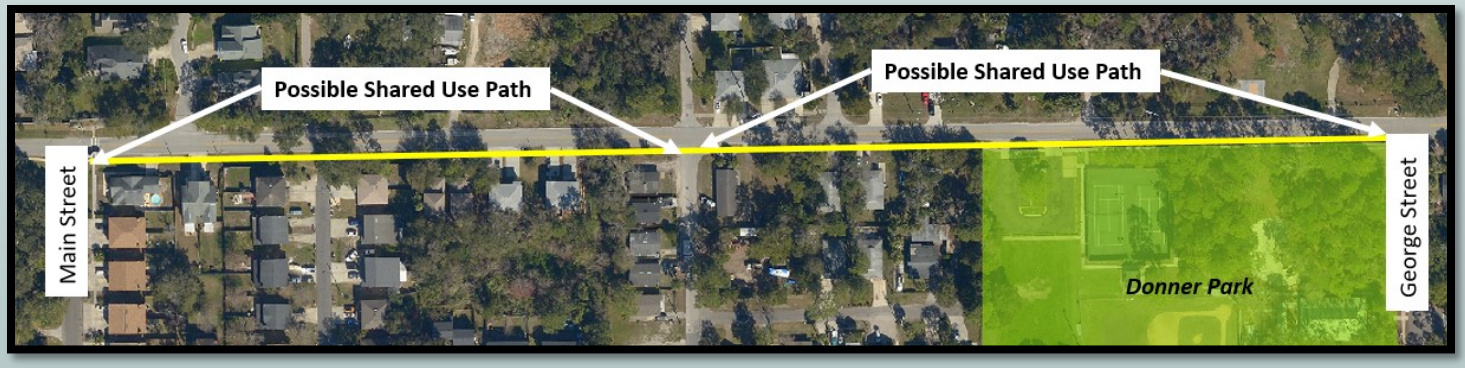
“Dutton to Donner & East Coast Greenway”

Possible next steps

1. Construct an 8 foot wide shared use path on the south side of Dutton Island Road W from Main Street to George Street. A path along this stretch of the roadway would provide an off-street connection from Main Street to Donner Park, separating bicyclists and pedestrians from vehicles on a busy road. Consider narrowing the width of the path to preserve trees where applicable. There is an existing 5 foot sidewalk that can be widened to 8 feet to accomplish a shared use path. Also, a path could be located outside of the right of way in Donner Park if necessary. Drainage swales in the right of way may need to be “piped” in some areas to allow for a wider sidewalk.

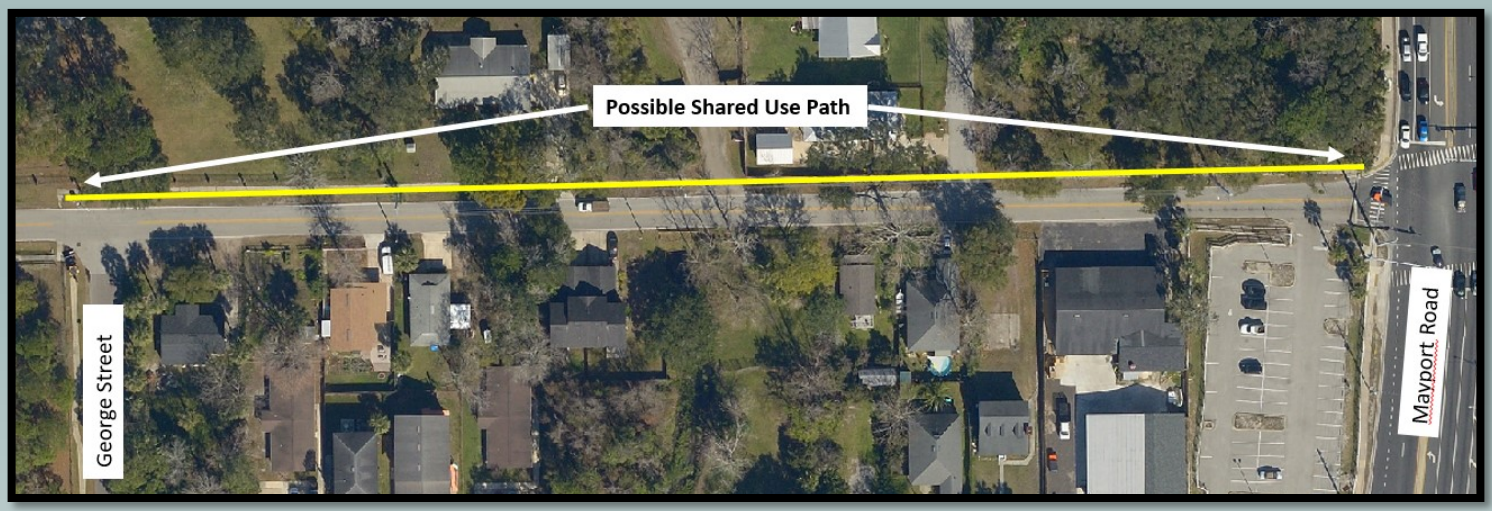


Approximately 13,600 square feet



2. Coordinate with City of Jacksonville to explore constructing a shared use path on the north side of the roadway (within COJ) from George Street to Mayport Road. The City of Atlantic Beach has jurisdiction only over the southern part of this right of way, which is too narrow to construct a shared use path. The north side of the roadway, however, has sufficient space for a potential path but any improvements will need to be done in coordination with COJ.

Approximately 7,200 square feet

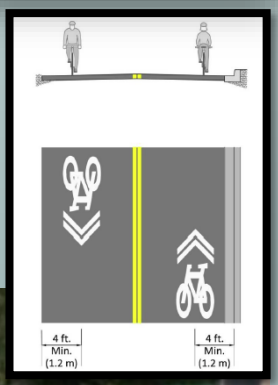


"Dutton to Donner & East Coast Greenway"

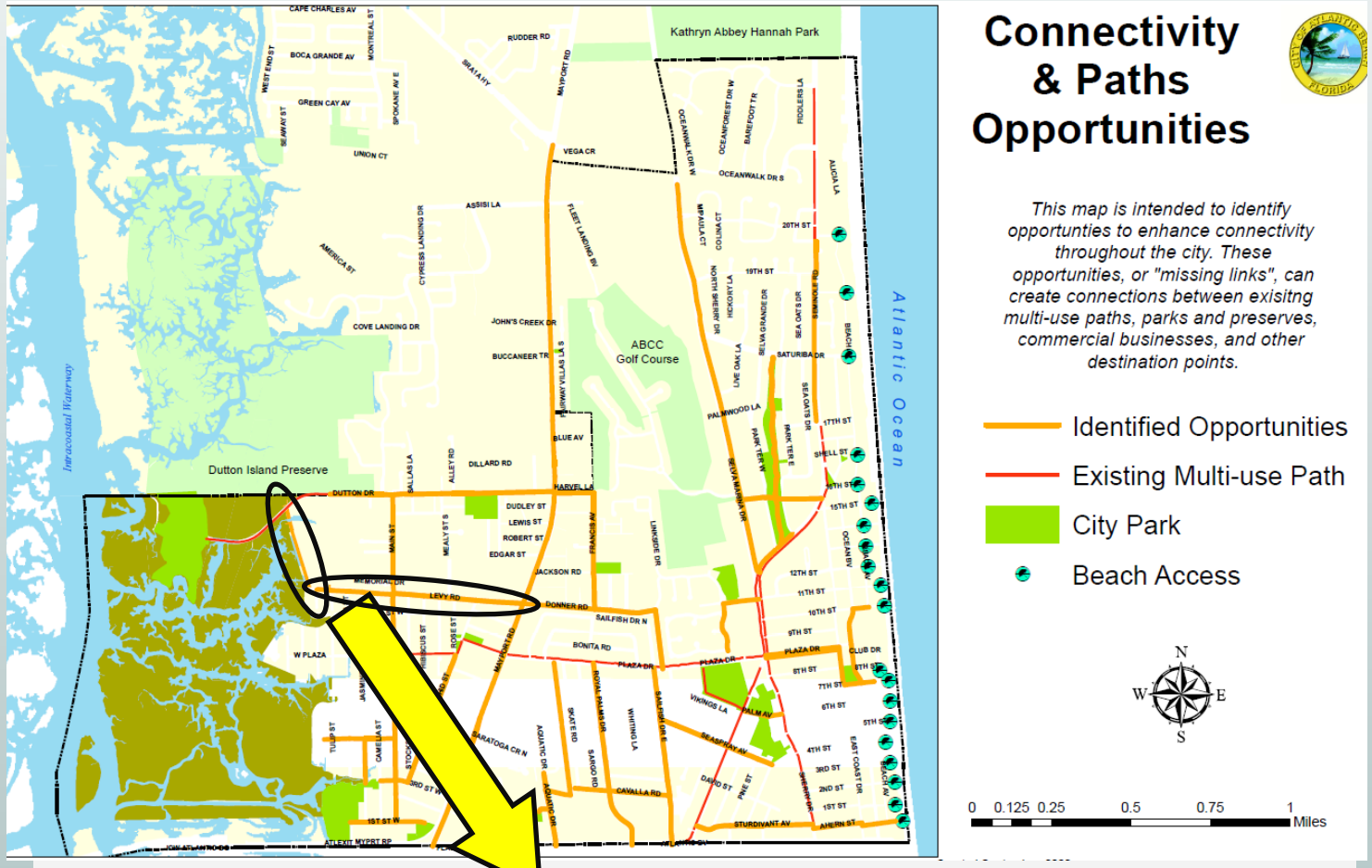
Possible next steps

3. Install a sidewalk on the south side of Dutton Island Rd W from Mayport Rd to George Street. As mentioned, there is not enough right-of-way for this stretch to install a shared use path. Alternatively, a narrow sidewalk may be considered for this location. A sidewalk would provide the 10 residential parcels with frontage on this stretch of the road access to Donner Park and to Mayport Road without having to cross Dutton Island Road or walking in the grass beside the road. Approximately 3,600 square feet

4. Install shared roadway markings ("sharrows") on Dutton Island Road .This option may also need to be done in coordination with the City of Jacksonville for those portions of the roadway located within Jacksonville city limits. Shared roadway markings are useful where the pavement width is too narrow for bike lanes and where lanes are too narrow for a bicyclist and motorist to travel side by side.



4b. Identified Opportunities



"Marsh to East Coast Greenway"

“Marsh to East Coast Greenway”

Existing Conditions

Levy Road

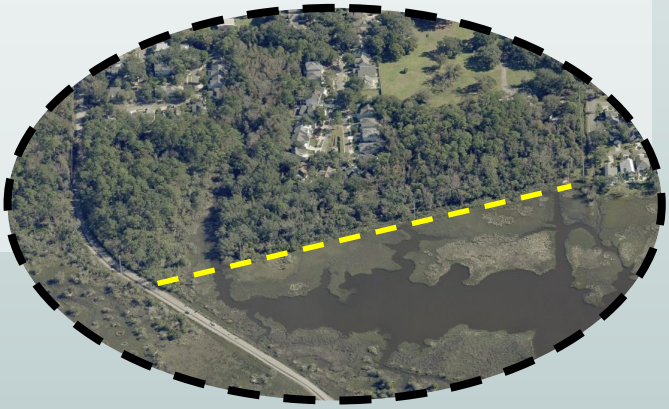
Right-of-way width:

* 66 feet east of Main Street
* 50 feet west of Main Street

Pavement width:

* 24 feet without curb and gutter east of Main Street
* 20 feet without curb and gutter west of Main Street

There is a roughly 50 foot wide JEA parcel located adjacent to the River Branch Preserve from the end of Levy Road north to the Leroy Everett Memorial Parkway and existing path, which leads to Dutton Island Preserve.



Connects River Branch Preserve to East Coast Greenway

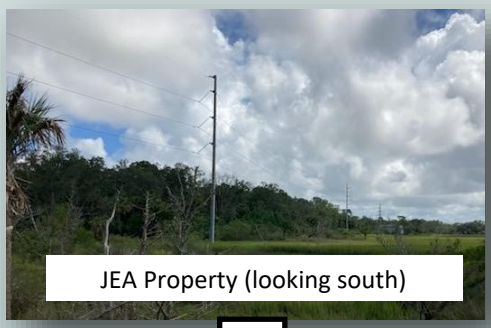
Levy Road is a major east-west connector and is one of only a few that connect the marsh to Mayport Road. A common theme from the public feedback was the desire for a east-west connection that connects the marsh to the beach. While this route does not connect all the way to the beach, it does connect the marsh to Mayport Road/East Coast Greenway and other connections to the east.

The JEA parcel offers an off-road route from the end of Levy Road to Dutton Island Preserve. This segment of the route would provide a more scenic and safer route than traveling Main Street (north of Levy), which does not contain any bicycle facilities and can be hazardous for pedestrians & bicyclists.

"Marsh to East Coast Greenway"

Possible next steps

1. Work with JEA to discuss installing an elevated walkway/path within their property. An elevated walkway would provide access to view the River Branch Preserve and a connection to Dutton Island Preserve. This JEA property does not encroach on the FL Land Trust's conservation easement and is one section of the proposed "Marsh Preserves Trail" that connects Tide Views Preserve to Dutton Island Preserve from the Marsh Master Plan. In 2014, there was opposition to this trail from some of the residents as well as from the North Florida Land Trust and funding was diverted to other projects. This proposed segment of the larger trail does not encroach on the NFL Land Trust's easement and is not adjacent to any residential property. For this reason, it is recommended for discussion and further consideration.



JEA Property (looking south)

Policy A.1.3.3 *The City shall continue to manage, preserve and construct facilities that provide diverse opportunities to all residents for both passive and active recreation, including parks, nature preserves, trails and bikeways, skateboard parks and ball fields, dune crossovers, waterway accesses and associated amenities.*

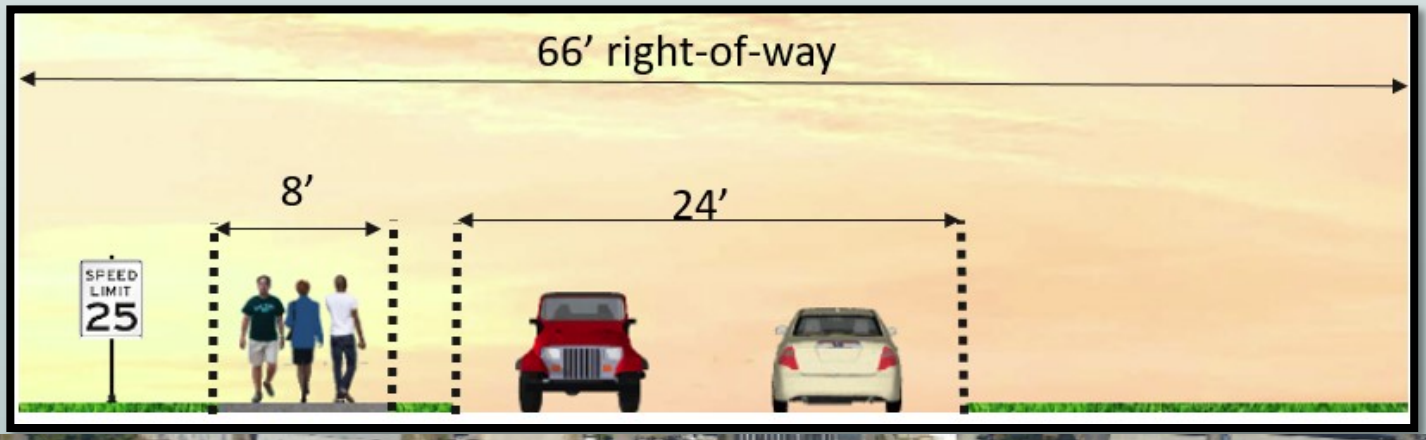
JEA Property (looking north)

“Marsh to East Coast Greenway”

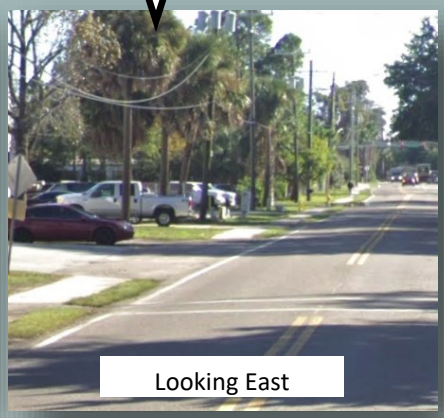
Possible next steps

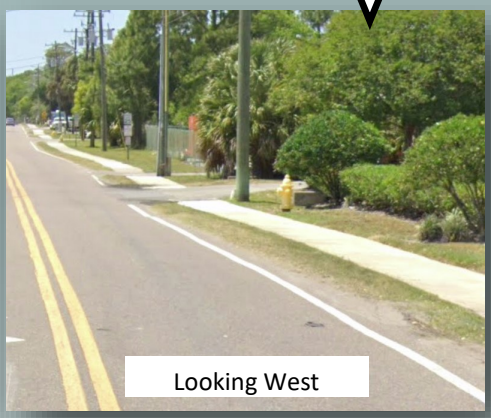
2. Construct an 8 foot wide shared use path on the north side of Levy Road from Main Street to Mayport Road. On arterial roadways with higher traffic volumes, like Levy Road, off-street paths separated from vehicular traffic offer the safest option for pedestrians and bicyclists. Where the path crosses wider commercial driveway cuts, consider removing excess concrete within the city right of way and clearly delineating the path by utilizing paintings, marking, and/or different surface material. Also, landscaping should be installed where possible to buffer path users from vehicle traffic and the adjacent industrial uses.

Approximately 16,000 square feet




Looking East


Looking East


Looking West

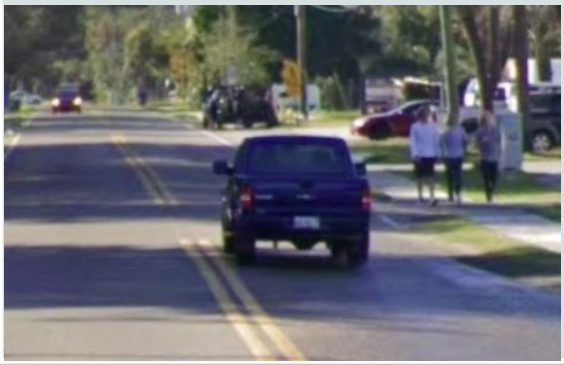
"Marsh to East Coast Greenway"

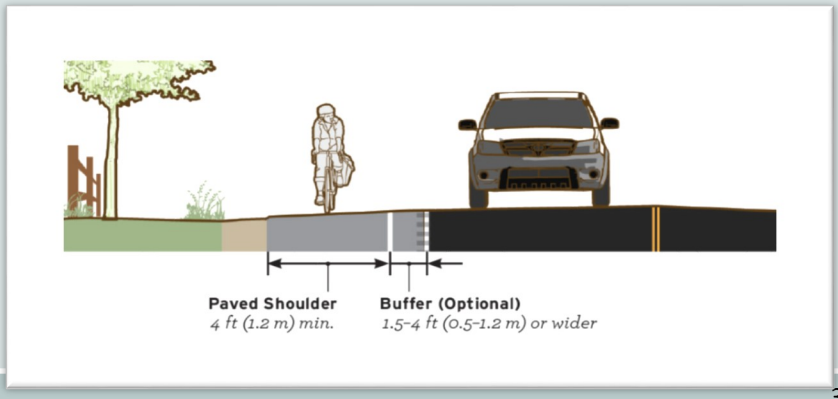
Possible next steps

3. Install "shared roadway" markings on both sides of the street. These markings increase awareness of motorists for the potential presence of cyclists as well as directing cyclists to ride in the proper direction. Shared roadway markings are recommended for the stretch of Levy Road west of Main Street, especially if the path on the JEA property moves forward. However, for the part of Levy Road east of Main Street, off-street improvements are recommended over on-street markings since this is an arterial road with higher traffic volumes, including commercial vehicles.

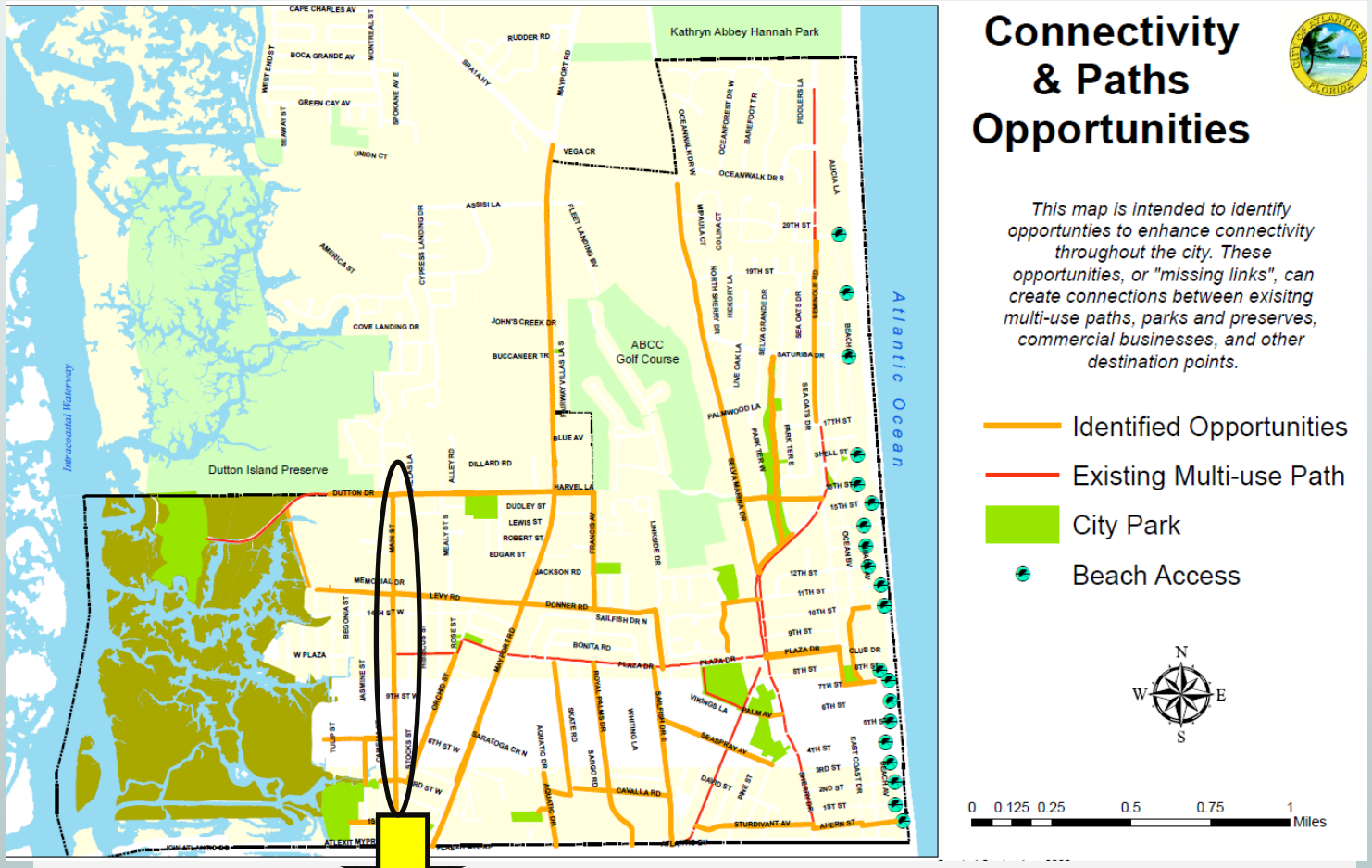
If shared roadway markings are considered, it is recommended that they are added to West 14th Street (east of Main St) instead of Levy Road as W 14th Street experiences lower traffic volumes and speeds due to the stop signs at each intersection. W 14th Street is also part of the designated "US Bicycle Route 1" which is a designated bicycle corridor through the East Coast (see Resolution No. 20-01)

4. Install a 4 foot bike lane or paved shoulder on one side of the road. The current pavement width is too narrow to install bike lanes on both sides of the road. Bike lanes are designated portions of the roadway for the exclusive use of bicyclists. Paved shoulders can be used by bicyclists and/or pedestrians.





4c. Identified Opportunities



"Tide Views to Dutton" (Main Street)

“Tide Views to Dutton” (Main Street)

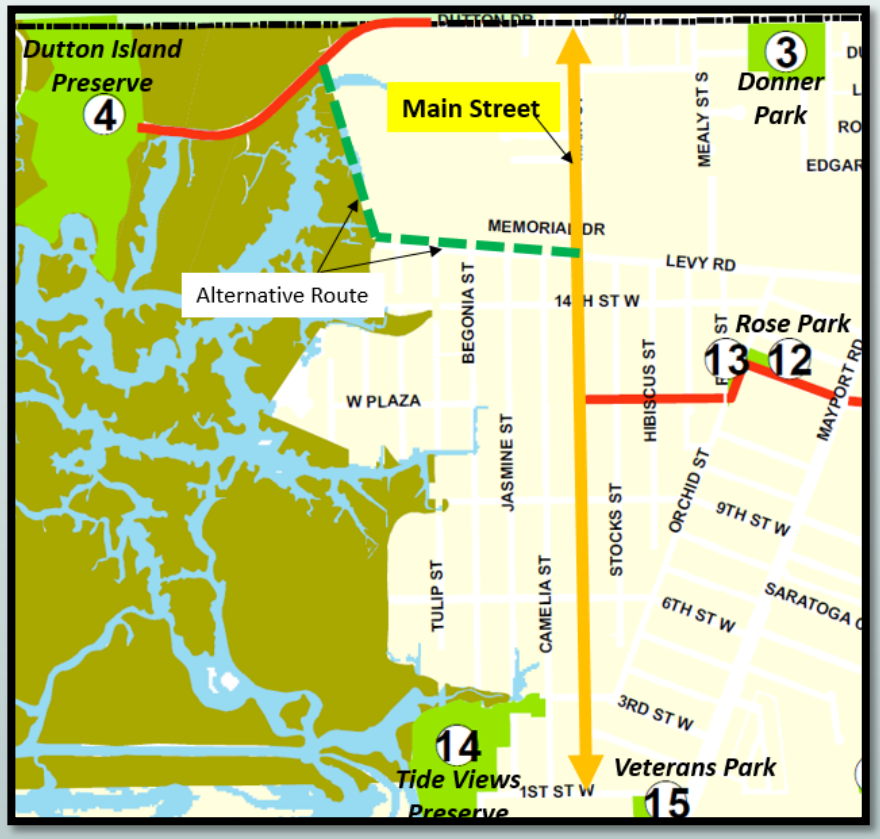
Existing Conditions

Right-of-way width:

* 50 feet south of Levy Road
* 60 feet north of Levy Road

Pavement width:

* 24 feet with curb and gutter south of Levy Road
* 24 feet without curb and gutter north of Levy Road



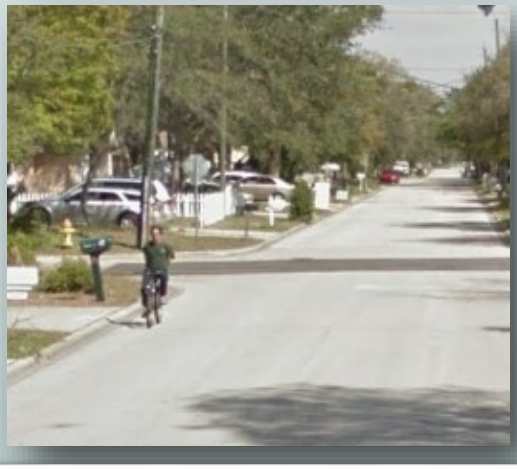
Only paved connection that links Dutton Island & Tide Views Preserves

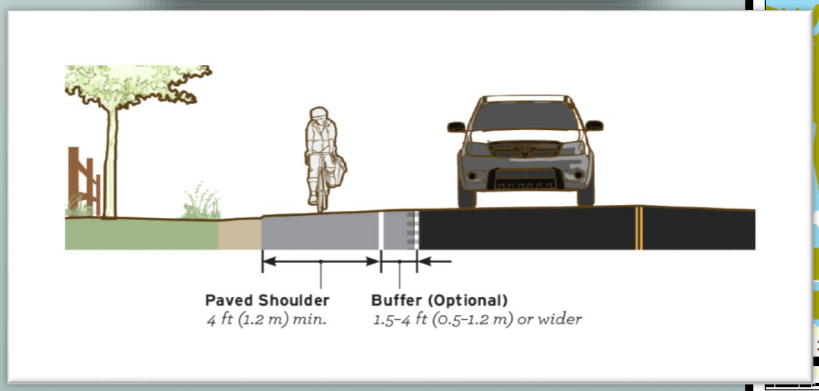
Main Street is the only road west of Mayport Road that connects Dutton Island Road W and W 1st Street, near Tide Views Preserve. Public feedback from the online survey and two workshops indicated a strong desire to connect Tide Views Preserve and Dutton Island Preserve. Main Street is currently the only paved road west of Mayport Road to connect these two preserves. Since this road experiences higher traffic volumes and speeds, pedestrians and bicyclist facilities would help provide a safe and reliable connection to these preserves for residents and visitors.

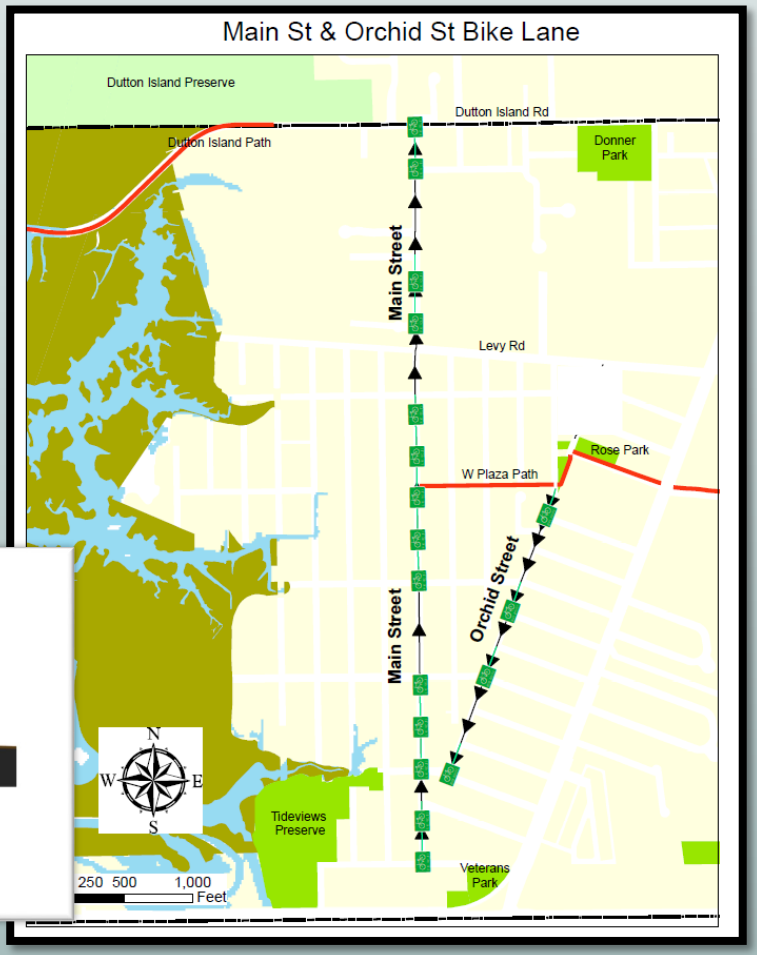
“Tide Views to Dutton” (Main Street)

Possible next steps

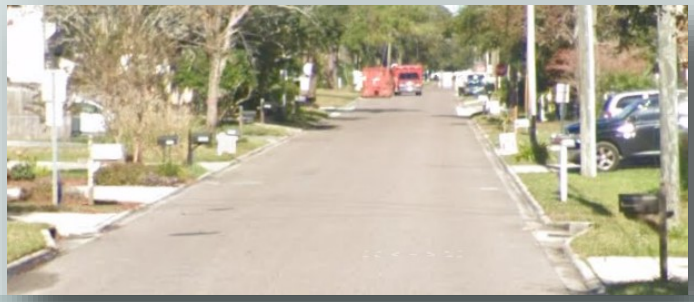
1. Install a bike lane or a paved shoulder on either side of the road. The pavement width is 24 feet, meaning a bike lane or paved shoulder should be no wider than 4 feet and can only be located on one side of the road. Preferably, bike lanes and paved shoulders are placed on both sides of the road, however the pavement width is too narrow for this. Bike lanes are designated portions of the roadway for the exclusive use of bicyclists while paved shoulders can be used by bicyclists and/or pedestrians.

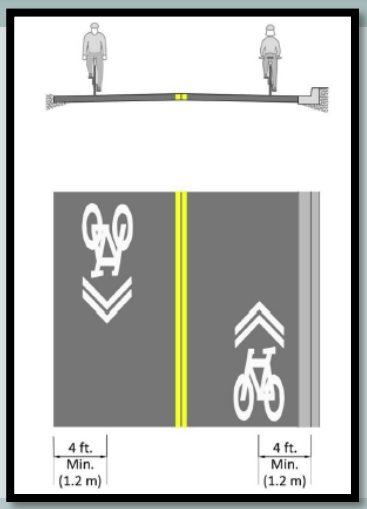






2. Install “shared roadway” markings on both sides of the street. These markings increase awareness of motorists for the potential presence of cyclists as well as directing cyclists to ride in the proper direction.

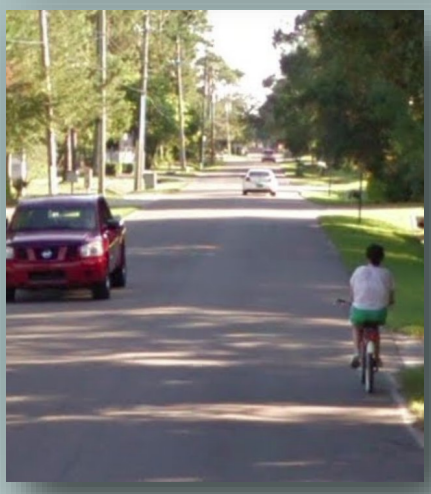




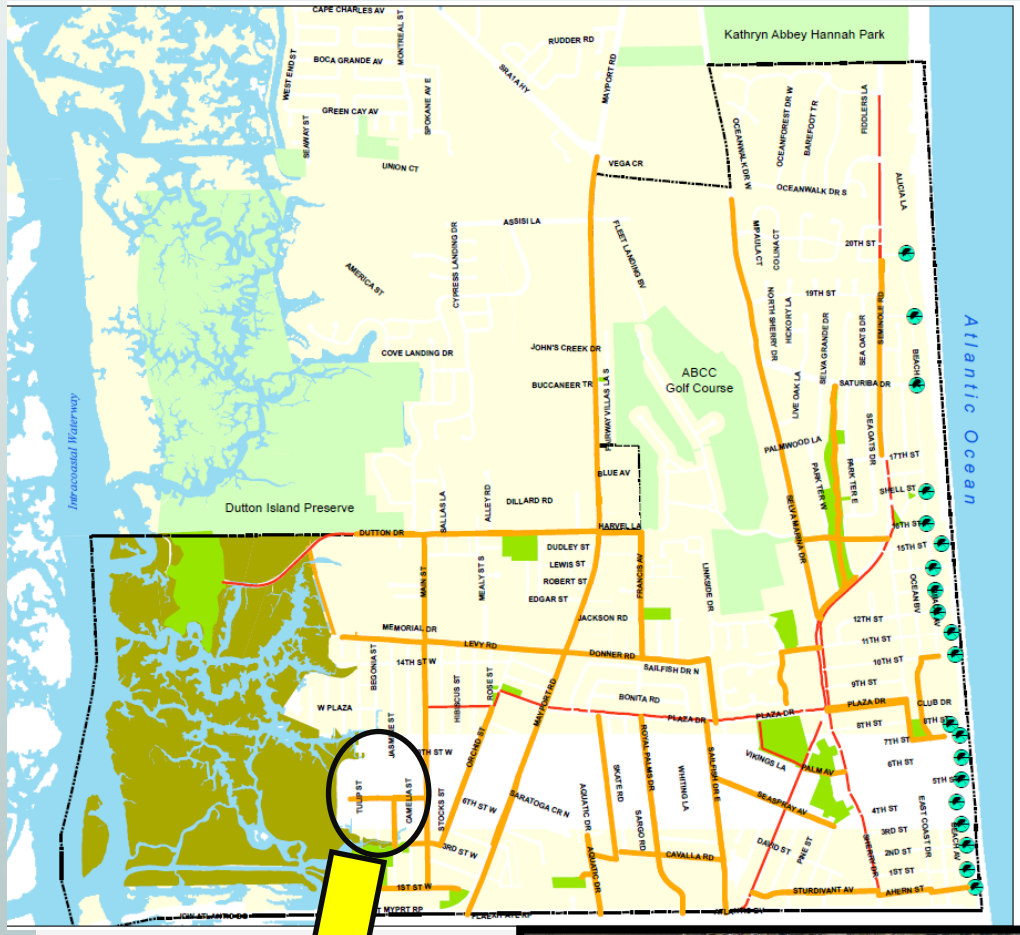
“Tide Views to Dutton” (Main Street)

Possible next steps

3. Construct a shared use path north of Levy Road on either side of the roadway. This stretch of Main Street is the only road west of Mayport Road that connects residents south of Levy Road to Donner Park and the Dutton Island Preserves. However, the sidewalk on the east side of this road is narrow and is located between industrial property and a drainage swale which prohibits bicyclists and pedestrians from sharing the sidewalk and makes passing difficult. This results in bicyclists and vehicles often sharing the roadway and traveling in close proximity; with drainage swales on both sides of the road it leaves little room for error. To install a shared use path, the drainage swales would need to be piped on that side of the road. Also, landscaping along this path should be considered to buffer path users from traffic and the adjacent industrial uses.



4d. Identified Opportunities



Connectivity & Paths Opportunities

This map is intended to identify opportunties to enhance connectivity throughout the city. These opportunities, or "missing links", can create connections between exisitng multi-use paths, parks and preserves, commercial businesses, and other destination points.

- Identified Opportunities
- Existing Multi-use Path
- City Park
- Beach Access

N W E S

0 0.125 0.25 0.5 0.75 1 Miles

"Tide Views to Marsh Overlook"

“Tide Views to Marsh Overlook”

Existing Conditions

W 6th Street

Right-of-way width: 50 feet

Pavement width: varies

Jasmine Street

Right-of-way width: 50 feet

Pavement width: N/A (unpaved)

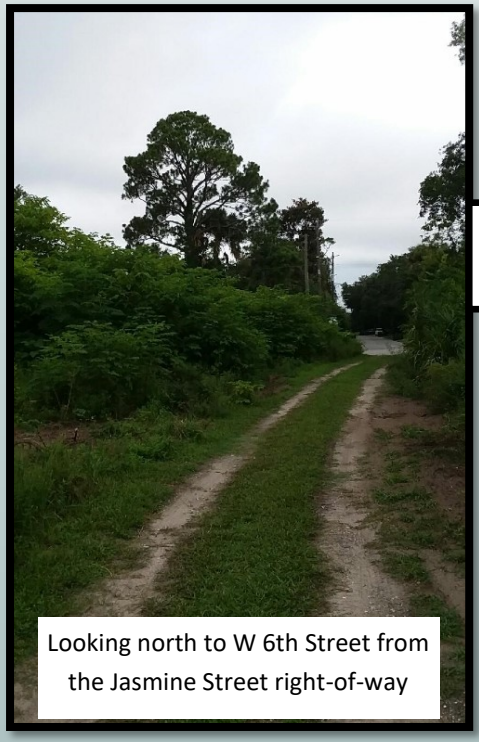
Connection from Tide Views to the Marsh Overlook

This proposed route would provide a scenic path over the marsh from Tide Views Preserve to W 6th Street which could then connect users to the River Branch Marsh Overlook located at the end of this road. In total, this route would be about one quarter of a mile in length. This route, in conjunction with wayfinding signage, will promote the underutilized River Branch Marsh Overlook by providing an off-road, scenic connection from Tide Views Preserve.

“Tide Views to Marsh Overlook”

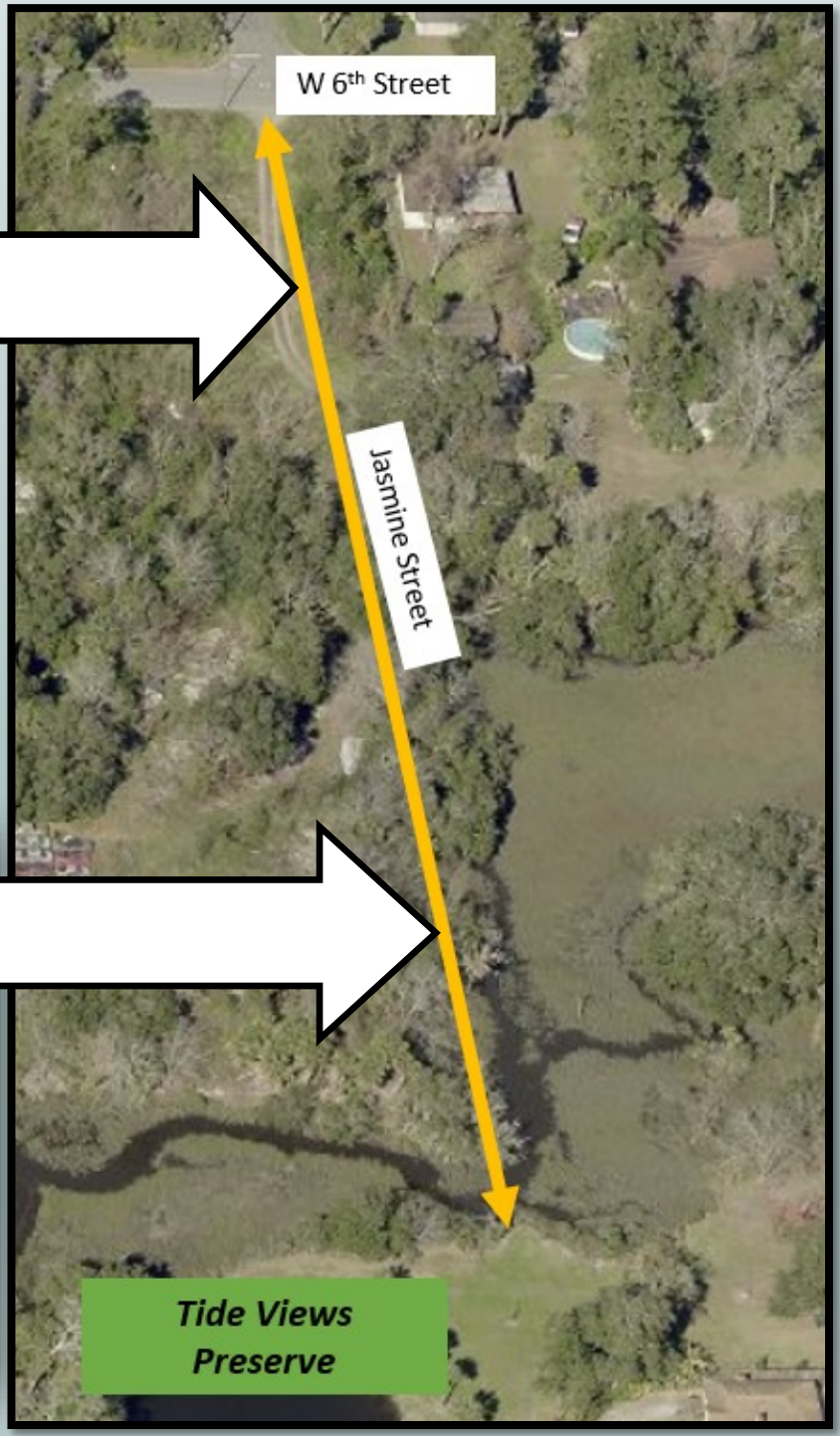
Possible next steps

1. Install an elevated walkway/path within the Jasmine Street right-of-way from Tide Views Preserve to W 6th Street. The walkway would need to elevated over marsh and water until it reaches the existing dirt road within the Jasmine Street right-of-way where the path can then be paved. This path would provide a scenic option for pedestrians to walk over the marsh as well as provide a connection to the underutilized marsh overlook at the end of W 6th Street.



Looking north to W 6th Street from the Jasmine Street right-of-way

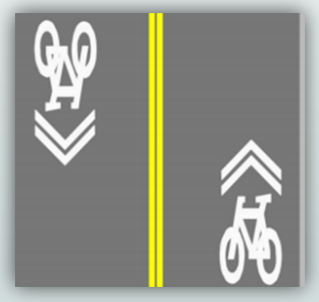
View of Jasmine Street right-of-way from Tide Views Preserve



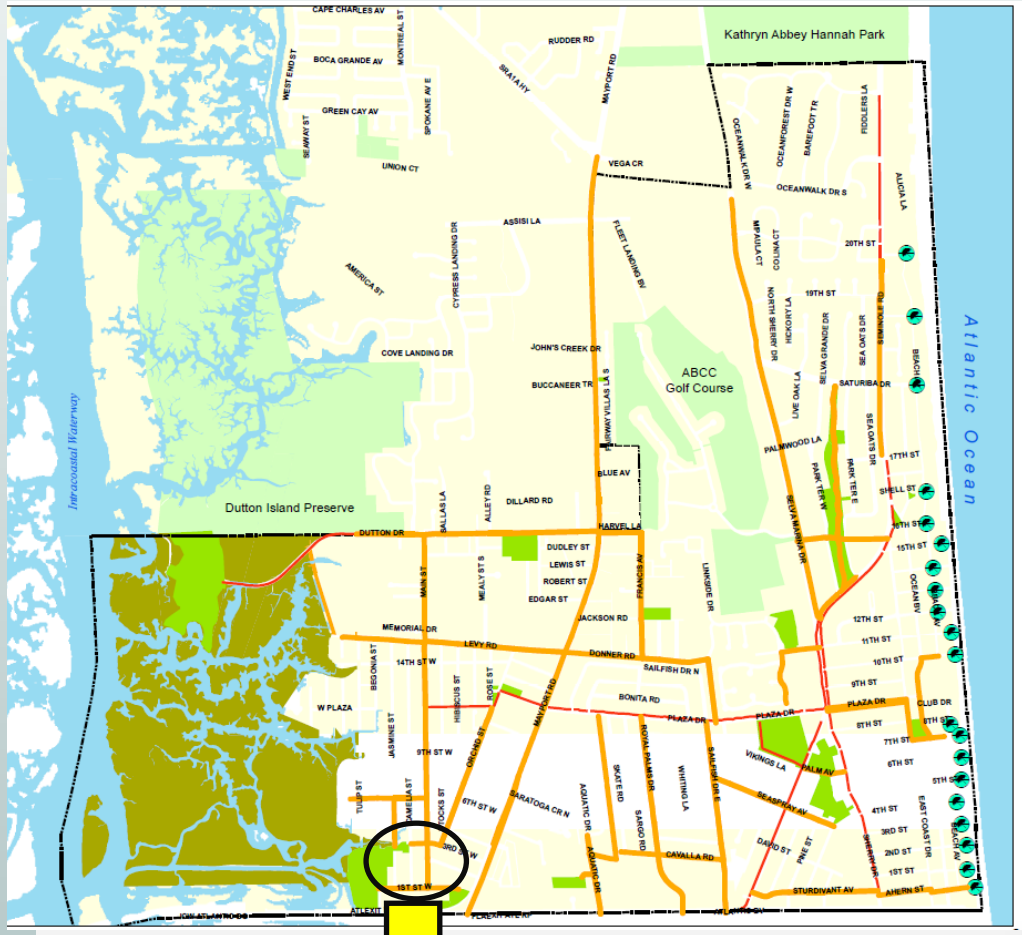
“Tide Views to Marsh Overlook”

Possible next steps

2. Install “shared roadway” markings on both sides of the street of W 6th Street from Main Street to the marsh overlook. Wayfinding signage should also be installed to direct users of this route. Shared roadway markings increase awareness of motorists for the potential presence of cyclists as well as directing cyclists to ride in the proper direction.



4e. Identified Opportunities



Connectivity & Paths Opportunities

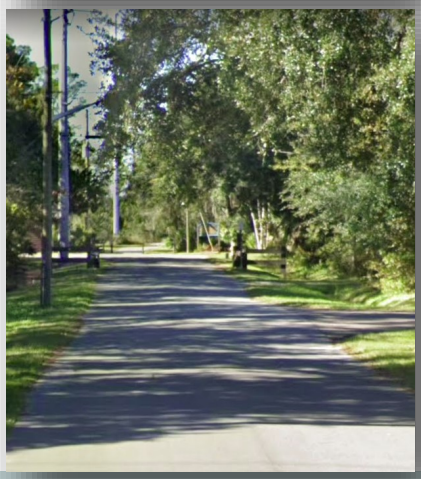
This map is intended to identify opportunties to enhance connectivity throughout the city. These opportunities, or "missing links", can create connections between exisitng multi-use paths, parks and preserves, commercial businesses, and other destination points.

- Identified Opportunities
- Existing Multi-use Path
- City Park
- Beach Access

N
W E
S

0 0.125 0.25 0.5 0.75 1 Miles

"Tide Views to Veteran's"



“Tide Views to Veteran’s”

Existing Conditions

W 1st Street

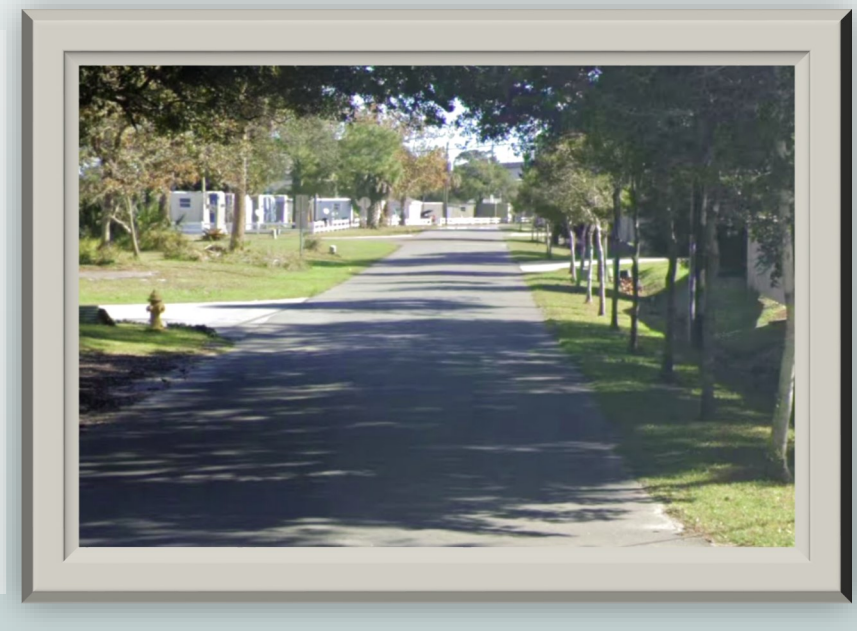
Right-of-way width: 50 feet

Pavement width: 20 feet, no curb & gutter

Camelia Street

Right-of-way width: 50 feet

Pavement width: 20 feet, no curb & gutter

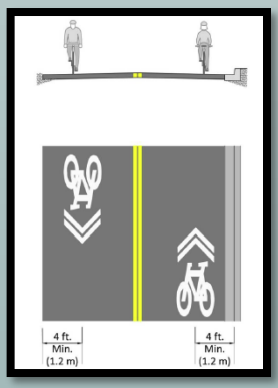


Connection from Tide Views Preserve to Veteran’s Memorial Park

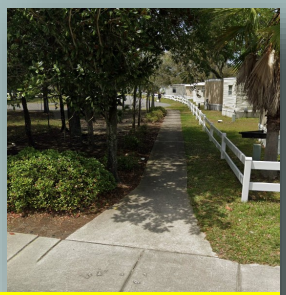
Tide Views Preserve and Veteran’s Memorial Park are located only about one quarter of a mile from each other and are connected by West 1st Street and a small portion of Camelia Street. This identified opportunity represents an evident and short route that would connect Veteran’s Memorial Park to both entrances to Tide Views Preserve.

Possible next steps

1. Install “shared roadway” markings on both sides of both W 1st Street and Camelia Street. Tide Views Preserve and Veteran’s Memorial Park are located only about one quarter of a mile from each other and are connected by West 1st Street and segment of Camelia Street. These are low traffic and low-speed roads that are safe for bicyclists and pedestrians. However, there are currently no bicycle or pedestrian facilities on these roads that make it clear that they are shared roadways. Because these are low-traffic roadways, an off-street path or sidewalk is not warranted in staff’s opinion. Also, the pavement width of both roads is too narrow for bicycle lanes or paved shoulders.



2. Widen the sidewalk from Mayport Road to Veteran’s Memorial Park to encourage pedestrians and bicyclists to use this connection to the park. Currently, this sidewalk is 5 feet wide and relatively hidden behind the trees, with no clear indication that it leads to a park. Many users of Mayport Road are unaware that there is a park in this location. A wider sidewalk, 8 to 10 feet, in conjunction with a park entrance sign (see Parks Master Plan), would encourage pedestrians and bicyclists to use this connection to the underutilized Veteran’s Memorial Park from Mayport Road.



Approximately 300 square feet

4f. Identified Opportunities

Connectivity & Paths Opportunities

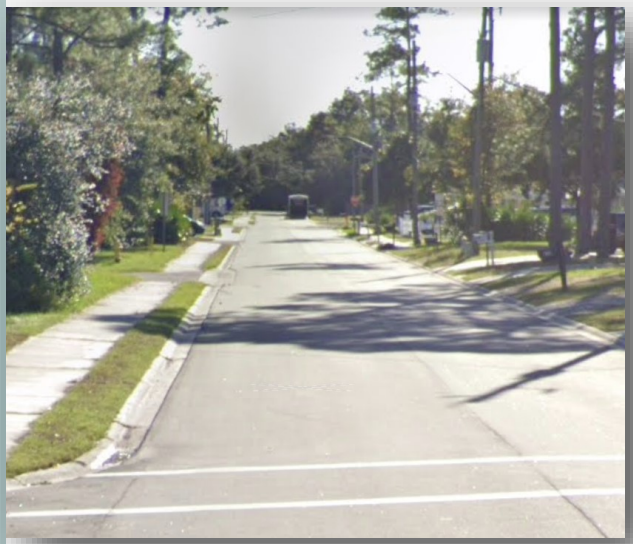
This map is intended to identify opportunties to enhance connectivity throughout the city. These opportunities, or "missing links", can create connections between exisitng multi-use paths, parks and preserves, commercial businesses, and other destination points.

- Identified Opportunities
- Existing Multi-use Path
- City Park
- Beach Access

N
W E
S

0 0.125 0.25 0.5 0.75 1 Miles

"Rose to Tide Views"



“Rose to Tide Views”

Existing Conditions

Orchid Street

Right-of-way width: 50 feet

Pavement width: 24 feet with curb and gutter and 24 feet without curb and gutter south of W 6th Street

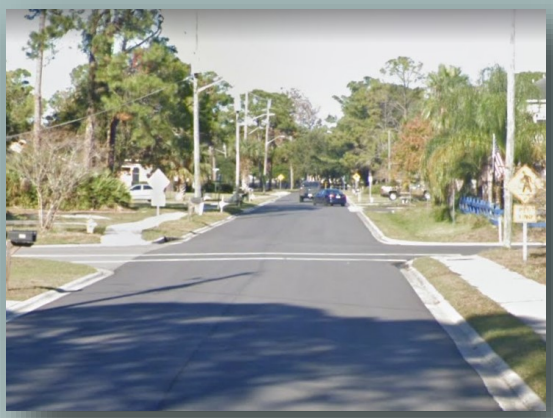
West 3rd Street

Right-of-way width: 50 feet

Pavement Width: 20 feet without curb and gutter

Connection from Rose Park & Dog Park to Tide Views Preserve

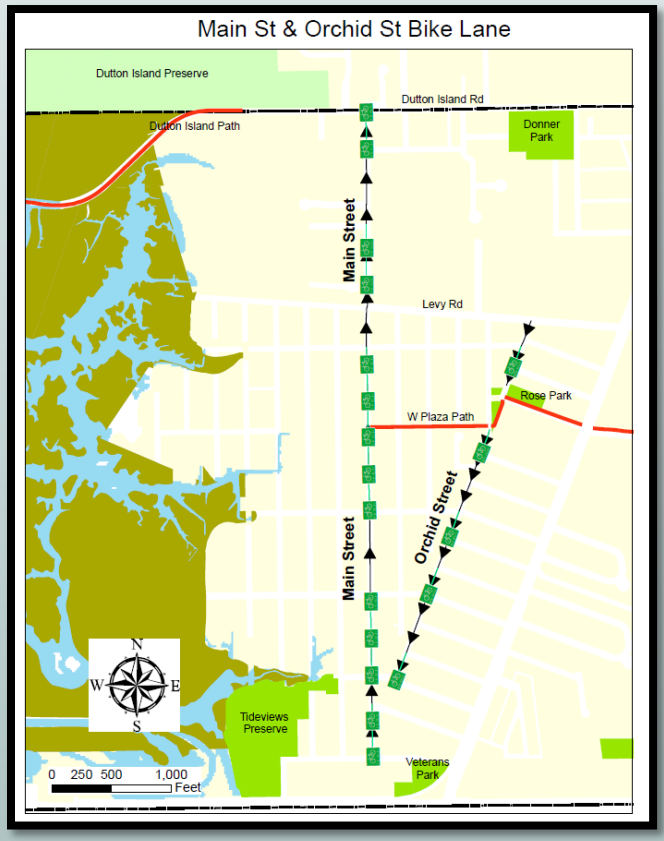
Orchid Street not only serves as a major connection “piece” between Rose Park and Tide Views Preserve but also provides a much safer alternative to traveling on Mayport Road for pedestrians and bicyclists as it runs parallel to Mayport Road between W 1st Street to W Plaza. Also, residents in this area often travel to the W Plaza intersection to cross Mayport Road when traveling east. As such, improvements to Orchid Street would benefit the pedestrians and bicyclists that use this route. W 3rd Street then completes the connection by linking Orchid Street to the entrance to Tide Views Preserve on Camelia Street.

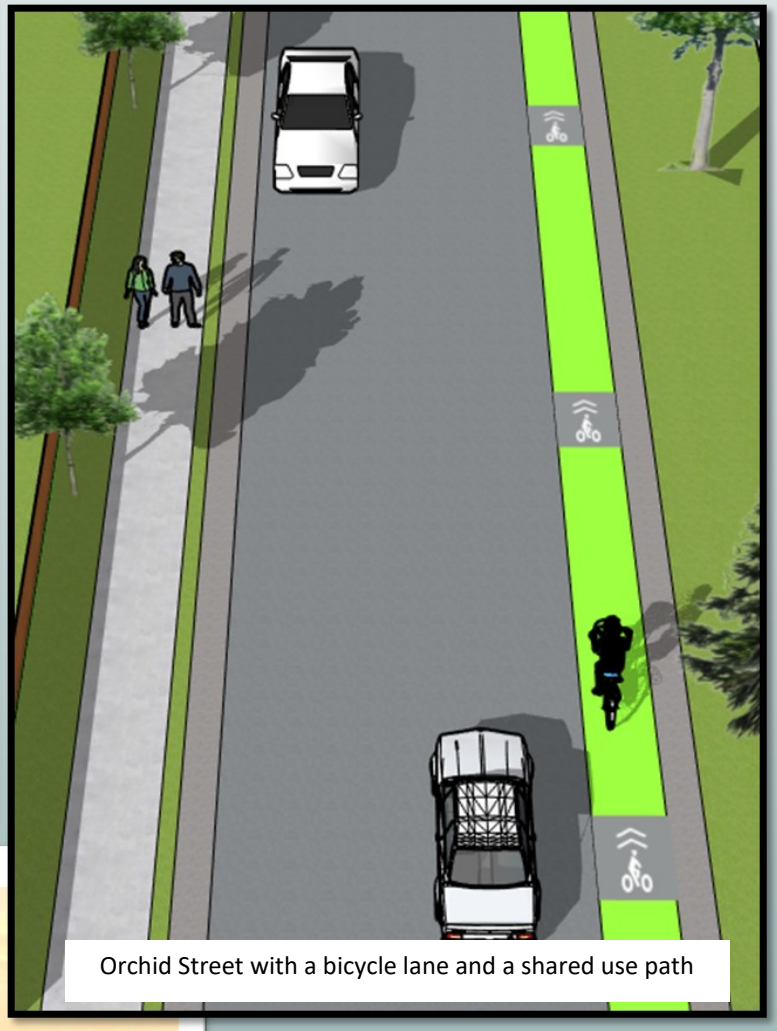


"Rose to Tide Views"

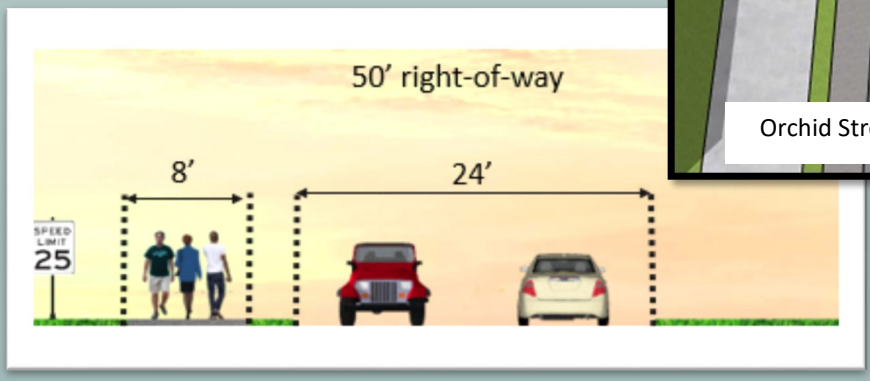
Possible next steps

1. Install a bike lane or a paved shoulder on either side of Orchid Street. The pavement width is 24 feet, meaning a bike lane or paved shoulder should be no wider than 4 feet and only located on one side of the road. The pavement width of W 3rd Street is too narrow for a bike lane or paved shoulder.





Orchid Street with a bicycle lane and a shared use path



Approximately 17,600 square feet

2. Construct a shared use path on either side of Orchid Street. This can be accomplished by widening the existing sidewalks on the south side of the roadway south of West 9th Street and on the north side of the roadway north of West 9th Street. Shared use paths allow various transportation options such as walkers, skaters, joggers, and bicyclists to travel on a path that is separated from automobile traffic.

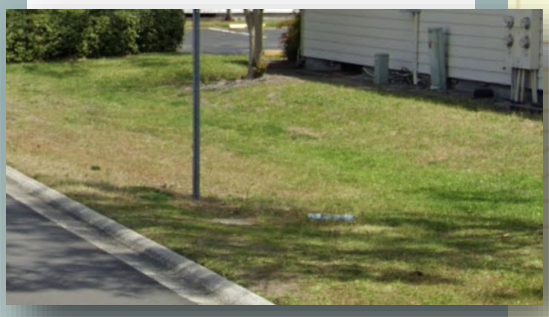
"Rose to Tide Views"

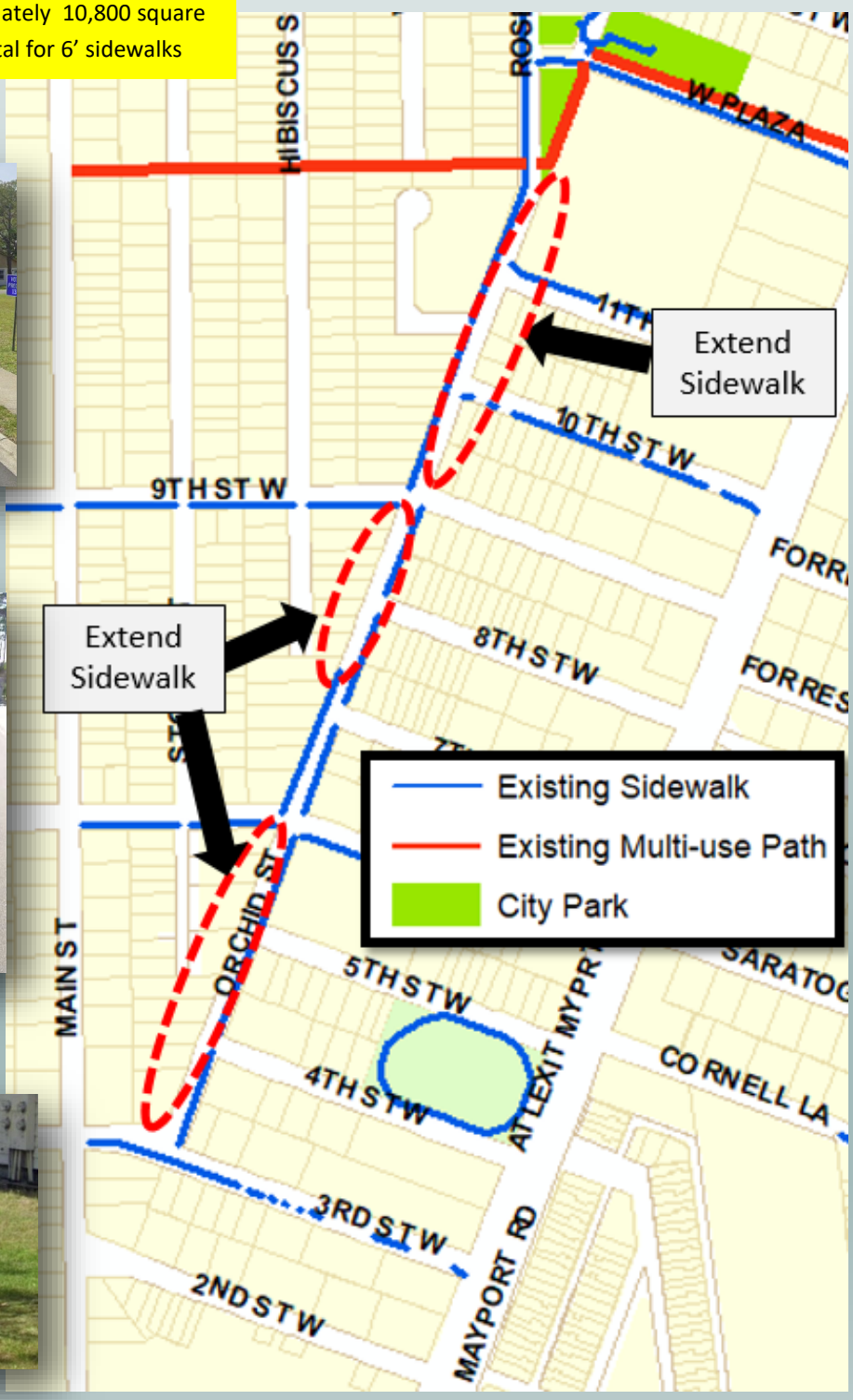
Possible next steps

3. Install sidewalks along Orchid Street to fill in the existing "gaps" where there are no sidewalks. Currently, there are sections of sidewalks on both sides of Orchid St but they do not run the entire length of the road. This results in pedestrians having to cross the street in order to travel the entire length of the road.

Approximately 10,800 square feet total for 6' sidewalks

A couple of sections of Orchid St without a sidewalk contain a drainage swale which would have to be removed to install a sidewalk.





"Rose to Tide Views"

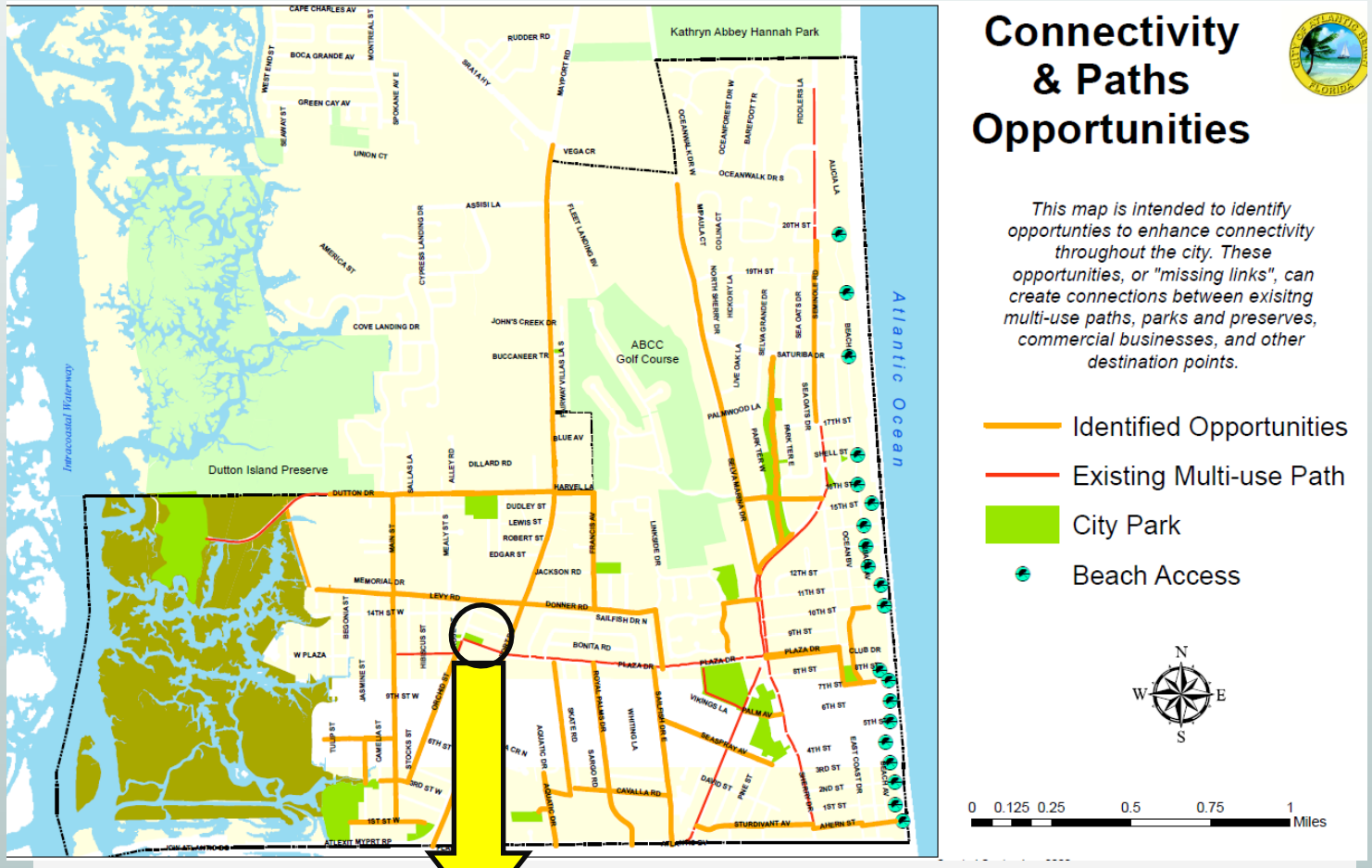
Possible next steps

4. Install sidewalks on West 4th and 5th Streets from Orchid Street to the JEA Walking Path and on West 3rd Street from Main Street to the Tide Views Preserve entrance on Camelia Street. These sidewalk "extensions" would connect existing sidewalks to two destination points; the JEA Walking Path and Tide Views Preserve. Currently, pedestrians must walk in the street to access these amenities. Sidewalks would provide a safer and more comfortable option for pedestrians.

Approximately 6,000 square feet total

5. Install "shared roadway" markings on both sides of the W 3rd Street. These markings may also be installed on Orchid Street in lieu of options 1 and 2. Such markings indicate that vehicles must share the roadway with bicyclists.

4g. Identified Opportunities



"Rose Park to East Coast Greenway"

(W Plaza)

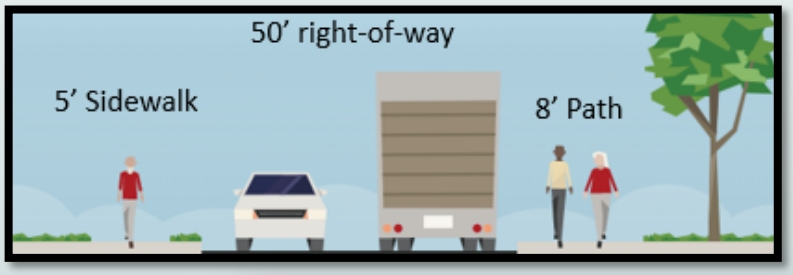
"Rose Park to East Coast Greenway"
(W Plaza)

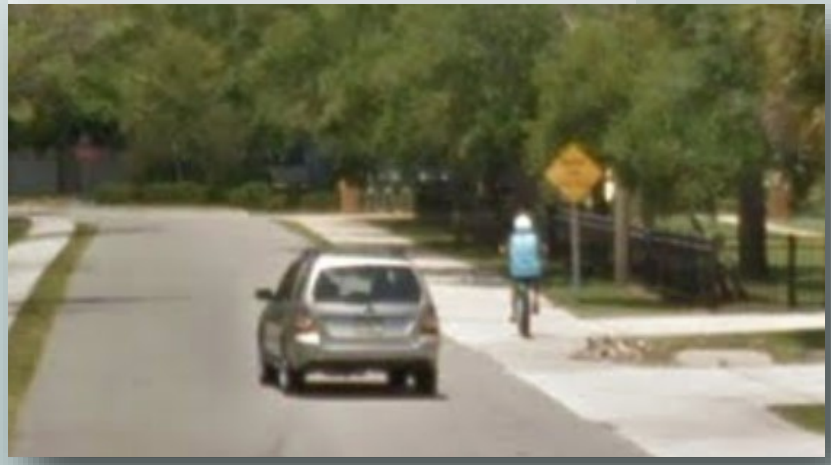
Existing Conditions

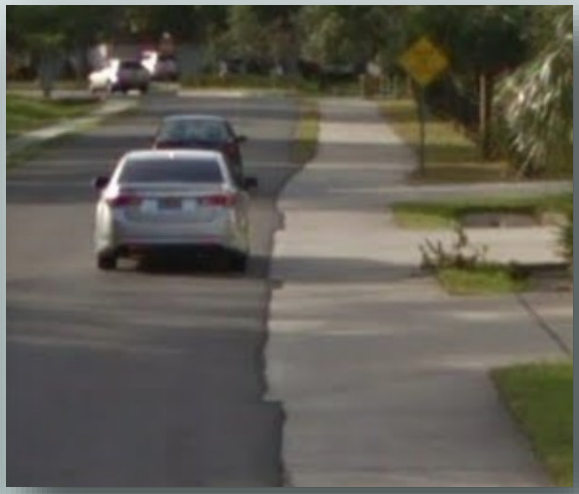
West Plaza

Right-of-way width: 50 feet

Pavement width: 20 feet without curb and gutter







Connection from Rose Park to the East Coast Greenway

W Plaza connects Rose Park to the proposed East Coast Greenway along Mayport Road. Currently, there is an existing 8 foot wide shared use path on the north side and a 5 foot wide sidewalk on the south side of the road. However, improvements can be made to increase safety and comfort for the pedestrians and bicyclists that use these sidewalks.

NRPA essential elements for a safe route

⇒ ***Safety:*** *Can be improved by separating pedestrian paths from roads with physical barriers so that pedestrians are not competing with automobiles.*

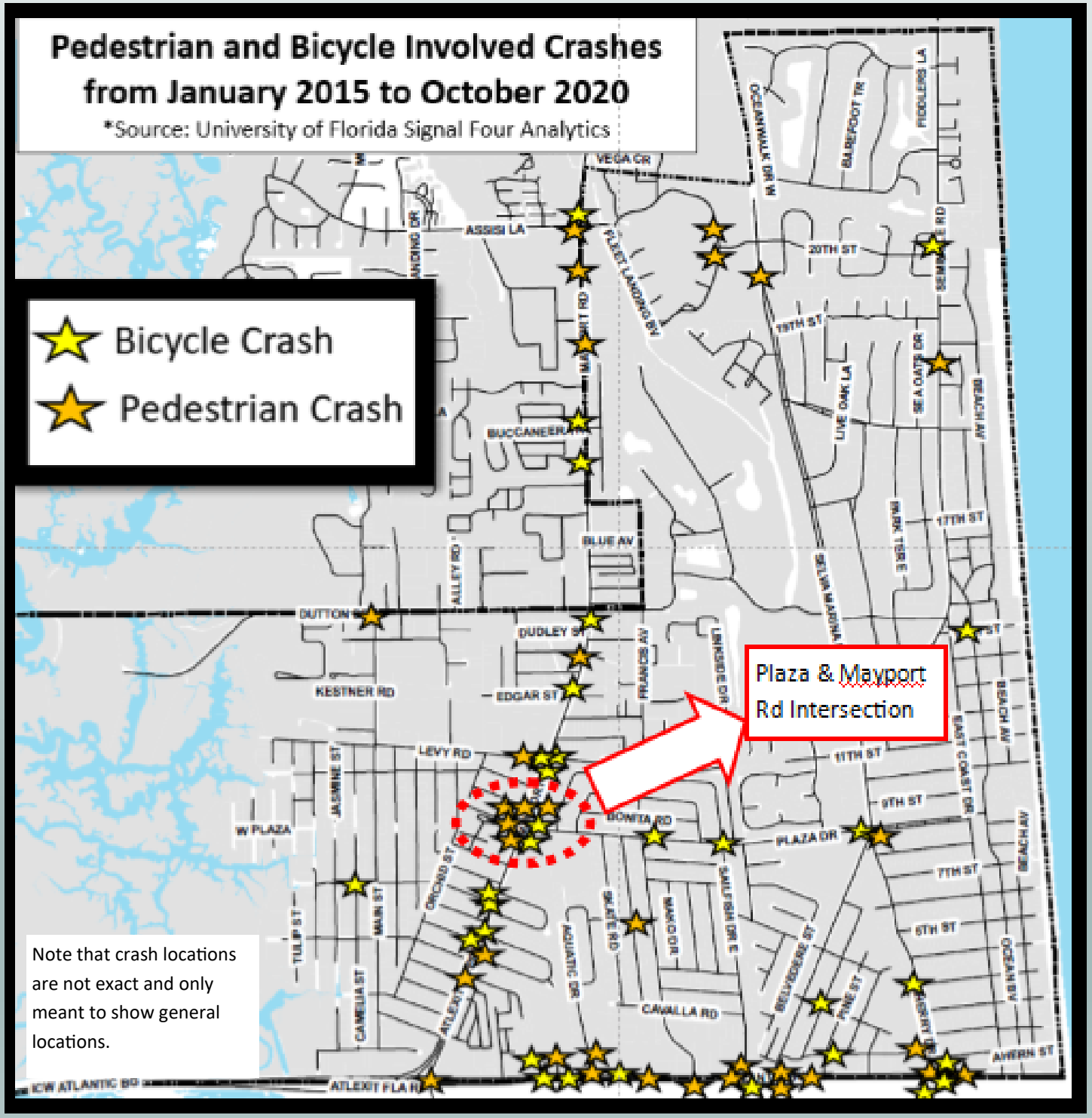
⇒ ***Comfort:*** *It is important to make walking to parks inviting with tree-lined streets, an appealing and clean environment and off-road trail access if possible.*

No separation/ buffer from vehicles

Several pine trees were removed on the south side of road due to disease, resulting in a lack of shade and comfort for pedestrians.

“Rose Park to East Coast Greenway” (W Plaza)

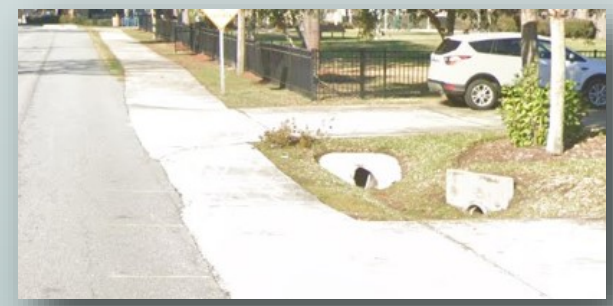
Between January, 2015 and October, 2020 there were five pedestrian and two bicycle involved crashes at or near the intersection of Plaza and Mayport Road, including one fatality.

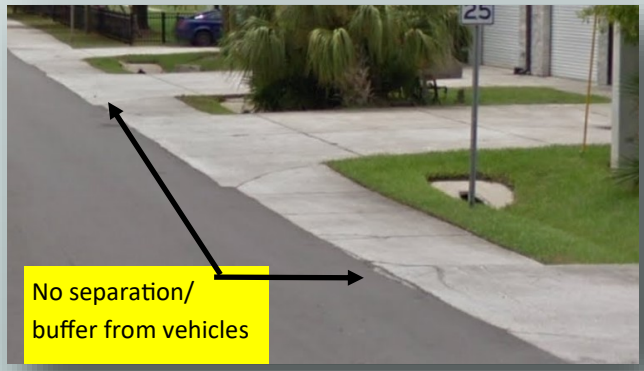


"Rose Park to East Coast Greenway" (W Plaza)

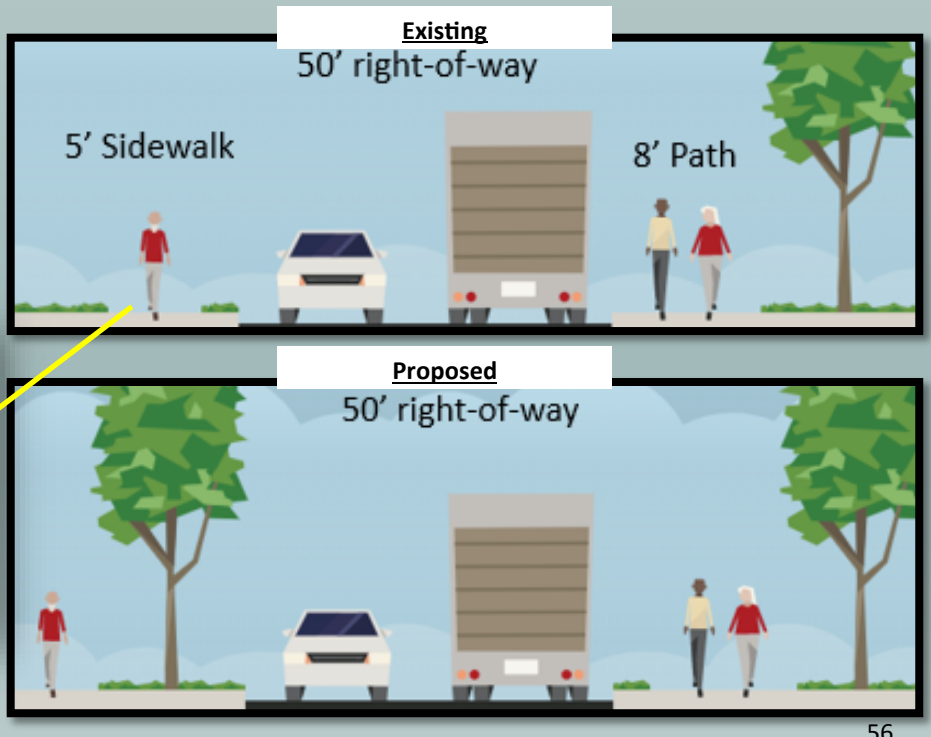
Possible next steps

1. Create a buffer between the 8 foot shared use path and the road, where one does not exist currently. Roughly 200 feet of the existing path is located directly adjacent to the street pavement which results in automobiles exiting Mayport Road traveling in close proximity to pedestrians and bicyclists. To improve safety and comfort, a landscape/grass buffer between the two should be created by relocating the path slightly north. There are drainage swales to the north of the path that would need to be piped in order to accomplish this.

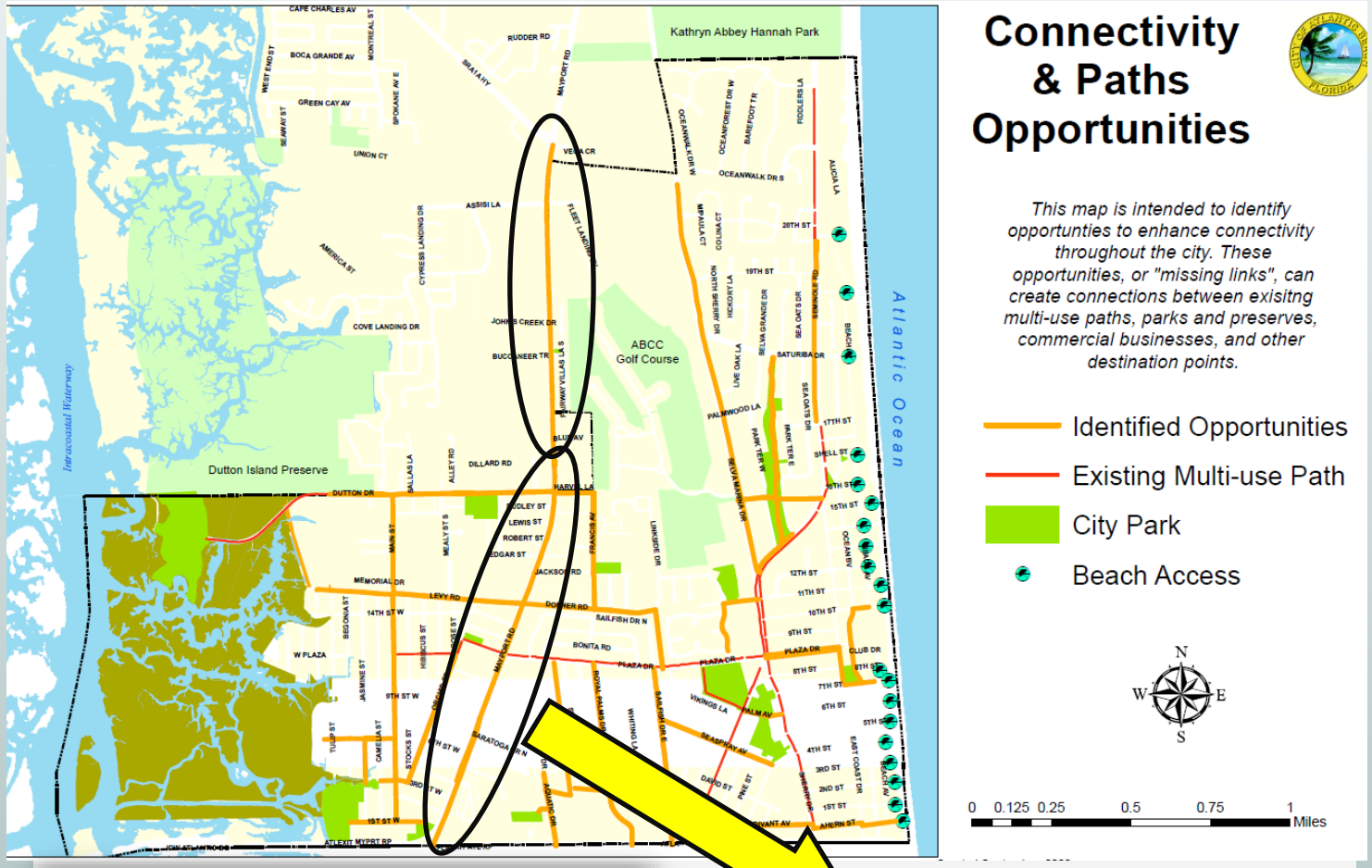




2. Relocate the sidewalk on the south side of the road to the southern edge of the city right-of-way and plant shade trees between the relocated sidewalk and the street. Recently, several pine trees were removed (from private property) on the south side of the road resulting in a lack of shade for users of this sidewalk. Staff looked at planting shade trees to the south of the existing sidewalk but due to a stormwater pipe, it was not possible. It is recommended that the sidewalk be relocated over this pipe and shade trees be planted between the sidewalk and street, where the existing sidewalk is located. Doing so would create a tree lined street that would provide shade to all users of the road and provide a buffer between pedestrians and vehicles.



4h. Identified Opportunities



"East Coast Greenway"

“East Coast Greenway ”

Existing Conditions

Mayport Road (SR-A1A)

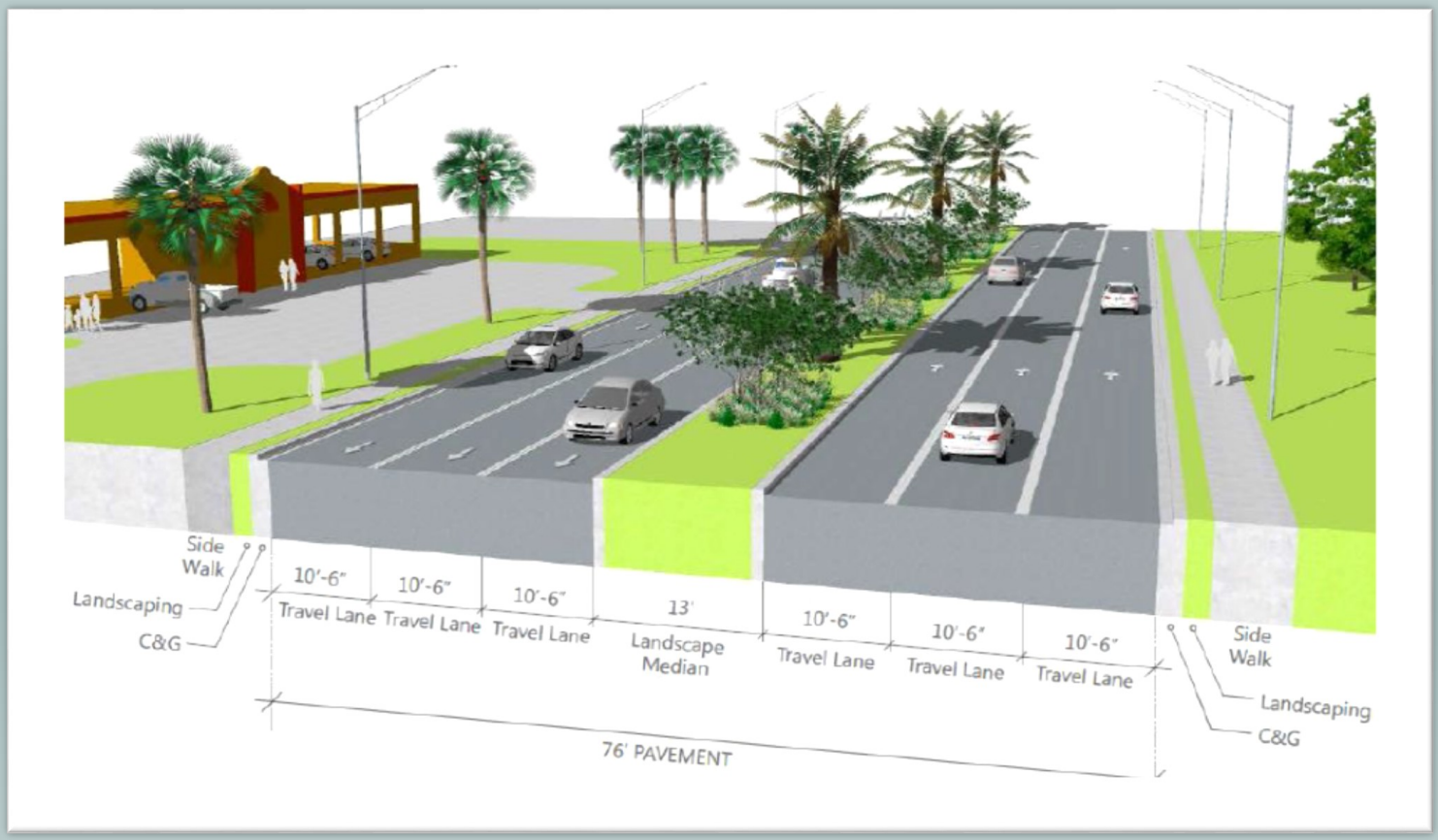
Right-of-way width: 100 feet

Pavement width:

* 76 feet with curb and gutter south of Dutton Island Rd
* 55 feet with curb and gutter north of Dutton Island Rd

Mayport Road is owned and operated by the Florida Department of Transportation (FDOT) and is a six-lane divided roadway with a 40 mile per hour posted speed limit.

A 2018 analysis of the roadway demonstrated that Mayport Road, south of Dutton Island Rd, currently operates well below its capacity, meaning that in its present condition **the roadway is far wider than needed, which encourages speeding and pass-through trips.** This analysis is included in the 2018 Mayport Road Vision Implementation Plan.



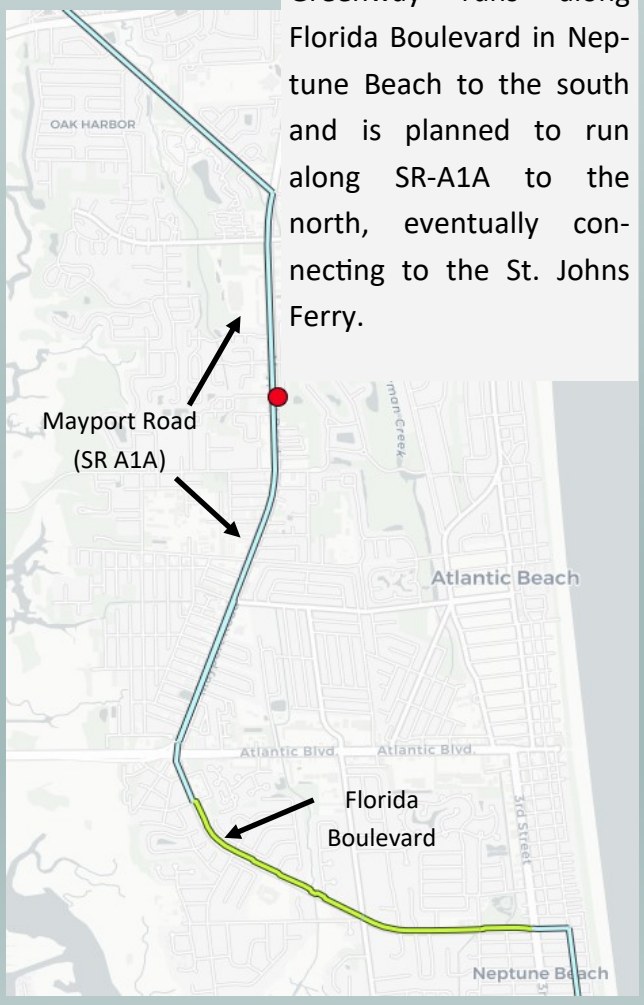
“East Coast Greenway ”

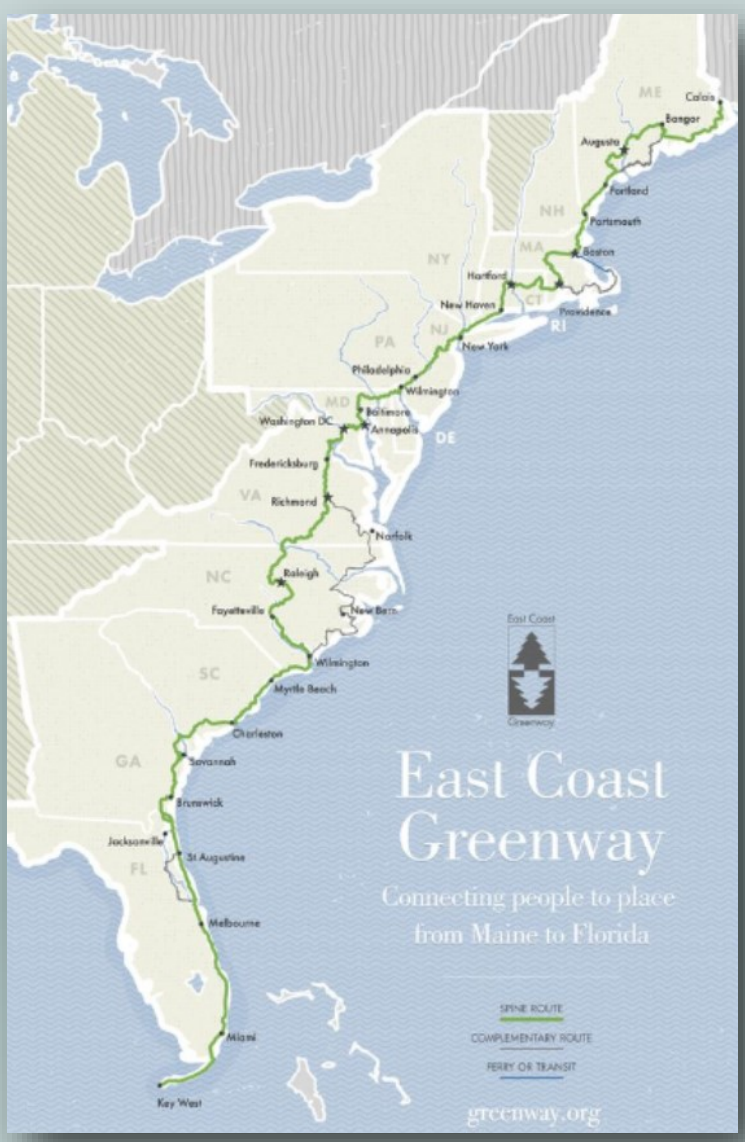
Connection from Key West to Maine

Mayport Road represents one “piece” of the East Coast Greenway, which is a bicycle and pedestrian path that will traverse the East Coast from Key West to Maine. The East Coast Greenway will connect 15 states as well as 450 cities and towns for 3,000 miles from Maine to Florida when completed. The goal of the EC Greenway is to foster a safe walking and biking route through the country’s most populated corridor.

A section of the East Coast Greenway is proposed to be constructed through the heart of Atlantic Beach along Mayport Road as part of a project consisting of an 8-10 foot separated multi-use path on the east side and a bike lane on the west side of the roadway. In order to accommodate these installations, Mayport Road will undergo a “road diet” to reduce six lanes of traffic to four lanes. The project will dramatically change the look, feel and safety of Mayport Road. The project has been placed on the five year List of Priority Projects with the Florida Department of Transportation and is included in the North Florida Transportation Planning Organization’s Transportation Improvement Plan. The project’s design work will start in 2021 with construction planned for 2025-2026.

At the local level, the EC Greenway runs along Florida Boulevard in Neptune Beach to the south and is planned to run along SR-A1A to the north, eventually connecting to the St. Johns Ferry.





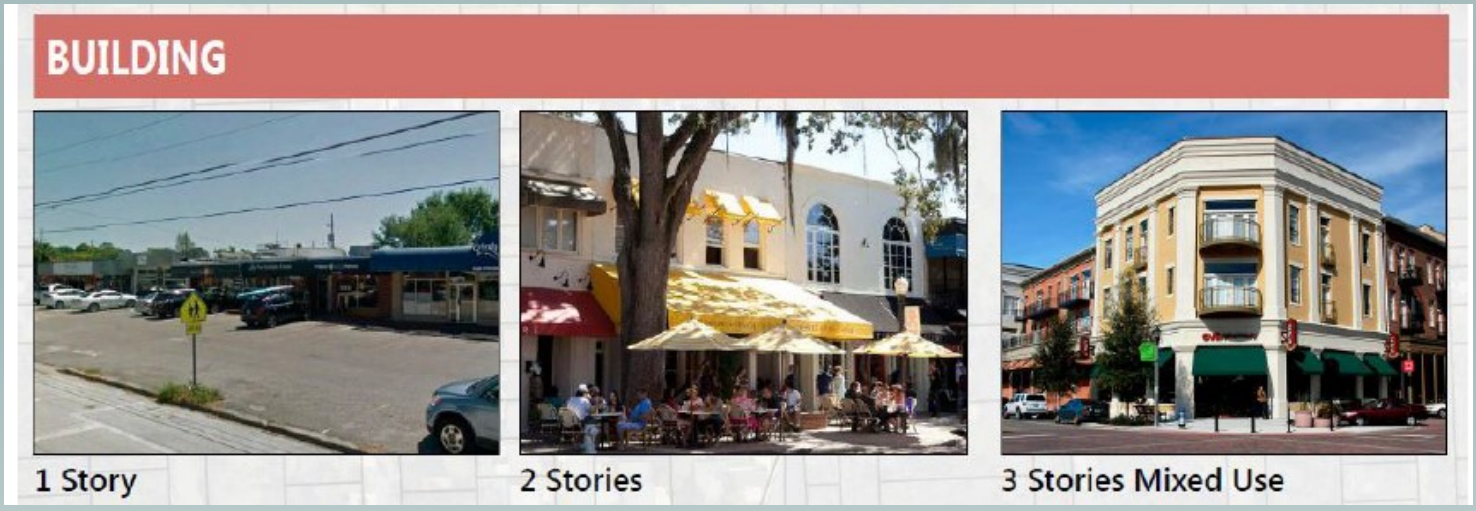
“East Coast Greenway ”

Possible next steps

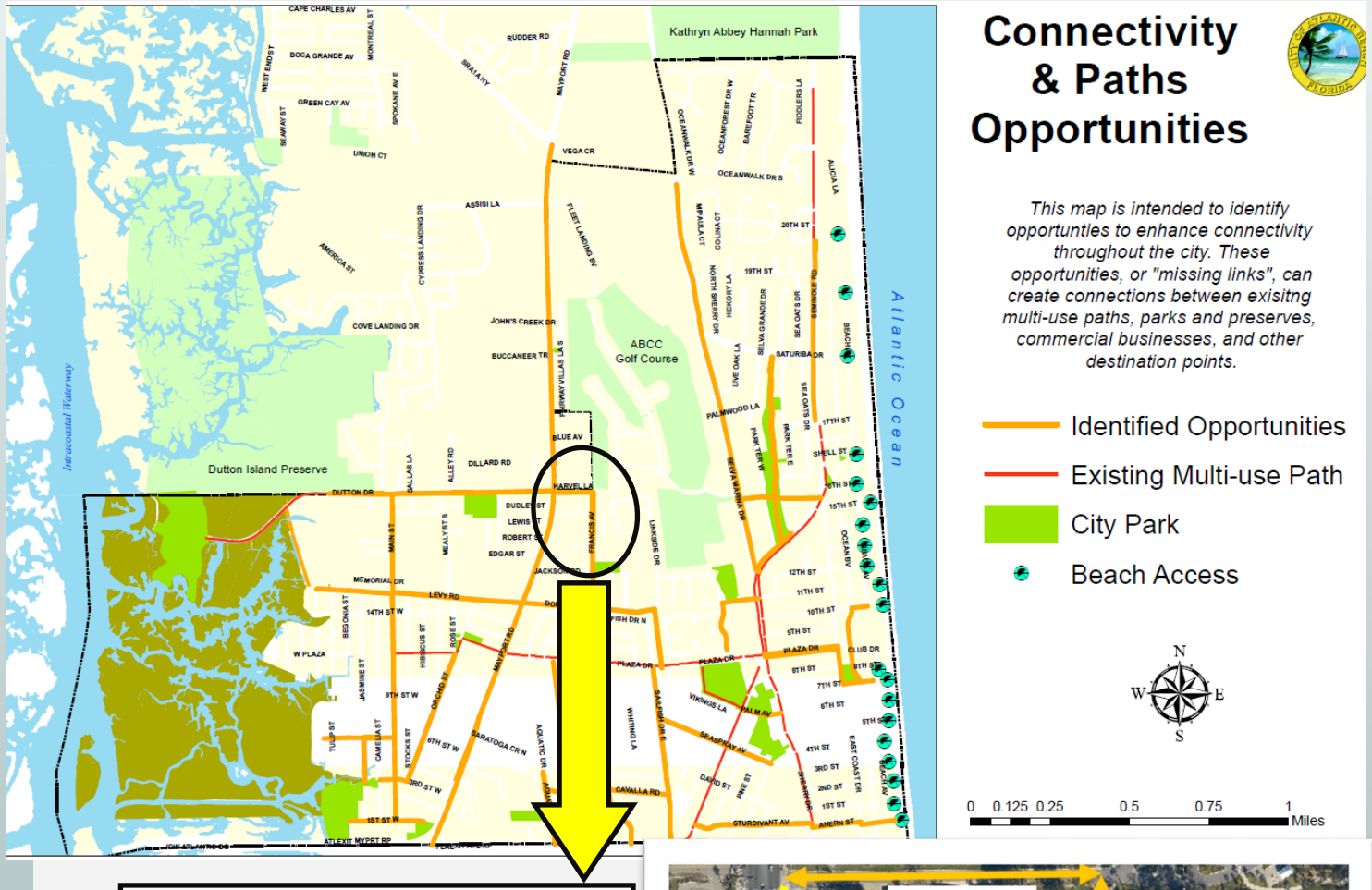
1. Continue to work with the Florida Department of Transportation and North FL Transportation Planning Organization to design and complete a “road diet” on Mayport Road. Repurposing two travel lanes on Mayport Road into bike/ped facilities will increase safety by reducing crossing distance and exposure for pedestrians and bicyclists when crossing Mayport Road while also reducing vehicle speeds and improving sight distances for left turning vehicles. Further, the installation of the East Coast Greenway along Mayport Road will assist in the revitalization of Mayport Road which has been a major focus and effort of the city. Also, continuing working with stakeholders to identify routes and next steps to continue the EC Greenway north.

2. Continue to implement programs, policies and regulations that create and encourage a walkable development pattern along Mayport Road in preparation for the East Coast Greenway. The 2018 Mayport Road Vision Implementation Plan also discusses various recommendations.

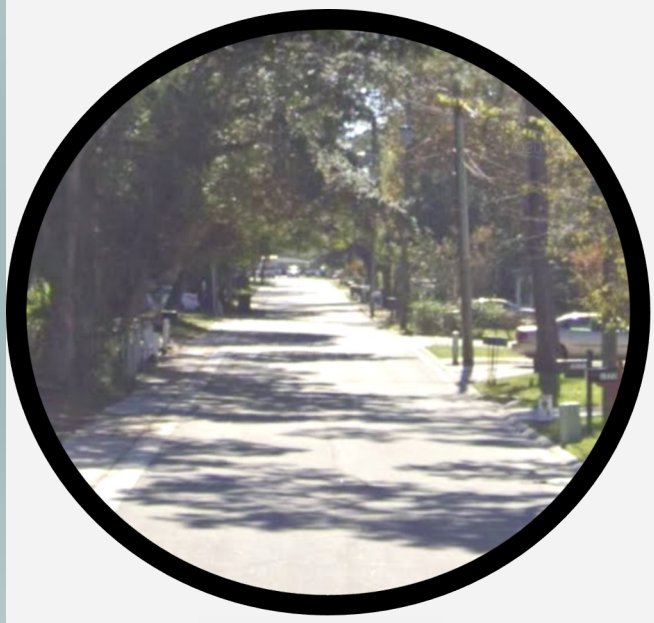
- Reduce minimum parking standards to create a more pedestrian oriented design.
- Reduce setbacks to define the street edge and activate the street.
- Encourage a mix of uses (i.e. commercial on first floor and residential on upper stories).
- Promote densities that encourage active nodes.
- Add bike/ped facilities to the side streets along Mayport Road.
- Provide intersection improvements at the Plaza and Donner Rd intersections, such as bricked cross-walks, gateway signage, bulb-outs and better pedestrian lighting.
- Provide enhanced landscaping in the form of street trees within the right-of-way to provide a sense of enclosure and calm traffic.
- Provide pedestrian refuges within existing medians along Mayport Road.



4i. Identified Opportunities



"East Coast Greenway to Jordan Park"



“East Coast Greenway to Jordan Park”

Existing Conditions

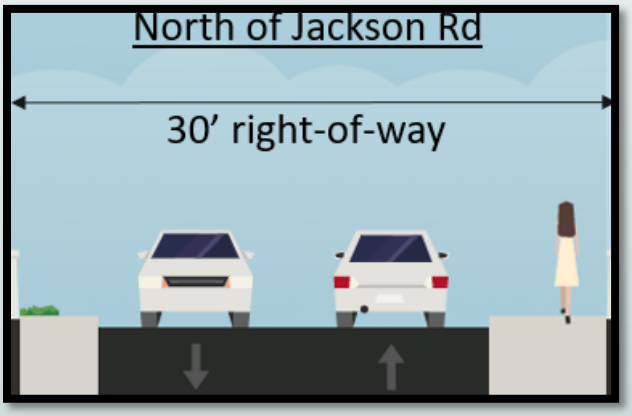
Francis Avenue

Right-of-way width:

* 30 feet north of Jackson Road

Pavement width:

* 20 feet with curb and gutter



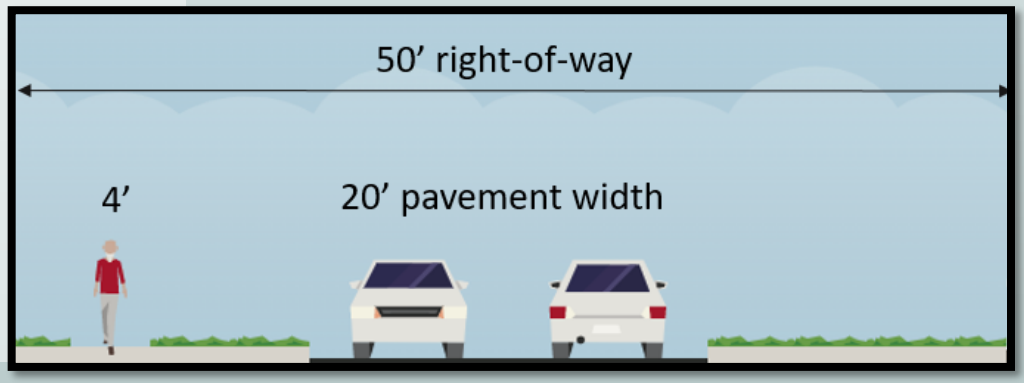
Dutton Island Road East

Right-of-way width:

* 50 feet

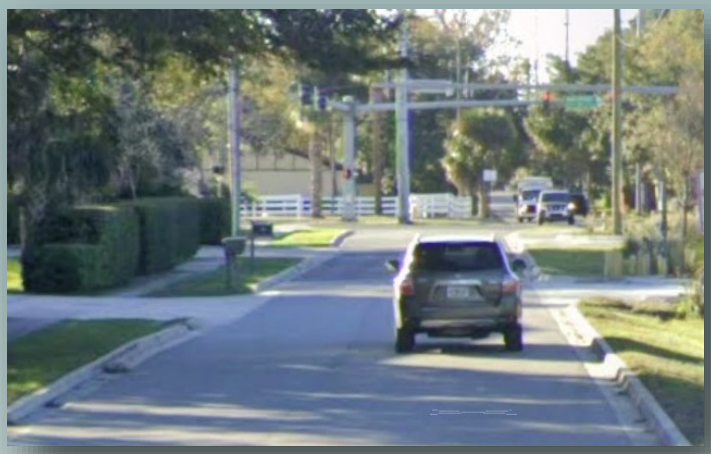
Pavement width:

* 20 feet with curb and gutter



One connection to Jordan Park from the East Coast Greenway

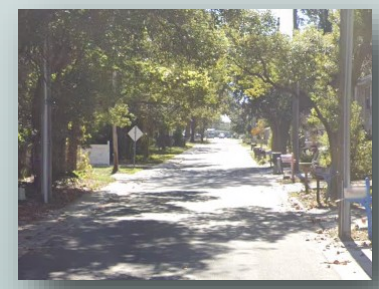
This route is used by pedestrians and bicyclists to not only visit Jordan Park but also because, other than Mayport Road, Francis Avenue is the only north-south connection between Donner Road and Dutton Island Road E and is safer and more comfortable than traveling along Mayport Road. This route is already used by the surrounding residential neighborhood to access Jordan Park and the Community Center and will likely increase in usage with the proposed extension of the East Coast Greenway along Mayport Road as it connects the greenway to Jordan Park.

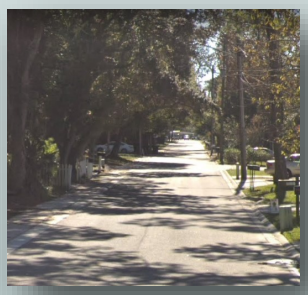


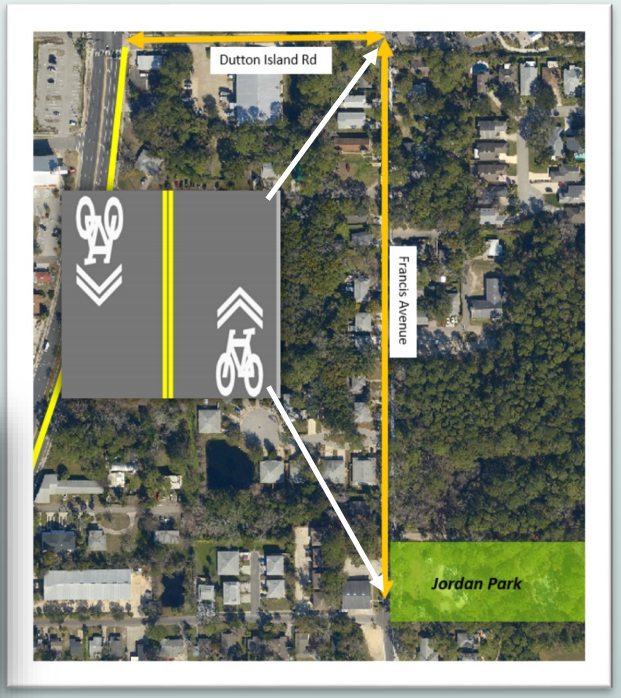
"East Coast Greenway to Jordan Park"

Possible next steps

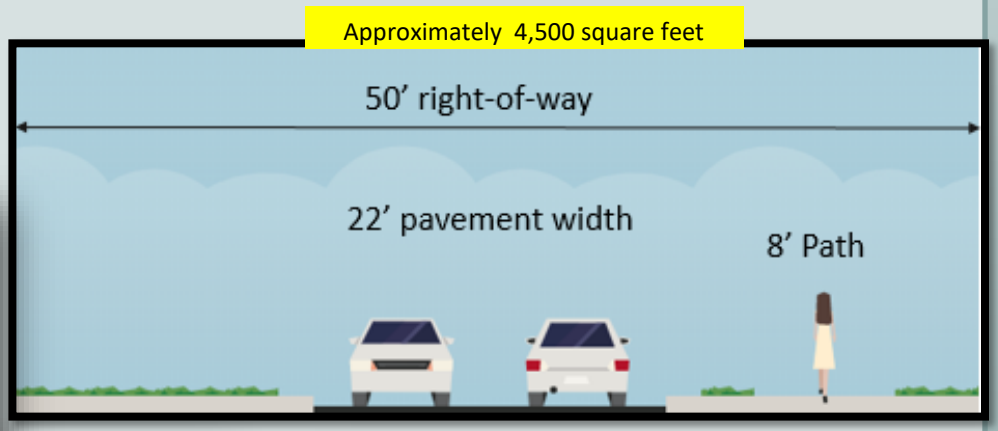
1. Install "shared roadway" markings on Francis Avenue from Jordan Park to Dutton Island Rd E. The street pavement is too narrow to install bike lanes or paved shoulders. Similarly, the right of way width for this section of Francis Avenue is only 30 feet, insufficient for a shared use path. Shared roadway markings indicate that vehicles must share the roadway with bicyclists.

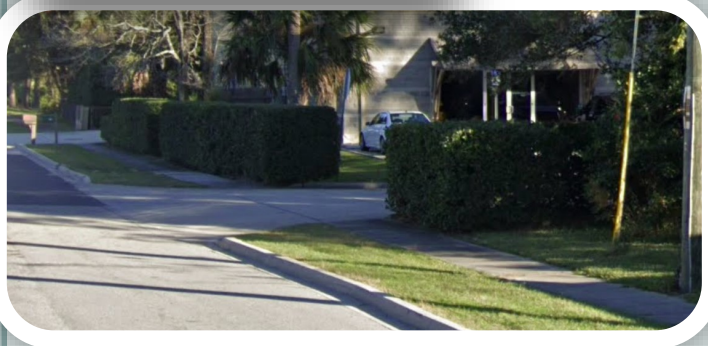


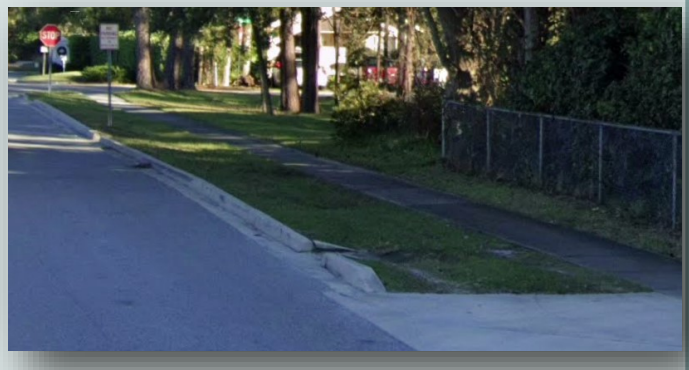




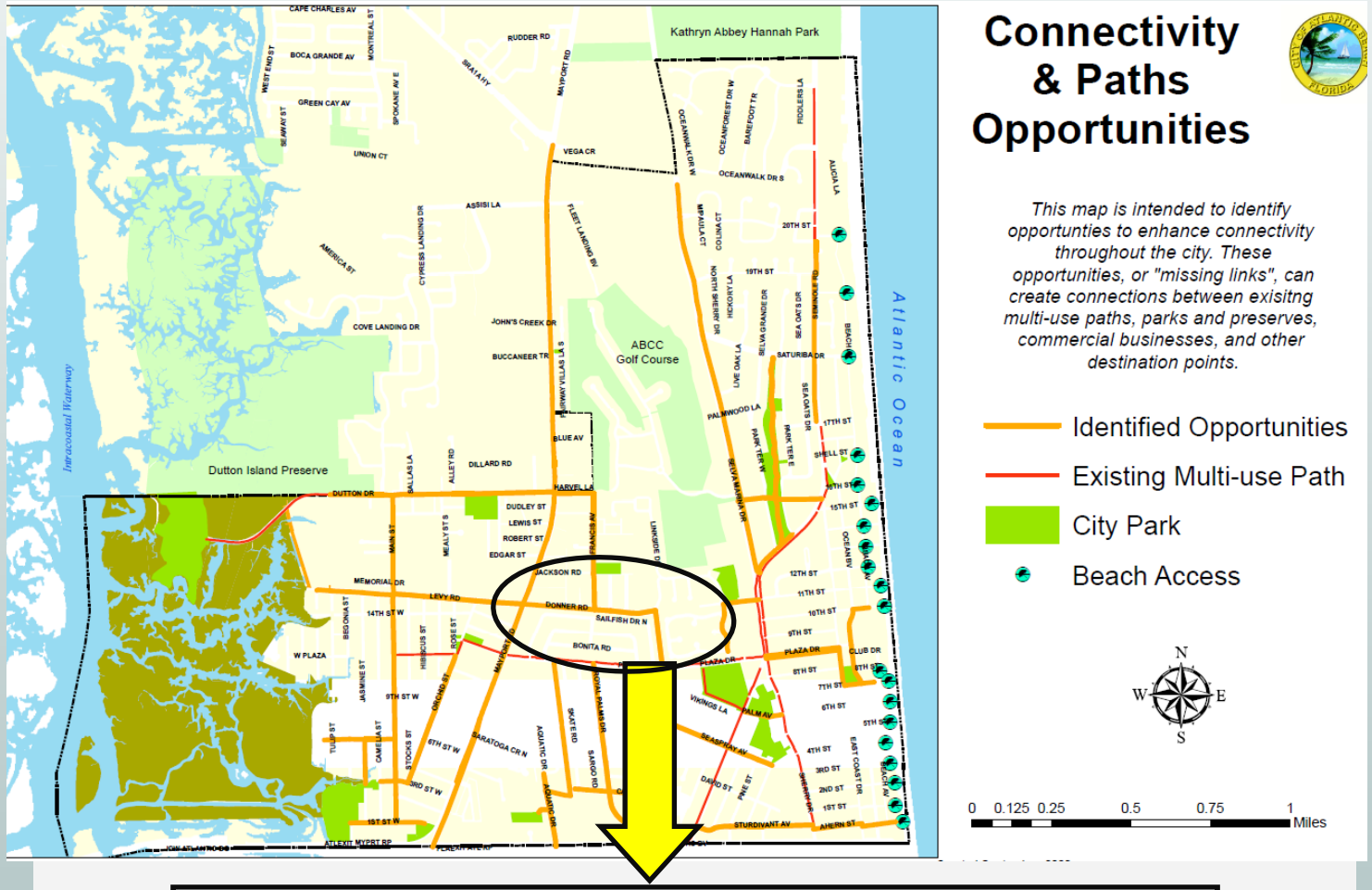
2. Install a 8 foot wide shared use path on the south side of Dutton Island Road East where the existing 5 foot sidewalk is located. Due to adjacent commercial and high density residential zoning as well as increased traffic from the Atlantic Beach Country Club, it is recommended that a shared use path separated from vehicular traffic be installed rather than on-street shared roadway markings on Dutton Island Road East.



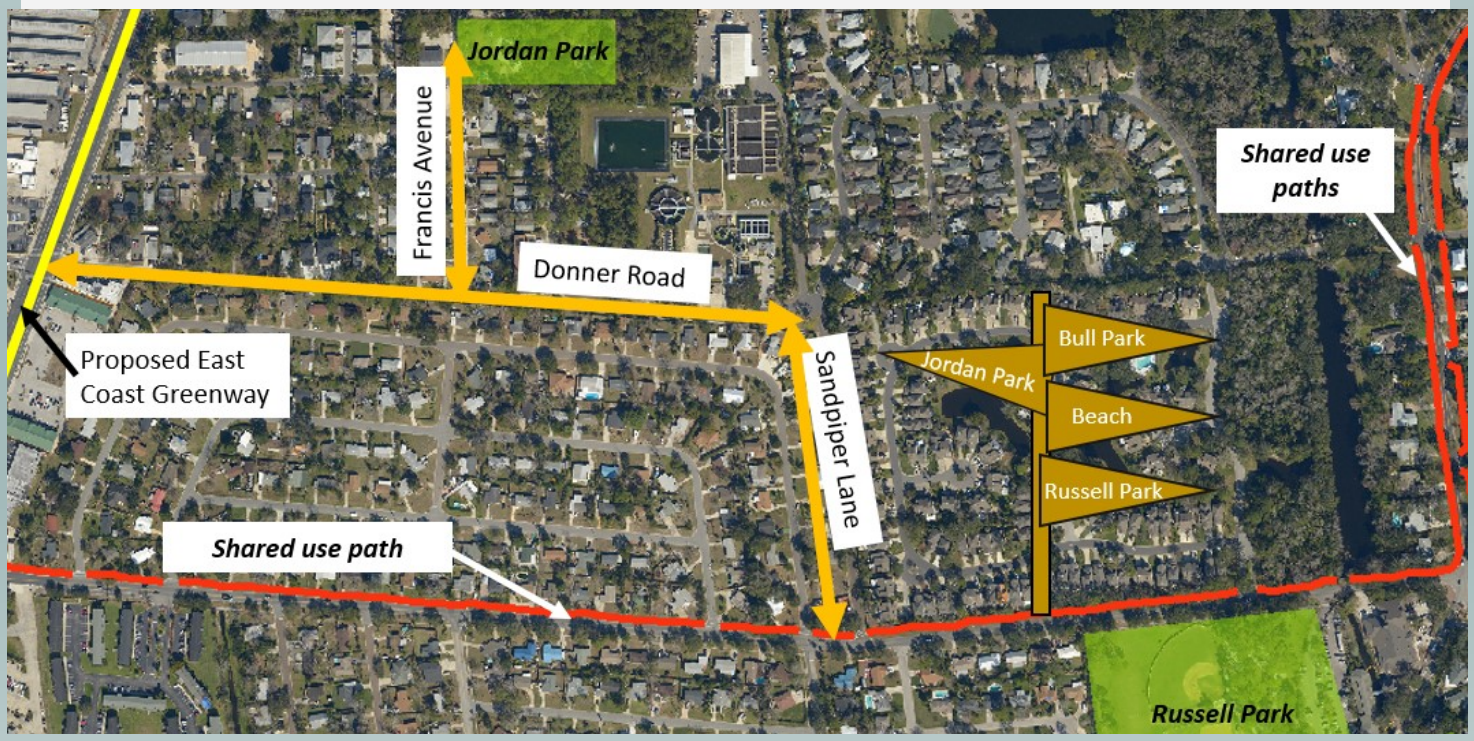




4j. Identified Opportunities



"East Coast Greenway to Jordan and Jack Russell Parks"



“East Coast Greenway to Jordan and Jack Russell Parks”

Existing Conditions

Francis Avenue

Right-of-way width:

* 55 feet south of Jackson Road

Pavement width:

* 20 feet with curb and gutter

Donner Road

Right-of-way width:

* 50 feet west of Francis Ave
* 60 feet east of Francis Ave

Pavement width:

* 22 feet with curb and gutter

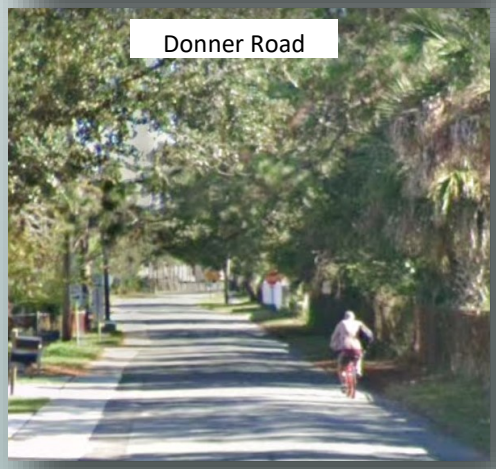
Sandpiper Lane

Right-of-way width:

* 40 feet

Pavement width:

* 22 feet without curb and gutter



Connections to Jordan and Jack Russell Parks from EC Greenway

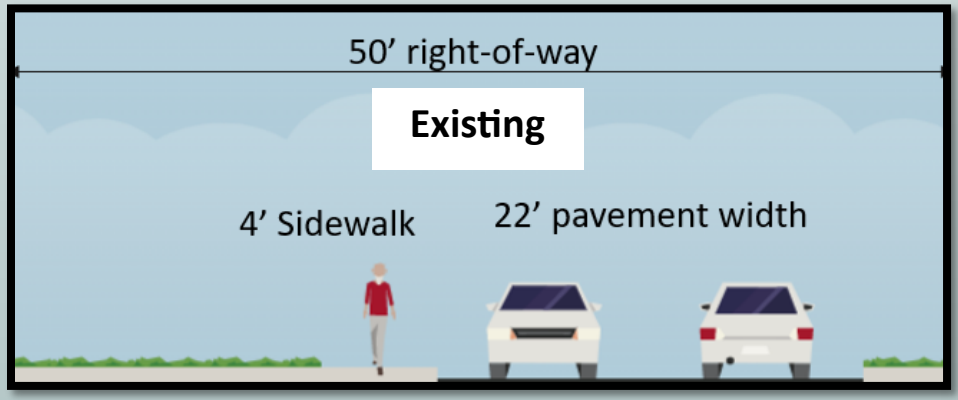
This identified route consists of three roads; Francis Avenue, Donner Road, and Sandpiper Lane. Donner Road connects Mayport Road to Francis Avenue and Francis Avenue to Sandpiper Lane. Francis Avenue connects to Jordan Park and Sandpiper Lane is a popular route that connects Donner Rd to the shared use path along Plaza, which leads to Jack Russell Park. By improving these roadways, connectivity between two parks and the proposed East Coast Greenway, as well as a connection between two neighborhoods, will be enhanced.

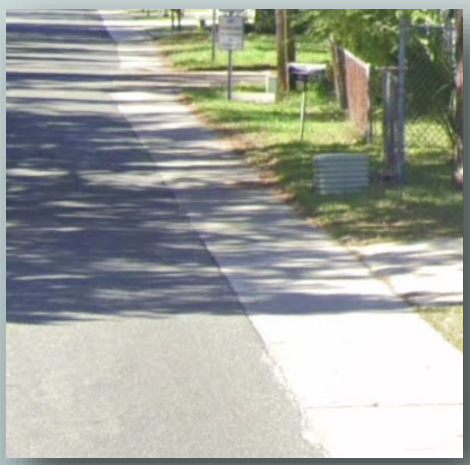
“East Coast Greenway to Jordan and Jack Russell Parks”

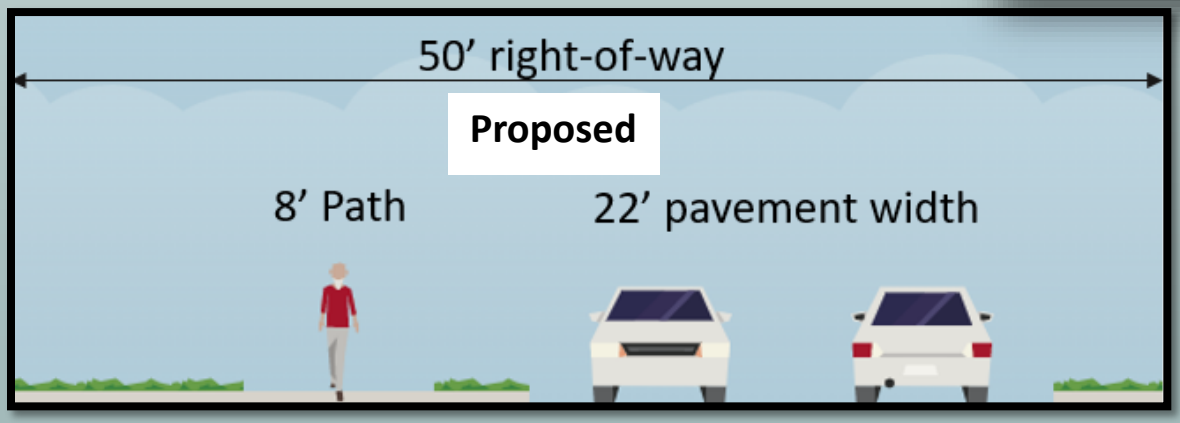
Possible next steps

1. Construct an 8 foot wide shared use path on the northern side of Donner Road. Currently, there is a 5 foot sidewalk that is adjacent to the street with no buffer between it and the street pavement. Since Donner Road experiences heavier traffic, a new shared use path with a buffer would separate pedestrians and bicyclists from automobile traffic and provide a safer and more comfortable trip for users. Further, Donner Road is not located within the center of the right of way like most roads are. Instead, the road was constructed in the southern part of the right of way leaving space for a shared use path on the northern side of the roadway. Several fences, driveways, parking pads, and even a building have been constructed within this right of way that will need to be removed or designed around to install a path.

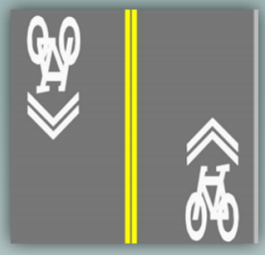
Approximately 16,000 square feet







2. Install “shared roadway” markings on both sides of Donner Road and Sandpiper Lane Both streets are too narrow to install bike lanes or paved shoulders. Shared roadway markings increase awareness of motorists for the potential presence of cyclists as well as directing cyclists to ride in the proper direction.

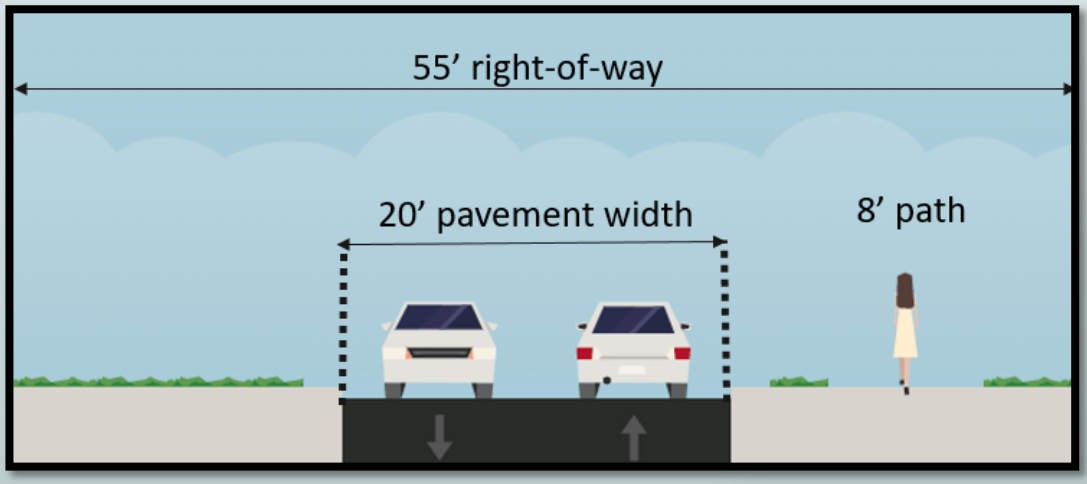


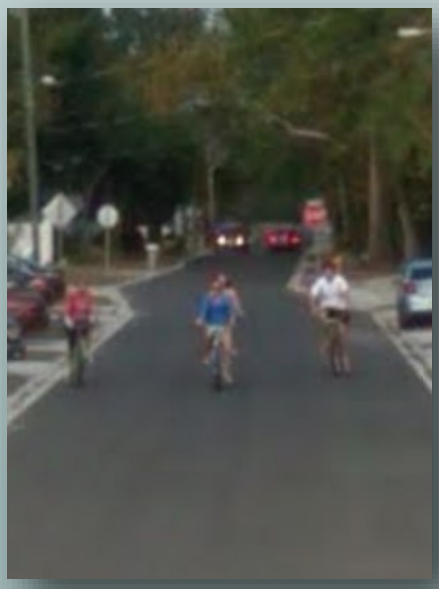
"East Coast Greenway to Jordan and Jack Russell Parks"

Possible next steps

3. Construct an 8 foot wide shared use path on the east side of the road from Jordan Park to Donner Road. The 55 foot right of way width is sufficient for a shared use path. An existing five foot sidewalk on this side of the road could be expanded to create a shared use path. The path could be located outside of the right of way and within Jordan Park and adjacent city-owned parcel to extend the path north.

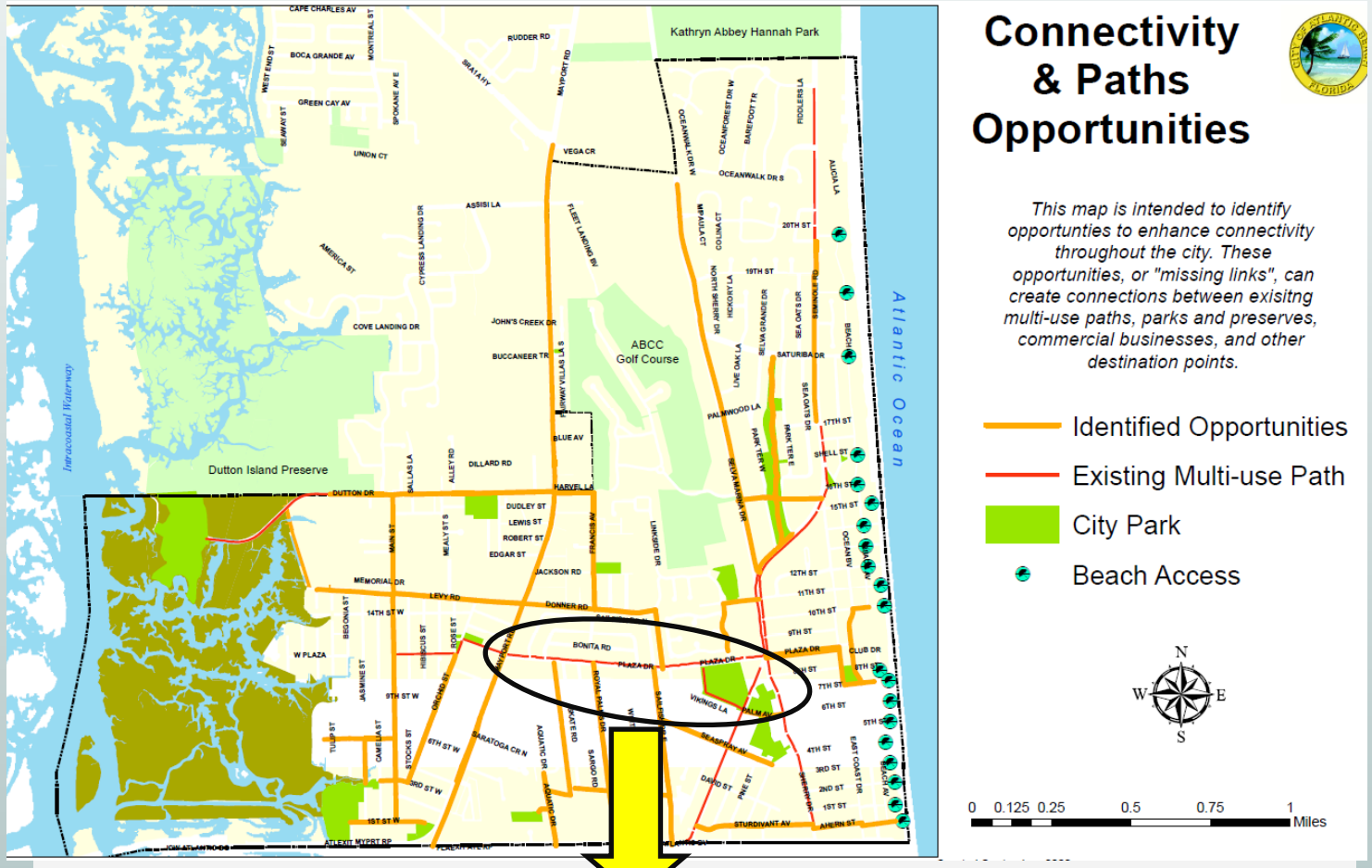
Approximately 2,400 square feet





4. Consider installing "shared roadway" markings on both sides of the road. Such markings indicate that the vehicles must share the roadway with bicyclists. The existing pavement width is 20 feet, not wide enough for bike lanes or paved shoulders.

4h. Identified Opportunities



"East Coast Greenway to Howell Park"

“East Coast Greenway to Howell Park”

Existing Conditions

Plaza (between Mayport Rd & Seminole Rd)

Right-of-way width: 80 feet

Pavement width:

* 30 feet with curb and gutter from Mayport Rd to Sandpiper Ln
* 22 feet with curb and gutter on one side from Sandpiper Ln to Jack Russell Park
* 22 feet without curb and gutter along Jack Russell Park

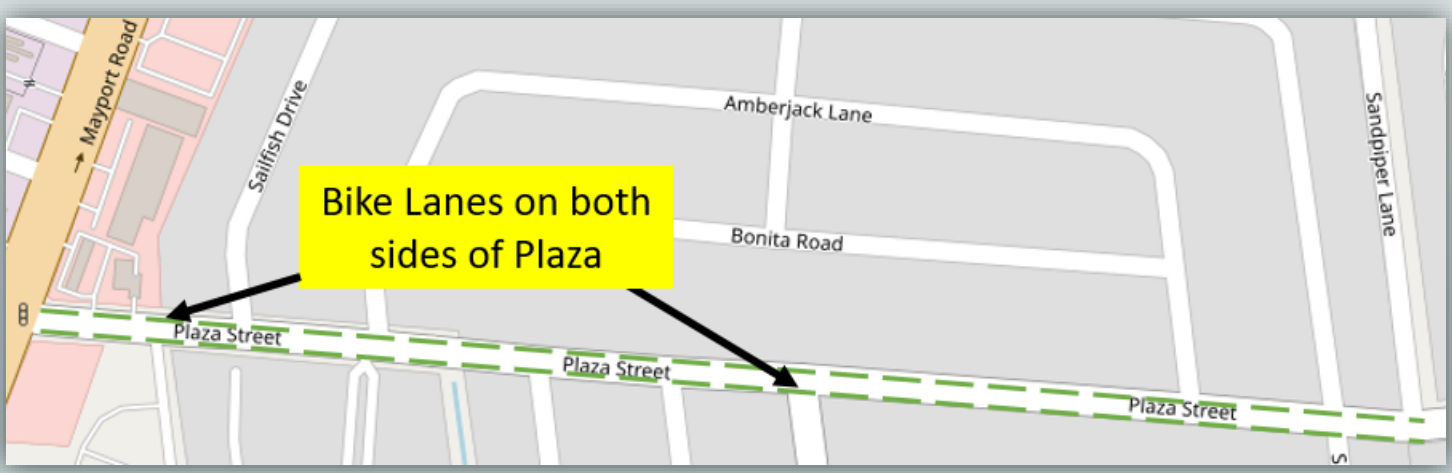
Connection from East Coast Greenway to Howell Park

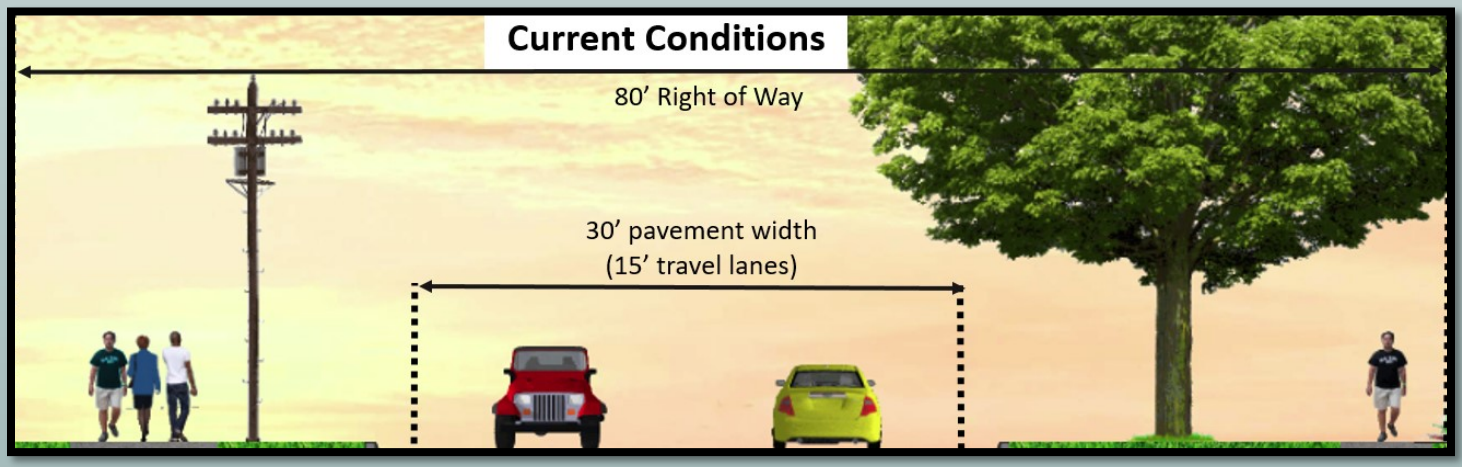
Plaza is the main east-west roadway within the city. The section of Plaza shown here connects Mayport Road and the proposed East Coast Greenway to Jack Russell Park which can then be utilized to travel to Howell Park. While existing facilities such as the shared use path on the north side of Plaza and the walking path in Jack Russell Park provide great opportunities for pedestrians and bicyclists to make these connections, further enhancements are possible to increase safety and comfort for users.

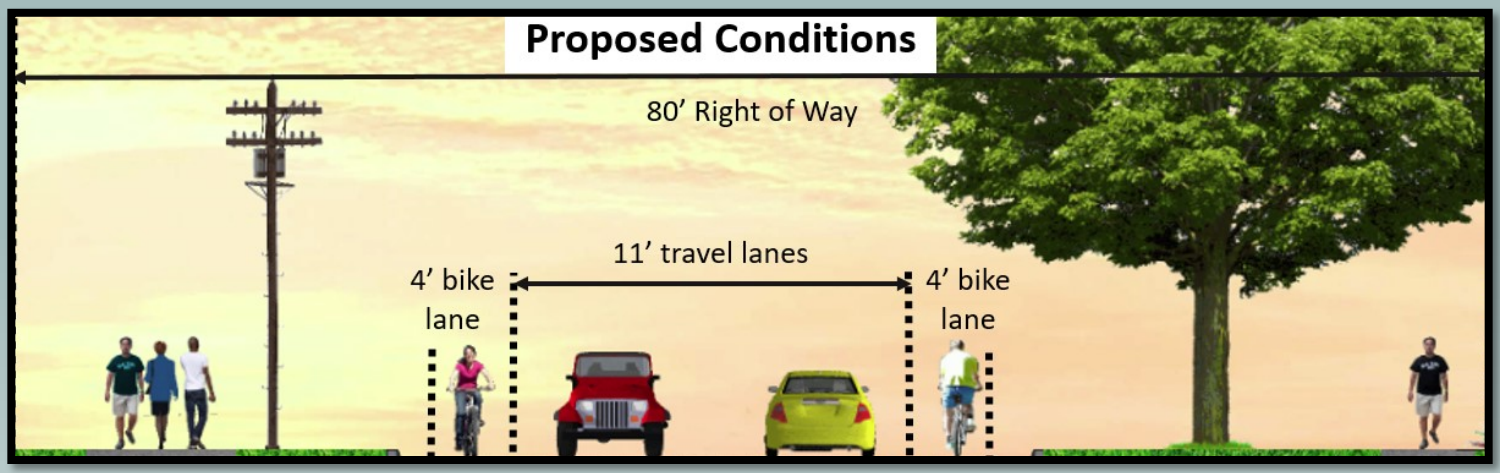
“East Coast Greenway to Howell Park”

Possible next steps

1. Install bicycle lanes on both sides of Plaza from Mayport Road to Sandpiper Lane. The pavement width for this stretch is 30 feet, sufficient for two 4 to 5 foot wide bicycle lanes. Installing bicycle lanes would allow bicyclists to travel on-street if desired, as opposed to on the shared use path. Traveling on-street is often preferred by more advanced bicyclists. Further, the bicycle lanes would decrease the width of the travel lanes which has been shown to slow traffic down and increase safety.





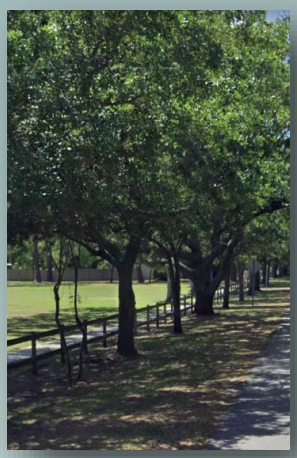


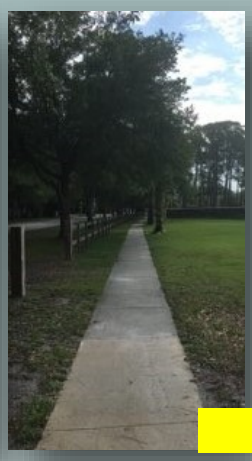
“East Coast Greenway to Howell Park”

Possible next steps

2. Install “shared roadway” markings on Plaza between Sandpiper Lane and Seminole Road (the “5-way” intersection) The street pavement is too narrow for this stretch of Plaza to install bike lanes or paved shoulders. The shared roadway markings will serve those bicyclists that choose to travel on the street, rather that on the shared use path, for this section of Plaza and will notify vehicles that they must share this roadway with bicyclists.

3. Extend the existing path in Jack Russell Park east to the mid block crossing on Plaza. There is an existing 4-5’ sidewalk that does not provide adequate width for multiple users or forms of transportation (walking, biking, skating, etc.). An 8 foot wide path would connect the shared use path on Plaza to the existing path in the park, which then connects users to Howell Park.



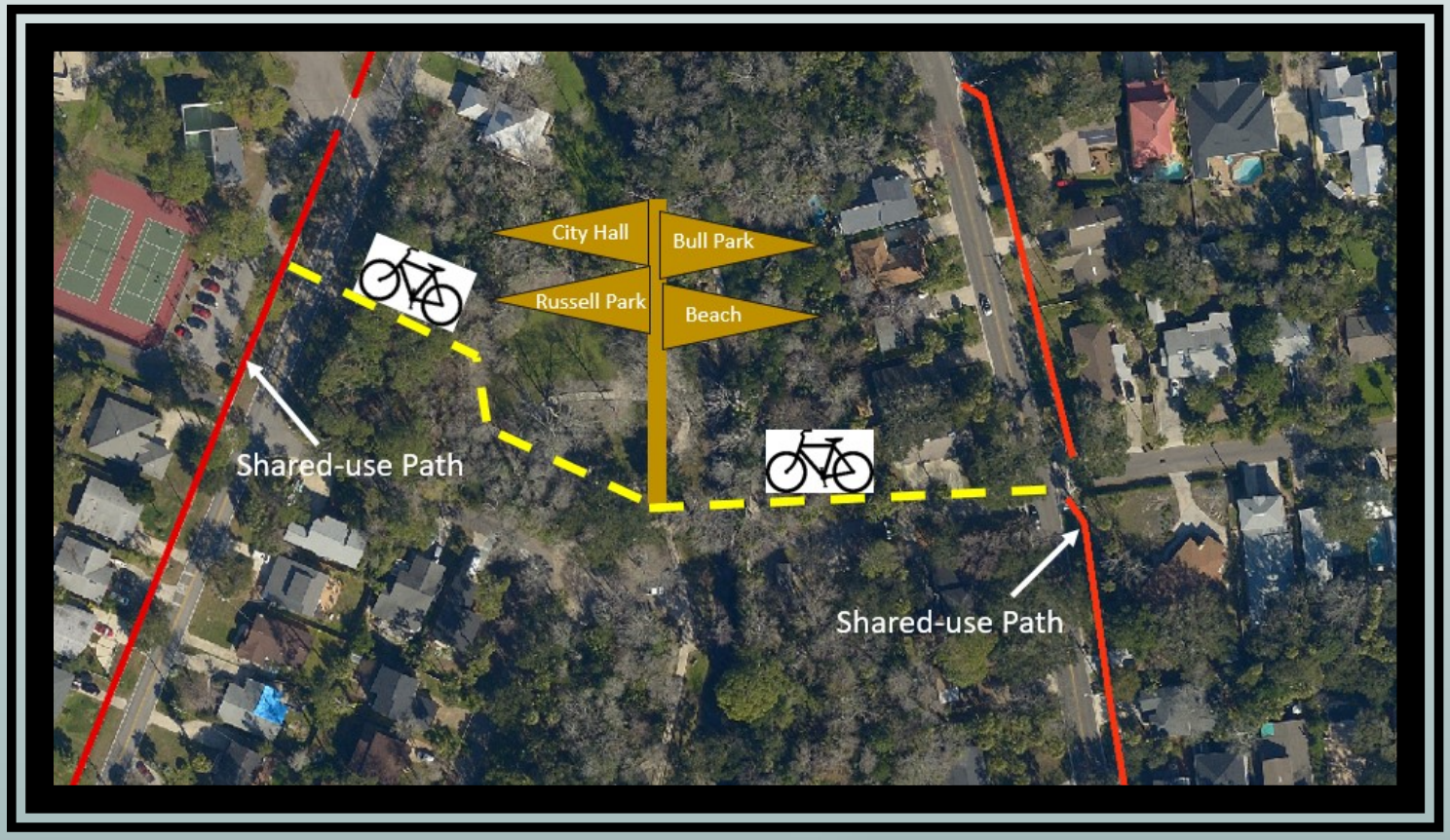


“East Coast Greenway to Howell Park”

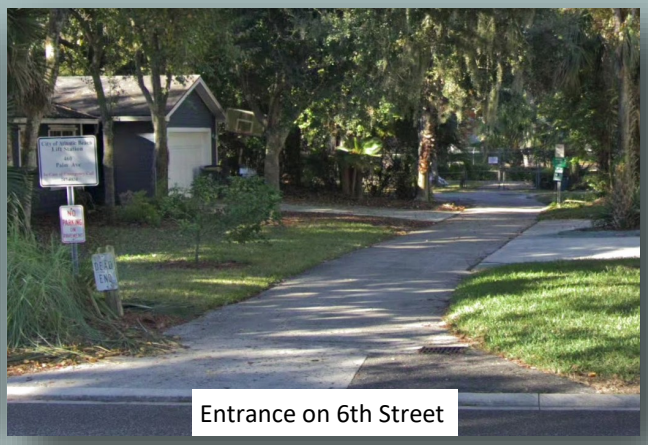
Possible next steps

4. Create a bicycle path through Howell Park. Currently, a network of coquina paths exist within Howell Park but coquina is not conducive to bicycles. A solid, pervious material would allow bicyclists to travel through Howell Park and connect to Jack Russell Park, Bull Park, and the beach. Also, a path through Howell Park would allow many bicyclists/skaters to avoid crossing the five-way intersection which can be dangerous and uncomfortable for some bicyclists. The path could utilize existing coquina paths or can be a new separate path and should connect the entrance on Seminole Road to the entrance at Sherry Drive and 6th Street.

Approximately 2,400 square feet

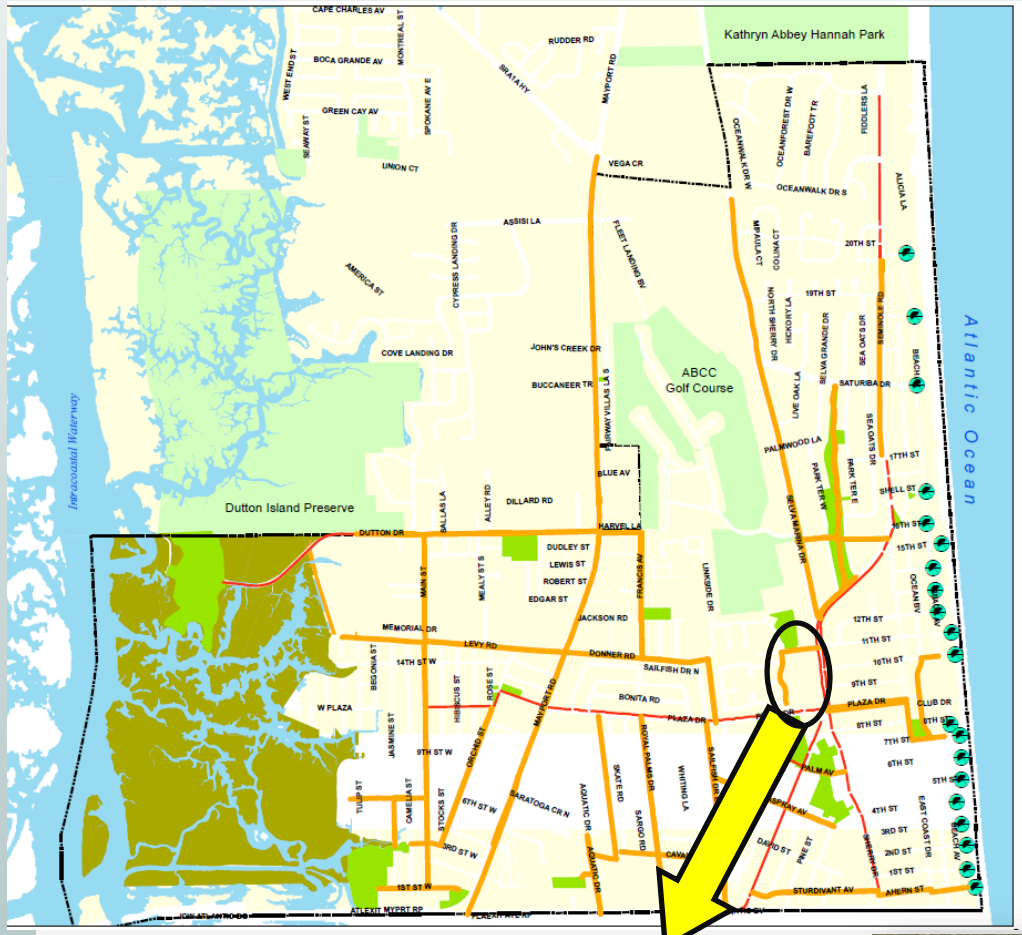


Entrance on Seminole Road



Entrance on 6th Street

4k. Identified Opportunities



Connectivity & Paths Opportunities

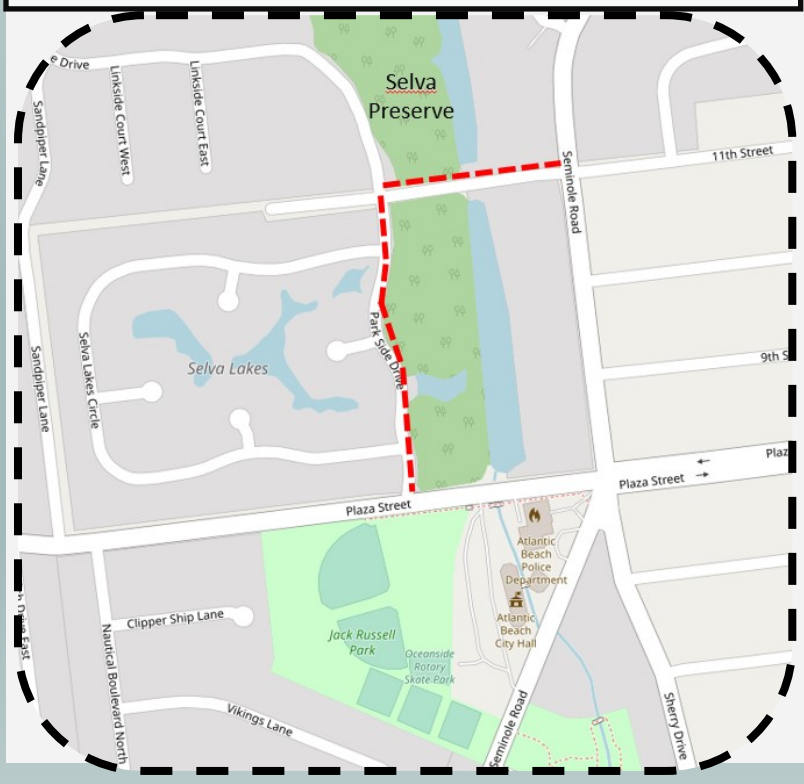
This map is intended to identify opportunties to enhance connectivity throughout the city. These opportunities, or "missing links", can create connections between exisitng multi-use paths, parks and preserves, commercial businesses, and other destination points.

- Identified Opportunities
- Existing Multi-use Path
- City Park
- Beach Access

N W E S

0 0.125 0.25 0.5 0.75 1 Miles

"Jack Russell to Selva Preserve"



“Jack Russell to Selva Preserve”

Existing Conditions

Park Side Drive

Right-of-way width: 55 feet (wider at medians)

Pavement width: 24 feet with curb and gutter (wider at medians)

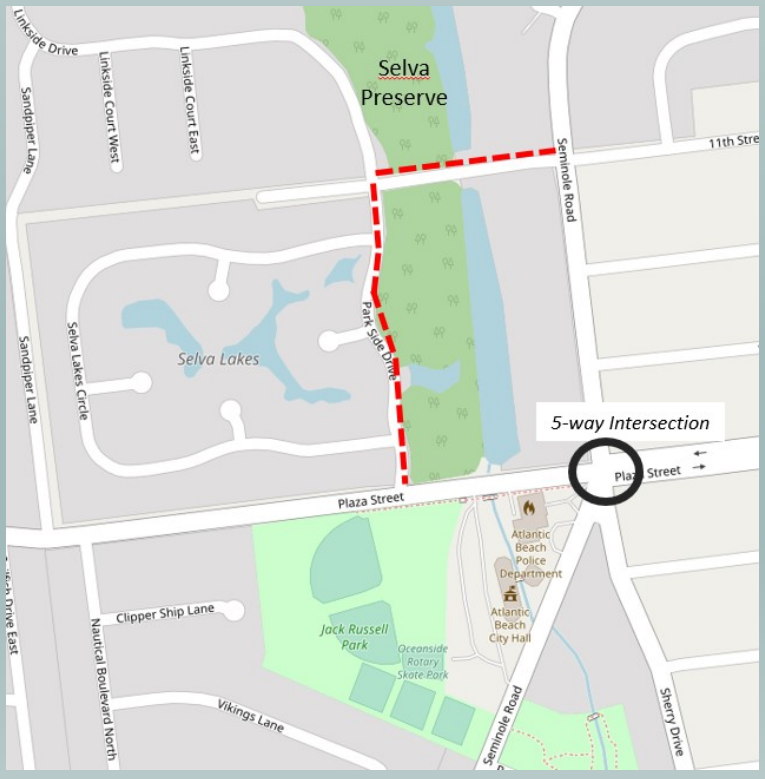
11th Street (west of Seminole Rd)

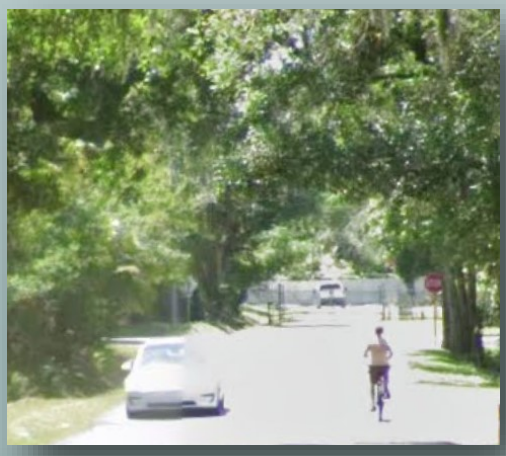
Right-of-way width: 60 feet

Pavement width: 22 feet

Connection to Selva Preserve from Jack Russell Park and Seminole Rd

Both Park Side Drive and this section of 11th Street are often used by residents of Selva Lakes, Selva Linkside, and the Donner neighborhoods for walking and biking. In addition, these roads are often used by motorists to avoid the 5-way intersection which results in vehicles (sometimes in a rush) sharing the road-way with pedestrians and bicyclists. Further, this route provides a connection from Jack Russell Park and from Seminole Road to Selva Preserve, a recent purchase by the city.



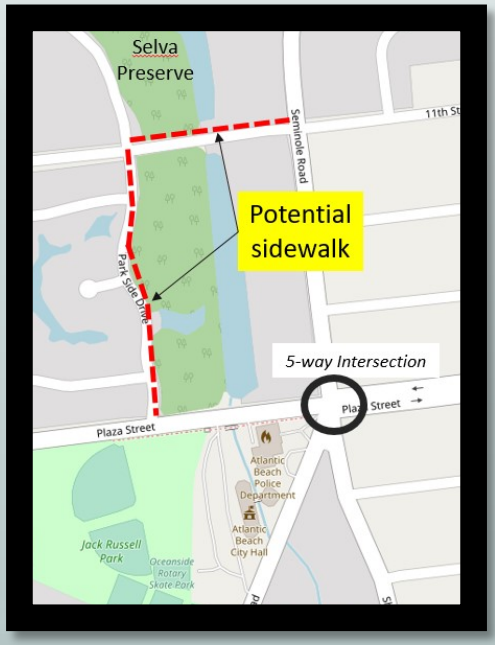


“Jack Russell to Selva Preserve”

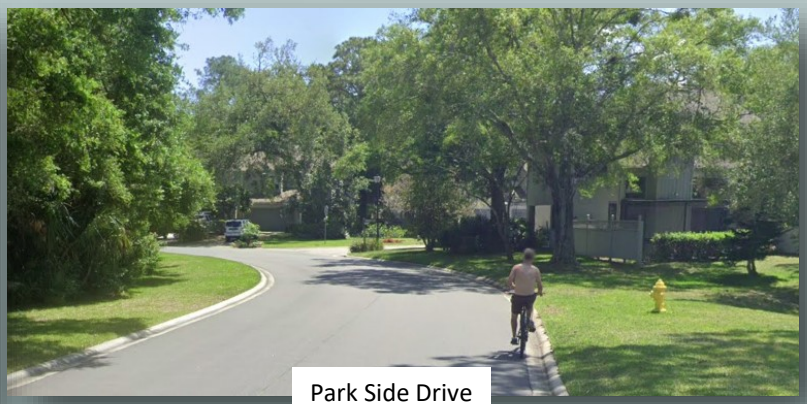
Possible next steps

1. Install a sidewalk on both Park Side Drive and this stretch of 11th Street (from Seminole Rd to Park Side Dr). A sidewalk would allow pedestrians to travel this route without having to walk on the street along with vehicular traffic. Currently, pedestrians must share the street with vehicles which increases the risk of a collision. Further, a sidewalk on these streets would connect the existing shared use paths on Seminole Road and Plaza.

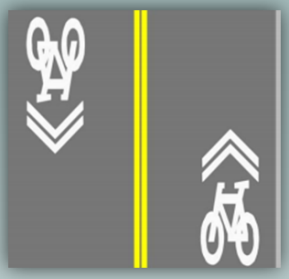
Approximately 7,800 square feet for a 6’ sidewalk



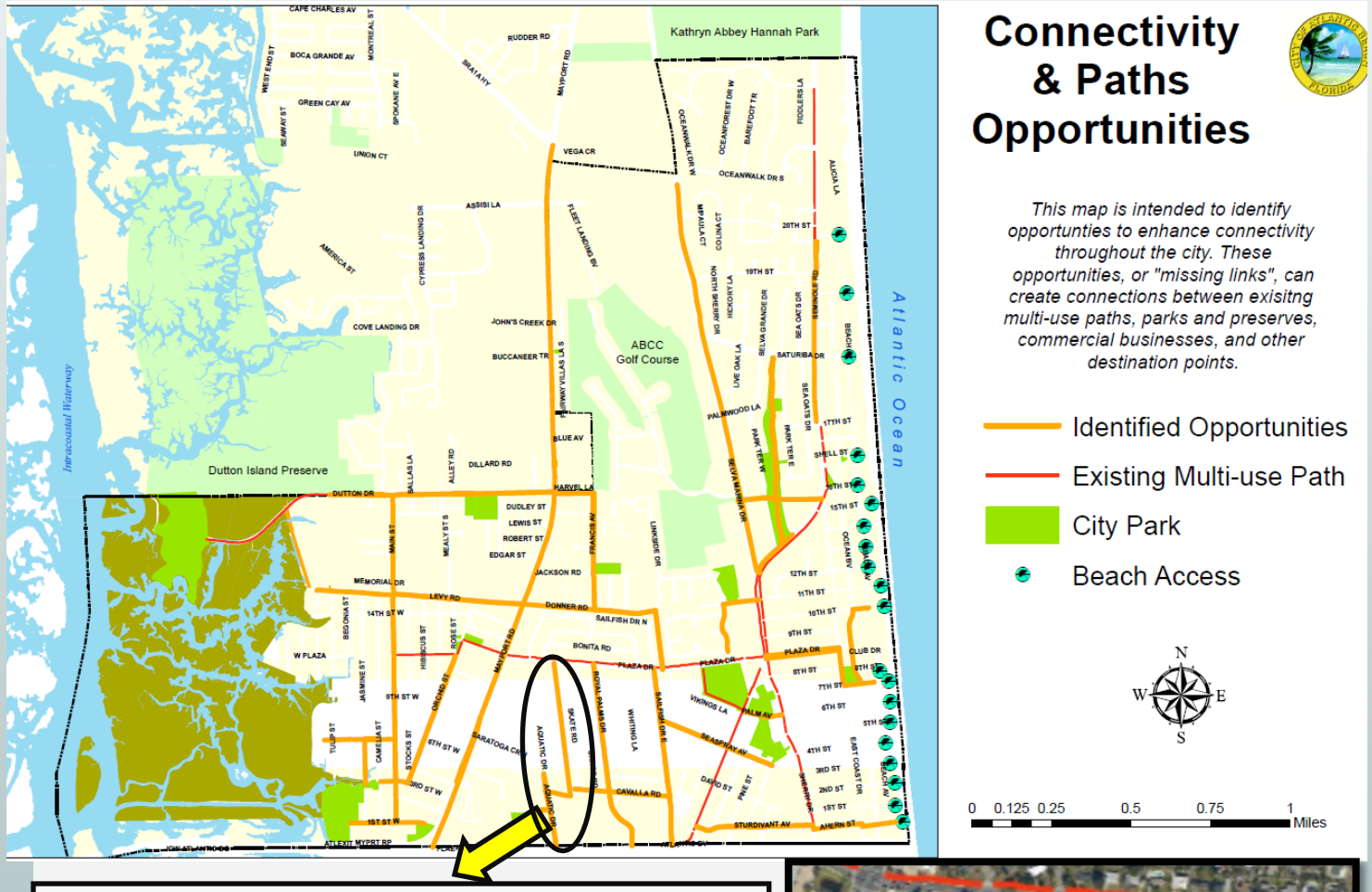

11th Street


Park Side Drive

2. Install shared roadway (“sharrow”) markings on both sides of Park Side Drive and 11th Street. These marking indicate to vehicles that they must share the roadway with bicyclists.



4k. Identified Opportunities



"AB Dog Park to East Coast Greenway"

“AB Dog Park to East Coast Greenway”

Existing Conditions

Aquatic Drive

Right-of-way width:

* 60 feet

Pavement width:

* 24 feet with curb and gutter
* 24 feet with on-street parking on both sides

Royal Palms Drainage Right-of-way

Right-of-way width:

* 60 feet

City owned parcel (Aquatic Pond)

* Drainage pond owned by city
* Narrow but sufficient width for path on south end

Off-street connection to the AB Dog Park from Plaza

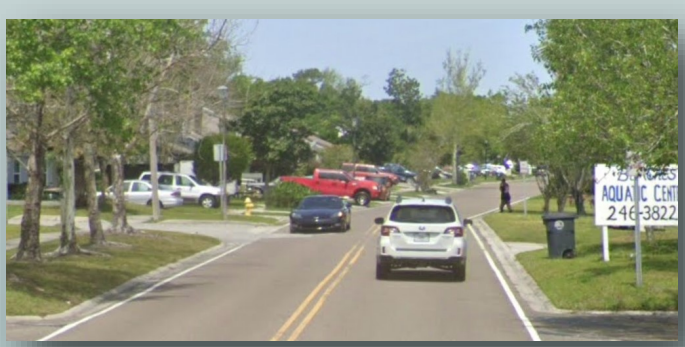
This route connects the Atlantic Beach Dog Park to the existing shared use path along Plaza, which then connects to the East Coast Greenway a couple of blocks west and utilizes a city drainage right-of-way, drainage parcel, and Aquatic Drive. This route would provide an off-street connection to the AB Dog Park as an alternative to using existing roads (hot pavement for dogs) and having to travel to Atlantic Boulevard or Cutlass Drive.

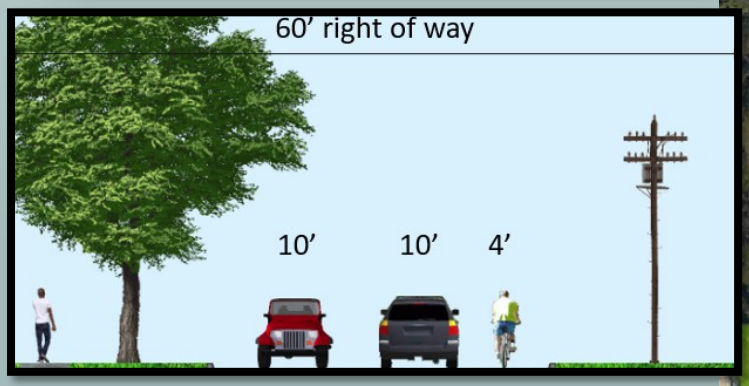
“AB Dog Park to East Coast Greenway”

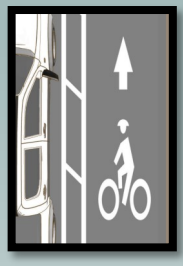
Possible next steps

1. Install “shared roadway” markings on both sides of the Aquatic Drive from the city’s drainage parcel to Atlantic Boulevard. These markings increase awareness of motorists for the potential presence of cyclists as well as directing cyclists to ride in the proper direction, and remind cyclists to ride further from parked cars.

2. Install a 4 foot bike lane or paved shoulder on one side Aquatic Drive. The existing pavement width is too narrow to have them on both sides of the road. Bike lanes are designated portions of the roadway for the exclusive use of bicyclists. Paved shoulders can be used by bicyclists and/or pedestrians.





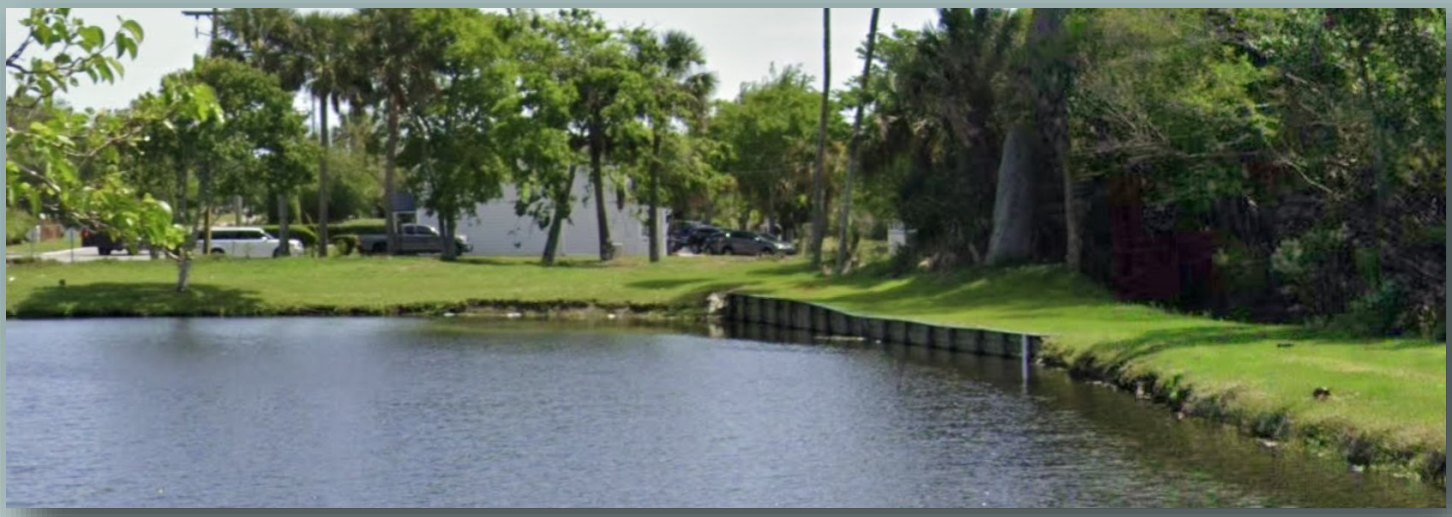


“AB Dog Park to East Coast Greenway”

Possible next steps

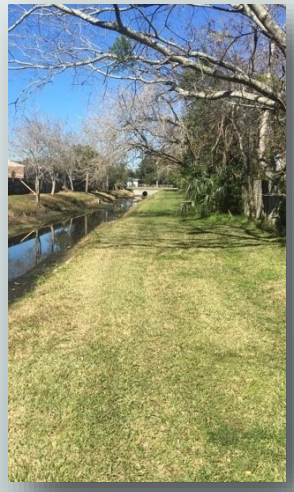
3. Install a permeable path along the southern edge of the city’s drainage parcel from Aquatic Drive to Cavalla Road. This path would provide a scenic and comfortable connection from the Aquatic Gardens neighborhood and the Dog Park to Cavalla Road and the Royal Palms neighborhood. Permeable pavement is recommended as this is an area prone to flooding.

Approximately 4,500 square feet



“AB Dog Park to East Coast Greenway”

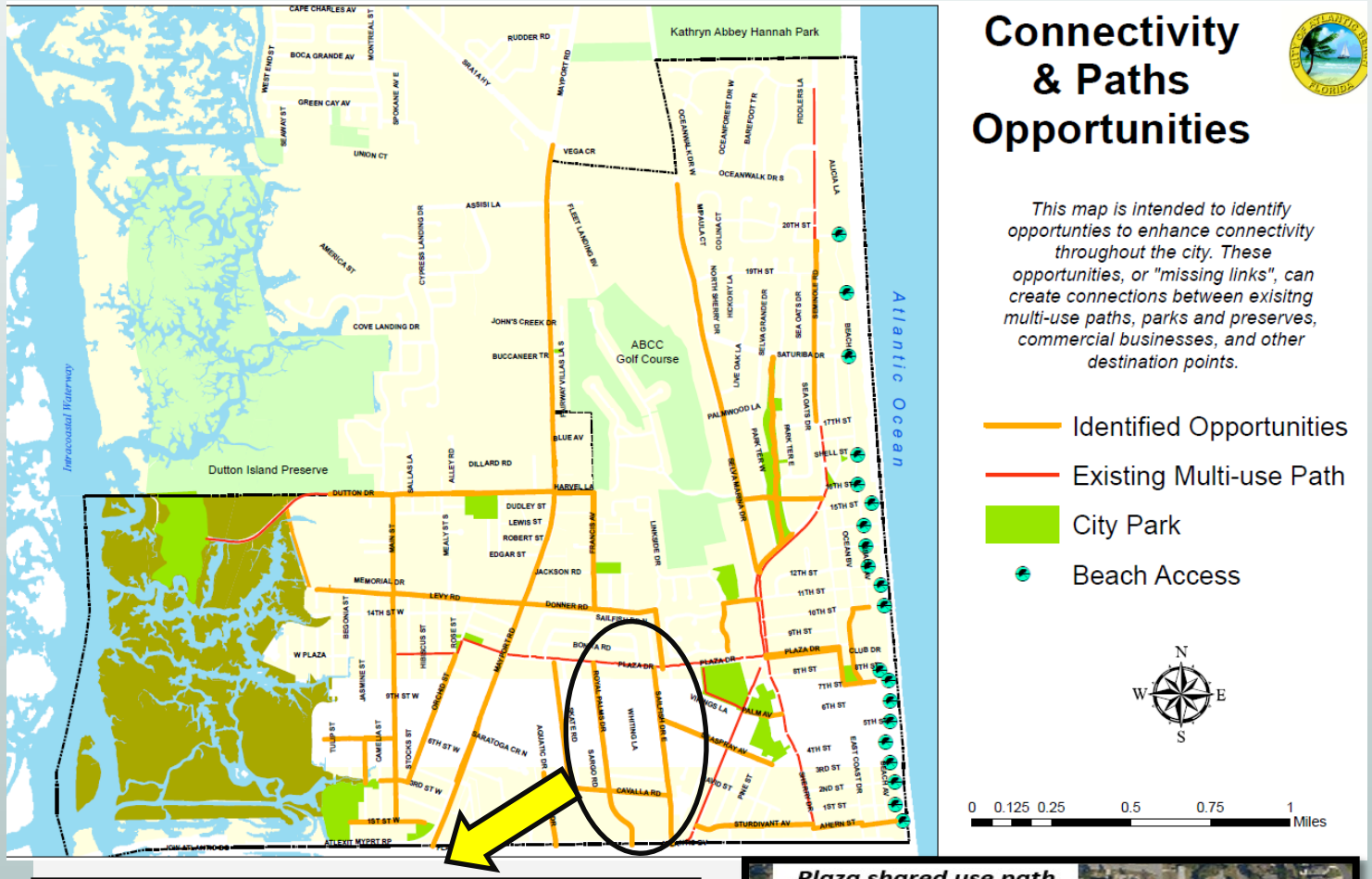
Possible next steps



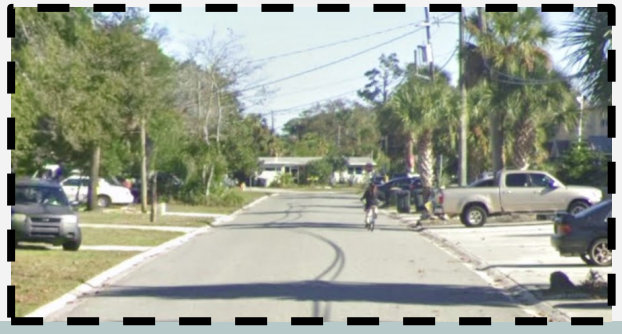
4. Install a permeable path along Hopkins Creek which runs parallel to Skate Road. This drainage right-of-way is 60 feet wide and runs from Plaza south to the city’s drainage parcel in Aquatic Gardens. The proposed path would provide an off-street connection , along with the proposed path along the drainage parcel, from the existing path on Plaza to the Atlantic Beach Dog Park. This path should be permeable so it doesn't negatively affect the stormwater capacity and functions of this creek. Landscaping and fencing should also be considered as the creek runs along the backyards of single and multi-family residences.

Approximately 16,000 square feet

4I. Identified Opportunities



"Royal Palms Connections"



“Royal Palms Connections”

Existing Conditions

Royal Palms Drive

Right-of-way width:

* 60 feet

Pavement width:

* 22 feet with curb and gutter north of Cavalla Rd
* 36 feet with curb and gutter south of Cavalla Rd

Sailfish Drive (south of Plaza)

Right-of-way width:

* 60 feet

Pavement width:

* 22 feet with curb and gutter

Cavalla Road

Right-of-way width:

* 60 feet

Pavement width:

* 24 feet with curb and gutter

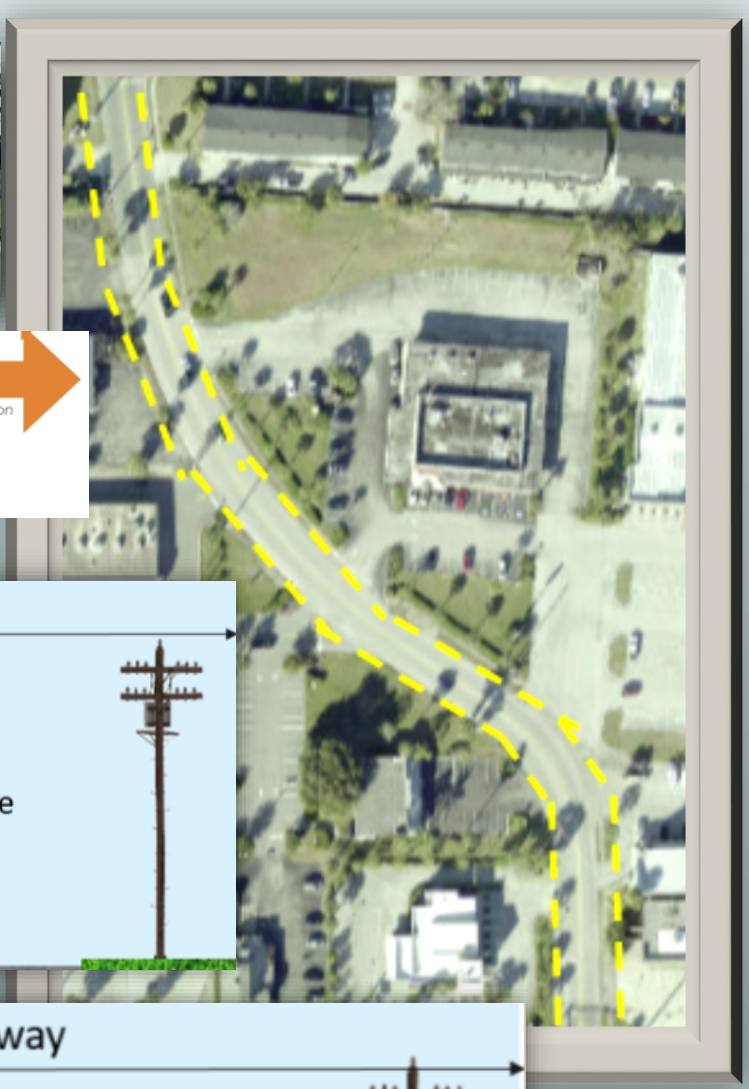
Connections to and through the Royal Palms neighborhood

These identified routes were chosen because they are the roadways that connect the northern and southern ends as well as the eastern and western ends of the Royal Palms neighborhood. Royal Palms and Sailfish Drives consistently experience pedestrians and bicyclists using the roadway to travel south to the nearby commercial destinations or north to connect to the Plaza shard use path. Similarly, Cavalla road is often used to travel east/west as an alternative to cutting across the busy parking lots of the adjacent shopping centers.

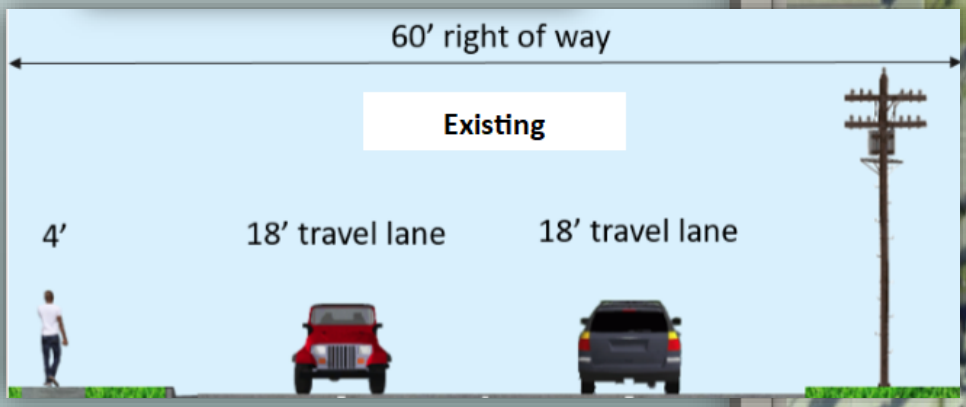
“Royal Palms Connections”

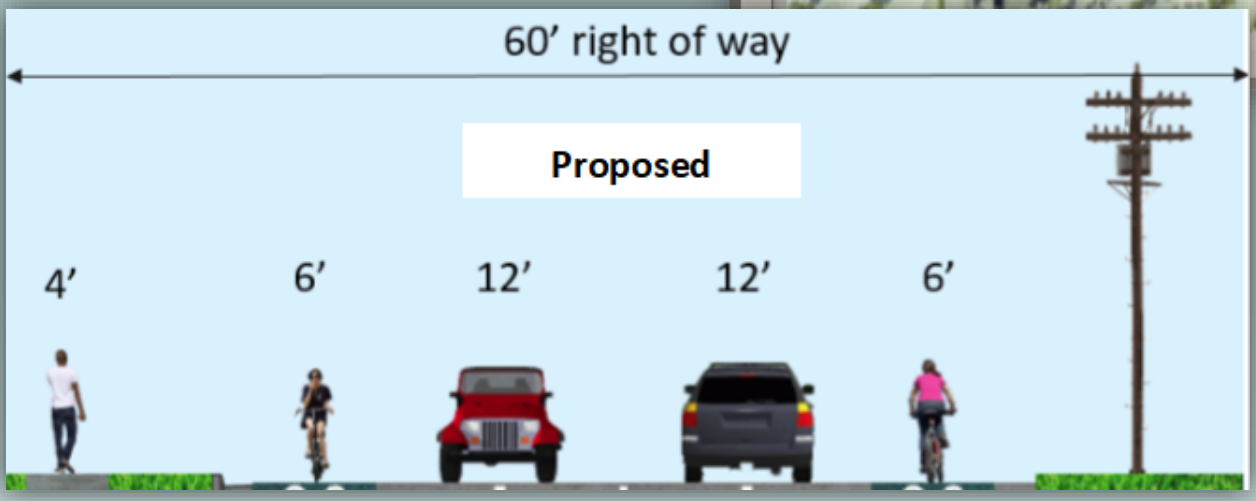
Possible next steps (Royal Palms Dr)

1. Install a bicycle lane or a paved shoulder on each side of the Royal Palms Drive, south of Cavalla Road. The pavement width is 36 feet, sufficient for a bicycle lane or paved shoulder on each side of the street. The bicycle lanes or paved shoulders could be as wide as 6 feet, including line markings, and should be “protected” bike lanes. Protected bike lanes include some sort of physical, vertical separation between the bike lane and travel lane.



Federal Highway Administration. Desktop Reference for Crash Reduction Factors. http://safety.fhwa.dot.gov/

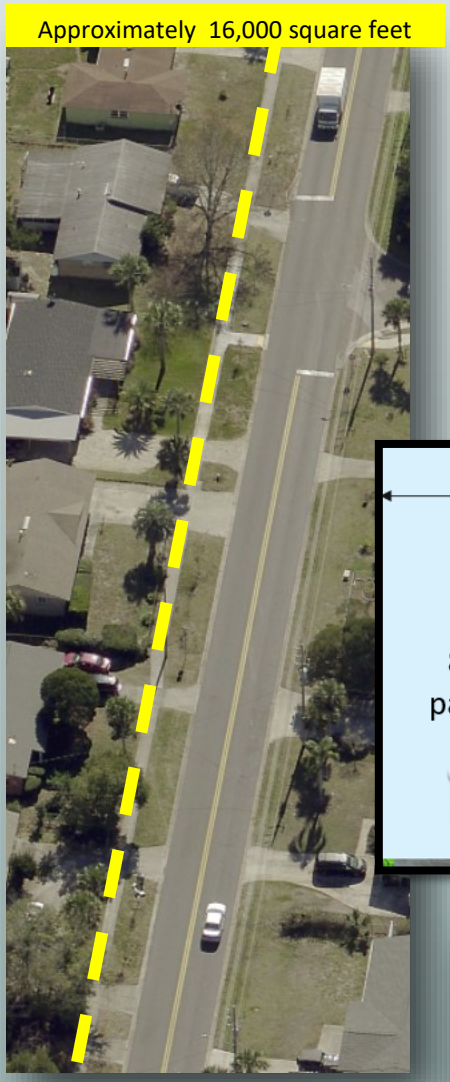


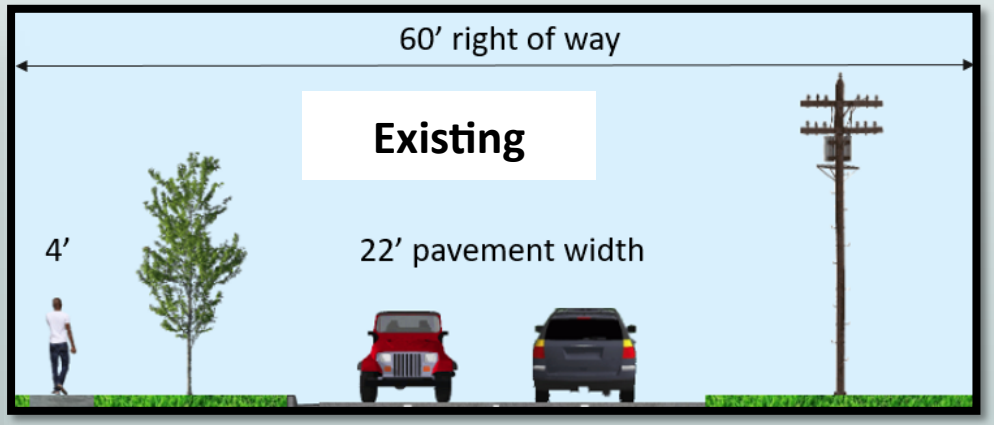


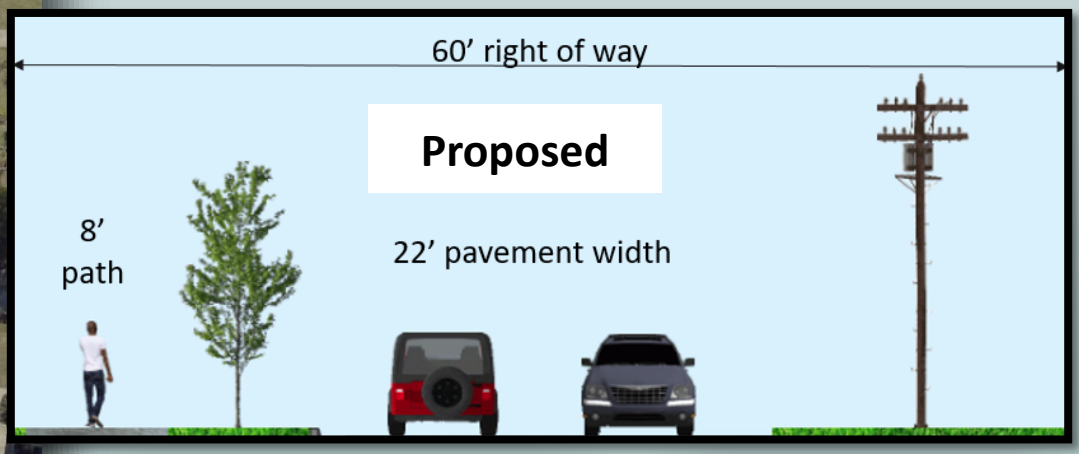
“Royal Palms Connections”

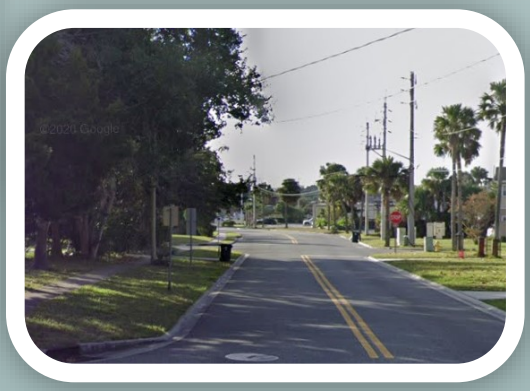
Possible next steps (Royal Palms Dr)

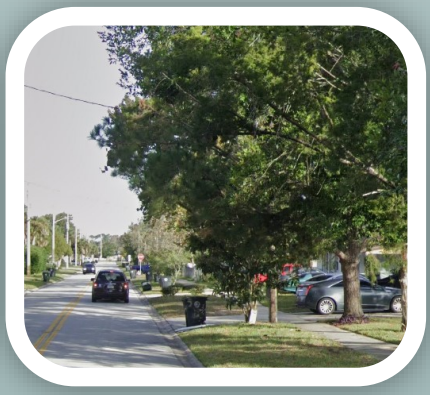
2. Construct an 8 foot wide shared use path along Royal Palms Drive north of Cavalla Road. This can be accomplished by widening the existing sidewalks on the east side of the roadway. Royal Palms Drive experiences heavier traffic than the other roads in this area. A shared use path would allow pedestrians and bicyclists to travel on a path separated and buffered from vehicular traffic.

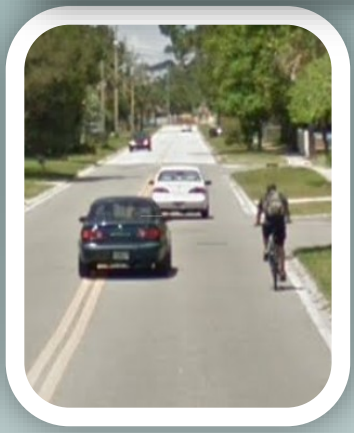












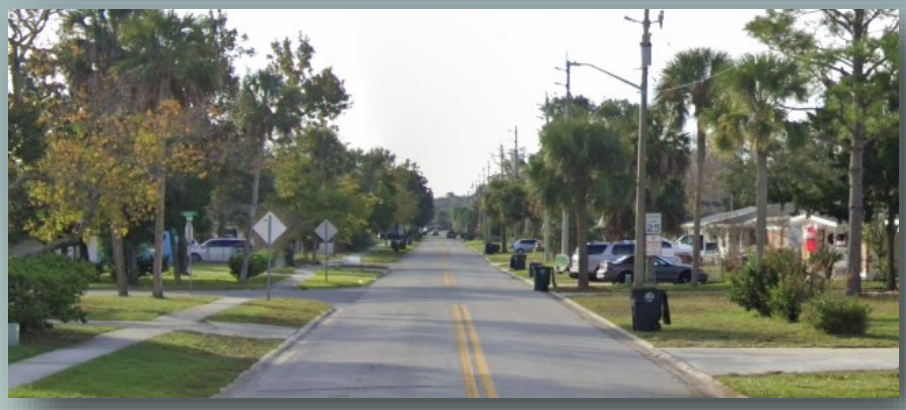
3. Install “shared roadway” markings on both sides of the Royal Palms Drive. Such markings indicate that the vehicles must share the roadway with bicyclists.

“Royal Palms Connections”

Possible next steps (Royal Palms Dr)

3. Construct a sidewalk on the west side of Royal Palms Drive, north of Cavalla Rd. Doing so would provide a sidewalk on both sides of Royal Palms Drive, a collector road with high levels of pedestrian activity. Providing a sidewalk on both sides of the road will reduce the amount of users that have to cross the street and reduce instances of multiple pedestrians or bicyclists sharing the sidewalk.

Approximately 12,000 square feet

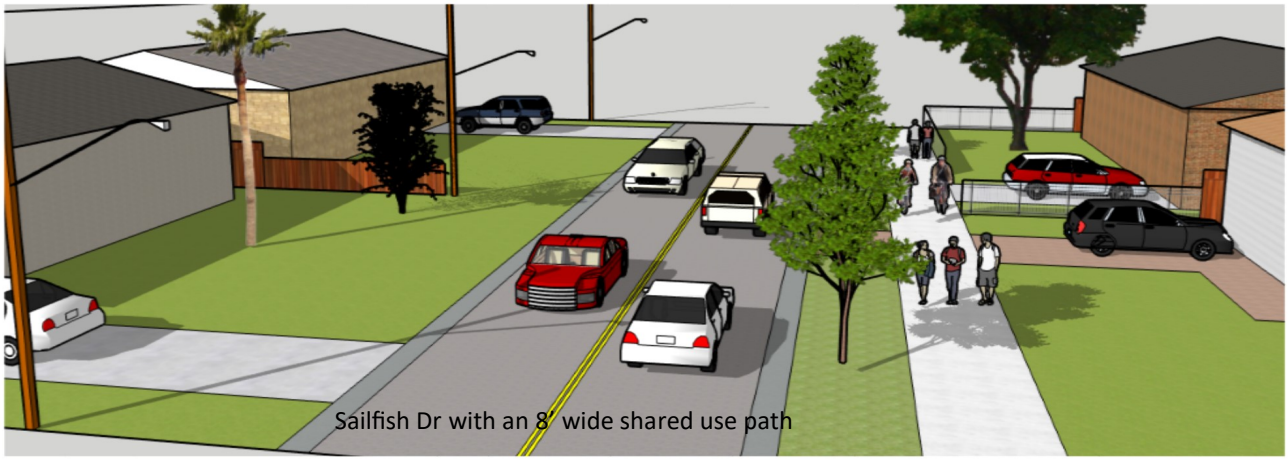


“Royal Palms Connections”

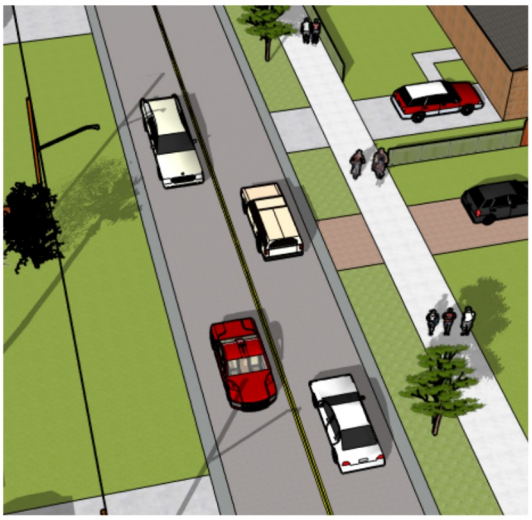
Possible next steps (Sailfish Dr)

1. Construct a shared use path along Sailfish Drive, south of Plaza. This can be accomplished by widening the existing sidewalk on the west side of the roadway. This would allow pedestrians and bicyclists to travel on a path separated and buffered from vehicular traffic. Consider narrowing the path to avoid existing trees.

Approximately 16,0000 square feet



Sailfish Dr with an 8’ wide shared use path



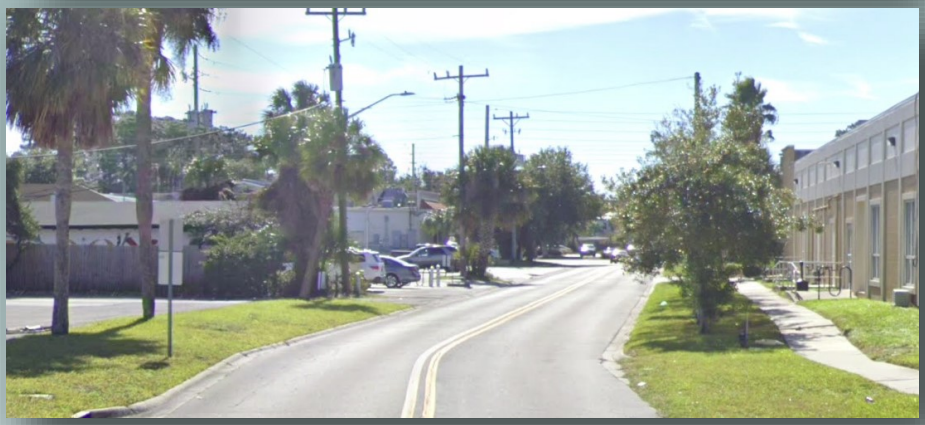
2. Install “shared roadway” markings on both sides of Sailfish Drive. Such markings indicate that the vehicles must share the roadway with bicyclists.

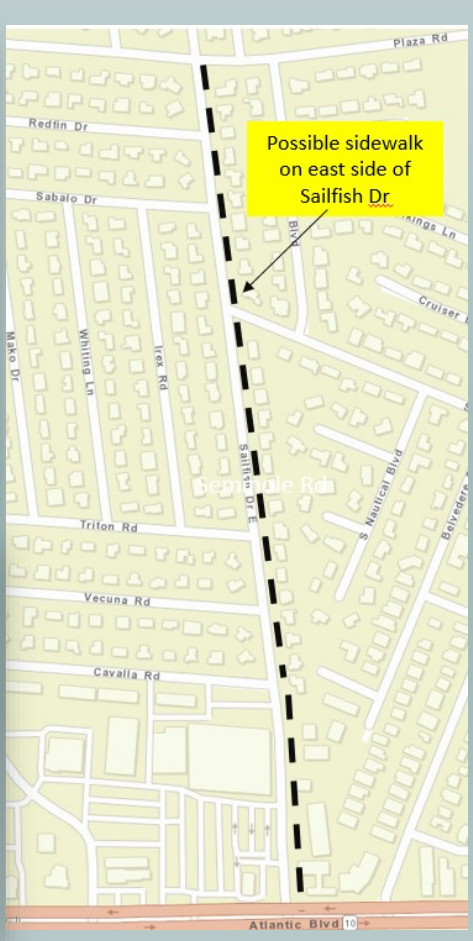
“Royal Palms Connections”

Possible next steps (Sailfish Dr)

3. Construct a sidewalk on the east side of the road. Doing so would provide a sidewalk on both sides of Sailfish Drive, a collector road with high levels of pedestrian activity. Providing a sidewalk on both sides of the road will reduce the amount of users that have to cross the street and reduce instances of multiple pedestrians or bicyclists sharing the sidewalk.

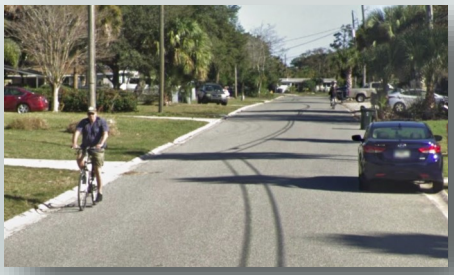
Approximately 16,500 square feet





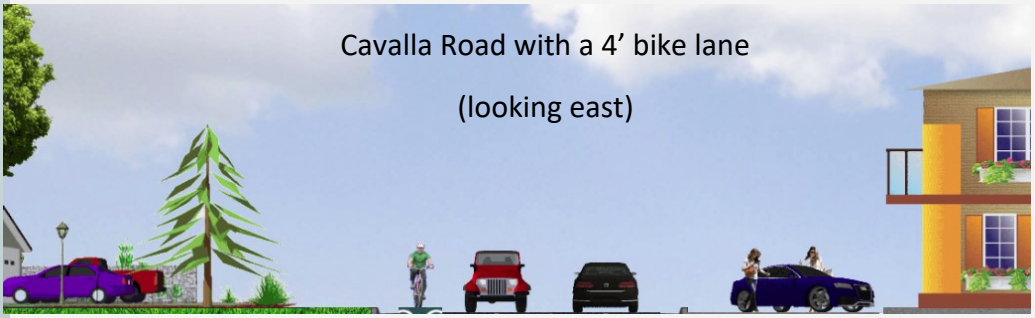
"Royal Palms Connections"

Possible next steps (Cavalla Rd)



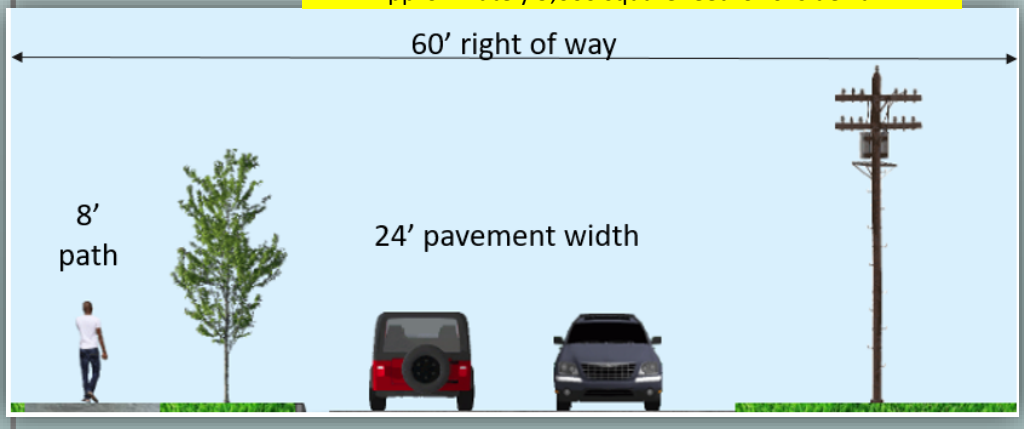
1. Install "shared roadway" markings on both sides of the street. These markings increase awareness of motorists for the potential presence of cyclists as well as directing cyclists to ride in the proper direction, and remind cyclists to ride further from parked cars.

2. Install a 4 foot bike lane or paved shoulder on one side of the road. The current street is too narrow to install bike lanes on both sides of the road. Bike lanes are designated portions of the roadway for the exclusive use of bicyclists. Paved shoulders can be used by bicyclists and/or pedestrians.

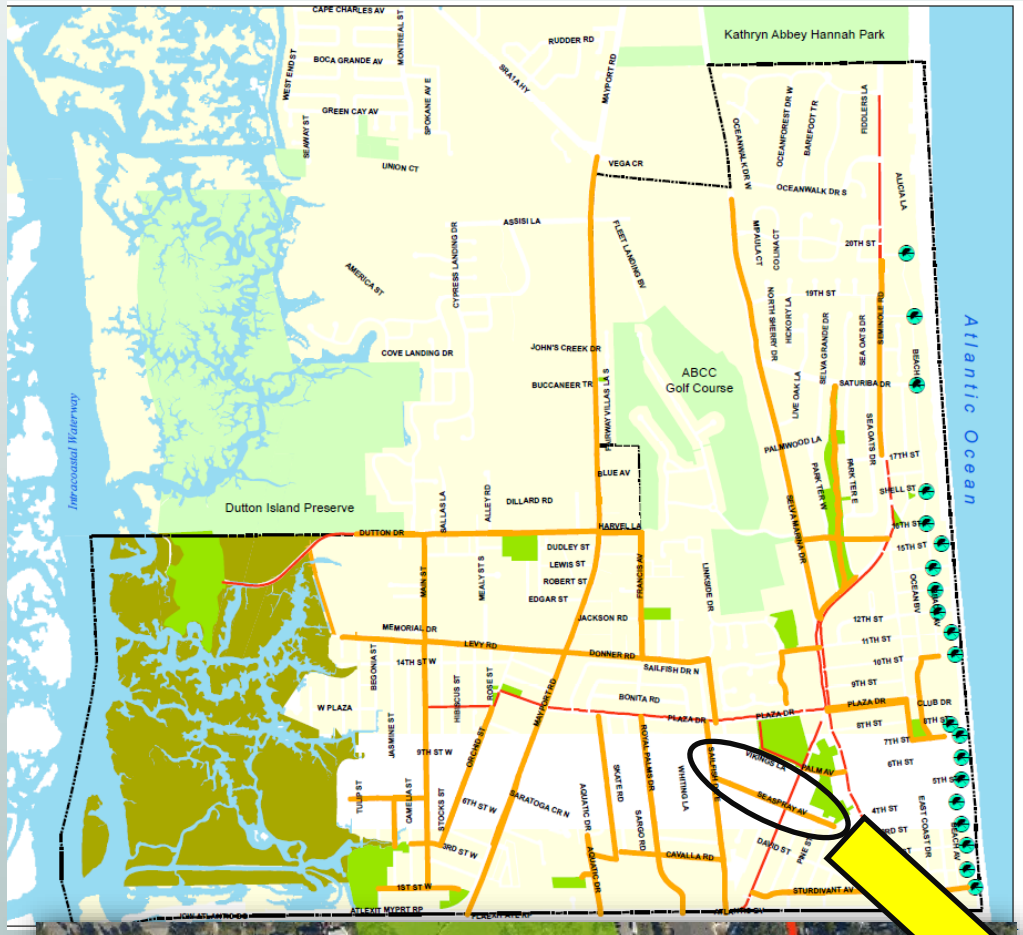


3. Consider constructing a 6 foot sidewalk or an 8 foot path on the northern side of the road. The south side of the road has long stretches of on-street parking that would make installing a sidewalk difficult. This option would provide pedestrians and bicyclists an off-street option separated from vehicles.

Approximately 9,000 square feet for 6' sidewalk



4m. Identified Opportunities



Connectivity & Paths Opportunities

This map is intended to identify opportunties to enhance connectivity throughout the city. These opportunities, or "missing links", can create connections between exisitng multi-use paths, parks and preserves, commercial businesses, and other destination points.

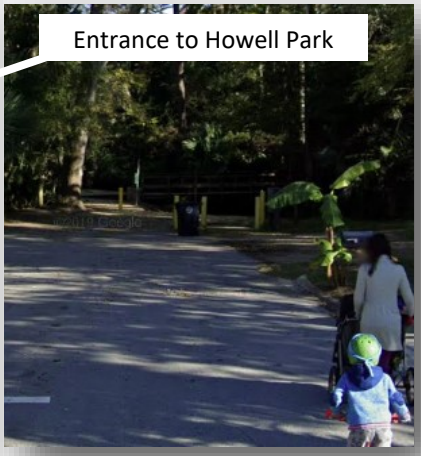
- Identified Opportunities
- Existing Multi-use Path
- City Park
- Beach Access

N W E S

0 0.125 0.25 0.5 0.75 1 Miles

"Sailfish to ABE and Howell Park"

(Seaspray Ave)



“Sailfish to ABE and Howell Park” (Seaspray Ave)

Existing Conditions

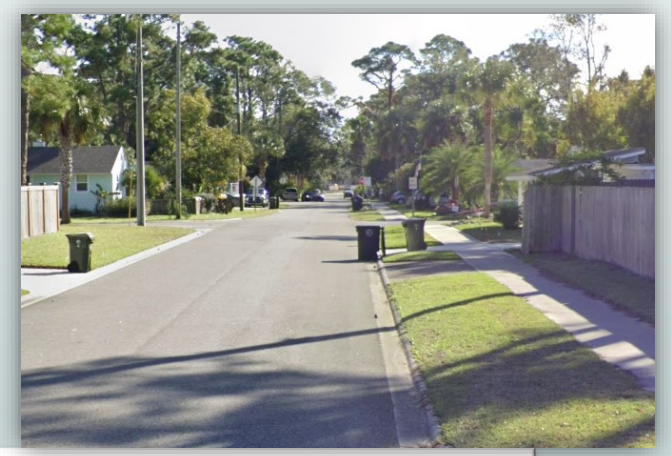
Seaspray Avenue

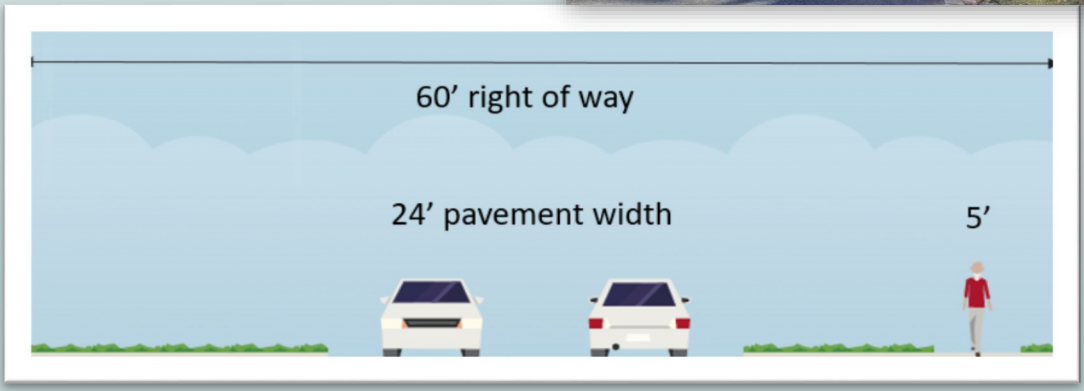
Right-of-way width:

* 60 feet

Pavement width:

* 24 feet with curb and gutter

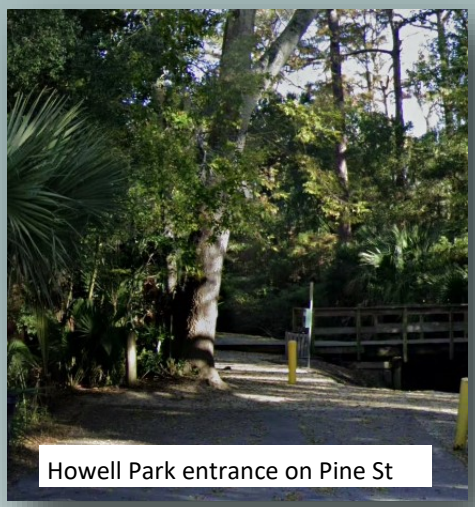




Connection to Atlantic Beach Elementary and Howell Park

Seaspray Avenue provides residents of both the Seaspray and Royal Palms neighborhoods a direct connection to Atlantic Beach Elementary School as well as to Howell Park and Seminole Road. This is the only street that connects from the east to the Royal Palms neighborhood south of Plaza resulting in frequent pedestrian and bicycle traffic. While it directly connects to ABE and Howell Park, Seaspray Avenue is also used by pedestrians and bicyclists traveling to Sturdivant Ave on their way to the beach and the Town Center.

Atlantic Beach Elementary School

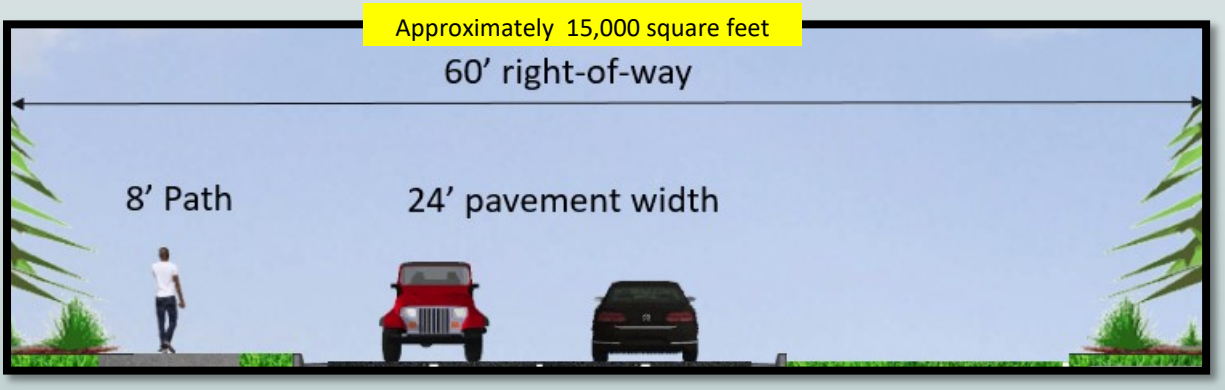


Howell Park entrance on Pine St

"Sailfish to ABE and Howell Park" (Seaspray Ave)

Possible next steps

1. Construct a shared use path. This can be accomplished by widening the existing sidewalks on the west side of the roadway. This would allow pedestrians and bicyclists to travel on a path separated and buffered from vehicular traffic. Consider narrowing the path to avoid existing trees.

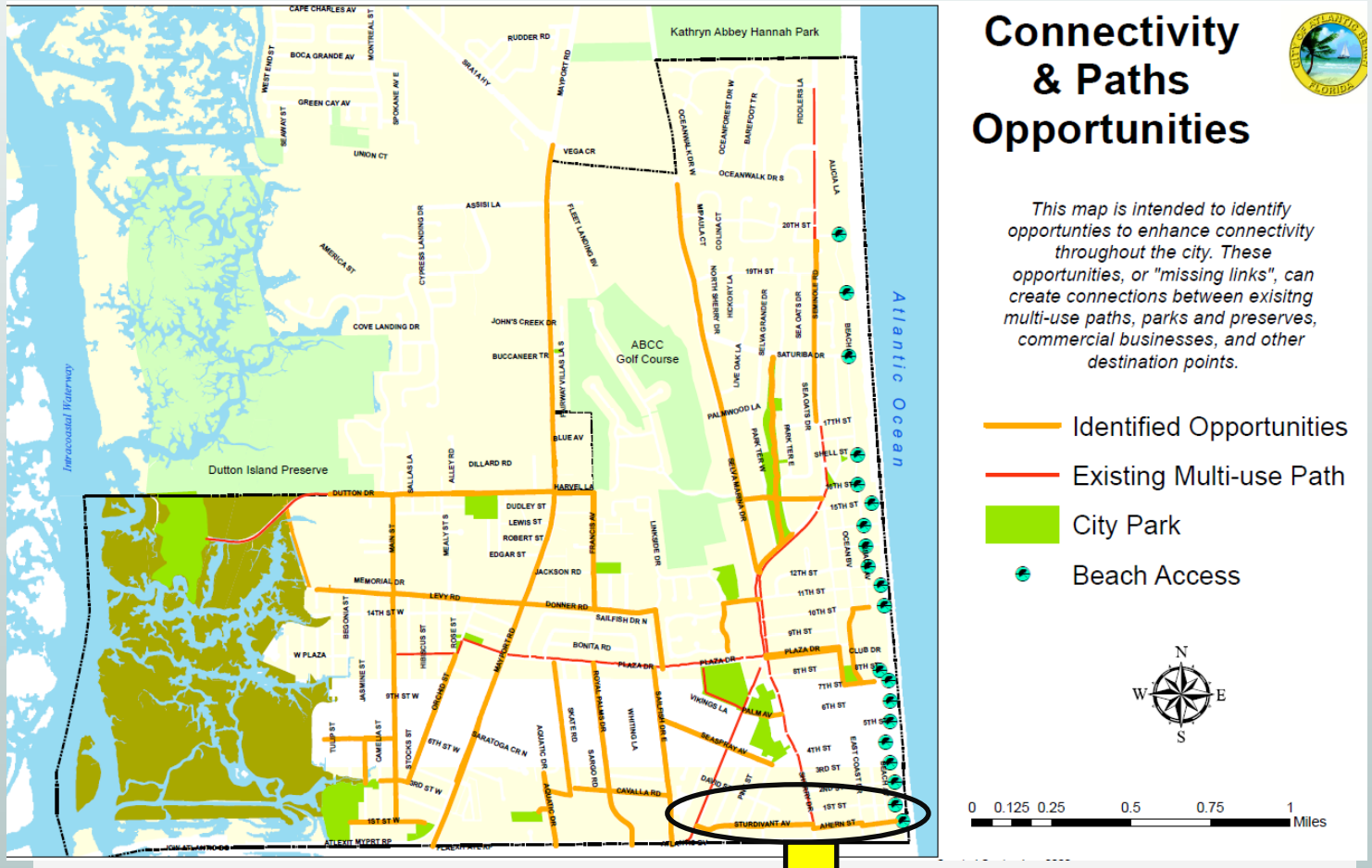


2. Construct a sidewalk on the north side of the road. There is an existing sidewalk on the south side of the road so this would result in a sidewalk on each side of Seaspray Avenue. This would minimize pedestrians crossing the street to access the existing sidewalk.

3. Install "shared roadway" markings on both sides of the road. Such markings indicate that the vehicles must share the roadway with bicyclists.

4. Install a bike land or a paved shoulder on either side of the road. The pavement width is 24 feet, meaning a bike lane or paved shoulder should be no wider than 4 feet and only located on one side of the road.

4n. Identified Opportunities



"Seminole to the Beach and the Beaches Town Center"

“Seminole to the Beach and Town Center”

Existing Conditions

Sturdivant Avenue

Right-of-way width:

* 50 feet

Pavement width:

* 22 feet without curb and gutter

Ahern Street

Right-of-way width:

* 40 feet west of East Coast Dr.
* 57 feet between East Coast Dr. and Ocean Blvd.
* 26 feet between Ocean Blvd. and Beach Ave.

Pavement width:

* 20 feet with curb and gutter west of East Coast Dr.
* Varies between East Coast Dr. and Ocean Blvd.
* 24 + feet between Ocean Blvd. and Beach Ave.

Sturdivant Ave


Ahern St

Connection to the Beach and Town Center

This identified opportunity includes Sturdivant Avenue and Ahern Street, which connect the existing shared use path on Seminole Road to the Beach and to the Beaches Town Center. Sturdivant Avenue is used frequently by bicyclists and pedestrians traveling to Town Center as well as to the beach. It is the only connection between Seminole Road and Sherry Drive between Plaza and Atlantic Boulevard, resulting in many using it when traveling east/west to and from these destinations. Further, since it runs parallel to Atlantic Boulevard, it provides bicyclists and pedestrians a safer option than traveling along Atlantic Boulevard due to its lower traffic volumes and slower speeds. Similarly, Ahern Street experiences high levels of pedestrian and bicycle traffic due to the adjacent high density residential and commercial land uses. This street also connects residents and visitors to the beach and the Beaches Town Center, resulting in a high level of traffic. This roadway presents an opportunity to provide safe pedestrian and bicycle travel in a busy area .

“Seminole to the Beach and Town Center”

Possible next steps (Sturdivant Ave)

1. Install “shared roadway” markings on both sides of the road. Such markings indicate that the vehicles must share the roadway with bicyclists. The current pavement width is not sufficient for bicycle lanes or paved shoulders.

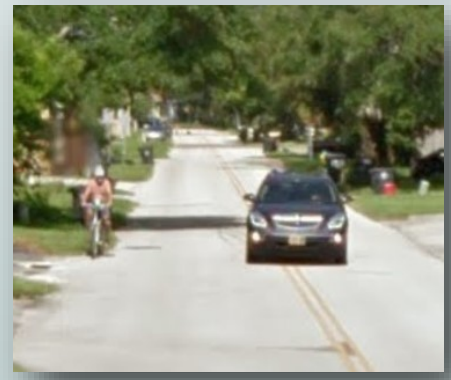
Shared roadway markings, or **“sharrows”**, are placed in the center of a travel lane to indicate that a bicyclist may use the full lane. According to the US Manual on Uniform Traffic Control Devices, sharrows are used to:

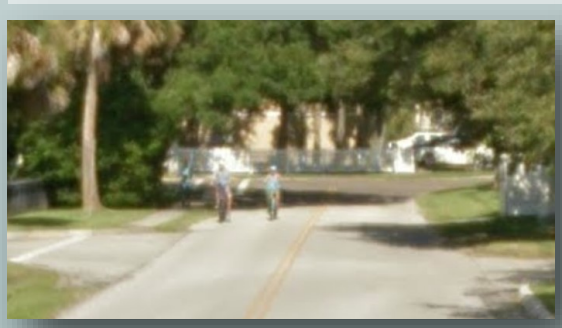
⇒ Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane;

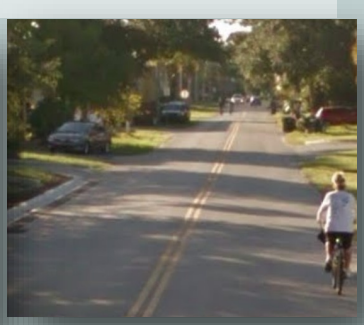
⇒ Alert motorists of the lateral location bicyclists are likely to occupy within the traveled way;

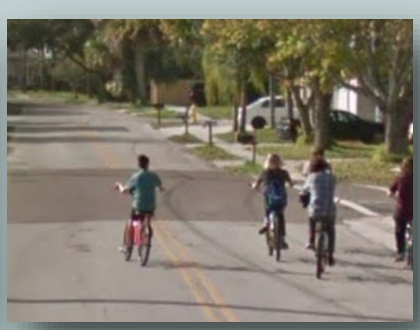
⇒ Encourage safe passing of bicyclists by motorists; and

⇒ Reduce the incidence of wrong-way bicycling

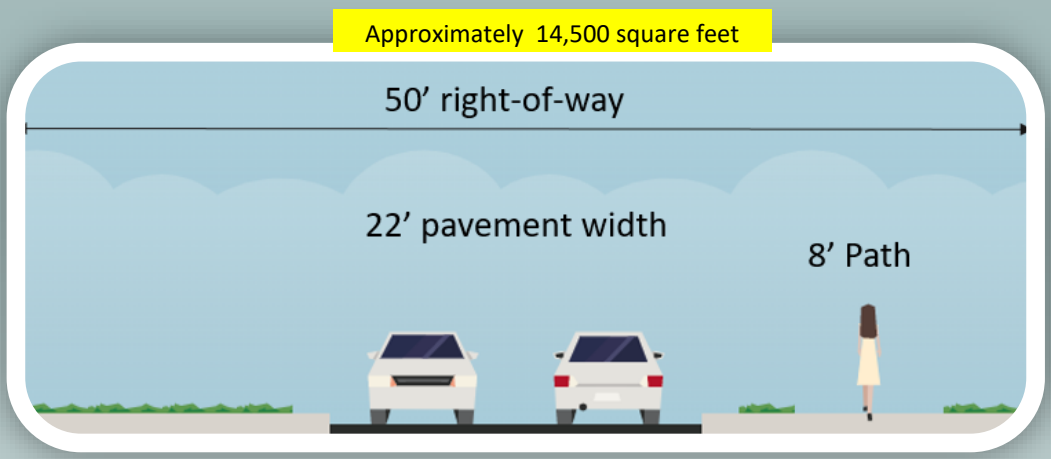


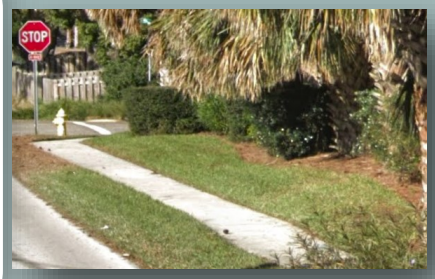






2. Construct an 8 foot wide shared use path. This can be accomplished by widening the existing side-walk. This would allow pedestrians and bicyclists to travel on a path separated and buffered from vehicular traffic.





“Seminole to the Beach and Town Center”

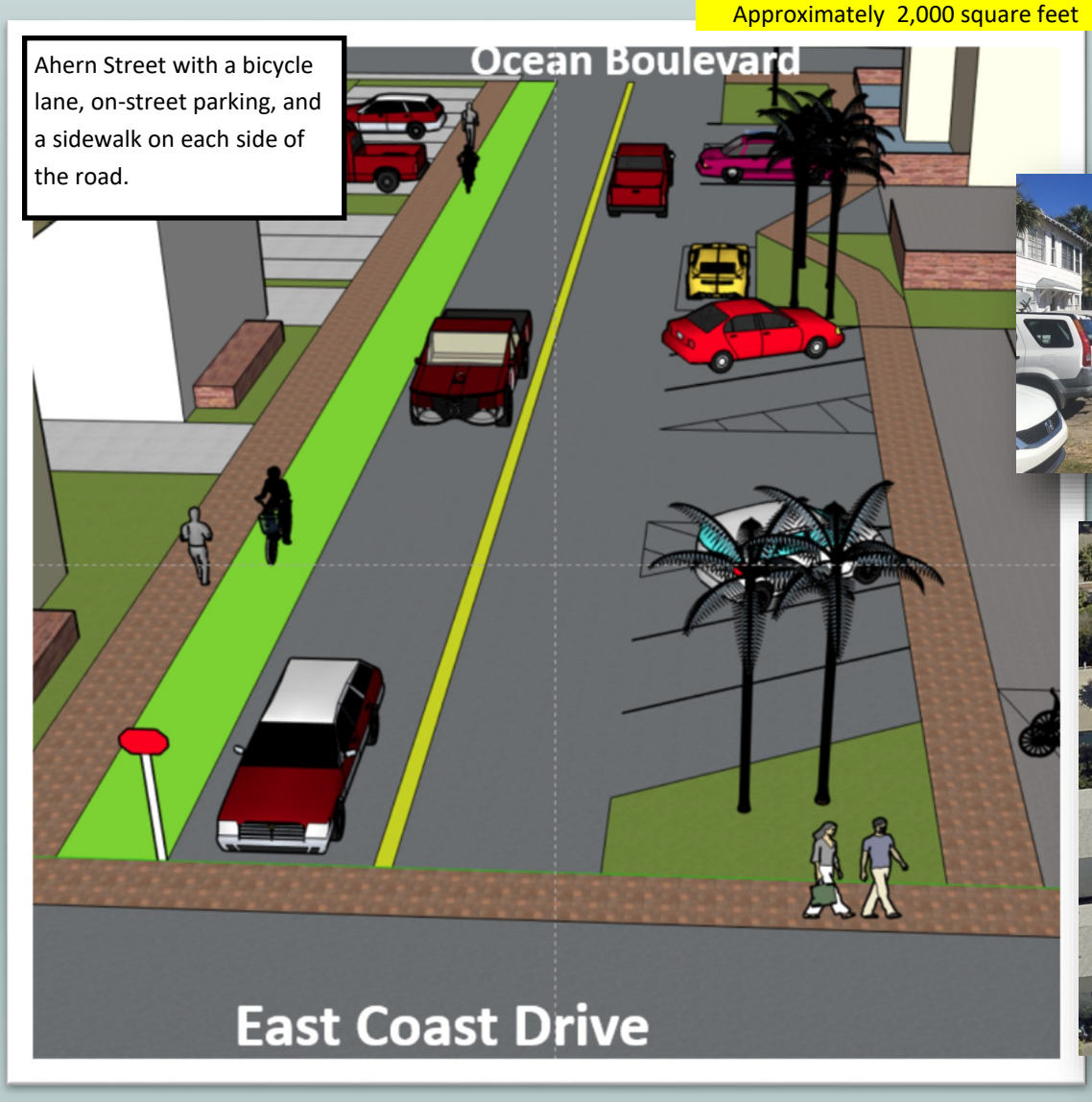
Possible next steps (Ahern St)

1. Install “shared roadway” markings on both sides of the street. The section of Ahern Street west of East Coast Dr. is too narrow for a bike lane or paved shoulder and the existing on-street parking and development pattern makes it difficult to widen the existing sidewalk or install a shared use path.

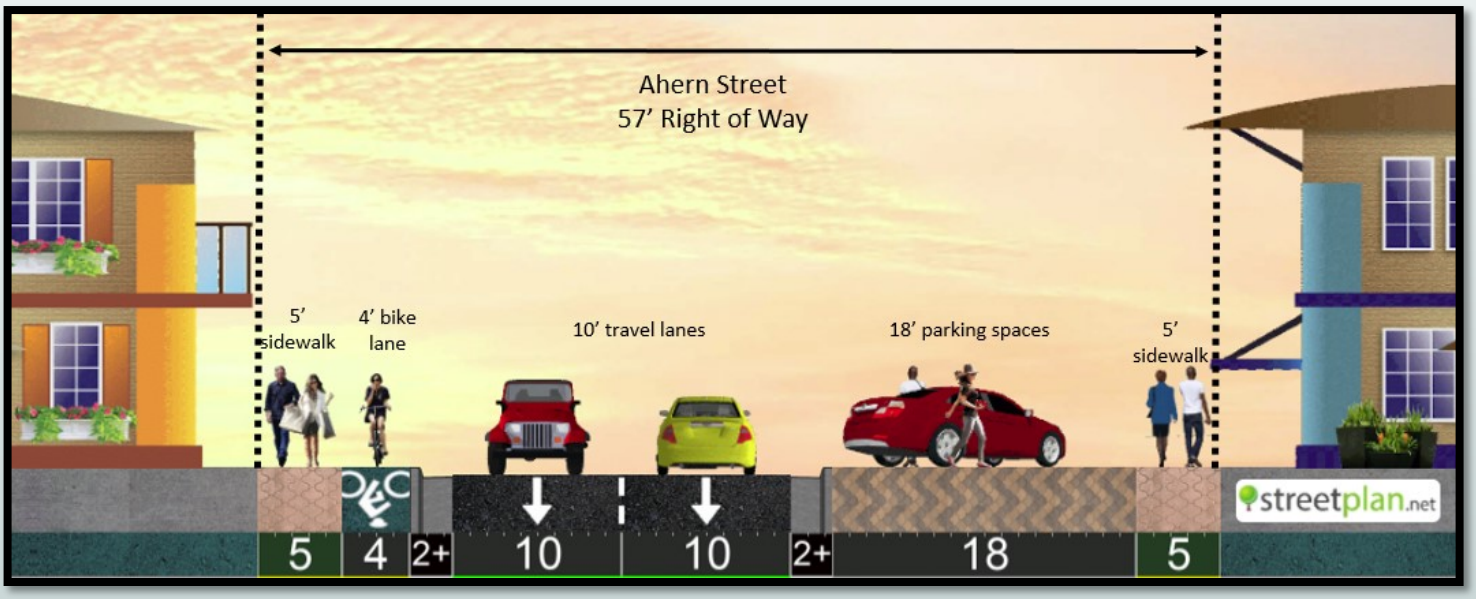
2. Install a bike lane , paved shoulder and/or a sidewalk on the northern portion of Ahern Street, between East Coast Dr. and Ocean Blvd. This option may require reorienting on-street parking and/or additional pavement for a portion of the street. Installing a bike lane and sidewalk will separate both pedestrians and bicyclists from vehicular traffic.

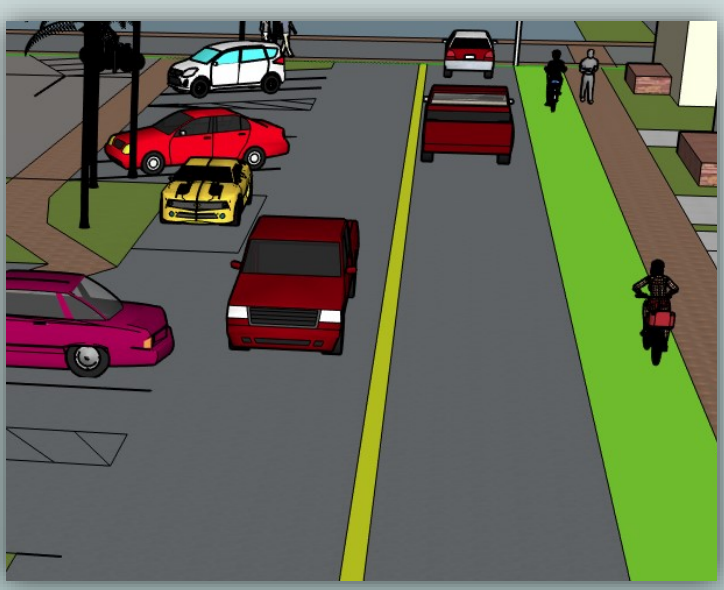
3. Install a sidewalk on the southern portion of Ahern Street between East Coast Drive and Ocean Boulevard. This option would improve the “walk-ability” of this part of Town Center by allowing pedestrians to walk on a sidewalk, rather that on the street.

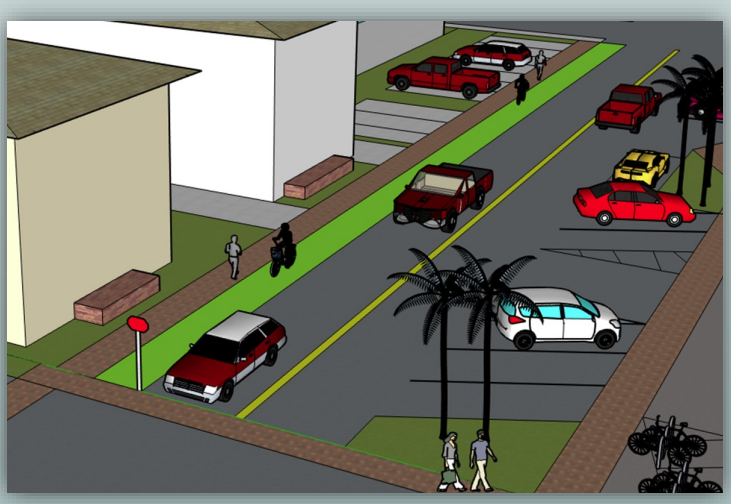
Approximately 2,000 square feet

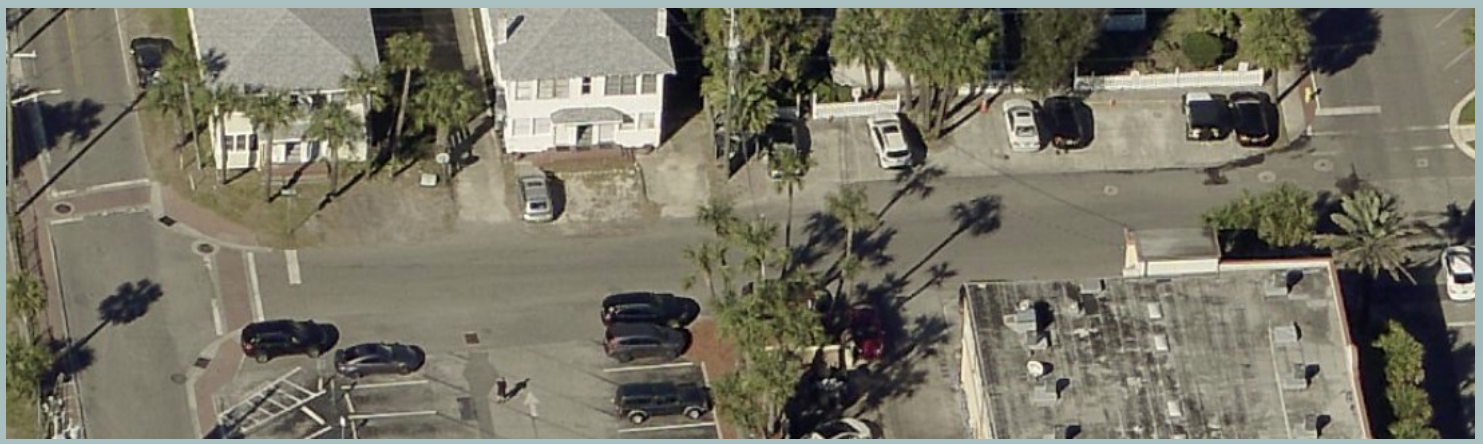


AHERN STREET









4o. Identified Opportunities

Connectivity & Paths Opportunities

This map is intended to identify opportunties to enhance connectivity throughout the city. These opportunities, or "missing links", can create connections between exisitng multi-use paths, parks and preserves, commercial businesses, and other destination points.

- Identified Opportunities
- Existing Multi-use Path
- City Park
- Beach Access

N W E S

0 0.125 0.25 0.5 0.75 1 Miles

"Plaza to Bull Park & the Beach"

"Plaza to Bull Park & the Beach"

Existing Conditions

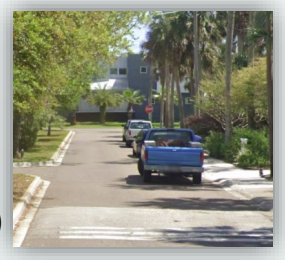
Plaza (east of Seminole Rd)

Right-of-way width:

* 80 feet

Pavement width:

* 36 feet (18 feet each lane) with curb and gutter



East Coast Drive

Right-of-way width:

* 30 feet

Pavement width:

* 20 feet without curb and gutter

Ocean Boulevard

Right-of-way width:

* varies

Pavement width:

* 20 feet without curb and gutter

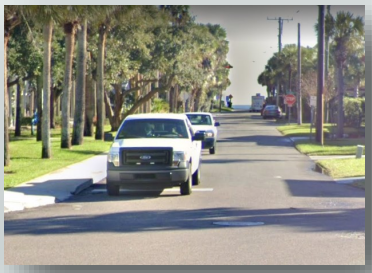
7th Street

Right-of-way width:

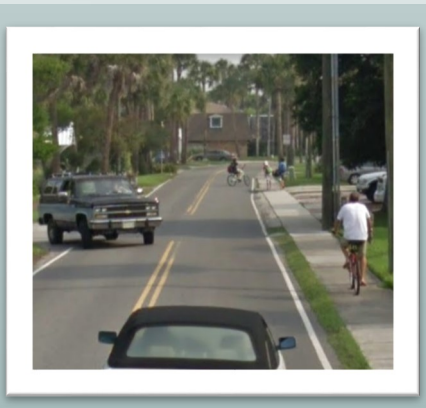
* 40 feet

Pavement width:

* 20 feet without curb and gutter



Connection to the Beach and Town Center



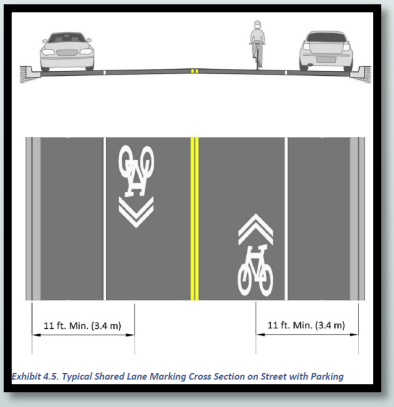
This identified route contains two sections. The first connects the 5-way intersection, where multiple existing paths lead, to Bull Park and the Beach. Pedestrians and bicyclists traveling east on Plaza often continue along Plaza through the 5-way towards the Beach, Bull Park, or to Beach Avenue. This also includes traveling on East Coast Drive and 7th Street.

The second section is Ocean Boulevard between 7th Street and 10th Street, where Beach Avenue is "interrupted" by the Cloisters Condominiums. Because Beach Avenue is such a popular route amongst pedestrians and bicyclists, this "gap" between 10th Street and Club Drive often results in people using Ocean Boulevard for a few blocks before traveling back to Beach Avenue. However, this can be dangerous for bicyclists because this section of Ocean Boulevard is narrow and there is only a 4 foot sidewalk (which often has pedestrians on it), which results in vehicles and bicycles traveling in close proximity.

“Plaza to Bull Park & the Beach”

Possible next steps

1. Install “shared roadway” markings on both sides of each roadway: Plaza, East Coast Drive, and Ocean Boulevard.



Plaza: *The pavement width for the section of Plaza between Seminole Rd and East Coast Dr is 18 feet wide with on-street parking for each travel lane, which means adding a bicycle lane or paved shoulder would eliminate the on-street parking which is not recommended. Similarly, a shared use path is not recommended as it could not be installed unless it was located in the center median which contains many trees. As such, shared roadway markings are recommended for this stretch of Plaza.*

East Coast Drive: *Shared roadway markings are recommended for East Coast Dr between Plaza and 7th Street. The existing street pavement is 20 feet, too narrow for a bicycle lane or paved shoulder. There is an existing 4 foot sidewalk on the west side of the street that is too narrow for bicyclists and pedestrians to share. However, widening this sidewalk would result in the removal of several historically designated palm trees that currently create an attractive streetscape. As such, shared roadway markings are recommended for this stretch of East Coast Drive.*

Ocean Boulevard: *With a 20 foot pavement width and a very narrow right-of-way width (~20’), bicycle lanes, paved shoulders, or a shared use path are not feasible for the section of Ocean Boulevard between 7th Street and 10th Street. However, due to the high usage this stretch of roadway receives from bicyclists and pedestrians, improvements are recommended. As such,*

“Plaza to Bull Park & the Beach”

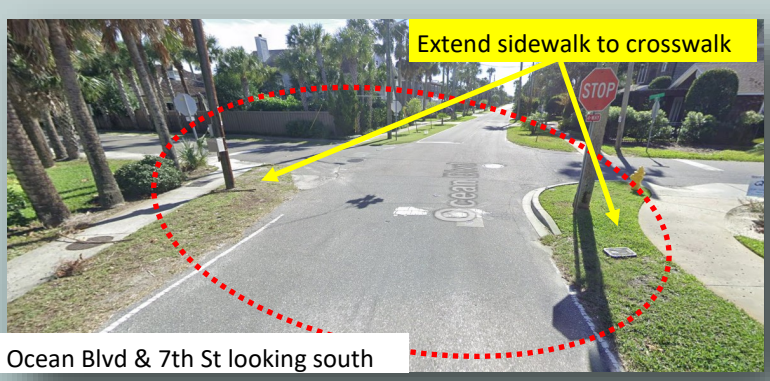
Possible next steps

2. Improve the intersections where East Coast Drive and Ocean Boulevard intersect with 7th Street by installing “intersection treatments”. These two intersections experience high usage of bicyclists and pedestrians due to their proximity to the beach, Beach Avenue and Bull Park. As such, these intersections may be designed and marked in a way that will grab drivers’ attention and increase safety and comfort.

Ocean Blvd & 7th St

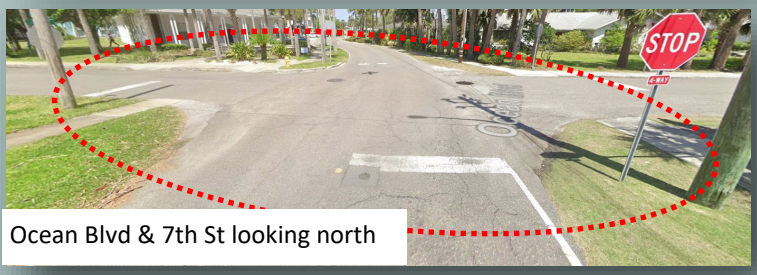
Intersection treatments include:

- Minimizing crossing distances by reducing the curb radius and extending curbs.
- Pedestrian crossing signals
- High visibility crosswalks
- Lighting and illumination



Ocean Blvd & 7th St looking south

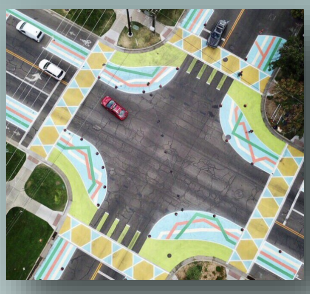
A. Minimizing the crossing distance at Ocean Blvd and 7th Street can be accomplished by adding short sidewalk extensions to the crosswalks at both east-west crossings. Currently, since there are no sidewalks leading to a crosswalk when traveling east/west, pedestrians are forced to use the travel lane when crossing which is a crossing distance of about 45 feet. Sidewalk extensions would lead pedestrians to a designated crosswalk reducing the crossing distance from 45 feet to about 20 feet.



Ocean Blvd & 7th St looking north

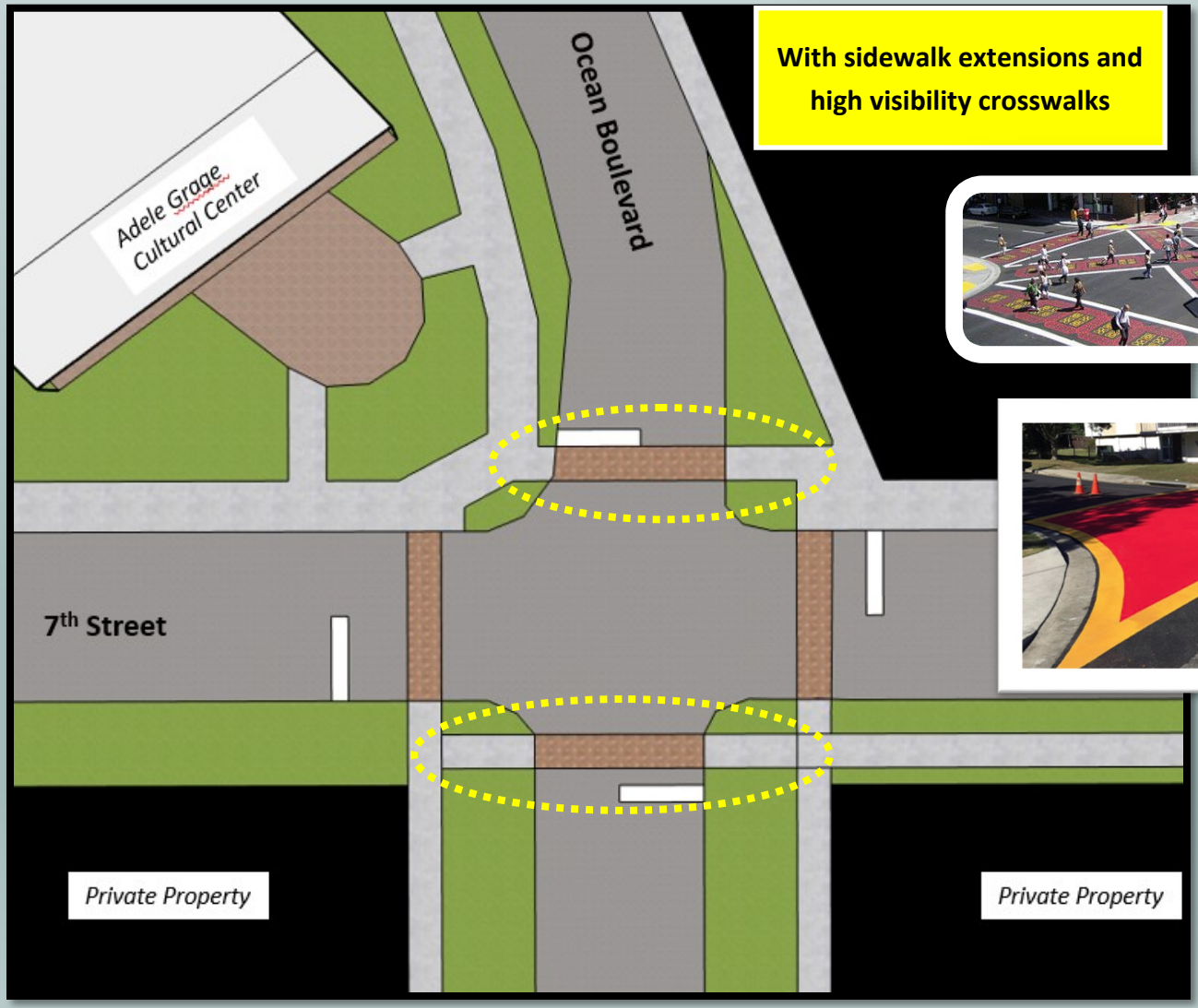
B. In addition, the designated crosswalks should be highly visible to drivers and pedestrians, similar to one crosswalk at East Coast Drive and 7th Street. This can be accomplished by using different surface material or pavement markings as well as retroreflective pavement markings. These are low-cost enhancements that improve safety by clearly identifying crossing areas and grabbing motorists’ attention.

East Coast Dr. & 7th St

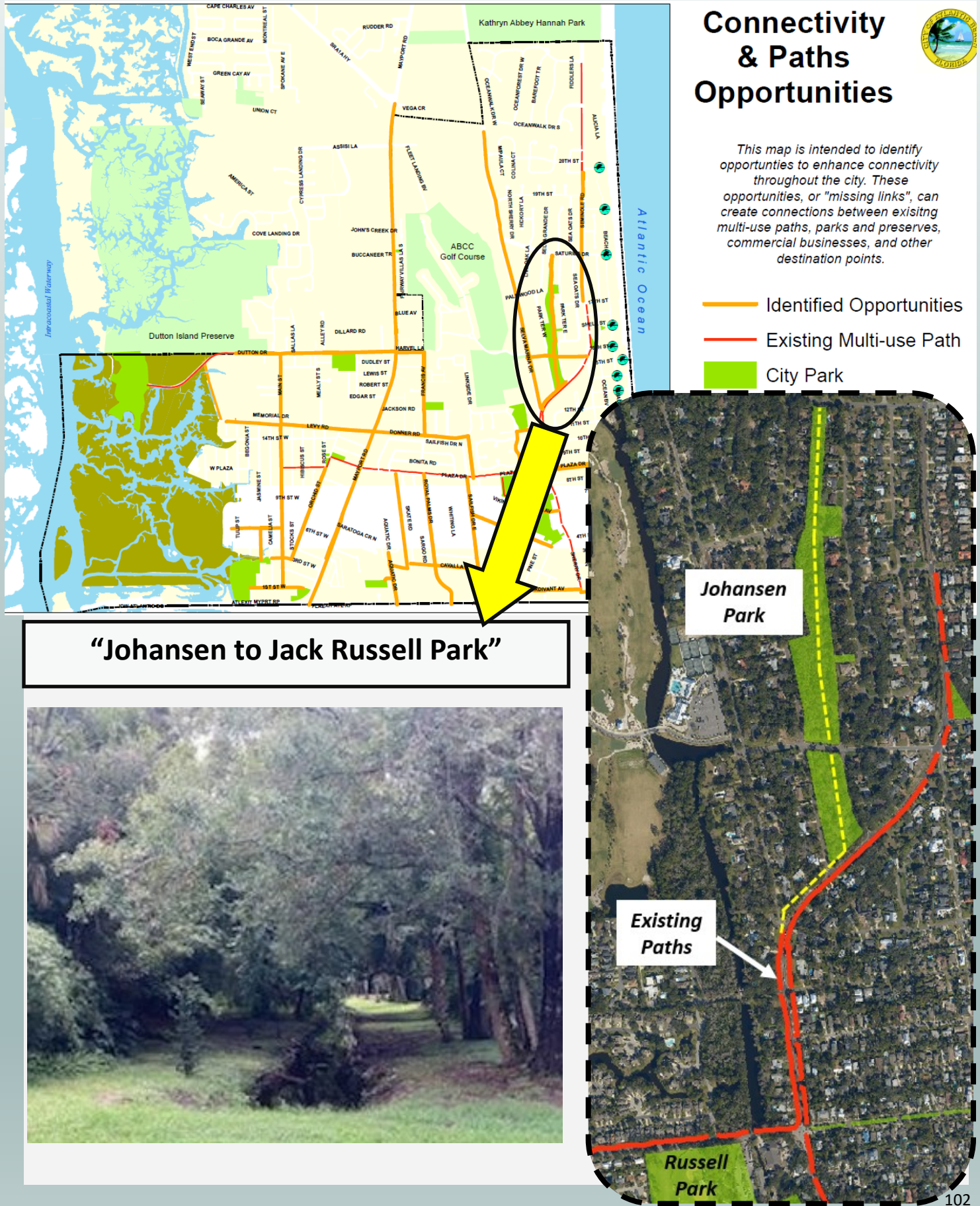


“Plaza to Bull Park & the Beach”

Existing Conditions



4p. Identified Opportunities



“Johansen to Jack Russell Park”

Existing Conditions

Johansen Park is a linear passive park that has a narrow drainage swale that runs along the entirety of the park.

Seminole Road

Right-of-way width:

* 100 feet

Pavement width:

* 22 feet without curb and gutter

Connection through Johansen to Jack Russell Park

This identified route would connect the northern end of Johansen Park at Saturiba Drive to the existing shared use path that ends at Selva Marina Drive, which leads to Jack Russell Park. One section of the route would go through Johansen Park along the existing drainage swale from Saturiba Drive to Seminole Road. The second section includes section of Seminole Road from Johansen Park to Selva Marina Drive, where the shared use path currently ends. Together this opportunity would provide residents (Selva Marina & Norte areas) an off-street, scenic route through Johansen Park to an existing shared use path that connects to Jack Russell and Howell Parks.

Created by Sarah Dark

“Plaza to Bull Park & the Beach”

Possible next steps

1. Install a pervious walking path along the drainage swale in Johansen Park. This would provide a scenic and shaded off-road route for residents traveling north or south. A path would also encourage use of the entire park, including the northern section that often appears “closed off” or as if it is private property. Wayfinding and entrance signage should also be considered so users no that this is a public path and park that may be used.

Approximately 24,000 square feet

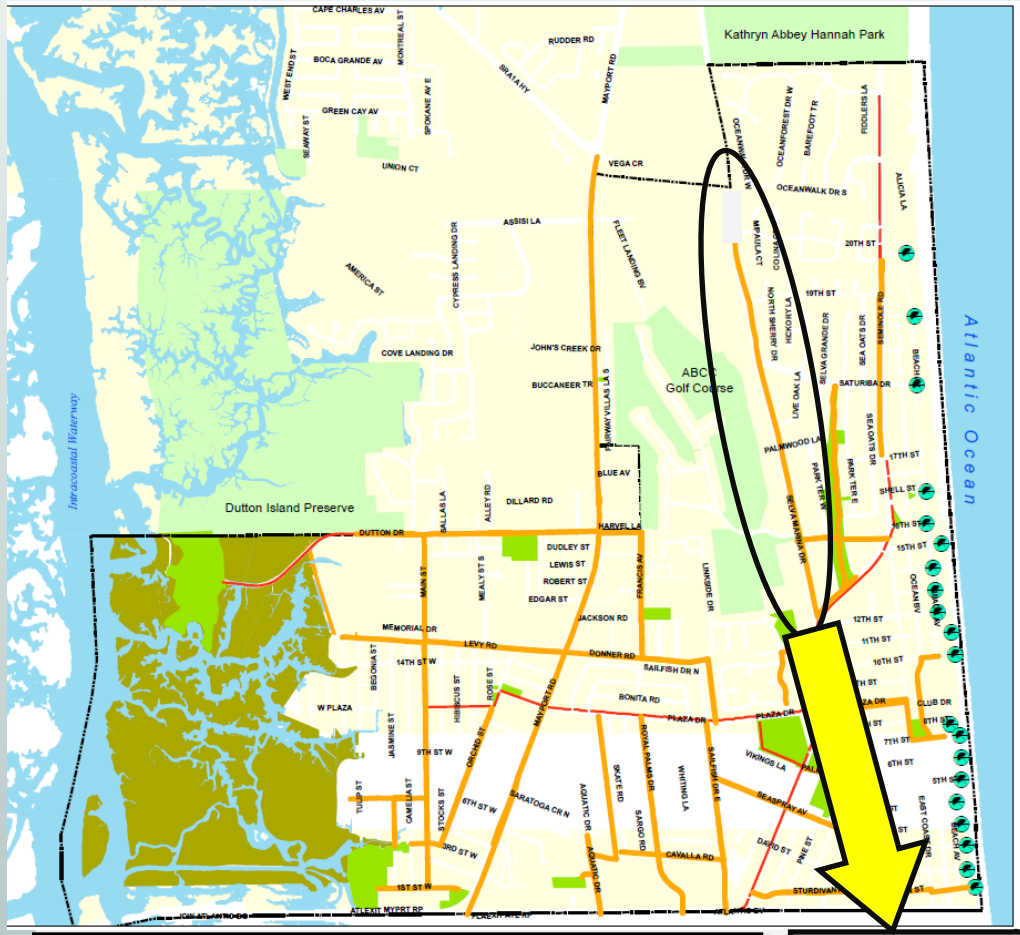


2. Install an 8 foot wide shared use path on the west/north side of Seminole Road between Selva Marina Drive and Park Terrace West. This would essentially be an extension of the existing path that ends at Selva Marina Drive and would allow users to connect to Johansen Park comfortably. Currently, a 4 foot sidewalk exists in this area but does not provide sufficient width for bicyclists, pedestrians and other potential users (strollers, skateboarders, etc.) to share the sidewalk, especially with fences and vegetation on either side. Installation of an 8 foot shared use path for this block (~450 linear feet) would complete a connection from Main Street to Johansen Park.

Approximately 3,600 square feet



4q. Identified Opportunities



Connectivity & Paths Opportunities

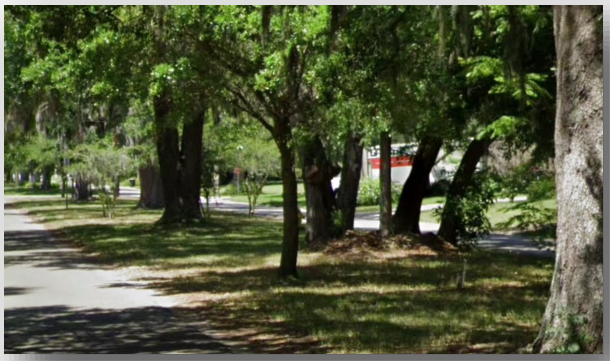
This map is intended to identify opportunties to enhance connectivity throughout the city. These opportunities, or "missing links", can create connections between exisitng multi-use paths, parks and preserves, commercial businesses, and other destination points.

- Identified Opportunities
- Existing Multi-use Path
- City Park
- Beach Access

N W E S

0 0.125 0.25 0.5 0.75 1 Miles

"Selva Marina Walking Path"



“Selva Marina Walking Path”

Existing Conditions

Selva Marina Drive

Right-of-way width:

* 100 feet

Pavement width:

* Varies

Major North-South Connection

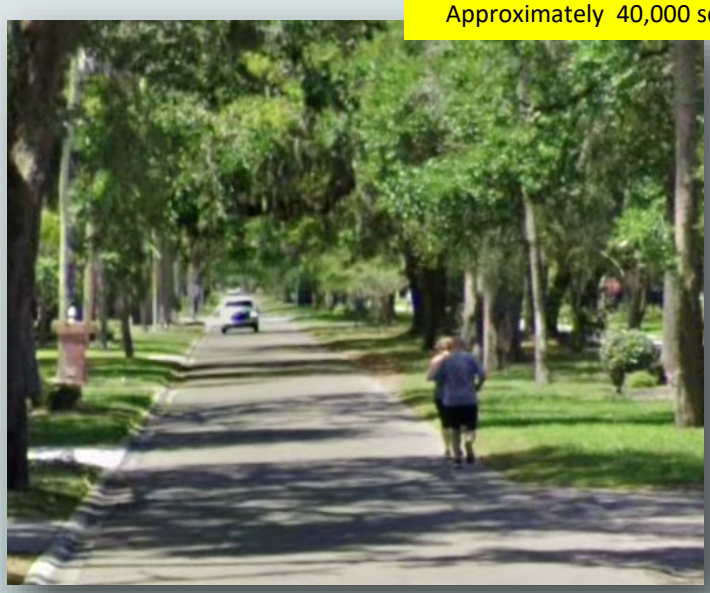
Selva Marina Drive is one of the main north-south roadways in the city, especially north of Plaza. This well shaded roadway is surrounded by single-family and multi-family residences, including the AB Country Club, resulting in not only vehicular traffic but also pedestrian and bicycle traffic. Selva Marina Drive begins at its intersection with Seminole Road to the south and terminates just north of 20th Street to the north.

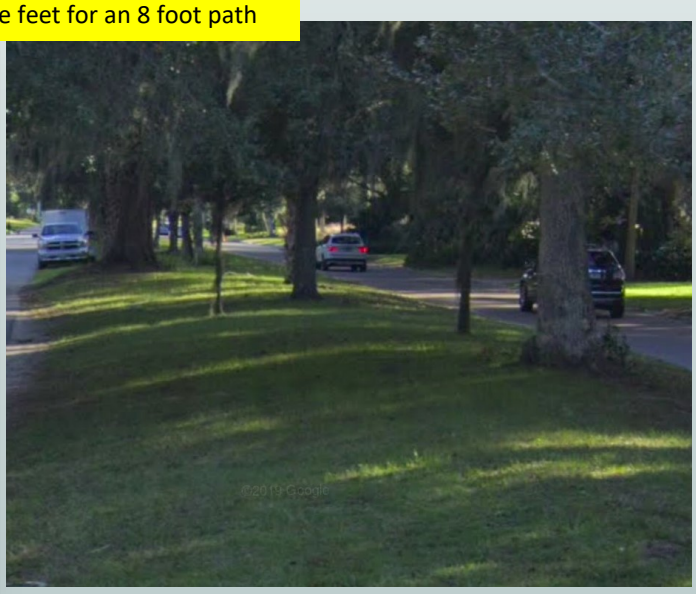
“Selva Marina Walking Path”

Possible next steps

1. Install a walking path in the median of Selva Marina Drive. Currently, pedestrians and bicyclists share the street with vehicles. A path would provide a path for pedestrians that is separated from vehicles and would be well shaded and scenic. The path could meander around the existing trees where applicable.

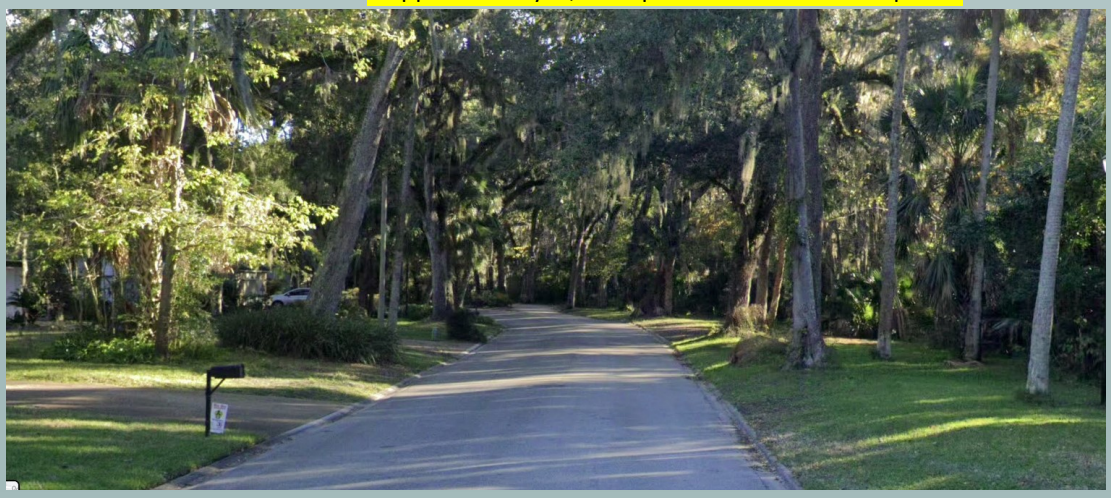
Approximately 40,000 square feet for an 8 foot path





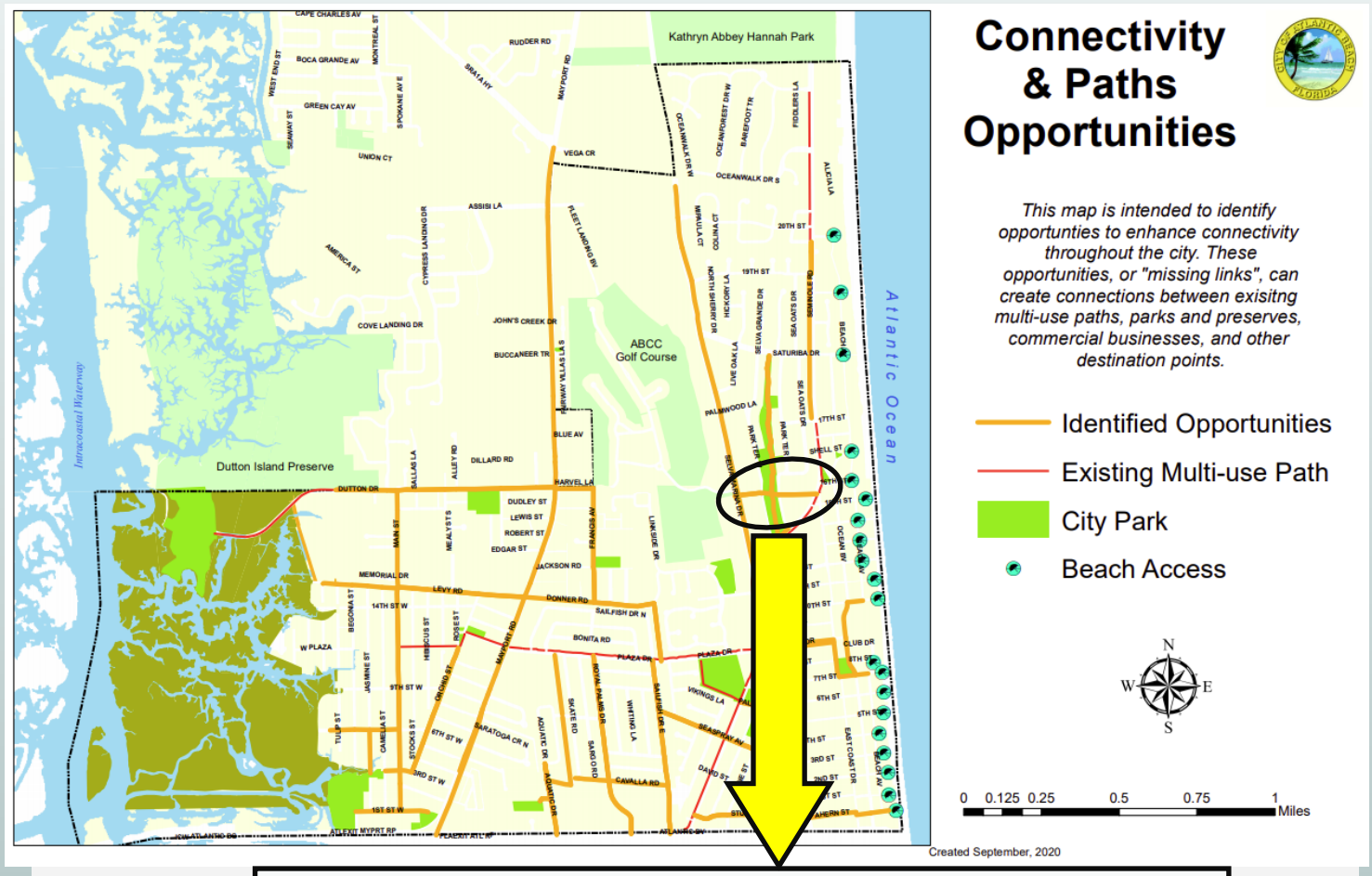
2. Where a path in the median is not applicable (i.e. north of 19th St), a sidewalk or path may be installed on either side of the road. A sidewalk or path would continue to provide pedestrians a route that is separated from vehicular traffic.

Approximately 8,000 square feet for an 8 foot path

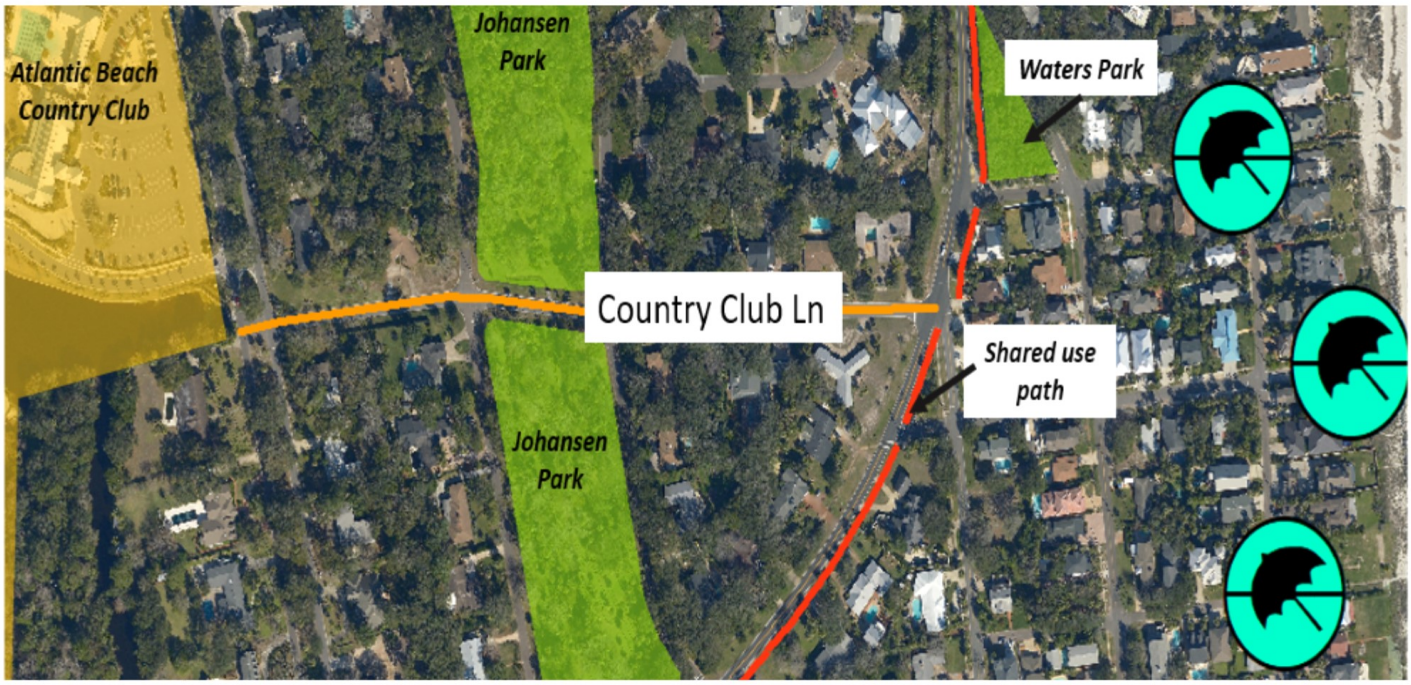


3. Install “shared roadway” markings on both sides of the street. These markings increase awareness of motorists for the potential presence of cyclists as well as directing cyclists to ride in the proper direction, and remind cyclists to ride further from parked cars.

4r. Identified Opportunities



"Country Club to Johansen Park & the Beach"



“Country Club to Johansen Park & the Beach”

Existing Conditions

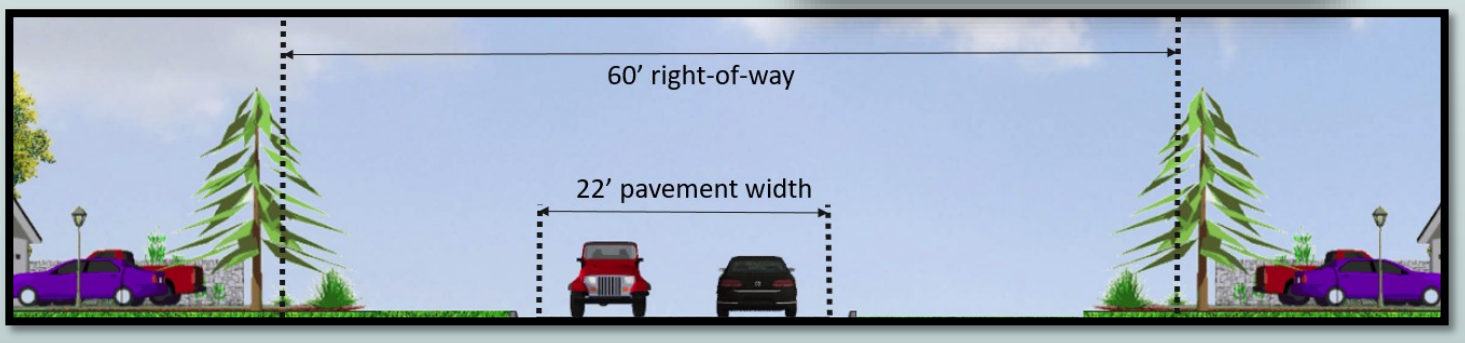
Country Club Lane

Right-of-way width:

* 60 feet

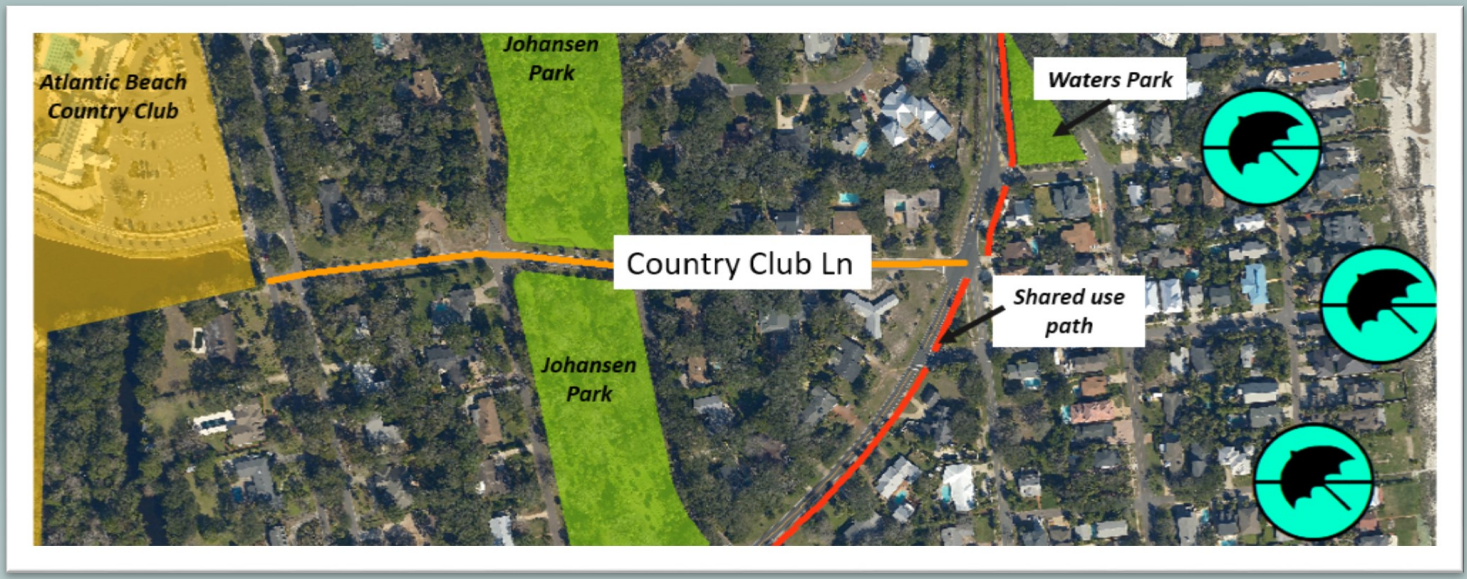
Pavement width:

* 22 feet with curb and gutter



Connects Country Club to Johansen Park & the Beach

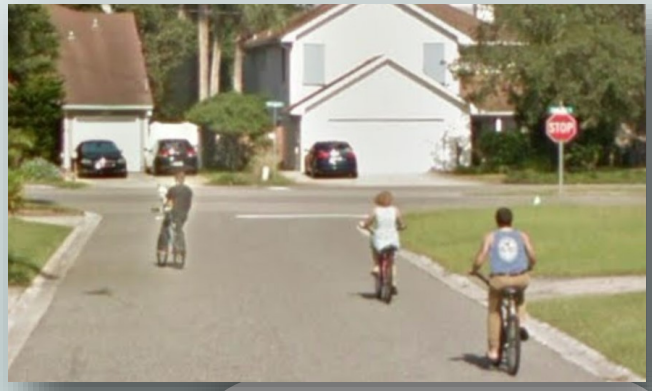
This identified route (Country Club Lane) is an east-west route that connects the Atlantic Beach Country Club to Johansen Park and the existing “Safe Routes to School” path on Seminole Road as well as getting residents within a couple blocks of the beach. This route largely serves residents of the Country Club and Selva Marina neighborhoods.



"Country Club to Johansen Park & the Beach"

Possible next steps

1. Install "shared roadway" markings on both sides of the street. These markings increase awareness of motorists for the potential presence of cyclists as well as directing cyclists to ride in the proper direction, and remind cyclists to ride further from parked cars. The current pavement width is too narrow to install a bike lane or a paved shoulder.



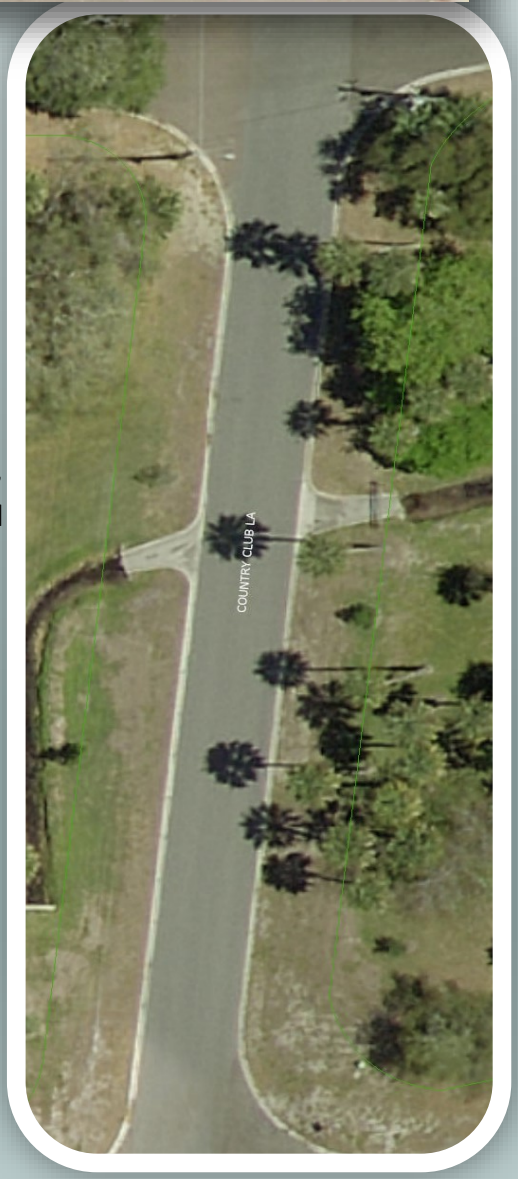
Shared roadway markings, or **"sharrows"**, are placed in the center of a travel lane to indicate that a bicyclist may use the full lane. According to the US Manual on Uniform Traffic Control Devices, sharrows are used to:

⇒ Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane;

⇒ Alert motorists of the lateral location bicyclists are likely to occupy within the traveled way;

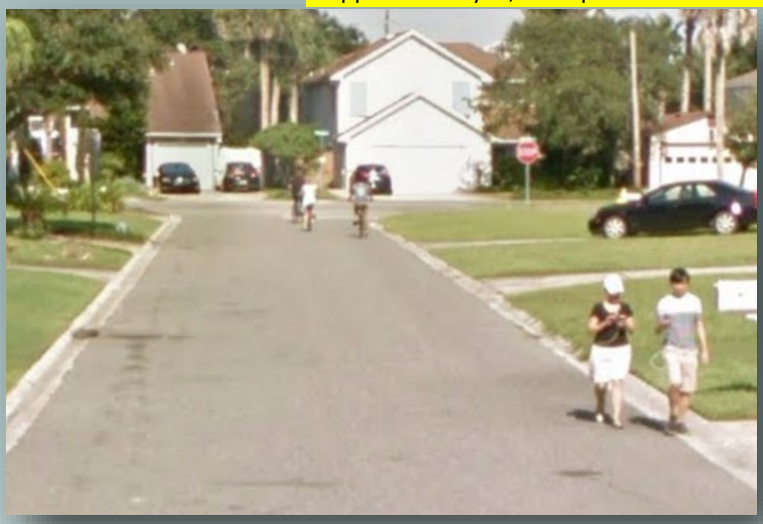
⇒ Encourage safe passing of bicyclists by motorists;

⇒ Reduce the incidence of wrong-way bicycling

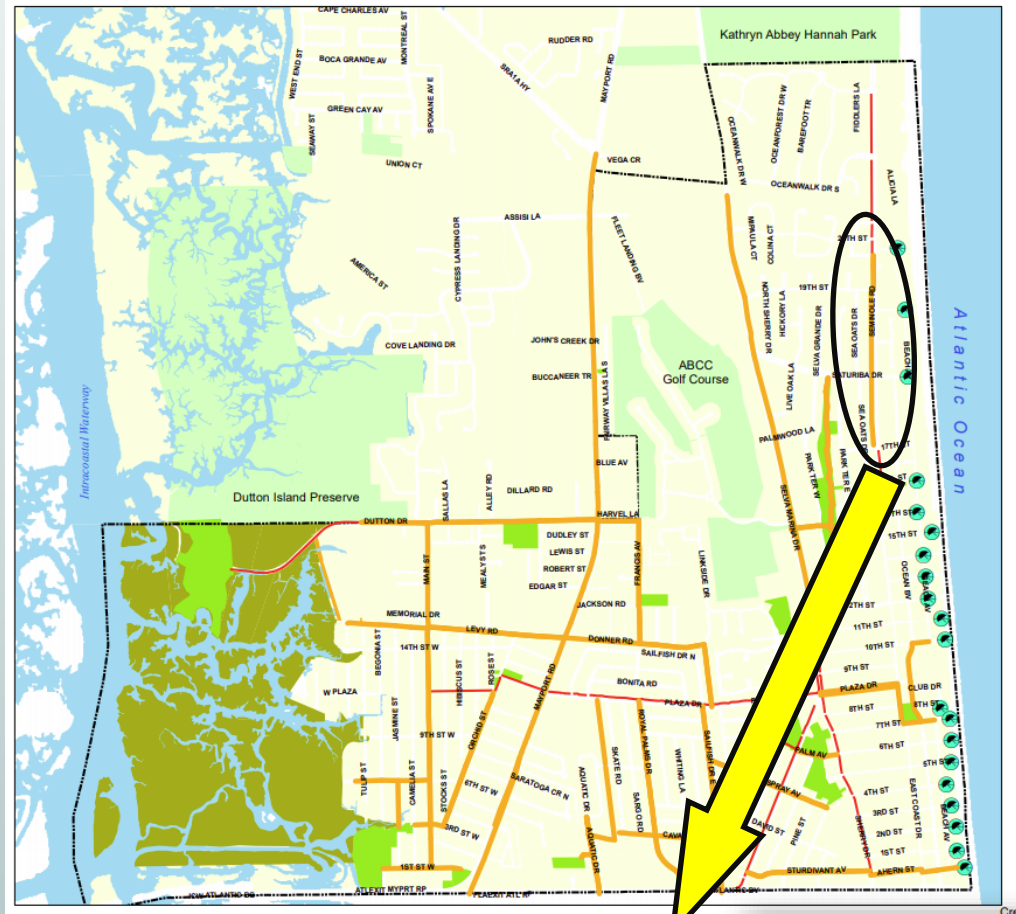


2. Construct a sidewalk on either side of the roadway. Currently, pedestrians must walk on the street. Adding a sidewalk would provide an area for pedestrians to walk that would be separated from vehicles.

Approximately 7,500 square feet for an 6' sidewalk



4s. Identified Opportunities



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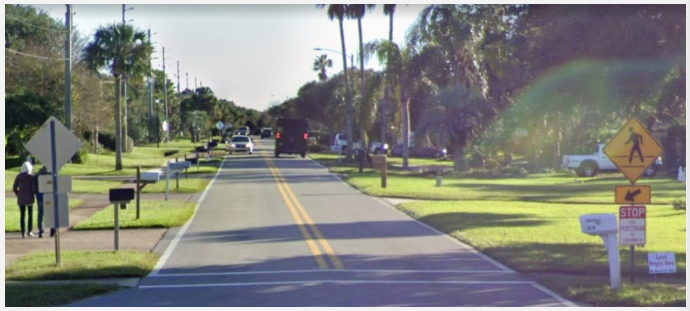
- Existing Multi-use Path
- City Park
- Beach Access

N W E S

0 0.125 0.25 0.5 0.75 1 Miles

"Seminole Road Missing Link"



Created September, 2020

“Seminole Road Missing Link”
(between 17th St & Garden Ln S)

Existing Conditions

Right-of-way width:

* 100 feet

Pavement width:

* 22 feet without curb and gutter

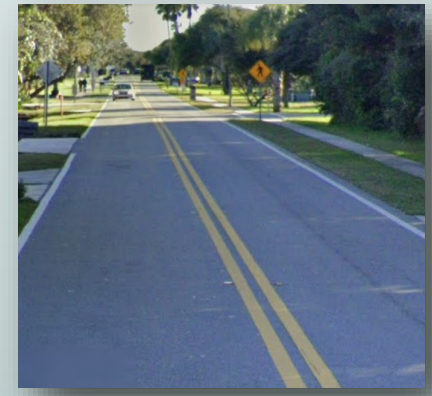
“Missing Link” between existing shared use paths

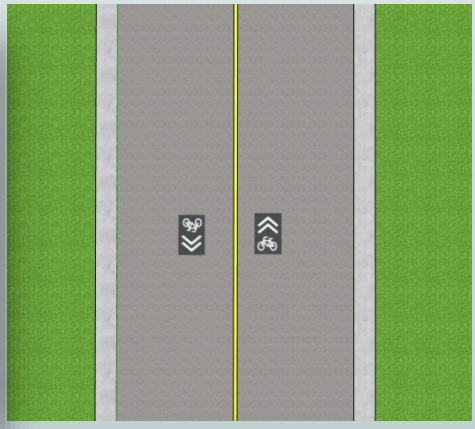
This stretch of Seminole Road connects two existing 8 foot wide shared use paths. Enhancing this stretch of the road would help provide a continuous path for bicyclists from Ahern Street all the way north to Ocean-forest Drive N. Currently a 4 to 5 foot sidewalk connects these two shared use paths, which does not provide adequate space for bicyclists traveling this route.

"Seminole Road Missing Link"
(between 17th St & Garden Ln S)

Possible next steps

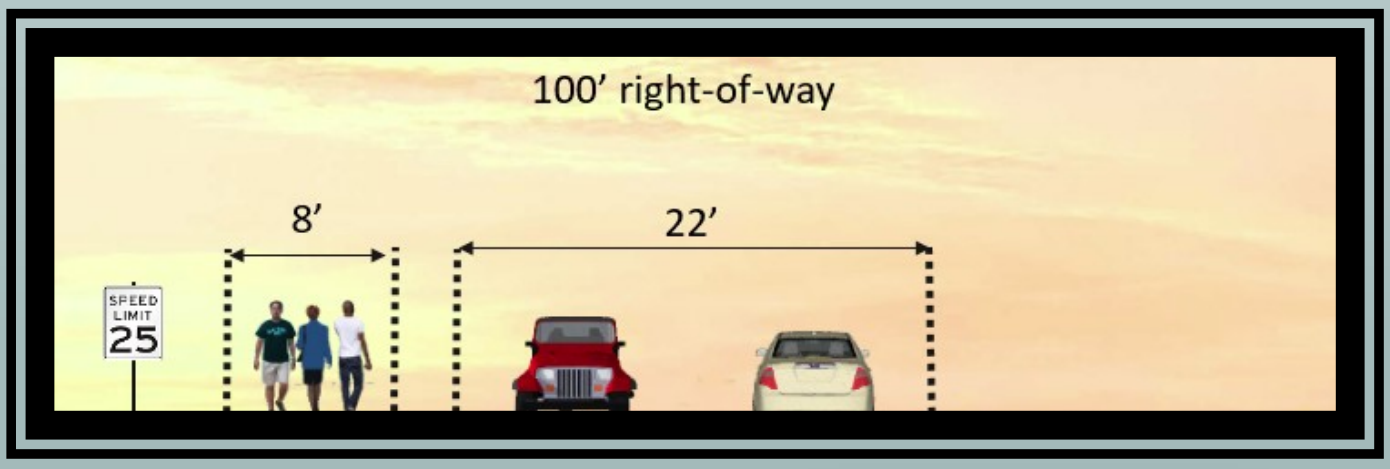
1. Install "shared roadway" markings on both sides of the road. Such markings indicate that vehicles must share the roadway with bicyclists and assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane.





2. Construct a shared use path on either side of the roadway. A shared use path would allow pedestrians and bicyclists to travel on a path separated and buffered from vehicular traffic. This path would also connect two existing shared use paths to the north and south.

Approximately 24,000 square feet



Existing 4' sidewalk

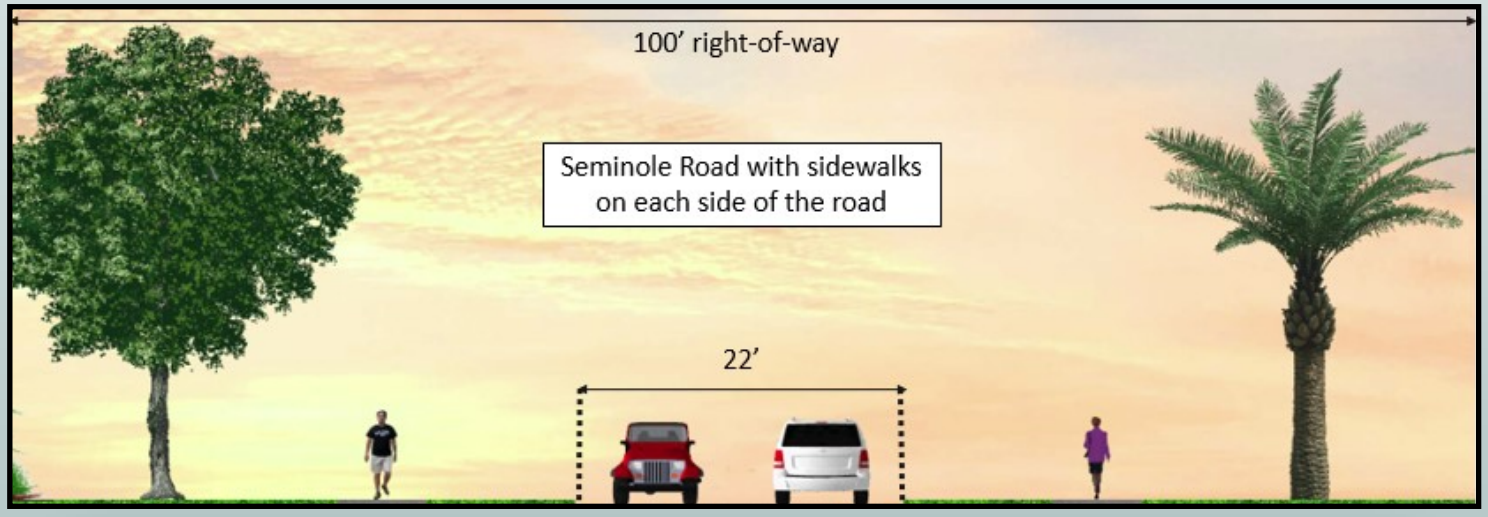
Existing 4' sidewalk

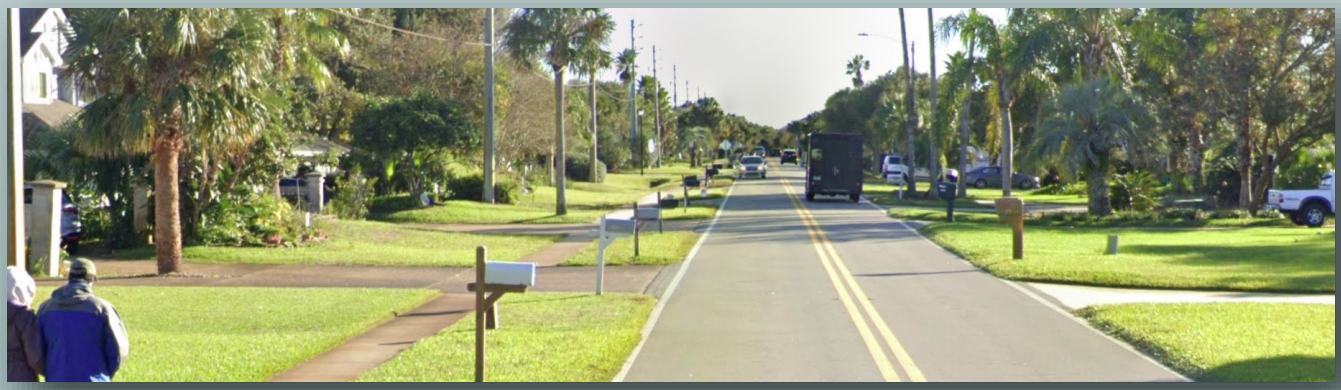
"Seminole Road Missing Link"
(between 17th St & Garden Ln S)

Possible next steps

3. Construct a sidewalk on the west side of Seminole Road from Saturiba Drive to 19th Street to connect to the existing sidewalk. Doing so would provide a sidewalk on both sides of Seminole Road so users would not have to cross the street when traveling north or south for this stretch. It would also allow pedestrians to cross the street at the Saturiba Drive intersection which is a 4-way stop, rather than at the 19th Street intersection where there is no stop sign.

Approximately 6,000 square feet for a 6' sidewalk





5. Cost Estimates (Sidewalks & Paths)

Cost estimates for sidewalks and shared use paths were derived from recent roadway projects within the city. Currently (2021), staff estimates concrete prices to be about $8 per square foot for sidewalks and shared use paths. However, individual project costs can vary substantially based on a number of conditions including:

* Design and engineering (width, frequency of material placement, demolition)
* Surveys
* Temporary traffic control requirements
* Number of driveway cuts
* Utility relocation
* Contractor experience and material availability
* Permeable concreate/asphalt/pavement will increase cost

Taking these additional costs into consideration, staff is using **$10-20 per square foot** to estimate cost to for new sidewalks and shared use paths.

Project Location	Proposed Width	Estimated Square Feet	Low Cost Estimate	Hight Cost Estimate
3rd Street W (Main St to Camelia St)	6 feet	1,200	$12,000	$24,000
4th Street W	6 feet	2,400	$24,000	$48,000
5th Street W	6 feet	2,400	$24,000	$48,000
11th Street (Seminole Rd to Park Side Dr)	6 feet	2,400	$24,000	$48,000
Ahern Street (East Coast Dr to Ocean Blvd)	Need further information			
Cavalla Road	6 feet	9,000	$90,000	$180,000
City Drainage Pond and Right of way	8 feet	20,500	$205,000	$410,000
Country Club Lane	6 feet	7,500	$75,000	$150,000
Dutton Island Rd (Francis Ave to Mayport Rd)	8 feet	4,500	$45,000	$90,000
Dutton Island Rd (Mayport Rd to George St)-path	8 feet	7,200	$72,000	$144,000
Dutton Island Rd (Mayport Rd to George St)- sidewalk	5 feet	3,600	$36,000	$72,000
Dutton Island Rd (George St. to Main St)	8 feet	13,600	$136,000	$272,000
Francis Ave (Donner Rd to Jordan Park)	8 feet	2,400	$24,000	$48,000
Howell Park	8 feet	2,400	$24,000	$48,000
Jasmine Street (W 3rd St to W 6th St)	Need further information			
JEA Property	Need further information			
Johansen Park	Need further information			
Levy Rd (Mayport Rd to Main St)	8 feet	16,000	$160,000	$320,000
Main St (Levy Rd to Dutton Island Rd)	8 feet	12,800	$128,000	$256,000
Orchid Street (sidewalk sections)	6 feet	10,800	$108,000	$216,000
Orchid Street (path)	8 feet	17,600	$176,000	$352,000
Park Side Drive	6 feet	5,400	$54,000	$108,000
Plaza W (north side-path)	8 feet	1,600	$16,000	$32,000
Plaza W (south side-sidewalk)	6 feet	3,000	$30,000	$60,000
Plaza/Jack Russell Park	8 feet	4,000	$40,000	$80,000
Royal Palms Drive (path)	8 feet	16,000	$160,000	$320,000
Royal Palms Drive (sidewalk)	6 feet	12,000	$120,000	$240,000
Sailfish Drive (path)	8 feet	16,000	$160,000	$320,000
Sailfish Drive (sidewalk)	6 feet	16,500	$165,000	$330,000
Seaspray Avenue (sidewalk)	6 feet	11,250	$112,500	$225,000
Seaspray Avenue (path)	8 feet	15,000	$150,000	$300,000
Selva Marina Dr (walking path)	Need further information			
Seminole Road (Park Ter E to Selva Marina Dr)	8 feet	3,600	$36,000	$72,000
Seminole Road (Saturiba Dr to 19th St)	6 feet	6,000	$60,000	$120,000
Seminole Road (17th St to Garden Ln S)	8 feet	24,000	$240,000	$480,000
Sturdivant Avenue	8 feet	14,500	$145,000	$290,000

5. Cost Estimates (Bike Lanes and "Sharrows")

Cost estimates for bicycle lanes and shared roadway markings ("Sharrows") are shown below. Staff estimates the cost to stripe shared roadway markings to be about 32 cents per linear foot of roadway and about 45 cents per linear foot of roadway for bicycle lane striping.

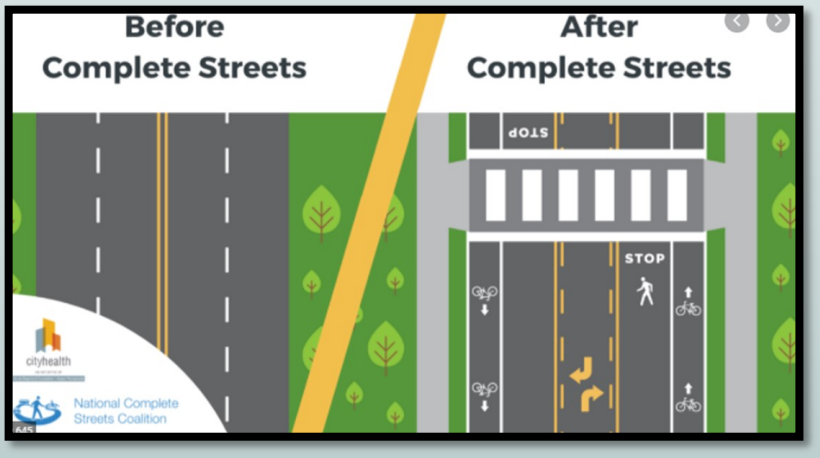
Project Location	Type (bike lane or sharrow)	Cost Estimate
1st Street W	Sharrows	**$400**
3rd Street W (Main St to Camelia St)	Sharrows	**$160**
6th Street W	Sharrows	**$480**
11th Street (Seminole Rd to Park Side Dr)	Sharrows	**$184**
14th Street W (Rose St to Main St)	Sharrows	**$320**
Ahern Street (entire length)	Sharrows	**$400**
Ahern Street (East Coast Dr to Ocean Blvd)	Bike Lane (one side)	**$100**
Aquatic Drive (Atlantic Blvd to Cutlass Dr)	Sharrows	**$672**
Aquatic Drive (Atlantic Blvd to stop sign)	Bike Lane (one side)	**$495**
Cavalla Road	Sharrows	**$480**
Cavalla Road	Bike Lane (one side)	**$675**
Country Club Lane	Sharrows	**$400**
Donner Road	Sharrows	**$640**
East Coast Drive (Plaza to 7th St)	Sharrows	**$200**
Francis Avenue	Sharrows	**$608**
Levy Road (entire length)	Sharrows	**$1,088**
Levy Road (Mayport Rd to Main St)	Bike Lane (one side)	**$900**
Main Street	Sharrows	**$1,728**
Main Street	Bike Lane (one side)	**$2,430**
Ocean Boulevard (10th St to 7th St)	Sharrows	**$400**
Orchid Street	Sharrows	**$700**
Orchid Street	Bike Lane (one side)	**$1,000**
Park Side Drive	Sharrows	**$320**
Plaza (Sandpiper Ln to Seminole Rd)	Sharrows	**$528**
Plaza (Mayport Rd to Sandpiper Ln)	Bike Lane (both sides)	**$2,340**
Royal Palms Drive (Cavalla Rd to Plaza)	Sharrows	**$672**
Royal Palms Drive (Atlantic Blvd to Cavalla Rd)	Bike Lane (both sides)	**$855**
Sailfish Drive	Sharrows	**$928**
Sandpiper Lane	Sharrows	**$300**
Seaspray Avenue	Sharrows	**$608**
Seaspray Avenue	Bike Lane (one side)	**$855**
Selva Marina Drive	Sharrows	**$1,920**
Seminole Road (17th St to Garden Ln S)	Sharrows	**$960**
Sturdivant Avenue	Sharrows	**$600**

6. Implementation

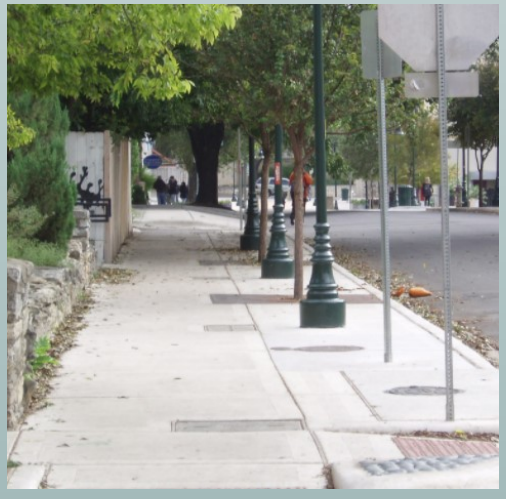
Policies and Regulations

In addition to infrastructure projects, many communities use policies and regulations to ensure that the necessary pedestrian and/or bicycle facilities are provided.

A **Complete Streets Policy** is an increasingly popular approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. By adopting a complete streets policy, communities seek to design and operate their roadways for all users, not just motor vehicles. This means every transportation project should make the roadway safer for walkers, bicyclists, drivers, public transit users, and those with assistive devices. A "complete street" may include sidewalks, shared use paths, bike lanes, bus lanes, public transit stops, crosswalks, medians, roundabouts, and/or other facilities depending on the context and needs of the roadway.



Many communities **use new development** as an opportunity to create walkable and bikeable areas. For instance, mandatory street connectivity, sidewalk installation, and bicycle parking are common requirements for new development. Further examples include:



- New development on arterial or connector roadways must install a sidewalk or pay an impact fee for future sidewalk installation, where one does not exist.
- New development within the "School Walking Zone" must install a sidewalk or pay an impact fee for future sidewalk installation, where one does not exist.
- Design guidelines for new parking lots that enhance pedestrian and bicyclist safety.
- Limiting the number and width of driveway cuts for residential and commercial development. Also, limiting driveway cuts on arterial or collector roadways where possible.

6. Implementation

Policies and Regulations

To further enhance active transportation, the American Planning Association advises that communities ensure that their Comprehensive Plans and Land Development Regulations **support mixed use and compact developments.** Examples of such regulations include:

- Reduce building setbacks and minimum parking standards to activate the street and enhance the pedestrian experience.
- Adopting a special pedestrian oriented zoning district or overlay to create more pedestrian friendly development.
- Offer incentives such as density bonuses or reduced parking requirements for developments that create pedestrian or bicycle amenities.
- Allow a mix of uses and residential densities to support and encourage active transportation.

LOCAL GOVERNMENT STRATEGIES FOR BICYCLE AND PEDESTRIAN PLANNING

The following strategies form a strong foundation for local governments when planning for bicycles and pedestrians.

Ensure comprehensive planning and zoning support mixed use, compact communities.
Communities can encourage biking and walking simply by changing land-use patterns and allowable density. Locations where jobs, housing, shopping, and other uses are more scattered impose greater difficulty for people to walk and bike to meet their daily needs. Pedestrian and bicycle planning begins with a community's comprehensive or general plan, and continues through zoning and subdivision codes, street standards, or design guidelines.

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Elements of a Walkable Place:

⇒ Buildings are located close to the street and front the sidewalk

⇒ Sidewalks are wide enough to accommodate multiple users, including outdoor dining

⇒ Street design that slows travel speeds

6. Implementation

Funding

This section highlights potential sources of funding for bicycle and pedestrian improvements:

* Grants, such as Community Development Block Grants, are great opportunities to plan, design, and/or construct transportation projects. Grant opportunities should be looked at regularly for potential funding.

* Capital Improvements Plans (CIP) identify projects municipalities are planning to fund for planning, design, or construction within the next 5 to 10 years typically. High priority transportation, including bicycle and pedestrian, improvements should be included in the CIP with funding sources identified.

* Designating a certain percentage of the budget for a roadway project be designated for ped/bike improvements.

* Development Impact Fees are typically tied trip generation rates and traffic impacts by a proposed project. A developer may pay for on or off site pedestrian improvements to reduce the number of trips for example. A clear nexus must be established between the impact fee and the project's impacts.

* Tax Increment Financing (TIF) is a tool that uses future increases in taxes to finance improvements in a designated Community Redevelopment Area (CRA).

* Special Districts such as Business Improvement Districts, Economic Development Districts, Capital Improvement Districts, and Neighborhood Improvement Districts are created by local governments for designated purposes. Such districts often use grants, fees, ad-valorem taxes, and in some cases Tax Increment Financing for funding.

Ways to Reduce Costs:

1) Integrate the project with a larger road construction project. Pedestrian and bicycle facilities that are integrated with a larger roadway or utility project will reduce costs than a stand alone project. This recommendation ties into the Complete Streets Policy.
2) Combining smaller projects into one big project since bid prices tend to drop as quantities increase.

Safe Routes to School project