

CITY OF
Atlantic Beach - Florida

PARKING STUDY

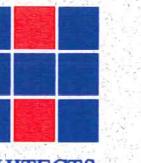
for

THE CITY OF ATLANTIC BEACH, FLORIDA

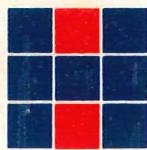
by

ALBERT H. HALFF ASSOCIATES, INC.
1301 GULF LIFE DRIVE, SUITE 201
JACKSONVILLE, FLORIDA 32207

September, 1992



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City of Atlantic Beach
800 Seminole Road
Atlantic Beach, Florida 32233

1301 GULF LIFE DRIVE, SUITE 201
JACKSONVILLE, FLORIDA 32207-9000
904/346-1348

Attn: Mr. Robert S. Kosoy, P.E.
Director of Public Works

Re: Parking Study

Dear Mr. Kosoy:

Albert H. Halff Associates, Inc. has completed our Parking Study for the City of Atlantic Beach. We have presented our findings and alternatives for improvements to the study area in the attached report. Alternatives have been presented to give the staff of the City the opportunity to assess the benefits and possible impacts of each alternative relative to costs, ease of implementation, impacts to the area and potential successes.

We conducted this study with the goal of preserving the existing residential integrity of the City. The City of Atlantic Beach is unique in location, surroundings and residents. The alternatives included in this report were developed to help retain the qualities of the area and encourage its continued appeal as a friendly family oriented community.

We appreciate the opportunity to be of service to the City of Atlantic Beach. Halff Associates is a multi-disciplined national firm offering engineering and architectural design and planning services. If you have any questions regarding this report, please call myself or Greg Kuhn.

Sincerely,

ALBERT H. HALFF ASSOCIATES, INC.

John R. Barnard, P.E.

TABLE OF CONTENTS

I. Executive Summary	1
Scope of Services	1
Project Approach	3
Alternatives	4
II. Inventory of Existing Conditions	6
Signage and Parking	6
Pavement Width and Traffic Flow	8
Beach Access, Sidewalks and Parks	10
Additional Investigations	12
JTA Shuttle	12
Hanna Park	12
Public Input	13
Public Meeting	13
Local Business Owners/Managers Interviews ...	14
Town Center	14
III. Areas of Concern	15
Beach Access and Parking	15
Commercial Area Adjacent to Atlantic Boulevard	16
Sidewalks, Jogging and Bicycle Facilities	17
18th and 19th Street Parking Areas	17
Existing Signalization of Atlantic Boulevard and Ocean Street	18
Parking Sticker Program	18

TABLE OF CONTENTS (CONT.)

IV. Alternatives	19
Regulation of Existing Parking	19
Amended Parking Ordinance	20
Public Awareness	22
Efficient Use of Existing Parking	23
"End Zone" Parking Improvements	23
Adele Grace Community Center	
Parking Improvements	25
18th Street and 19th Street Parking Areas	25
Traffic Calming	28
Atlantic Boulevard Parking Improvements	31
Structured Parking	31
Satellite Parking	35
Shuttle Services	35
Bike and Pedestrian Physical Improvements	36
Sidewalk Additions	36
One Way Streets for Bike and Pedestrian Usage	38

Appendix

Study Area Photographs
Minutes of Public Meeting
Parking Sticker Program, City of Gainesville, Florida
Surf Shuttle Flyer
Hanna Park Flyer

LIST OF FIGURES

- Figure 1 - Signage and Parking Sketch
- Figure 2 - Pavement Widths and Traffic Flow
- Figure 3 - Beach Access, Sidewalks and Parks
- Figure 4 - Conceptual Striping Plan Typical
- Figure 5 - "End Zone" Parking Plan
- Figure 6 - Community Center New Parking
- Figure 7 - Street Parking 18th and 19th Streets
- Figure 8 - Conceptual Four-Way Intersection Design
- Figure 9 - Conceptual Roundabout Intersection
- Figure 10 - Map of Potential Roundabout Locations
- Figure 11 - Conceptual Parking Garage and Intersection Plan
- Figure 12 - Conceptual Parking Garage Section
- Figure 13 - Conceptual Street Section/Pedestrian Walkways

LIST OF TABLES

- Table 1 - Alternatives and Rankings for Consideration

EXECUTIVE SUMMARY

A parking study was completed by Albert H. Halff Associates, Inc. on September 18, 1992. The purpose of the study was to document existing conditions and recommend alternatives for improving beach access, parking and general traffic flow for the area adjacent to the beach in Atlantic Beach, Florida. The study was authorized by the City Commission on May 11, 1992. The study area was defined as the area east of Seminole Road, north of Atlantic Boulevard and south of Hanna Park as shown on the aerial photograph on the following page.

Scope of Services

The scope of services as identified by City staff included reviewing the following areas of concern:

Beach Access and Parking

Visitor Parking for Commercial Area on Atlantic Boulevard

Interconnection of Parks, Beach, Sidewalks, Jogging and Bicycle Facilities

Parking on 18th and 19th Streets Public Lots

Existing Signalization of Atlantic Boulevard and Ocean St.

Parking Sticker Program

Site observations, public input and personal interviews generated additional areas of concern which can be generalized into the above stated concerns.



City of Atlantic Beach

Project Approach

The purpose of this study was to collect data in order to develop a broader approach to the beach access and parking problem. Halff Associates conducted this study in three phases including collecting data relative to the study, followed by the identification of problem areas and concluding with the development of alternatives for improvements.

Data collection included obtaining information on right-of-way, pavement width, beach access points, signage for parking and traffic control, number of parking spaces and facilities for pedestrians and bicycles. In addition, Halff Associates conducted a public meeting to gain comments. Interviews with City staff, owners and operators of commercial establishments on Atlantic Boulevard east of 3rd Street were also performed. Visual observations of key areas on Atlantic Boulevard and the various beach access were completed during critical use periods. We also contacted representatives of the Jacksonville Transportation Authority for information on the Beaches Shuttle program, the Florida Department of Transportation on pedestrian and bicycle standards and the Recreation and Parks Department for the City of Jacksonville for the operation of Hanna Park.

Problem areas as defined in the scope of services were further clarified once the data collection phase was complete. As the areas of concern were identified along with contributing data, alternatives for improvements were developed using current parking and traffic control mechanisms.

Alternatives

Based on the defined scope of work, interviews, public comments and information identified during the study, we are presenting the following alternatives for consideration by the City:

- **Traffic and parking control using more efficient signage and striping**
- **Amending Parking Ordinance to restrict parking on streets to residents only**
- **Public awareness of parking restrictions, the availability of Hanna Park and the Beaches Shuttle**
- **More efficient use of existing parking**
- **Incorporate Traffic Calming methods for traffic control**
- **Atlantic Boulevard parking improvements with joint public/private facilities**
- **Sidewalk and bicycle path improvements**
- **One way streets to provide bicycle and pedestrian paths**

The alternatives presented in this report can be implemented individually or in combination and are not dependent on each other. The alternatives have been presented to give City staff options which can be implemented with varying degree of effort and financing. Table 1 shows the relative priority for consideration of the alternatives. The rankings account for financing requirements, public acceptance, anticipated life cycle costs and ease of implementation.

TABLE 1
ALTERNATIVES AND RANKINGS FOR CONSIDERATION

	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY
REFINE EXISTING SIGNAGE			
Simplify Signage Use Vegetation to Limit Parking Provide Striping for Existing Traffic Control			
REDEFINE PARKING STICKER PROGRAM	STRIPING PROGRAM Full Permit Program - Residential Street Parking	Replace Signage with Striping	
PUBLIC AWARENESS	SIDEWALK EXPANSION Parking Restrictions Hanna Park JTA Beaches Shuttle	SEMINOLE PLAZA Sherry	PARKING STRUCTURE Sea Turtle Hotel
IMPROVE COMMUNITY CENTER PARKING	TRAFFIC CALMING Add Angle Parking	BIKE LANES Roundabouts along Seminole Rd.	TRAFFIC CALMING Roundabout at Atlantic & Ocean
		ONE WAY STREET East Coast Drive	END ZONE PARKING SPACES Add 90 Degree Parking Spaces

INVENTORY OF EXISTING CONDITIONS

Halff Associates performed an inventory of existing conditions which included an investigation of signage, parking, traffic flow, beach access points, and bicycle and pedestrian walkways. The inventory was conducted over a period of several days including weekend periods. Our method of investigation included visual observation, interviews with public officials, and interviews with business owners. Photographs of key areas have been included in the appendix.

Signage and Parking

A signage inventory was conducted for the area east of Seminole Road and Sherry Drive to document restricted parking areas and uniformity of signs. This information is presented on Figure 1 on the following page. The signage appears to have been installed to control illegal parking and to maintain areas within the existing right-of-way for controlled parking. The existing signage succeeds in restricting parking based on quantity and visibility of signs. As shown in Figure 1, the number and different types of signs are significant. Undesirable visual impacts are created throughout the residential areas due to the quantity of signs. Another result of the large number and diversity of signs is confusion to the public, including the citizens of Atlantic Beach. In several cases the signs do not present clear instructions.

Allowable parking areas are also shown in Figure 1. This information was

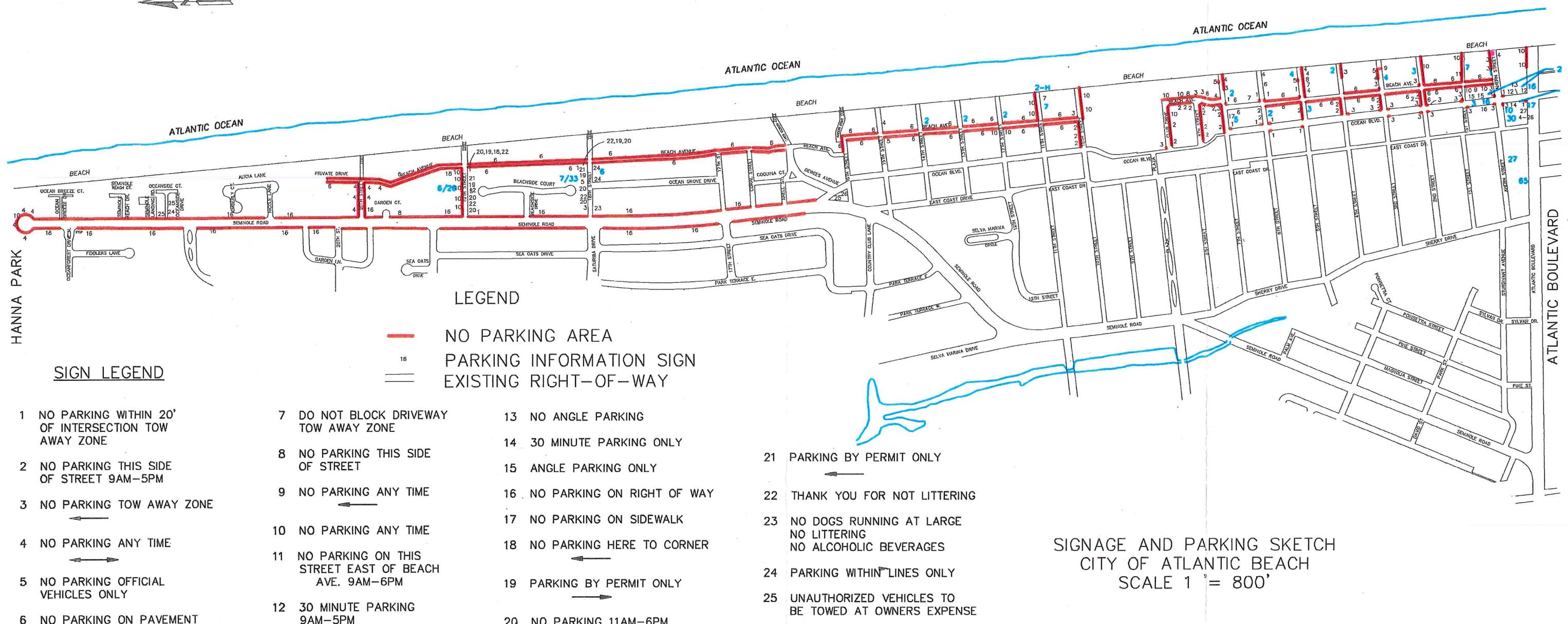


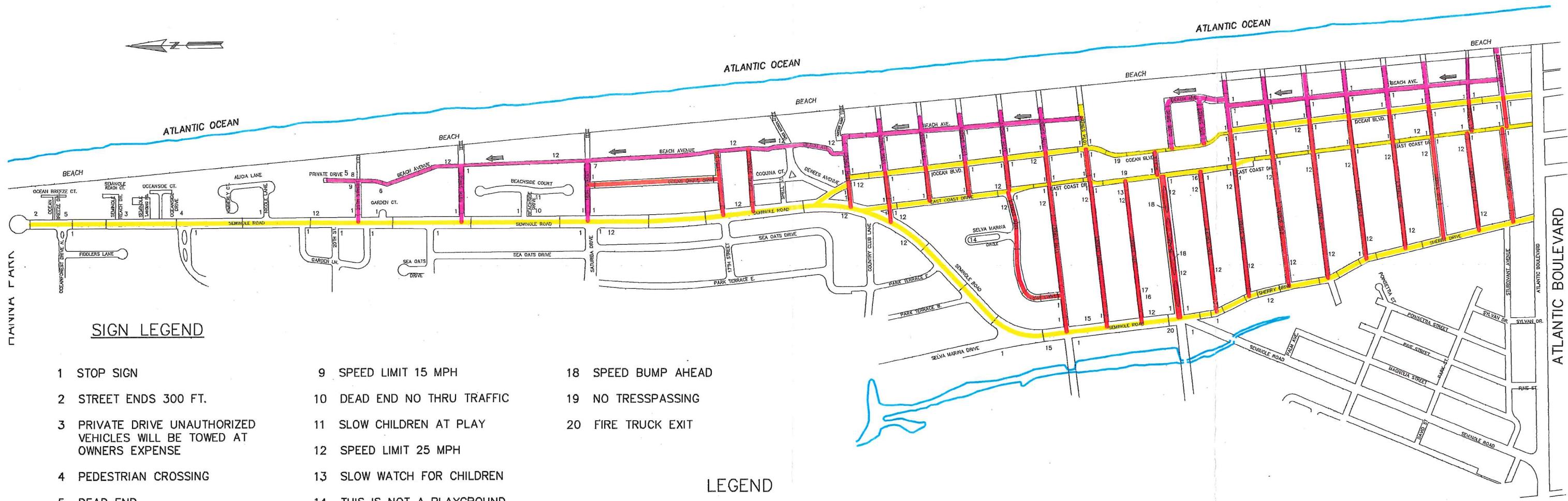
FIGURE 1

determined based on observations of actual vehicle parking and interpretation of existing conditions. The existing conditions were evaluated based on pavement width, existing trees other vegetation and signage. During our inventory of existing conditions, we observed many instances of vehicles parked illegally both in residential and commercial areas. We did not include these vehicles in our count of available spaces. Parking trends were observed during all hours, including days and nights on both weekdays and weekends.

Pavement Widths and Traffic Flow

We observed facilities for regulation of traffic within the study area which are typical for a residential areas. Facilities include traffic control signs (speed limit, stop, yield), one-way streets, limited curbs, and striping. Speed bumps have been installed on Plaza, east of Seminole, and on Beach Avenue south of 19th and 20th Streets.

Pavement widths are typically a significant factor in personal comfort level with actual driving speed. Seminole Road and Plaza have larger right-of-ways and limited vegetation near the pavement edge, giving greater comfort for faster speeds. Speed limit signs varied from 15 mph on Beach Avenue, 20 mph on most east-west residential streets and 25 mph on main collector roads including Seminole Road, Ocean Boulevard, and East Coast Drive. Traffic Flow information is shown on Figure 2. Pavement widths are based on measurements at key areas to approximate relative pavement width for each individual street.



PAVEMENT WIDTHS AND TRAFFIC FLOW
CITY OF ATLANTIC BEACH
SCALE 1" = 800'

12 TRAFFIC SIGN

— EXISTING RIGHT-OF-WAY

FIGURE 2



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Beach Access, Sidewalks and Parks

Beach Access is provided through twenty separate public access points in varying degrees of access and includes; emergency vehicle type access (Ahern see photograph No.1); pedestrian access (18th street, see photograph No. 14); "end zone" access (see photograph No. 4.). Figure 3 indicates beach access areas, parks and sidewalks located within the study area. This information is presented along with the actual right-of-way widths of each street or access.

The actual right-of-way width at the "end zones" or streets which dead end into the beach were not clear based on visual inspection (see Photograph No. 2 through No. 16). Based on property ownership maps prepared by the City of Jacksonville, these streets indicate 40 feet of right-of-way for each street from 2nd through 15th Streets. This information was also confirmed by reviewing individual plats for the area and selected deeds for property adjoining the "end zone" area.

Based on observations during evening and good weather weekends, most pedestrian and bicycle traffic utilizes actual street paving for a travel way. Comments received during the public meetings on August 13, 1992 confirm these observations. Most of the sidewalks with the exception of the sidewalks along Plaza east of Seminole and on Seminole north of Plaza were difficult to negotiate due to utility poles in direct line with sidewalk, (see photograph No. 24) or vegetative growth over sidewalks and fences in close proximity to the

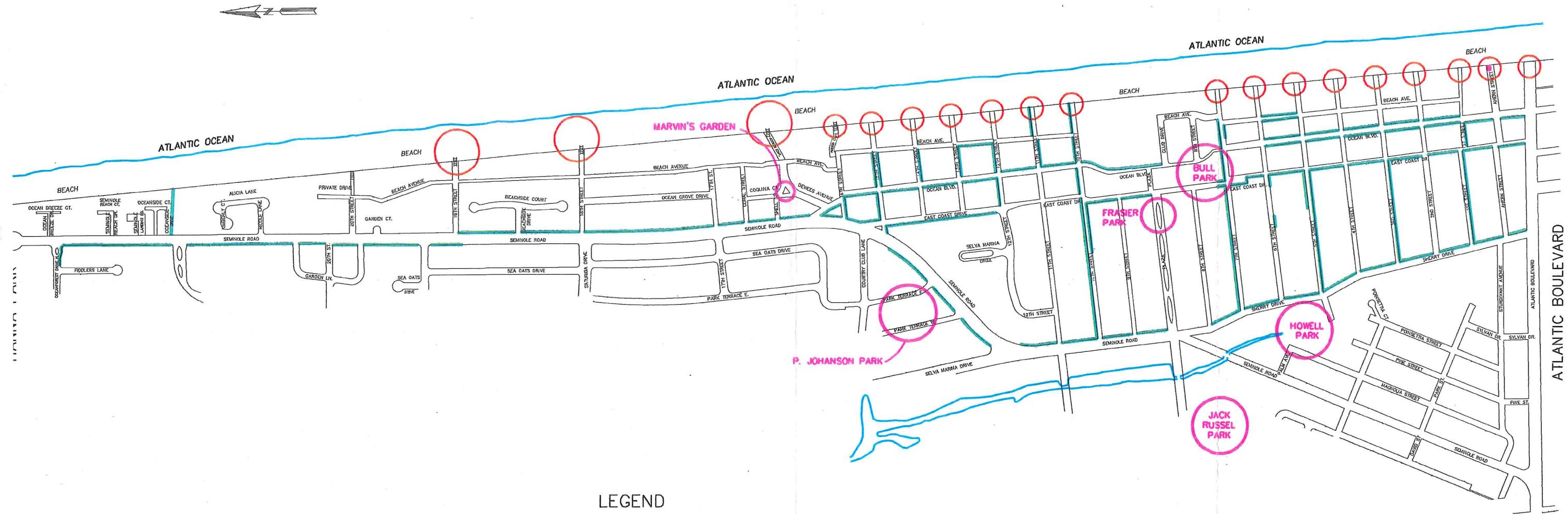


FIGURE 3



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sidewalk. In several cases the sidewalks were of limited length covering only portions of a block or would end after turning a corner.

ADDITIONAL INVESTIGATIONS

JTA Shuttle

In the spring of 1992, the Jacksonville Transportation Authority implemented a program to offer shuttle service from Atlantic Boulevard to JTB Boulevard for weekend uses during the summer. A copy of the flyer for this service has been included in the appendix. The service was offered for 25 cents with the shuttle operating from 10:00 A.M. until 8:00 P.M. Access to the shuttle was available from any intersection along the route by flagging the driver for a stop. The service operated on a forty minute schedule from June 6, through September 7.

Hanna Park

Cathryn Abby Hanna Park is operated by the City of Jacksonville, Recreation and Parks Department. The facility includes over 1 1/2 miles of beach with parking provided in 11 separate paved parking areas. A copy of the flyer for the park has been included in the appendix. The facility also includes campsite facilities, restrooms, picnic and concession stand facilities. The facility is regulated to encourage family type of visitors by enforcing

regulations for safety, quiet time, prohibition of alcoholic beverages and provisions for security and lifeguard services. A nominal fee is charged by the Park Department to help offset operation costs (50 cents per person).

Public Input

Public Meeting

On August 13, 1992, Halff Associates held a public meeting to encourage public input for beach access, parking and general traffic considerations. The meeting was attended by commissioners, staff and residents of the City.

During the meeting, Halff Associates presented the findings of the data collection phase and identified the problem areas. Public comment was then received confirming the areas we had identified and providing detailed information on these areas and several others. During the meeting, Halff Associates did not present alternatives as we wanted to encourage a full and open discussion to receive input relative the parking and traffic issues. The discussions were recorded and have been roughly transcribed. The key points of discussion from the Public Meeting are included in Appendix. Several sketches which were submitted at the meeting by a local resident are included in the appendix. The sketches detail potential improvements to the 19th Street parking.

Local Business Owners/Managers Interviews

Several of the owners/managers of the restaurant and hotel facilities at the east end of Atlantic Boulevard were interviewed for comments relative to the parking study. Typical concerns included lack of parking, negative impacts to commercial facilities for fee parking or traffic controls. The owners/managers did imply that each would contribute to help address providing more parking or encourage uses of shuttle programs.

Town Center

Town Center is a proposed redevelopment program to improve the physical features in the area around Atlantic Boulevard and Ocean Street. The concept from a parking and pedestrian point of view will aid parking and pedestrians by defining parking and traffic lanes using expanded sidewalks and reduced traffic lanes. The project is in the planning and funding stage and time frames for start of construction is not known as of the date of this report.

AREAS OF CONCERN

Beach Access and Parking

Beach access is provided through twenty separate public access points for the approximate 2 1/2 mile beach front of the City of Atlantic Beach. Private access points also exist but were not documented for this report. Parking in the vicinity of beach access points is currently available in the following locations and quantity (see note * below).

Public Parking on 19th and 18th Street lots

65 Public Spaces

13 Permit Required Spaces

Parking spaces provided in the "end zones"*

32 Spaces

2 Handicap Spaces

Sea Turtle Hotel and Commercial Street Parking

265 Hotel Parking Spaces

56 Street Parking

(* Residential street parking unknown due to limited right-of-way, and vague parking definition. Actual number of spaces are shown in blue on Figure 1.)

Observations during typical beach weekend use periods indicated that parking areas requiring more than a two block walk to the beach did not experience beach parking.

Though parking is available during the day at various lots east of East Coast Drive on Atlantic Boulevard and Sturdavent Avenue, we observed that these lots were typically not used by the beach visitors. Observations at the parking areas adjacent to the Adele Grace Community Center and Bull Park showed that these facilities were also not utilized. The parking lot at the Sea Turtle is intended for hotel guest and visitors at hotel functions, however, is routinely used by beach visitors. The problem areas relative to beach access can be separated into two categories.

- The limited number of spaces with direct beach access.
- Conflict of beach visitors with visitors to the commercial facilities on Atlantic Boulevard west of the intersection of 3rd Street.

Commercial Area Adjacent to Atlantic Boulevard

During the weekday, a visitor can park relatively easily on Atlantic Boulevard east of Ocean Boulevard for access to the Beach. The parking lot for the Sea Turtle is used by beach visitors who are not a guest of the hotel and park within the lot because of the close proximity to the beach. During evening and weekend time-frames, the public and private parking areas are congested due to the popularity of the various bar/restaurant facilities in the area. Parking overflows into the residential areas creating conflicts with the residents of these areas .

Sidewalks, Jogging and Bicycle Facilities

Sidewalks exist within the study area, but with the exception of Seminole Road, Plaza and parts of Ocean Street, are typically difficult to use. Sidewalks users encounter utility poles obstructing path, overgrown vegetation and private construction adjacent to the sidewalk. A majority of the sidewalks are narrow making it difficult for two people to pass. Due to the limited sidewalks areas, pedestrians and bicycle traffic is forced to utilize the paved areas of the streets.

18th and 19th Street Parking Areas

The public parking areas on 18th and 19th Streets provide limited parking for residents and non-residents (see Photographs No. 21 and No. 22), with additional parking available for residents with parking permits. The signage in both areas designated areas of permit, non-permit and official parking. Striping for space designation had faded and was difficult to determine actual space locations. Access to the parking on 18th and 19th street is available from both Seminole Road and Beach Avenue, which is a one-way road to the north. Existing angled parking from 19th Street is difficult as upon the vehicle pulling out of its parking space, its natural flow would be toward Beach Avenue, a one way street directing the driver away from Seminole Road.

Existing Signalization of Atlantic Boulevard and Ocean Street

The intersection of Atlantic Boulevard and Ocean Street was observed during different parts of the day. Traffic flow varies but probably does not warrant signalization based on the number of vehicles for weekdays as well as weekends movements. However, pedestrian movement in the area is relatively heavy with a significant portion not using the traditional crosswalk areas of the intersection. The signal provides a safe time period for pedestrians to cross the intersection.

The overhead light is supported by two concrete poles located at the northeast and southwest corners. The pole at the southwest corner was noted to have exposed steel protruding from the concrete. In addition, the recently renovated structure included at the southwest corner of the intersection a sidewalk overhang which was constructed around the pole.

Parking Sticker Program

The limited number of spaces for direct beach access is controlled by available right-of-way. The permit parking program has made available only 13 spaces to Atlantic Beach residents. The spaces are located in the lots on 18th and 19th Streets. Permits are issued through the Water Department, and through August 1992 approximately 155 permits had been issued.

ALTERNATIVES

Regulation of Existing Parking

The residential areas within the study area is currently regulated for parking by signage only. Traffic signs and markings are necessary means of regulating traffic. Five basic factors are used to convey information to the visitor which facilitate the proper response.

1. Design - Size, color and shape need to command attention and convey a message.
2. Placement - The information must be within easy view of the user.
3. Operation - application of devices to meet traffic requirements.
4. Maintenance - upkeep and repair of devices to retain visibility to command respect and attention of users.
5. Uniformity - installation of similar devices for similar situations so that they fulfill the need of the users and command their respect¹.

The utilization of striping can be done efficiently and clearly as described above with the use of a single line on the edge of pavement to indicate no parking areas. "No Parking" designation can be spray painted on the pavement jointly with the single line to uniformly

¹. Transportation and Traffic Engineering Handbook, Second Edition, Institute of Transportation Engineers, Prentice-Hall, Inc., 1982

define no parking areas as shown on Figure 4. This system would allow residents to park within their respective lawn area. This system could be augmented by a modified sticker program discussed below.

A mechanism to limit parking by existing palm trees and vegetation was observed at several location. An example of this is shown on Photograph No. 19, at 2nd Street and Ocean Drive. This concept could be expanded to many areas of the City with low costs and benefits to the community for appearance.

Amended Parking Ordinance

In order to better define the Parking Ordinance and the associated parking sticker program and also facilitate enforcement, modifications are recommended. A permit program could be initiated for parking in the area east of Seminole Road. The area would include all of the spaces within the areas of 18th and 19th Street and residential parking. The sticker modification program in cooperation with the striping program could present a easier to understand restricted parking program and also facilitate enforcement by the Police Department.

The sticker program cannot be self supportive relative do to the probable low number of actual stickers to be issued. To generate the issuance of more stickers, the program could be opened to both residents and non-residents, with a tiered pricing system.

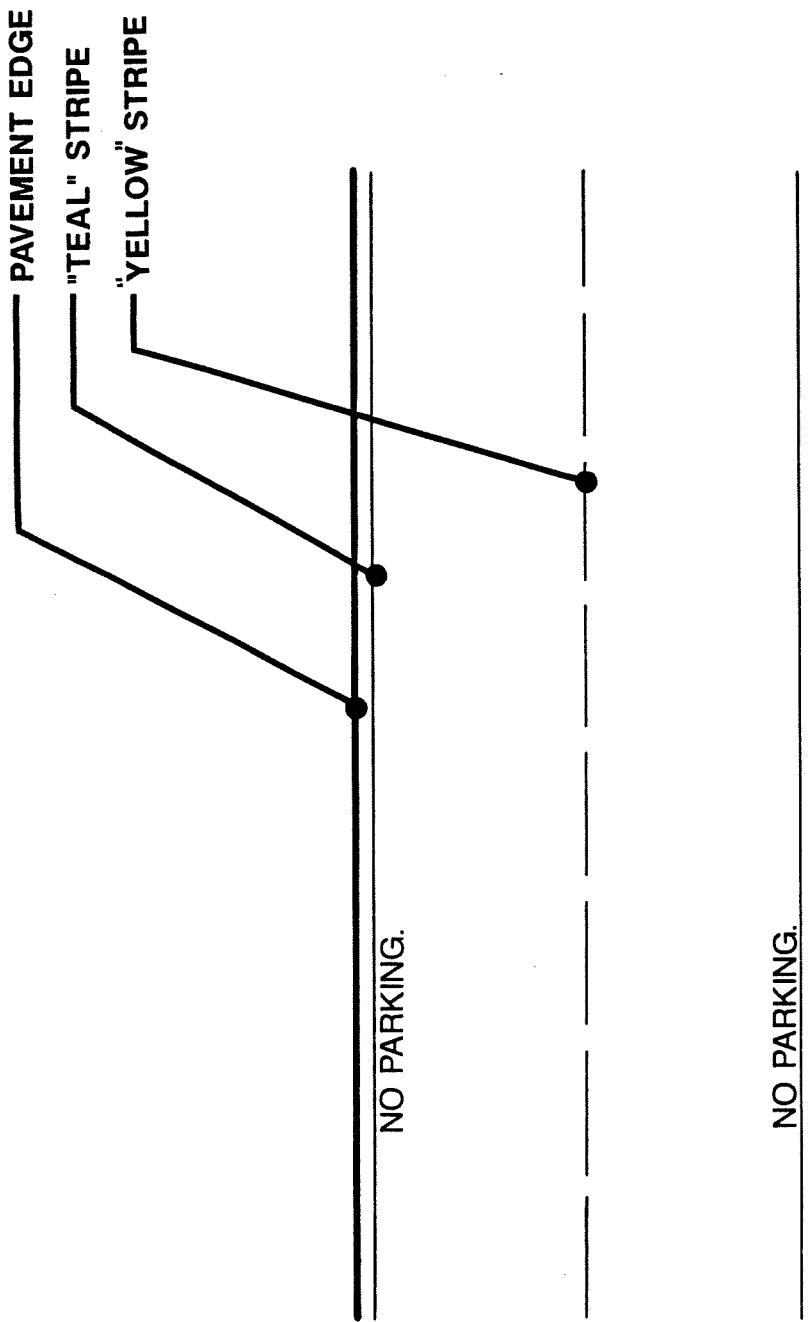


FIGURE 4

CONCEPTUAL STRIPPING PLAN TYPICAL
NOT TO SCALE



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Costs for a similar program in Gainesville, Florida approached \$ 35,000.00 per year.

Actual sticker costs were \$ 10.00 per sticker with an anticipated \$ 5.00 increase expected within the next year to help cover expenses. A copy of the City of Gainesville sticker program has been included in the appendix for review.

Public Awareness

The outside visitor and residents must be informed of the facilities available for parking, beach access and travel throughout the beaches communities. Information must also publicize the facilities at Hanna Park. Public awareness of parking restrictions will occur as signage is clarified. Should the parking sticker program be expanded, the city should look at methods to inform the public of Hanna Park which includes parking, security, concession stands and picnic areas. This facility is maintained for public use and has supported up to 6,000 visitors a day. Signage along Atlantic Boulevard prior to Mayport Road and along Mayport Road to encourage attendance to the existing park could be provided in cooperation with the City of Jacksonville.

The development and promotion of the JTA shuttle service to the beach and restaurant/hotel area must be in concert with the local business. The success of the shuttle program will be dependent upon the convenience of operation and promotion of service. JTA's resources should be utilized whenever possible to encourage promotion of the service.

Efficient Use of Existing Parking

"End Zone" Parking Improvements

Areas which could be modified for parking additions are "the end zones", the areas at the beach end of 2nd through 15th Streets. Right-of-way information indicates these streets to be 40 feet in width, with residences abutting the street. Some of the streets have driveways and parking areas within the right-of-way. Each street could possibly be modified to accept 90 degree parking as shown on Figure 5. The addition of parallel parking could also be considered, however, would be difficult for the reasons stated below and the difficulty with backing out onto Beach Avenue.

The difficulty with the 90 degree parking arrangement will be the small area for turning movements. The 40' right-of-way width does not provide sufficient turn-a-round area for the typical automobile. Newer models currently have a tighter turning radius, however, late model vehicles need approximately 50' diameter area to complete a u-turn.

The "end zones" are within the Department of Natural Resources Coastal Construction Line. Construction within this jurisdiction would require permitting for approval. The parking areas would also be limited to extend only to the existing building line towards the east. With this criteria and conflicts with neighboring homes and driveways, this type of parking improvement would be difficult.

BEACH AREA

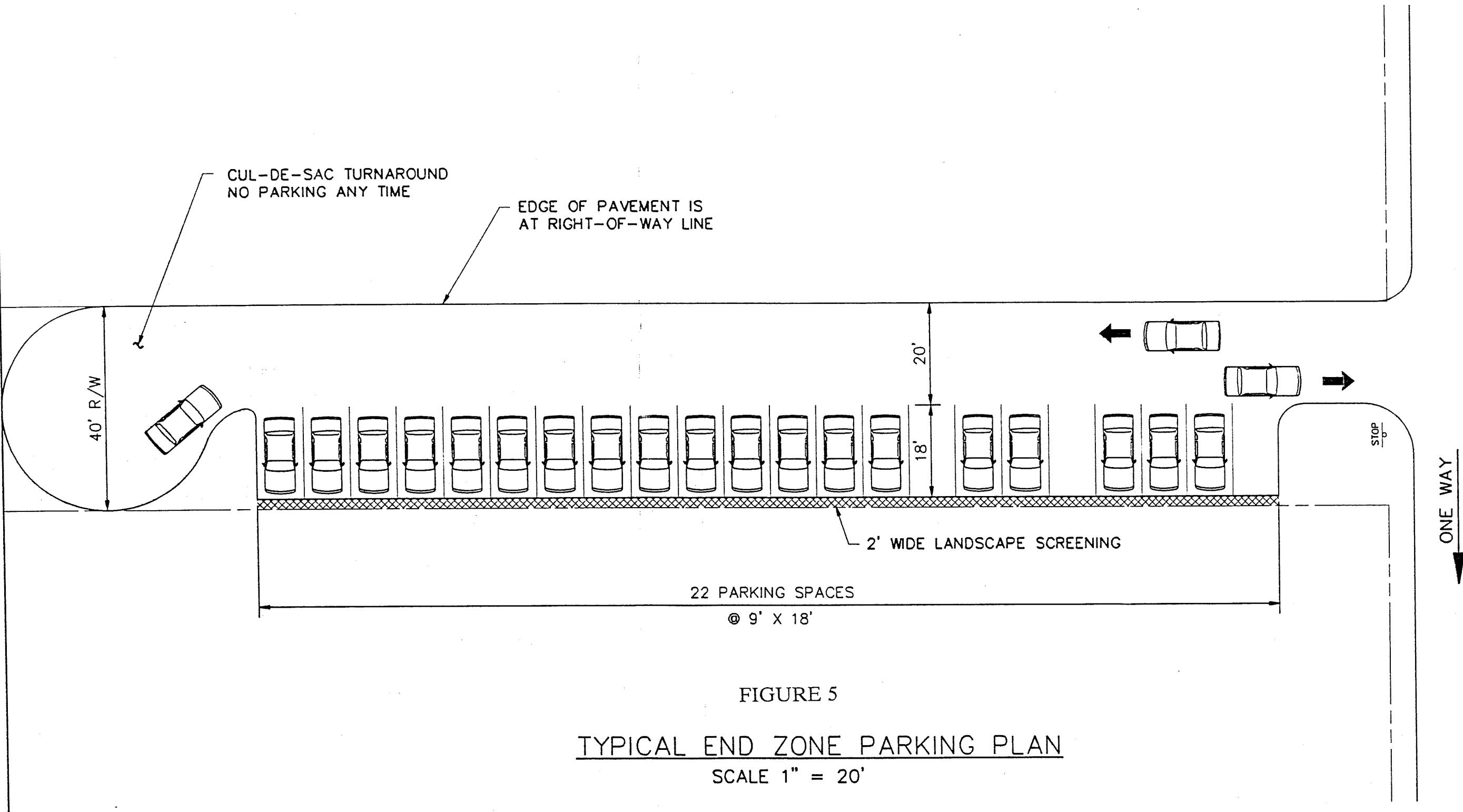


FIGURE 5

TYPICAL END ZONE PARKING PLAN

SCALE 1" = 20'

Addle Grace Community Center Parking Improvements

The community center is currently serving as a location for small theatrical productions, citizen meetings and for City offices. Parking for the theatrical events and citizen meetings is difficult with little definition of illegal and legal areas to park. A possible source of parking area could be the lawn area of the community center which fronts 7th Street and East Coast Drive. In order to use this area, the existing sidewalk would need to be demolished and relocated behind the proposed angled parking as shown on Figure 6 (Photographs No. 25 and 26 show existing conditions). The limited usage for parking for these particular spaces would be utilized to allow the grass to grow without to much difficulty.

18th Street and 19th Street Parking Areas

The parking areas located on 18th and 19th Streets are efficient for maximum use of available space. A revised plan shown on figure 7 has been included to incorporate a 90 degree parking plan for the 19th Street lot. This plan has been included to provide the turning movement for vehicles to exit from the lot onto Seminole Road. A negative impact to the existing layout and proposed modification includes the use of mostly pavement with little landscaping or non-paved areas.

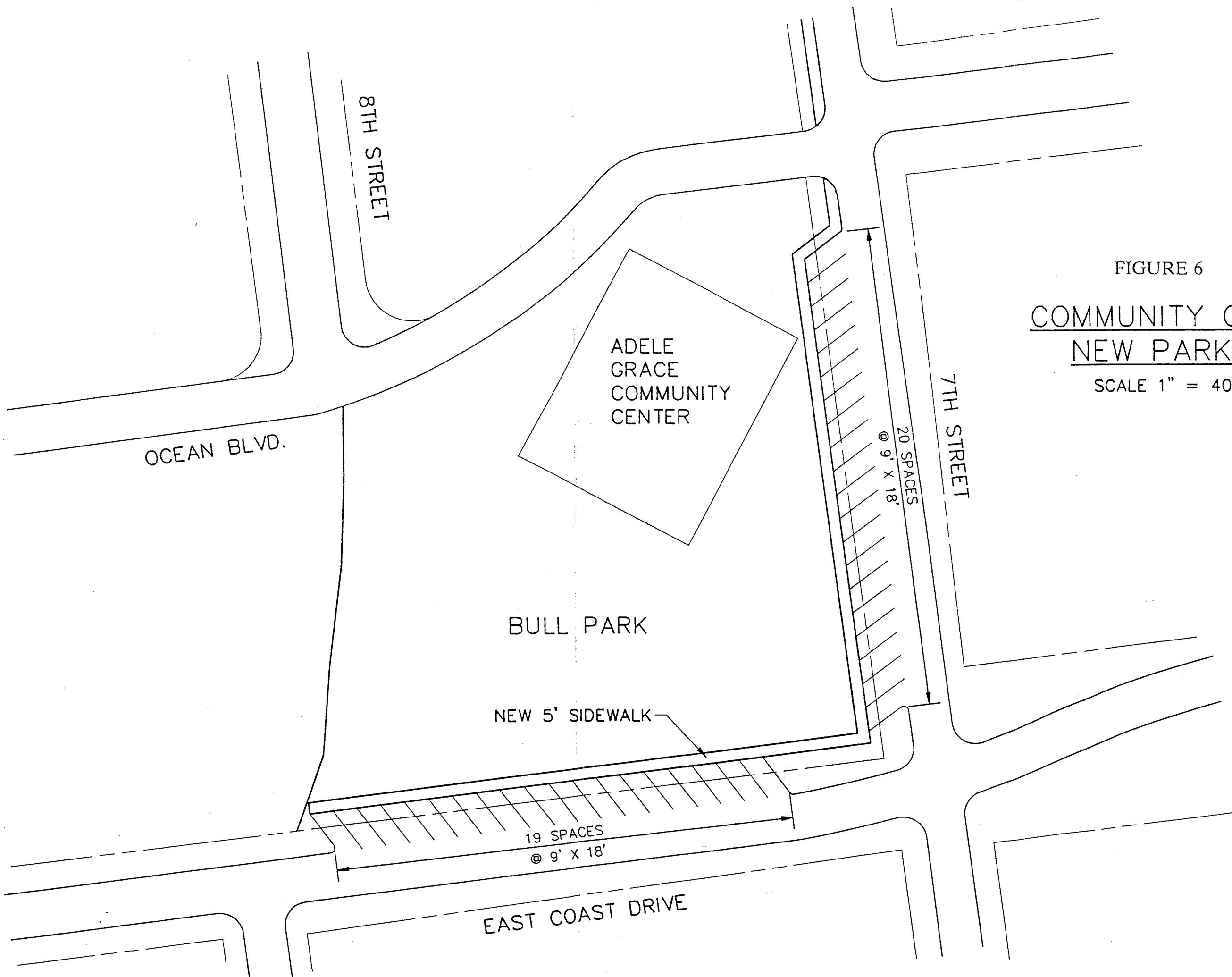
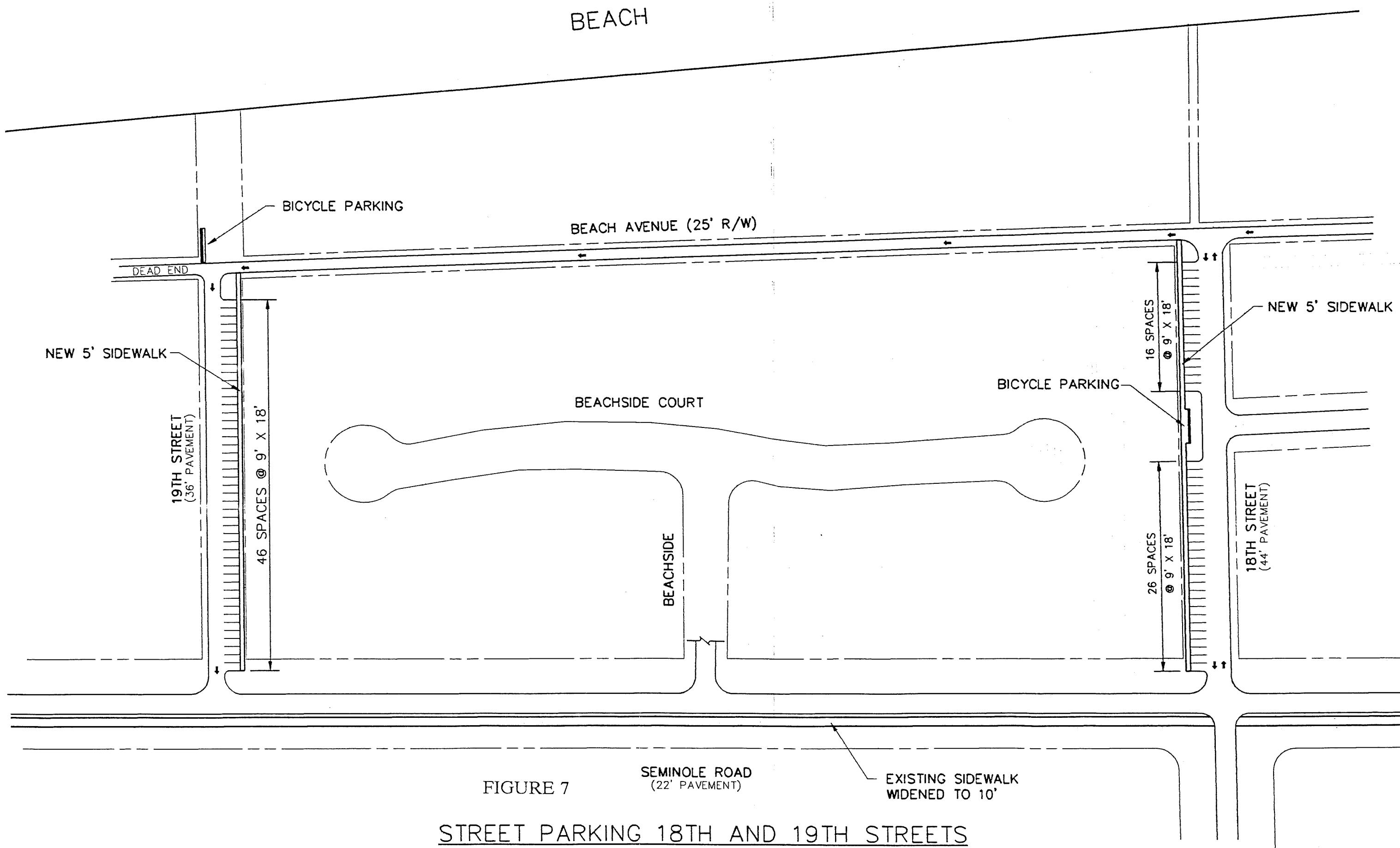


FIGURE 6

COMMUNITY CENTER
NEW PARKING

SCALE 1" = 40'



Traffic Calming

As previously mentioned, traffic calming is a relatively new form of traffic control which utilizes methods other than stop signs, speed bumps and speed restrictions. Traffic calming can be provided by limiting the comfortable speed of the driver. Typical applications include roundabouts, narrow traffic lanes and slow points by using curb islands or traffic buttons, combined with striping. As an example, Figure 8 shows a modification to the 5 way intersection on Seminole Road at Plaza. The function of the intersection modification is to reduce the distance between stop signs and provide a more predictable route for each driver.

This intersection could be controlled further by the use of the concept of a roundabout. The roundabout would further decrease the available area for traffic and only permit limited turning movements at a given intersection within the roundabout. The success of the roundabouts is the correct placement of traffic island in advance of the roundabout to force the oncoming vehicle to slow down to enter the roundabout. Vehicles within the roundabout have right-of-way; therefore, entering traffic must yield and look only to the left to enter the intersection. Roundabouts are also pedestrian and bicycle friendly in that they reduce traffic speed and also reduce the crossing distance to cross a particular street. Figures 9 and 11 indicate possible locations for roundabouts.

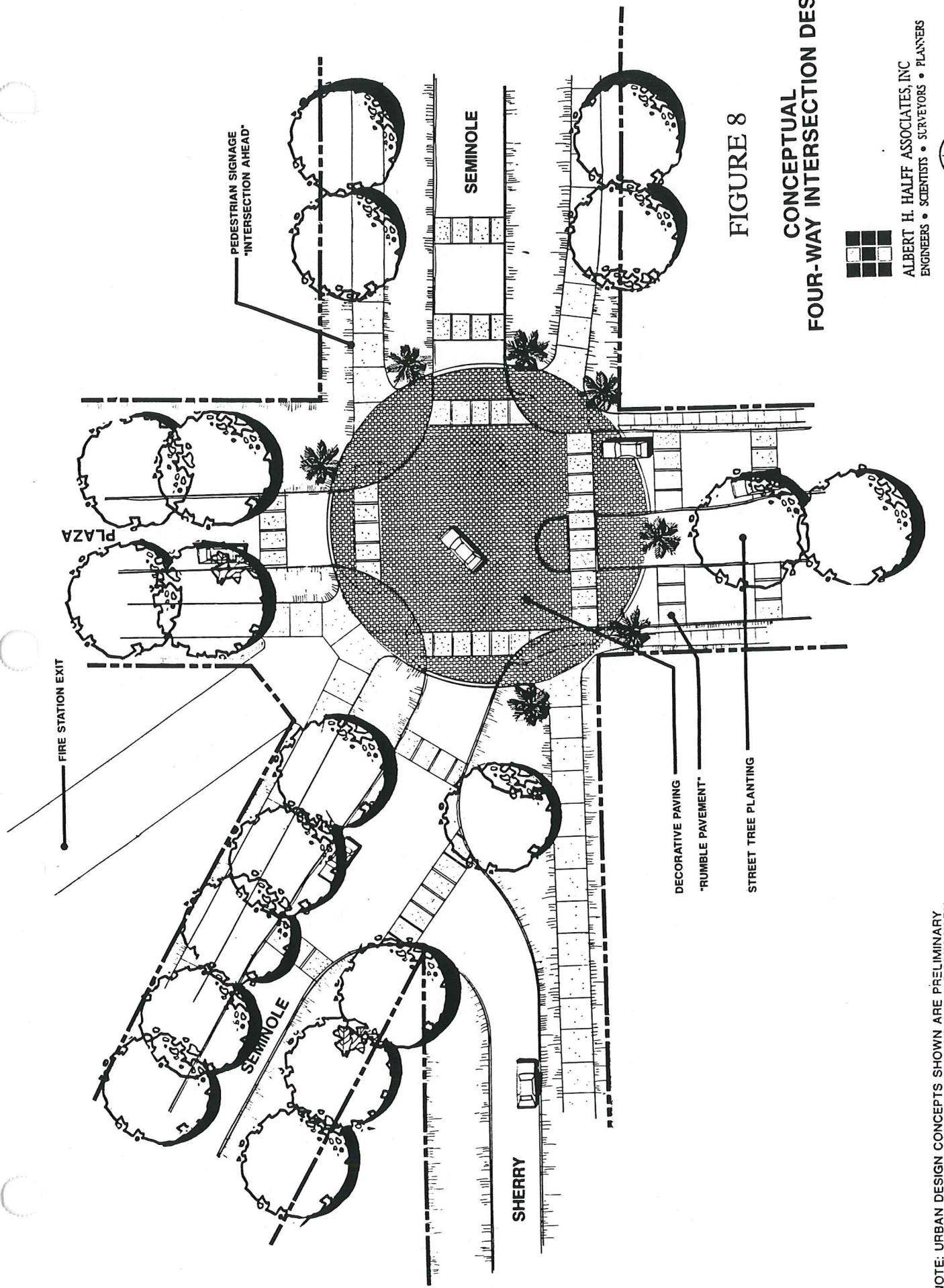


FIGURE 8
CONCEPTUAL
FOUR-WAY INTERSECTION DESIGN

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NORTH

NOTE: URBAN DESIGN CONCEPTS SHOWN ARE PRELIMINARY
SKETCHES. SIZES ARE NOT TO SCALE AND MAY VARY
FROM ACTUAL ENGINEERING AND SURVEY DATA.
DESIGN OF SIDEWALKS, STREETS & PARKING MAY REQUIRE
ADDITIONAL R.O.W. TRAFFIC ENGINEERING STUDY IS REQUIRED
TO DETERMINE IMPACT OF EXISTING TRAFFIC VOLUME ON
ROUNDABOUT DESIGN.

"calming"
TND - Trad. Neigh. Design

FIGURE 9

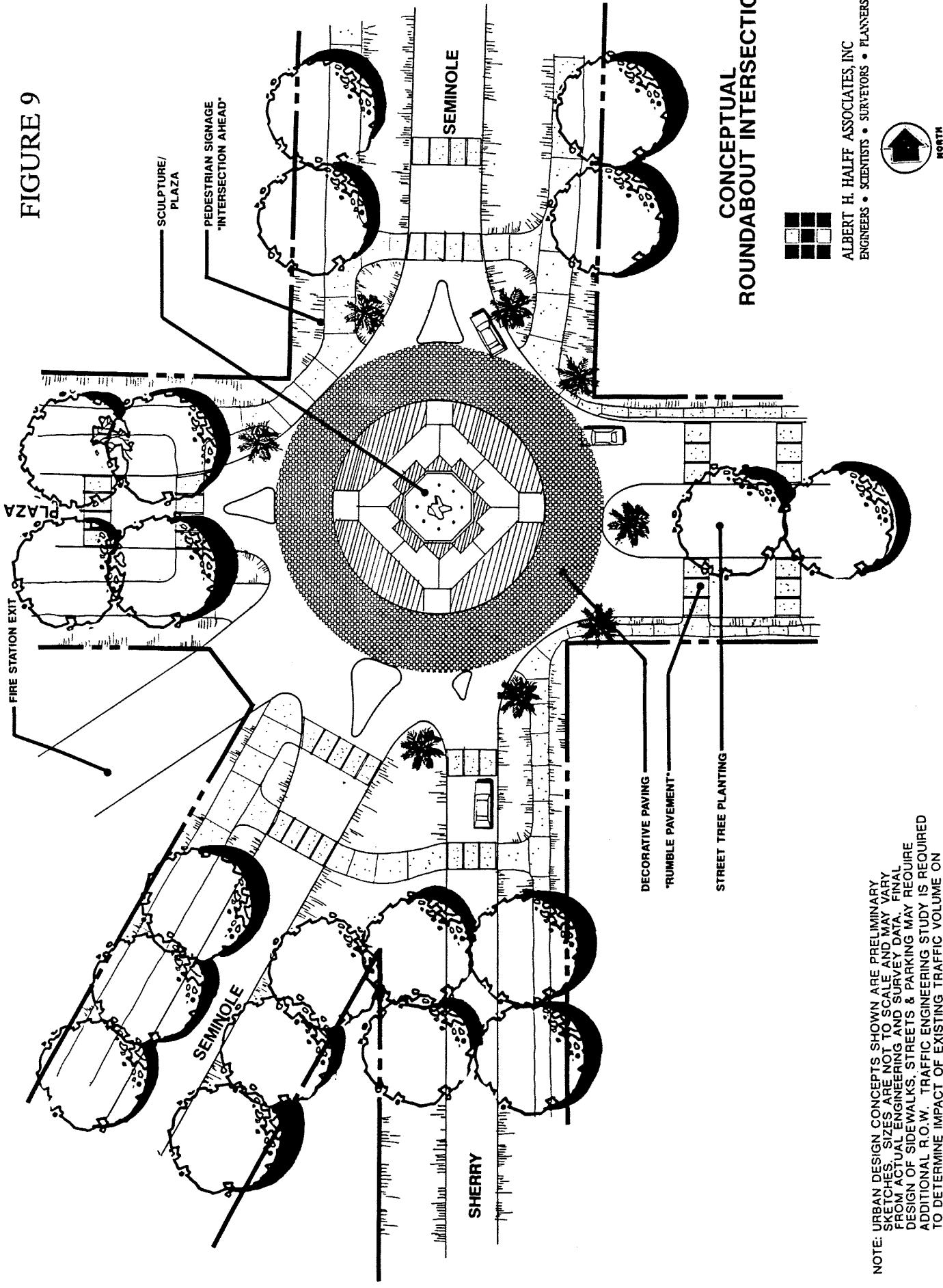


Figure 10 shows areas where traffic calming and one way traffic flow could be incorporated to control speed and encourage pedestrian and bicycle usage.

Atlantic Boulevard Parking Improvements

The boom in the popularity of the restaurant/hotel area at the end of Atlantic Boulevard has magnified the parking problem. This unique situation has created commercial facilities which benefit from each other. The hotels in the area benefit from the popularity of the restaurants and vice-versa. Typical solutions for parking improvements in space restricted areas are structured parking, satellite parking lots, and shuttle services to off-site parking lots.

Structured Parking

Structured parking has and should be considered for both hotel and restaurant facilities. Typical costs for construction of garage parking range from \$ 4,000- \$ 7,000 per space and require approximately 500 square feet per space. Possibly amenities for the structure could include ground level shops as shown on Figure 12. The development of this structure would require a public/private effort. The main user would be the Sea Turtle Hotel with spaces available for bar/restaurant patrons, and beach visitors. A possible location is shown on Figure 11. The financing of a structure could take several forms and should include public/private cooperation not only for the construction of the facility but also its operation.

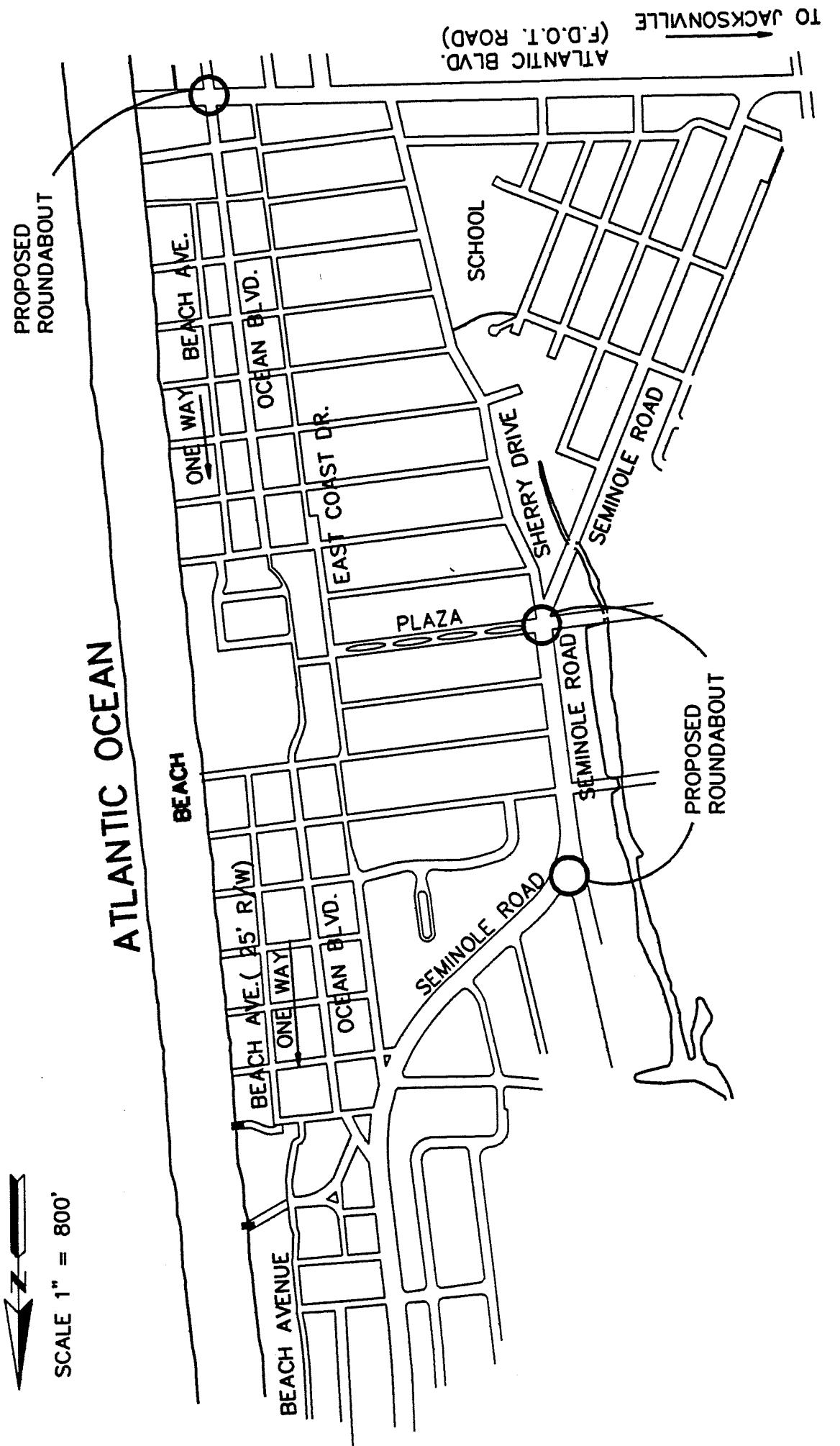


FIGURE 10

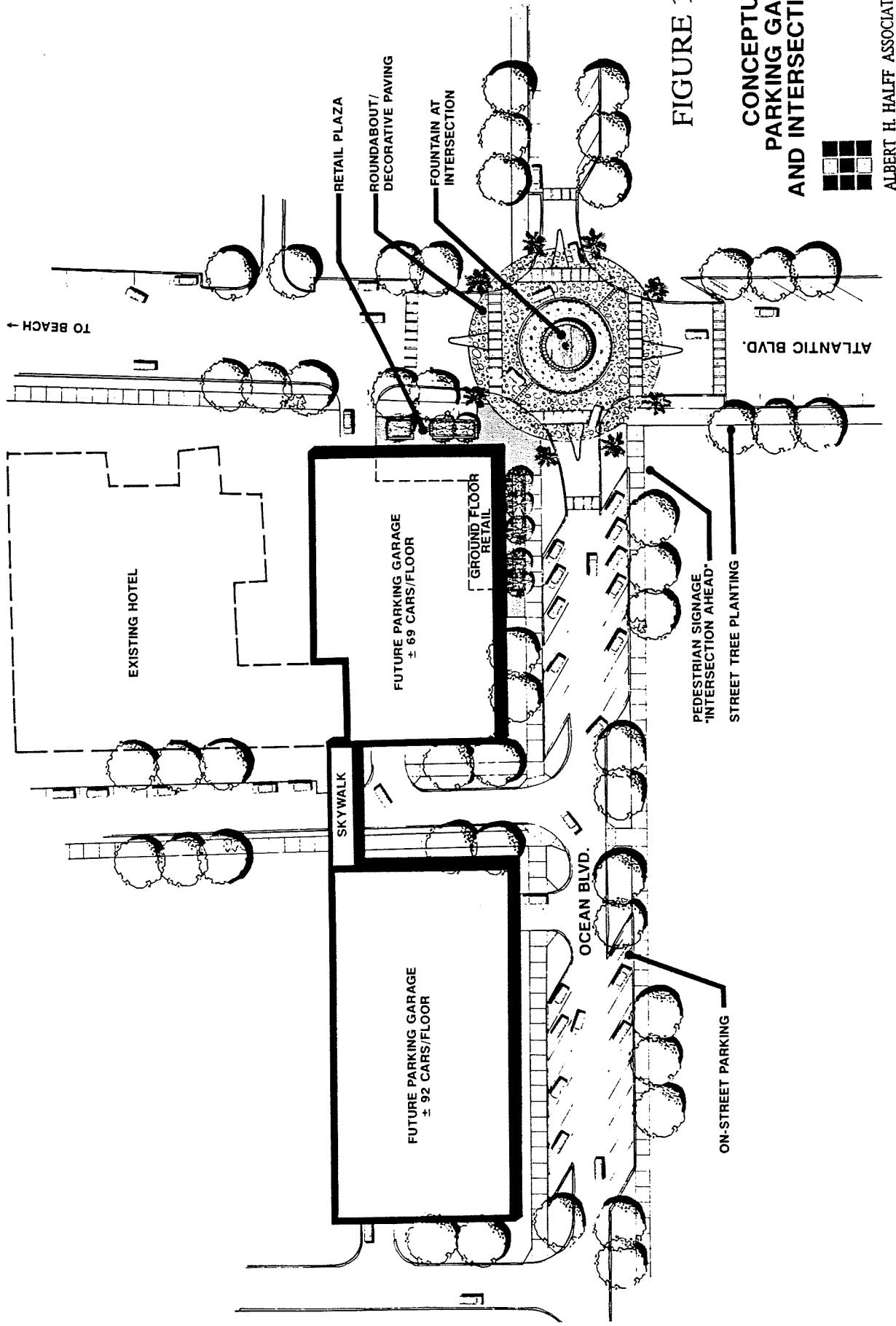


FIGURE 11

CONCEPTUAL
PARKING GARAGE
AND INTERSECTION PLAN



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NORTH

NOTE: URBAN DESIGN CONCEPTS SHOWN ARE PRELIMINARY
SKETCHES. SIZES ARE NOT TO SCALE AND MAY VARY
FROM ACTUAL ENGINEERING AND SURVEY DATA. FINAL
DESIGN OF SIDEWALKS, STREETS & PARKING MAY REQUIRE
ADDITIONAL R.O.W. TRAFFIC ENGINEERING STUDY IS REQUIRED
TO DETERMINE IMPACT OF EXISTING TRAFFIC VOLUME ON
ROUNDABOUT DESIGN.

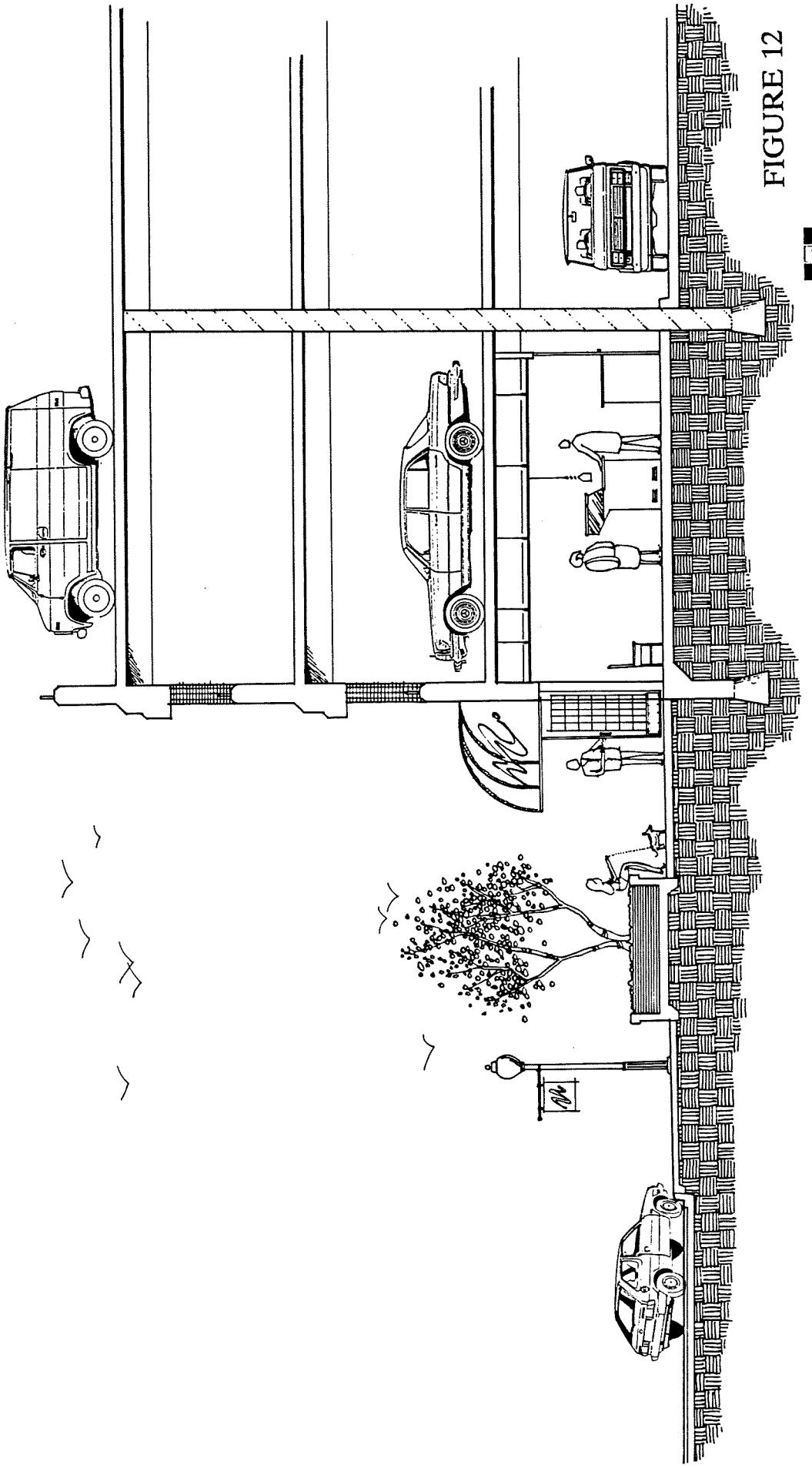


FIGURE 12

CONCEPTUAL PARKING GARAGE SECTION
NOT TO SCALE

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Satellite Parking

Satellite parking lots are utilized in the City of Jacksonville Beach. These facilities include small parking lots strategically placed down the beach at beach access points. This solution would not be appropriate for a residential neighborhood and still maintain the quality of the residential area.

Shuttle Services

Shuttle systems can be incorporated to convey people from an off-site parking area to the desired location. Shuttle systems are probably the easiest to incorporate, but the most difficult to generate usage. The typical restaurant/hotel/beach visitor is looking for convenience. Most visitors to the area are from the northeast Florida and are familiar with the parking for the hotel/restaurant area. A change in the pattern of usage could potentially discourage the visitor and therefore hurt the local businesses. In order to offset the impacts of change, incentives or a novelty for using the transportation must be considered to encourage usage of the shuttle. Incentives could include tokens good for hotel or restaurant purchases, free lottery tickets, etc.

As evident with the Surf Shuttle currently operated by the JTA, the hours of operation are not convenient for restaurant patrons. Future effort will require public awareness campaigns, cooperation of commercial facilities to encourage ridership and

incentives for riding the shuttle. Informal conversations with staff of the JTA indicated that several existing buses could be painted with colors to provide a unique quality to the Surf Shuttle system. Private participation could be incorporated to provide shuttle systems which support the Surf Shuttle and provide direct access to the hotel/restaurant area.

Bike and Pedestrian Physical Improvements

Sidewalk Additions

The right-of-ways for Seminole Road, Plaza and Sherry Drive are sufficient to support widening of existing sidewalks. The existing sidewalks, which are 5 feet wide, limit travel to one person either walking or riding a bicycle. The existing sidewalks could be expanded by adding an additional section up to 5 feet in width for a total path of 10 feet. Figure 13 demonstrates this concept for the western side of Seminole Road north of 18th Street (Photograph No. 23 shows existing conditions). These paths would not be defined for a particular usage (bicycle or pedestrian), and would be available for the general public.

The plan could also incorporate a tree planting program to provide a buffer between the sidewalk and the traffic lanes. In addition, the trees would also perform a traffic calming affect by providing less comfort for the driver of an automobile due to road cover, therefore, encouraging a slower speed.

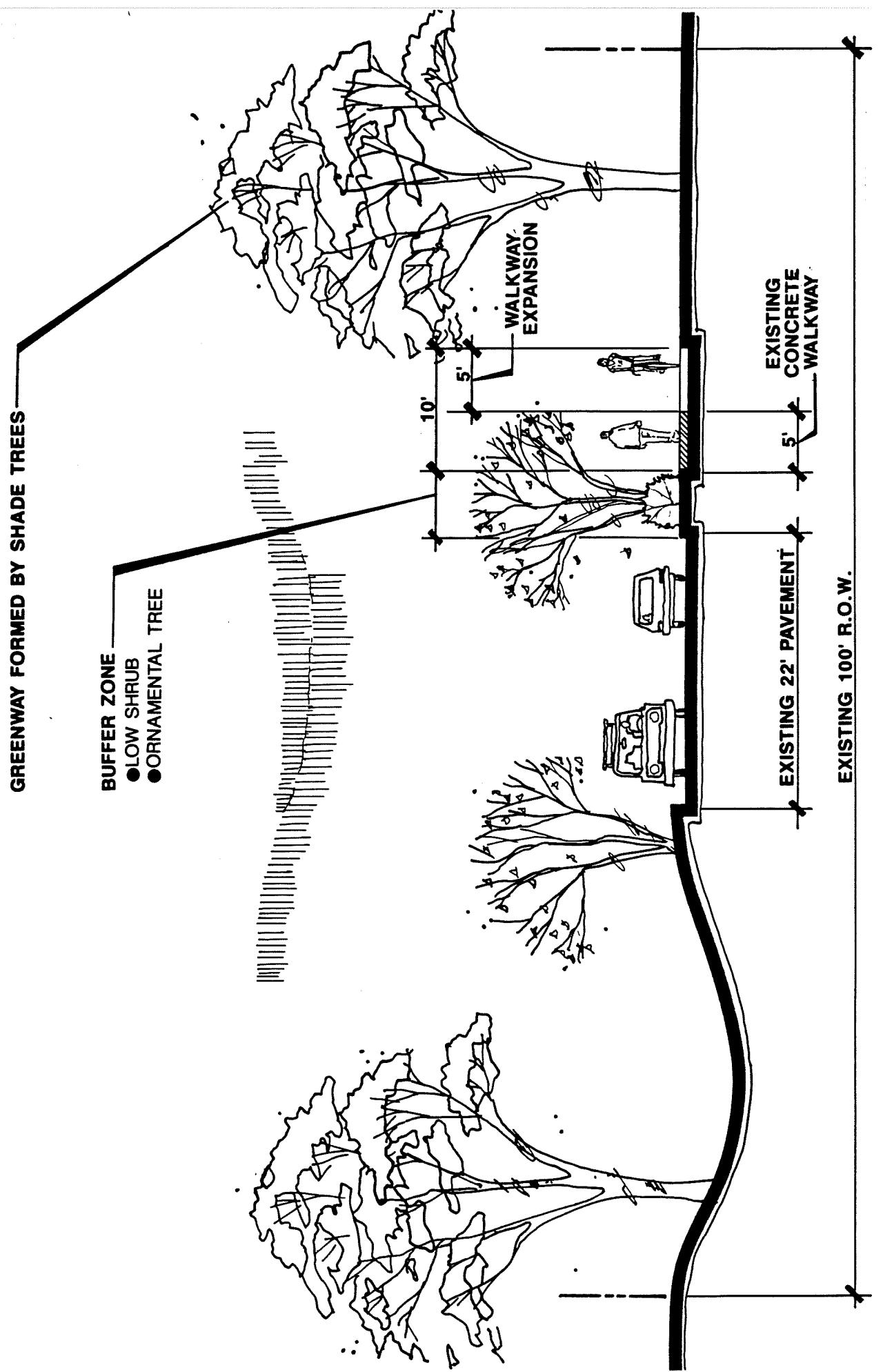


FIGURE 13

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One Way Streets for Bike and Pedestrian Usage

The re-definement of East Coast Drive to a one way street towards the south could be used to gain additional space for bike lanes. The existing pavement could be striped to provide bike lanes and a traffic lane. The existing pavement and sidewalks occupy a majority of the available right-of-way. The one way travel would also help offset visibility problems with traffic entering from the adjoining streets. The one way street would also work in cooperation with the existing one way traffic flow on Beach Avenue.

STUDY AREA PHOTOGRAPHS



PHOTOGRAPH NO. 1

Description: View from Ahern Street looking east down Ahern Street



PHOTOGRAPH NO. 2

Description: View from Beach Avenue looking east down 1st Street



PHOTOGRAPH NO. 3

Description: View from Beach Avenue looking east down 2nd Street



PHOTOGRAPH NO. 4

Description: View from Beach Avenue looking east down 3rd Street



PHOTOGRAPH NO. 5

Description: View from Beach Avenue looking east down 4th Street



PHOTOGRAPH NO. 6

Description: View from Beach Avenue looking east down 5th Avenue



PHOTOGRAPH NO. 7

Description: View from Beach Avenue looking east down 6th Street



PHOTOGRAPH NO. 8

Description: View from Beach Avenue looking east down 10th Street



PHOTOGRAPH NO. 9

Description: View from Beach Avenue looking east down 11th Street



PHOTOGRAPH NO. 10

Description: View from Beach Avenue looking east down 12th Street



PHOTOGRAPH NO. 11

Description: View from Beach Avenue looking east down 13th Street



PHOTOGRAPH NO. 12

Description: View from Beach Avenue looking east down 14th Street



PHOTOGRAPH NO. 13

Description: View from Beach Avenue looking east down 15th Street



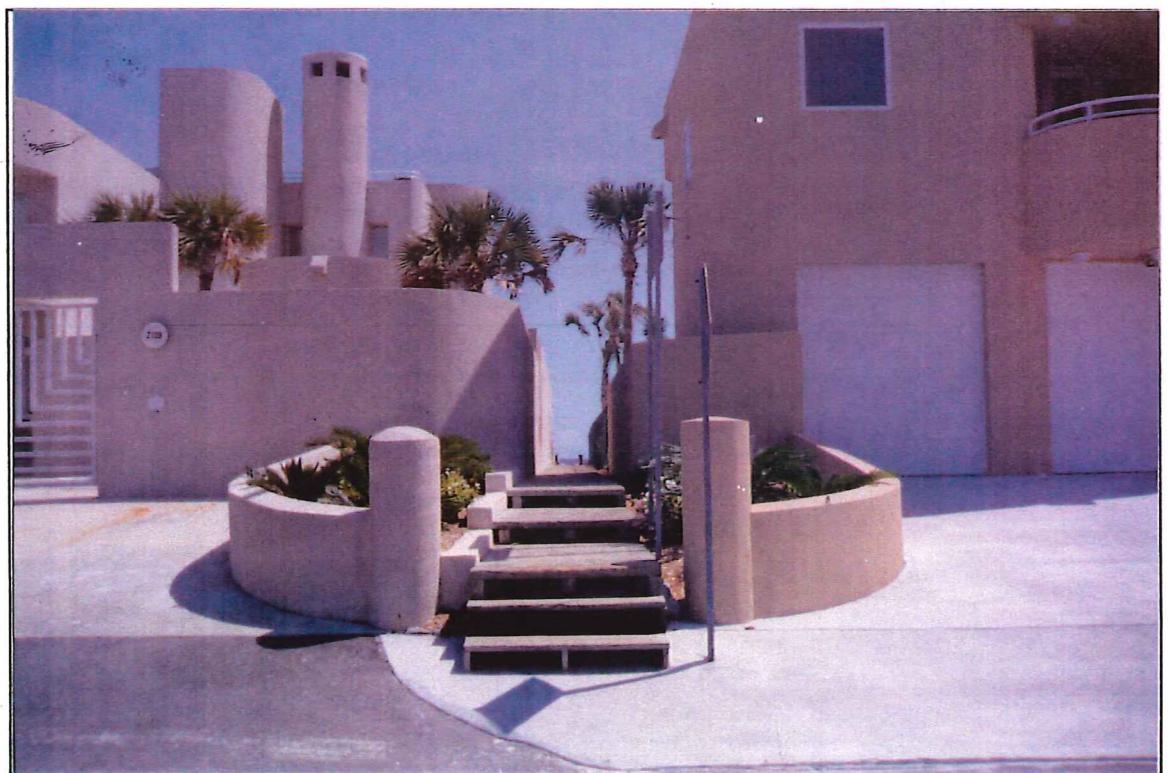
PHOTOGRAPH NO. 14

Description: View from Beach Avenue looking east down 18th Street



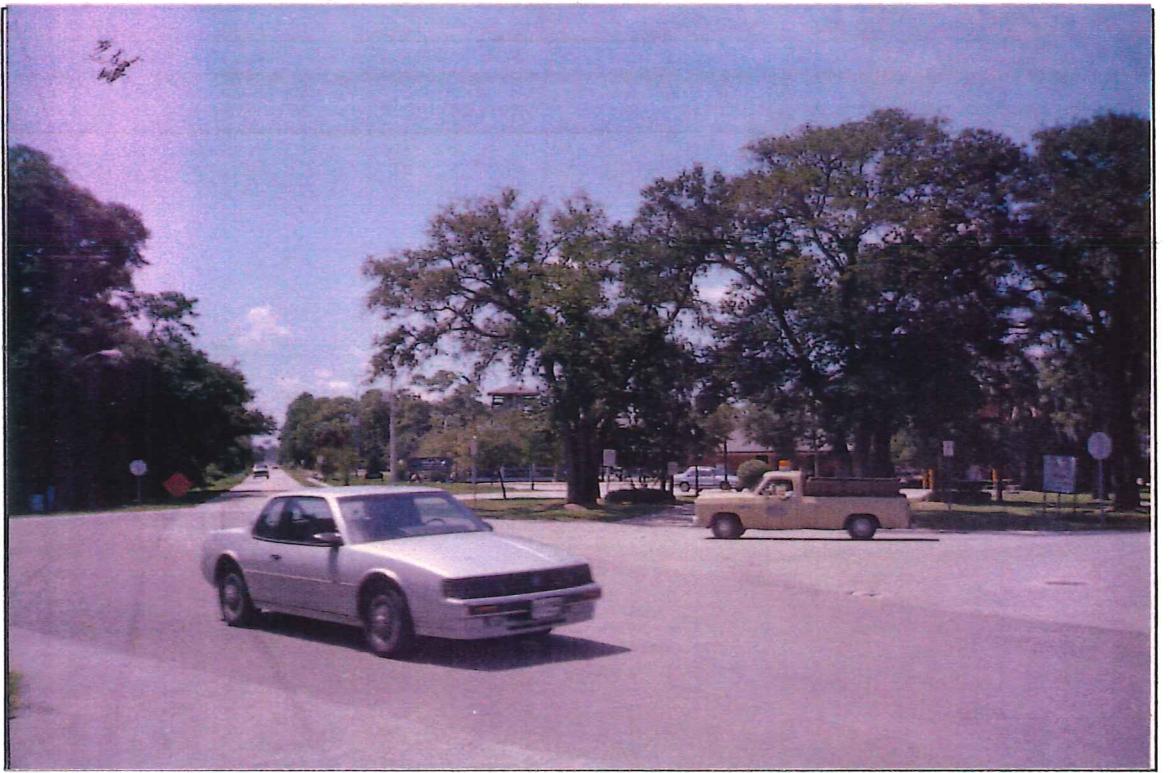
PHOTOGRAPH NO. 15

Description: View from Beach Avenue looking east down 19th Avenue



PHOTOGRAPH NO. 16

Description: View from Beach Avenue looking east down access easement at 20th Street



PHOTOGRAPH NO. 17

Description: View of 5-way intersection from Plaza Street looking southwest



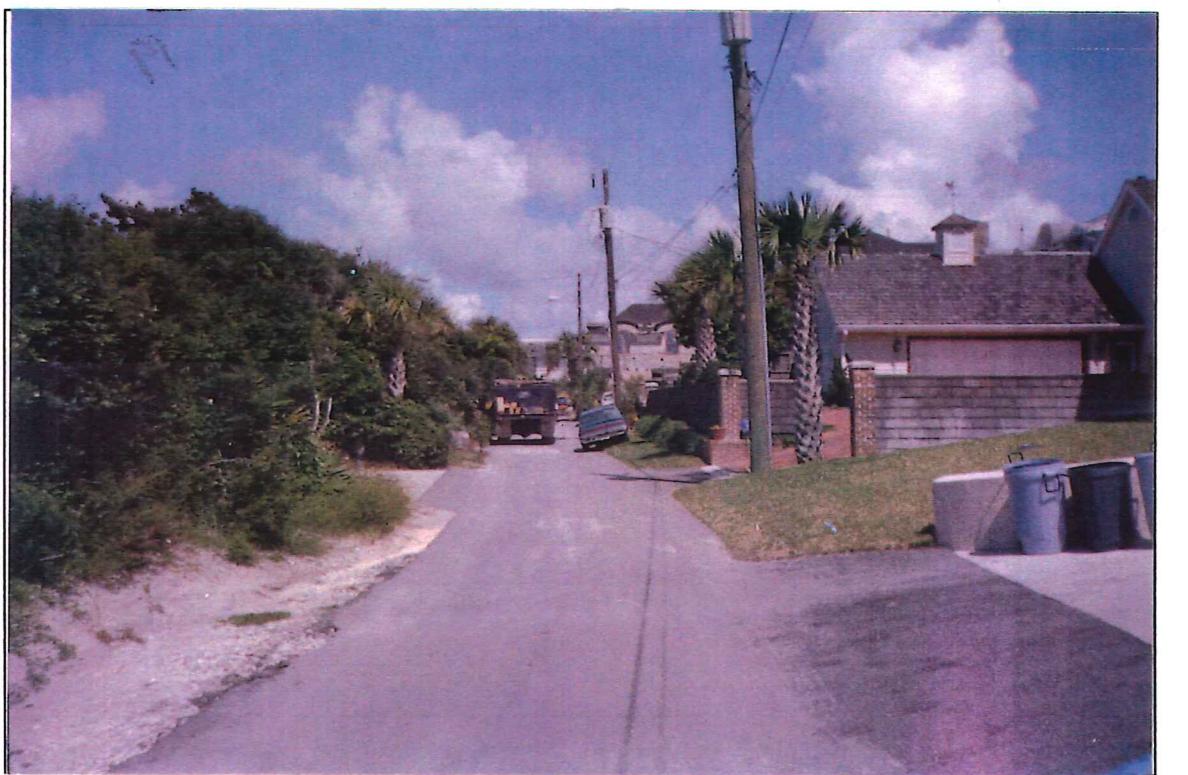
PHOTOGRAPH NO. 18

Description: View of 5-way intersection from Plaza looking south



PHOTOGRAPH NO. 19

Description: View of northwest corner of 2nd Street and Ocean Drive



PHOTOGRAPH NO. 20

Description: View of Beach Avenue looking north past 20th Street



PHOTOGRAPH NO. 21

Description: View of 18th Street parking area from Beach Avenue



PHOTOGRAPH NO. 22

Description: View of 19th Street parking area from Beach Avenue



PHOTOGRAPH NO. 23

Description: View of sidewalk on west side of Seminole Road at Oceanwalk Drive looking south



PHOTOGRAPH NO. 24

Description: View of sidewalk at northeast corner of Ocean and Third Street



PHOTOGRAPH NO. 25

Description: View of 7th street looking west and adjacent to Community Center



PHOTOGRAPH NO. 26

Description: View of East Coast Drive looking north and adjacent to Community Center

MINUTES OF PUBLIC MEETING

Albert Half & Associates has been hired by the city to do a parking study. So what we proposed to do was address the problem in 3 phases. (1) A data collection phase to collect as much information as we can about parking restrictions, traffic flow, sidewalks, parks, bicycle paths, etc.. Once the information is gathered try and identify the problems. Whether it is parking problems, or , etc. With that information in hand, suggest solutions to those problems. We are not going to recommend a solution, we are going to present ideas and let the city choose which they think is most appropriate. The study area was limited to Hannah Park to Atlantic Blvd. and to Seminole road and went up to Sherry Drive because we didn't feel this was a parking problem because it's pretty remote from the beach and a popular hotel and restaurant area. That's the area of our study. The boards Beach access, sidewalks and parks. The interior circles are parks, and the beach is in this part of the board on every board and these circles are beach accesses. The green is sidewalks that we have observed on a very quick inventory. I'll be honest with you we plan to tie this up in the next few weeks and this is more for conceptual drawing than a specific drawing. The next drawing is pavement width and traffic flow. What we did, we went through and inventoried the signs relative to parking through the study area, came back gave this a color coding system, with yellow being 25 mph and red being 20 mph, magenta 15 mph, and these are not posted this way but it is as closes an interpretation as we can get because there are obviously not any speed sign up here there are signs on these blocks but it does not project up. The right of way restricting it, it is 15 mph in this area so we assume it is 15 mph up here. But again, there are no signs up in this area and we have a sign legend on this map. (the final map) (Excuse Me!) This is traffic signs not parking signs, one way signs, stop signs, speed limit signs. The next map in signage relative to parking, the red lines are areas that cannot be parked in currently due to signage. The areas that are not marked in red are either open for parking or debateable because the right of way is just not there. The pavement width tends to take up all the right of way. But again, there is no signage indicating you cannot park there. There are some light blue numbers which are parking space count we did for the beach access, the ones that are defined. Again, there is a substantial amount of parking in these areas. But we didn't count those because it didn't appear to be an area that people currently parked in.

The purpose of this meeting is to present this information and to get your input. We are kind of approaching this in 3 phases, we are going to talk about here tonight. We want to collect information and approach the public, saying this is our preliminary phase 1, are there any other areas we need to look at? Are we wrong in some areas? We just want your input on the situation. I will open up to the floor for comments, and questions. We've got another set of boards which are the property ownership maps for the city of Jacksonville. We brought these purely for mark-ups to these boards and we've got two markers that we will add information to. It also shows drive way widths on all these streets up here and its very interesting to look at. Because there are some very narrow streets in the study area. We talk to allot of people individually, we approached JTA about their shuttle system, we talk to several managers and owners for their input on the facilities at the end of Atlantic Blvd.. We are addressing this area and its a difficult area to address, but again, we are in a data gathering mode. Just to see what concerns are there. So I guess, to start it off what we are really looking at is beach access and parking relative to that and then the end of Atlantic Blvd. the concerns and comments there. So we will open up to the floor.

What does 4-26 mean?

26 stands for 1/2 hour parking signs and 27 is for 1 hour parking signs. This is right in front of Rag Time. Well its in front of 4 other stores too. In front of Rag Time is an 1 hour sign and then the bookstores have 1/2 hour parking signs in front.

26 is going to be 1 hour parking?

This is what is in place now. 26 is 1/2 hour parking only.

What is the difference in 1/2 hour parking and 30 minute parking.

Our purpose was to identify 2 goals here (1) to do a study (2) address the problem. The second phase was to provide some useful information to the city. So we did a sign inventory and we did it literally. There are signs that say 30 minute parking only and there are signs that say 1/2 hour parking. One thing that has come out of this is that there is allot of confusion in the signs as to what's permissible and what's not and where so by taking an inventory we felt that this would start the process of defining what needs to be done.

What are the widths of the public access to the beach, are they all different widths?

They vary.

Right of way widths?

Right.

How wide are they, the public right of way.

It looks like everything going to the North of Atlantic Blvd. to Herd Street is 50 ft., 1st Street - 40 ft. 2nd - 40 ft., 3rd - 40ft., 4th - 40 ft., 5th - 40 ft., 6th - 40 ft., 7th - 40 ft., no beach access until 10th - 40 ft., 11th - 40 ft., 12th - 40 ft., 13th - 40 ft., 40 seems to be consistent.

So the basic street ends with public access would be legally 40 ft. wide?

That's correct based on the information, we have. Now we haven't had any surveys, or copycorners.

I know what the Atlantic Beach City Map shows and they are senseless, difficult to figure out, whether it was really that way.

I'm not sure how up to date this information is but its a start.

Well let me ask - Beach Ave., how wide is that?

Beach Ave. shows 40 ft. until you come back past the condominiums. (6 ft. past condos.) No

actually 10 ft. past condos. Yes, it is 40 ft. all the way through up to a "jog" in the roadway. (15th I believe it is) 16th I believe.

Is this called Beach Ave. Last one up toward the ocean and then it continues North?

yes.

It reduces down to 25 ft. up in the upper section.

That's correct.

What is Marvin Garden?

It may have come off the face map. Which is done by another consultant but that island, I believe, is owned by the city. It is an interesting area. This area is not paved, matter of fact, there is a significant telephone pole right across there. When we did these studies Greg spent probably a week here just wandering and walking around. I came out here on the weekends just walking around and the last couple of weeks I've driven through and this was interesting going through here. I wanted to come back around and I almost got lost in here and then I met a U.P.S. truck coming head on and had to back up. Real Interesting. One thing I failed to say, our purpose and what the city implied to us was that the residential nature of the parking study that was the most critical concern of the parking study. We really emphasized that. It was very interesting when we got into this. The amount of foot traffic, bicycle traffic, every day after 4:00 p.m.. It was just amazing. Something else that is interesting is one day I went down to Jax. Beach and drove through those neighborhoods and went through to Neptune Beach and got up here and there was a tremendous transition. Jax. Beach has what we call satellite parking and the day I was there it was a beautiful Saturday. There was allot of parking available and fairly good size lots at the end of each street with parking available into the beach and then they had one of these streets that was recently striped for bicycles and rollerblading traffic, etc.. They are encouraging that, I don't think that needs to be encouraged in this area it's a very quiet, nice, residential area and I think that needs to be maintained.

You don't think there should be a place for that.

There should but you want to be careful when you start to define it, start encouraging people from other areas to come in. It's beautiful area just right through here and as a matter of fact I was very close to getting on my bike to do most of this work. Because it would be so beautiful. Another thing to be observed is these sidewalks. Most of them appear to be very old and blind corners especially along Sherry. I was driving along here and a little boy was riding a bike on one of these and it was totally blind to an on coming car and could have easily had some type of contact. If a car had been there as he never stopped as he went through the intersection. So sidewalks are a real problem because they are there and there is a tremendous amount of growth over them. I tried to walk on several of them and just couldn't and I just finally got on the street just gave up on the sidewalks. Some of them, one segment here goes 3 or 4 houses and stops. The street is used heavily by city residence, I was also amazed, to be honest, one night while doing one study, we sat in Ruby Beach Lounge, that overlooked this

intersection and the traffic on here was tremendous in the form of bikers and joggers and that signal is a very interesting location in that it is used very heavily, but during the day it's not that heavily used. But it is a safety concern that probably needs to be looked at a little bit more.

While we are on the sidewalk subject- Needing a sidewalk from Beach access to the street sidewalks.

Well this is incorrectly shown.

This is a privet beach access from an ocean wall. It was used the day I was out there a man was walking a 2 yr. old girl. It took them a good 45 minutes to go this length but I was impressed that they were using that. There are also some illegal accesses you can see some trails going through undeveloped lots. On 19 and 18 we just did real ruff pavement measurements both almost take up the entire width there with pavement. Well, one thing we will probably look at in there is a parking pattern based on pavement width. And they may need sidewalks, I don't know. We'll just have to look at that.

Since you doubted 6th the bike lane, would it be a good idea, say along Beach Ave. if the pavement would be made as wide as or wide enough for bikes.

They would have a good way to go which some of it is not wide enough now. Solve allot of Beach Ave. with striping. These are all concepts that we haven't formalized we are just throwing things out.

Striping on either side for bikes, that would be great if it were wide enough.

Streets that go out to the beach should have to stop at Beach Ave. but Beach Ave. should not have to stop. Beach Ave. gets very busy at times with bikes going both ways and joggers.

I would hate to loose the stop signs on Beach. They help to keep traffic flow slow.

What suggestions are you offering?

Clarify signage that's now there and the permit parking reserve spaces at 18th and 19th.

First time since I have lived in Atlantic Beach, that I can finally park at the access to the beach in my immediate area. I attribute that to the current programs in effect.

Whatever program that is put into effect should serve the residence first.

We need public restrooms near beach access.

I don't care to share my yard with people who don't live here. We had a group from Georgia to come down, and they wanted to go to the beach - I sent them to Hannah Park because of the facilities.

The Manager of the park is not sure if they can handle the load of everyone attending Hannah Park. On a peek day they may have 6,000 people attending.

The north end of Mayport Road is not the most accessible place for a recreational park.

Residence's like to go to the beach but some of the street ends have shrubs planted out to where there is room for only one vehicle to go through and there is more parking why encroachment on the right of way to limit access.

Why can't we have a place at the beach to drop off family and beach gear and then go park elsewhere.

They want to park right there so they can have their car and everything in it accessible to them.

What about the park and ride system?

Not good.

Enforce parking restrictions and be consistent of enforcement.

Difficult now, because of signage. Not only made clear as to where you cannot park but where you can park.

People who get parking tickets and don't pay are driving rental, or company vehicles that cannot be traced. One thing people who get a ticket and don't pay, don't come back.

30 minute signs were here before restaurants were and the businesses need to be accommodate them.

People with coolers don't need to be parking in front of restaurants.

Everyone's interest needs to be balanced.

Possible solution is more efficient usage of parking that is available. Metered parking, restripe parking in an angle manor.

Meters are not cost effective, vandalism problems also.

Increasing parking you will increase automobile traffic having a negative effect on pedestrians and bicycle traffic.

Traffic can be controlled by structure. Speed can be controlled by the width of the road. People hate signage but don't mind markings on the street, as long as its effective. Angled parking, one way traffic and sidewalks could help the problem at 18th and 19th streets. Seminole road parking could be a good place for additional parking.

What's the purpose of a sign that says no parking on pavement?

Street ends should not be available for public parking after 10:00 p.m..

Satellite parking areas with more security after dark so it is safe.

Public parking at 18th and 19th streets was placed there years ago prior to Hannah park. 18th and 19th street don't have the residential character like streets in the area due to parking that is available there, however, parking and access for residents to homes of residence on those streets is very difficult.

The beautification committee recommended shrubbery, and biking paths that has apparently not been constructed. We have the opportunity to set the example for other cities in this area along the beach on how to solve this problem. Using landscaping integrated with fences and sidewalks, curbs, trash receptacles to control traffic in a comprehensive beautification approach.

We need bike paths to keep bikes off the sidewalks and we need bike paths on Seminole Road from Hannah Park to Atlantic Beach safer.

Study should take the location of the new Post Office into consideration.

Issue decals for parking for residence.

There is sand on the street at 19th street it is a concern.

We must keep beach access in mind for emergency vehicles.

Drop off valet parking will be made available on a trial bases.

If people do this on their own, it must be made safe for pedestrians.

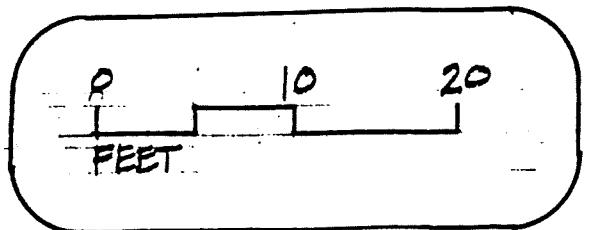
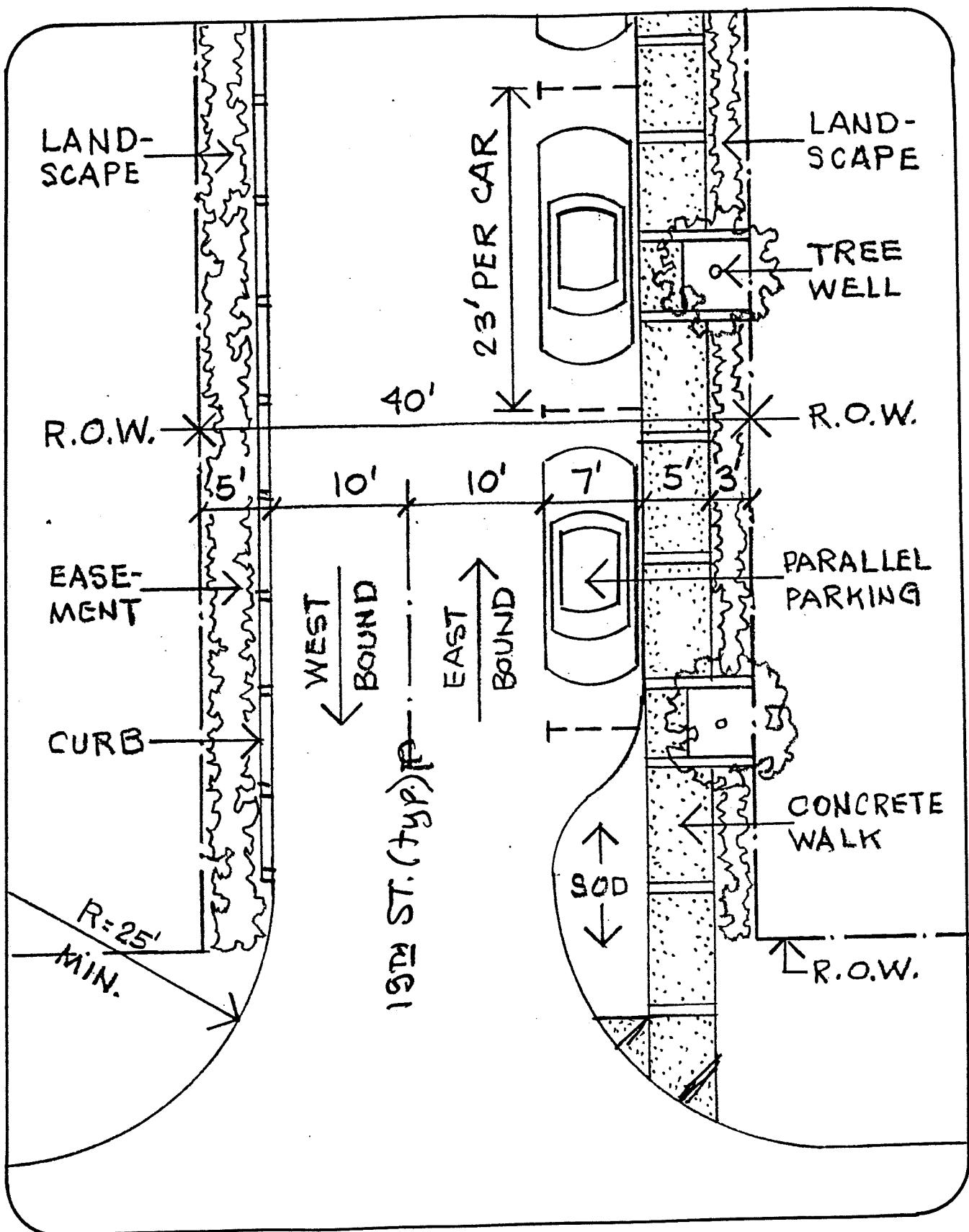
Businesses should offer shuttle parking for employees.

Parking study in process from Cherry Drive to Atlantic Blvd. including Seminole Road. Part of the problem is parking along Cherry Drive as it exits on to Atlantic Blvd.

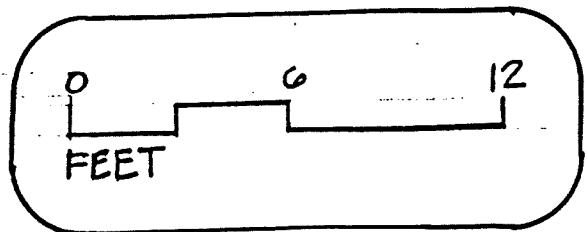
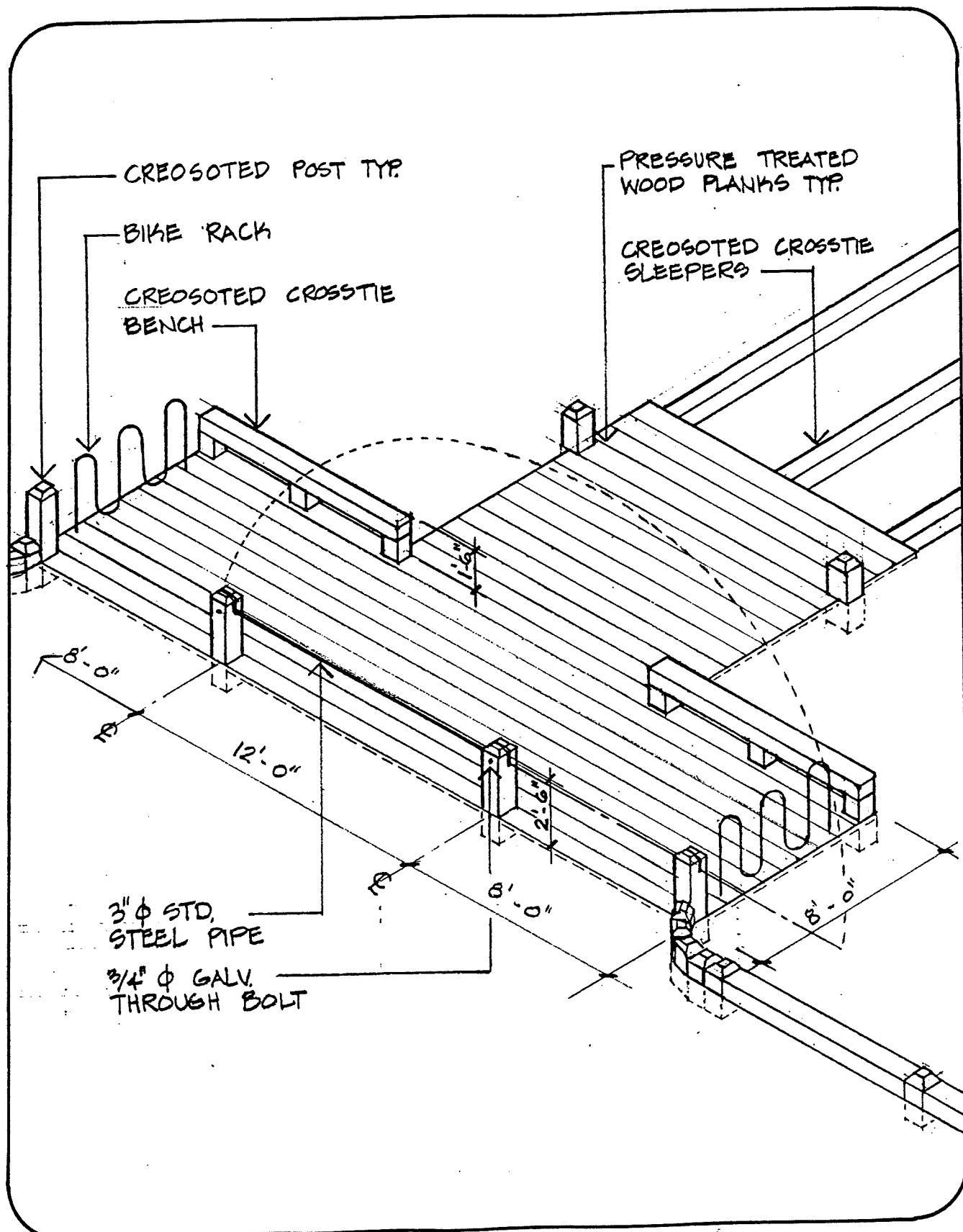
If signs say no parking why can residence park on the pavement.

Get rid of those billboards at 18th and 19th street.

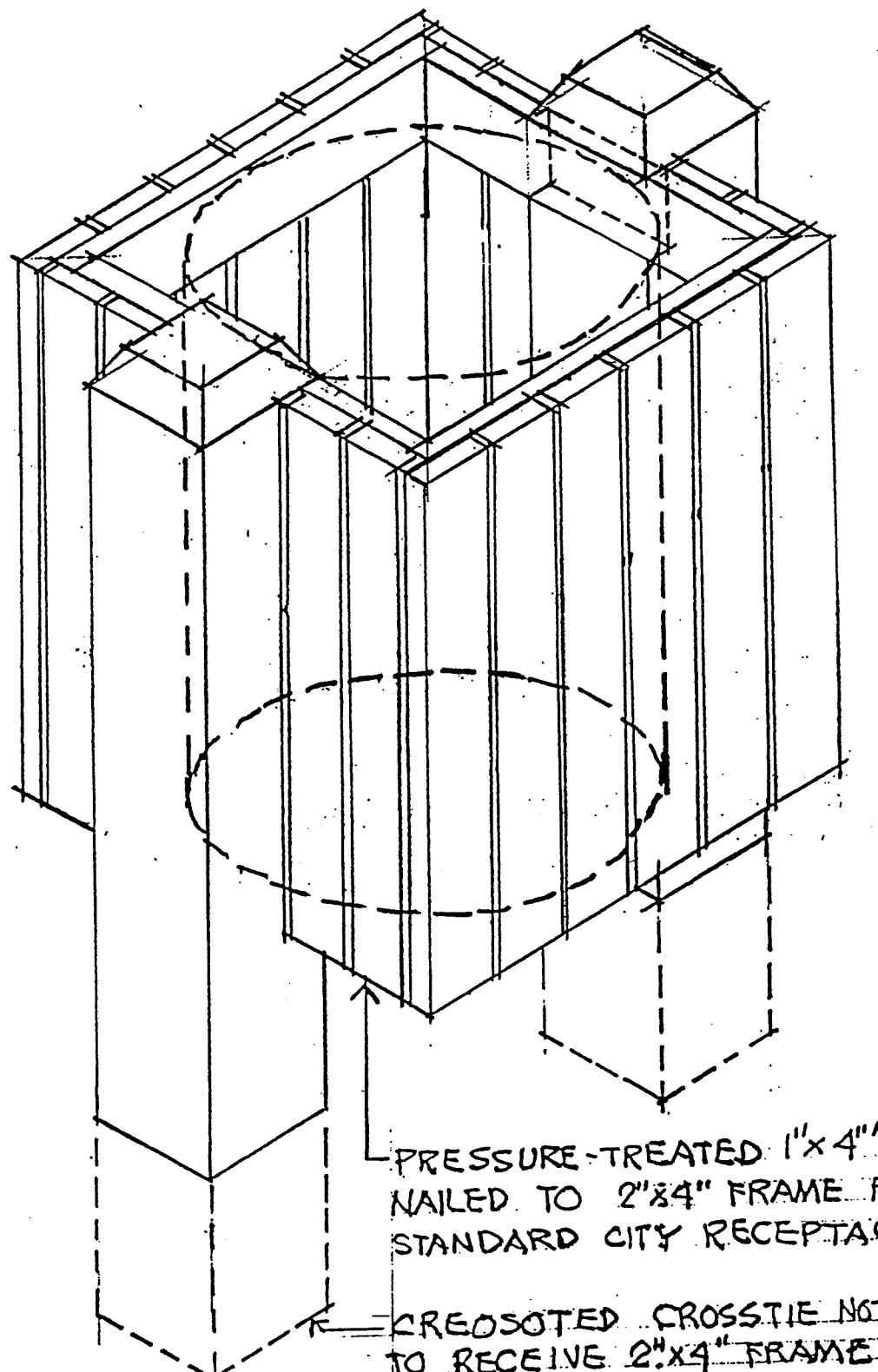
Parking for residence and guest only - type sign to try and discourage parking and cruising.



CITY OF ATLANTIC BEACH
40 FT. R/W STREET
DESIGN GUIDELINES

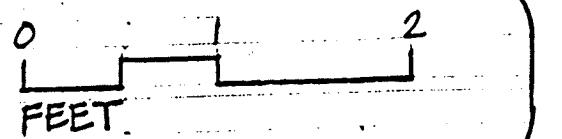


CITY OF ATLANTIC BEACH
19TH STREET LANDING
DESIGN GUIDELINES

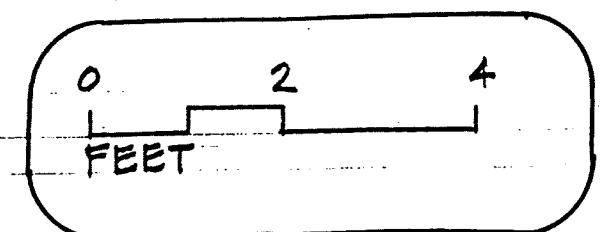
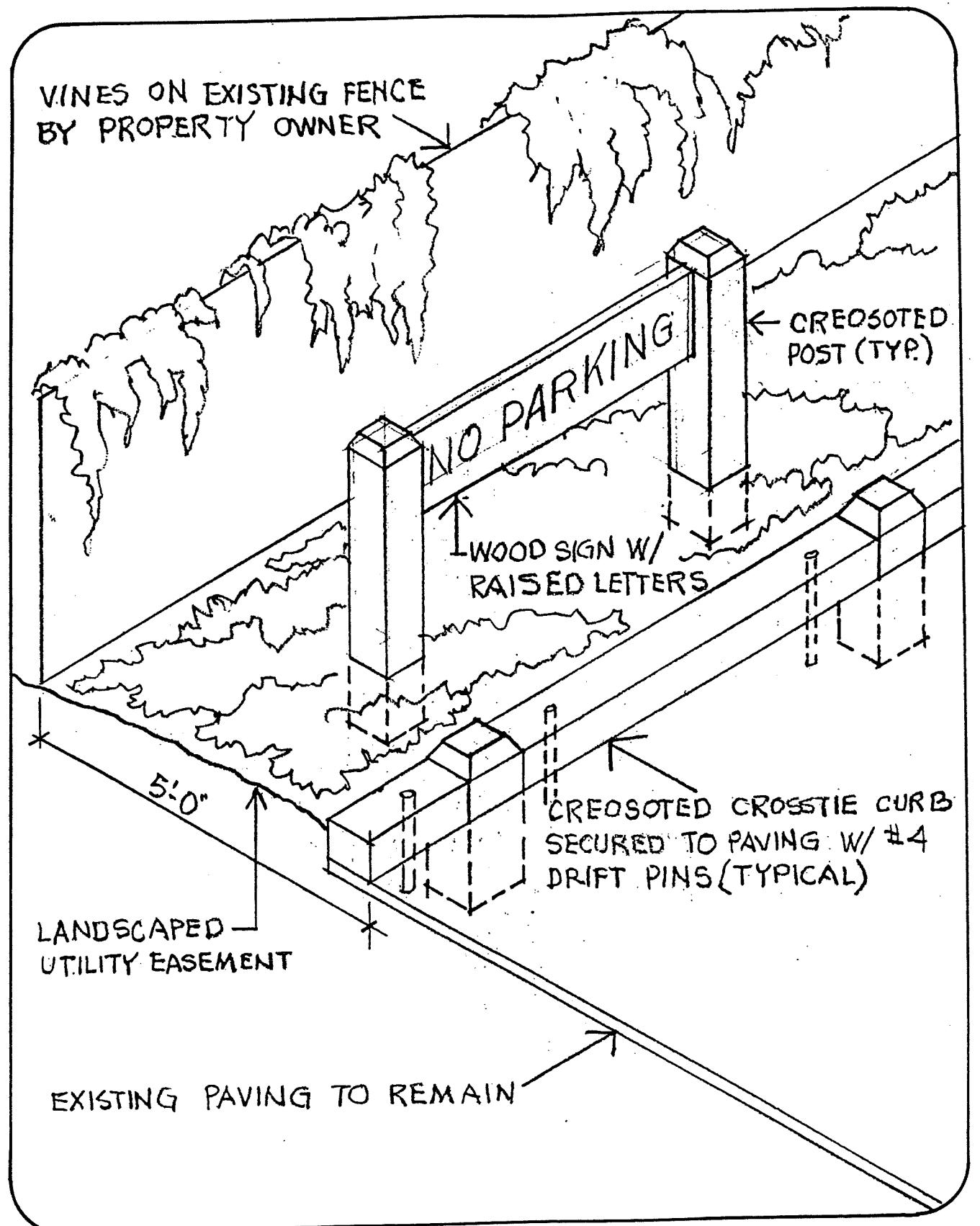


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NAILED TO 2"X4" FRAME FOR
STANDARD CITY RECEPTACLE.

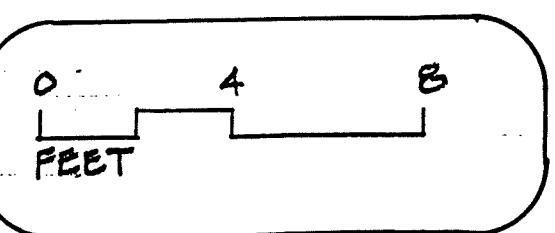
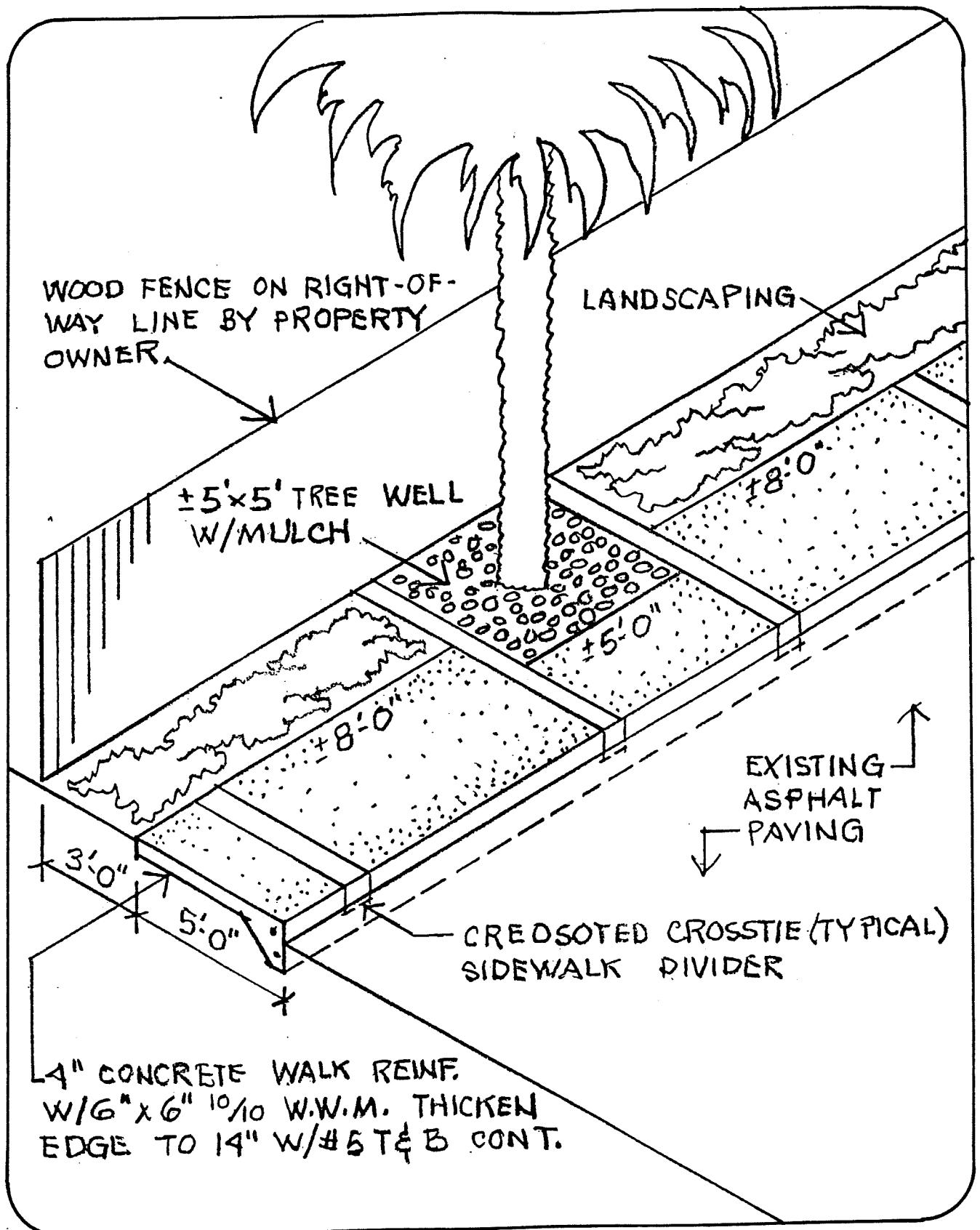
CREOSOTED CROSSTIE NOTCHED
TO RECEIVE 2"X4" FRAME.



CITY OF ATLANTIC BEACH
RECEPTACLE
DESIGN GUIDELINES



CITY OF ATLANTIC BEACH
CURB
DESIGN GUIDELINES



CITY OF ATLANTIC BEACH
SIDEWALK
DESIGN GUIDELINES

**CITY OF GAINESVILLE
PARKING STICKER PROGRAM**

nience to the public, and every such bus stop, bus stand, taxicab stand or other stand shall be designated by appropriate signs.

(Code 1960, § 27-36)

Cross references—Vehicles for hire generally, Ch. 28; establishment of open stands, § 28-24.

Sec. 26-100. Stopping, standing and parking of buses and taxicabs regulated.

(a) The operator of a bus shall not stand or park such vehicle upon any street at any place other than a bus stand so designated as provided in section 26-99.

(b) The operator of a bus shall not stop such vehicle upon any street at any place for the purpose of loading or unloading passengers or their baggage other than at a bus stop, bus stand or passenger loading zone so designated as provided in section 26-99, except in case of an emergency.

(c) The operator of a bus shall enter a bus stop, bus stand or passenger loading zone on a public street in such a manner that the bus when stopped to load or unload passengers or baggage shall be in a position with the right front wheel of the vehicle not farther than eighteen (18) inches from the curb and the bus approximately parallel to the curb so as not to unduly impede the movement of other vehicular traffic.

(d) The on-duty operator of a taxicab shall not stand or park his/her taxicab upon any street at any place other than in a taxicab stand so designated as provided in section 26-99. The provision shall not prevent the on-duty operator of a taxicab from temporarily stopping in accordance with other stopping or parking regulations at any place for the purpose of and while actually engaged in the expeditious loading or unloading of passengers.

(Code 1960, § 27-37)

Cross references—Vehicles for hire generally, Ch. 28; establishment of open stands, § 28-24.

Sec. 26-101. Restricted use of bus and taxicab stands.

No person shall stop, stand or park a vehicle other than a bus in a bus stop or other than a taxicab in a taxicab stand when any such stop or stand has been officially designated and appropriately signed, except that the driver of a pas-

Supp. No. 5

senger vehicle may temporarily stop therein for the purpose of and while actually engaged in loading or unloading passengers when the stopping does not interfere with a bus or taxicab waiting to enter or about to enter the zone.

(Code 1960, § 27-38)

Cross references—Vehicles for hire generally, Ch. 28; establishment of open stands, § 28-24.

Secs. 26-102—26-114. Reserved.

DIVISION 4. CONTROLLED VEHICULAR PARKING IN RESIDENTIAL AREAS

Sec. 26-115. Purpose and exercise of authority.

The city commission hereby finds and declares that it is in the best interest of the City of Gainesville to reduce vehicular congestion on designated city streets and to facilitate the efficient movement of traffic by providing for parking preference during certain hours of the day and certain days of the week within designated areas that meet the criteria hereinafter set forth; that controlled vehicular decal/permit parking regulation is necessary to promote the health, safety and welfare of the residents of the City of Gainesville.

While providing adequate parking spaces adjacent to or close by residences in the affected area, it is in the public interest to reduce hazardous traffic conditions resulting from the use of streets located within congested areas for the parking of vehicles by persons using such residential areas to gain access to other places; to protect those areas from excessive noise; to protect the residents of those areas from unreasonable burdens in gaining access to their residences; to preserve the character of those areas; to promote efficiency in the maintenance of those streets in a clean and safe condition; to preserve the value of the property in those areas; to preserve the safety of children and other pedestrians; and to promote traffic safety, clean air and the comfort, health, convenience and welfare of the inhabitants of the city.

(Ord. No. 3720, § 1, 5-6-91)

Sec. 26-116. Definitions.

Whenever in this article the following words are used they shall, unless the context requires otherwise, be deemed to have the following meanings:

- (a) *Controlled vehicular parking area* shall mean an area containing streets or parts thereof primarily abutting by property which has a specific residential, office, business, industrial and/or special use district zone designation on the official zoning map book and described in Chapter 29, Articles V through IX of the Code of Ordinances. The city commission designates controlled vehicular parking areas pursuant to criteria and procedures established herein.
- (b) *Property owner* shall consist of residents, offices, businesses, industrial or other designations that can provide proof of property ownership in the controlled vehicular parking area or be in possession of an occupational tax receipt in the controlled vehicular parking area pursuant to Chapter 26, Article III, Division 4, section 26-125(b) of the City Code of Ordinances.
- (c) *Controlled vehicular parking zones* are geographical areas within the controlled vehicular parking area. Any controlled vehicular parking area may have more than one parking zone.
- (d) *Controlled vehicular parking area decal* is a decal issued for the purpose of parking on a city street in a designated controlled vehicular parking area. The decal shall be permanently affixed to the inside left front window of the vehicle.
- (e) *Controlled vehicular parking area permit* is a permit issued for the purpose of parking on a city street in a designated controlled vehicular parking area. The permit shall be displayed on the left front dashboard of the vehicle.
- (f) *Commuter vehicle* shall mean a motor vehicle parked in a controlled vehicular parking area by a person who is not a resident and/or property owner in the designated controlled vehicular parking area and who has not obtained a decal/permit for the particular motor vehicle that is so parked.
- (g) *Program year* shall be a period established by the city manager in which controlled vehicular parking decal/permits are valid.

(Code 1960, § 27-43; Ord. No. 3720, § 2, 5-6-91)
Cross reference—Definitions and rules of construction generally, § 1-2.

Sec. 26-117. Findings.

The city commission hereby finds and declares that it is in the best interest of the city to reduce vehicular congestion on residential streets and to facilitate the efficient movement of traffic by providing for residential parking preference during certain hours of the day and days of the week within certain areas meeting the criteria set forth in this division; that residential permit parking regulation is necessary to promote the health, safety and welfare of the residents of the city by providing adequate parking spaces adjacent to or close by their places of residence; that it is in the public interest to reduce hazardous traffic conditions resulting from the use of streets located within congested residential areas for the parking of vehicles by persons using such residential areas to gain access to other places; to protect those areas from excessive noise; to protect the residents of those areas from unreasonable burdens in gaining access to their residences; to preserve the character of those areas as residential districts; to promote efficiency in the maintenance of those streets in a clean and safe condition; to preserve the value of the property in those areas; to preserve the safety of children and other pedestrians and to promote traffic safety, clean air and the comfort, health, convenience and welfare of the inhabitants of the city.

(Code 1960, § 27-42)

Sec. 26-118. Designation of controlled vehicular parking areas.

All controlled parking areas and/or zones in existence prior to the effective date of Ordinance Number 3720 as indicated on the city map on file

in the office of the traffic engineering department are grandfathered in under Ordinance Number 3720.

After following the procedures hereinafter set out, the city commission may designate controlled vehicular parking areas and the recording thereof on an appropriate city map. Vehicles may be restricted from parking on public streets at certain times during the day and on designated week days, unless bearing a valid parking decal/permit issued pursuant to this section. This authority shall be in addition to any other authority the city commission may have to regulate times and conditions of motor vehicle parking on public streets. (Code 1960, § 27-44; Ord. No. 3720, § 3, 5-6-91)

Sec. 26-119. Criteria and procedures for establishing controlled vehicular parking areas.

An area shall be eligible for designation as a controlled vehicular parking area based upon the following criteria and procedures:

- (a) In an area that does not currently have a controlled vehicular parking program, the city commission may request or the city manager may conduct, upon his own initiative or upon receipt of a petition from a majority of the property owners in such a proposed area, a study to determine if the proposed area meets the criteria hereby established. Following the study, and upon the approval by the city commission, the area under consideration may be designated as a controlled vehicular parking area.
- (b) In order for an area to be designated as a controlled vehicular parking area, the following conditions must be met:
 - (1) During any designated time period, weekdays and/or weekends, except appropriate holidays, the number of vehicles parked (or standing), legally or illegally, on the city streets in the proposed controlled vehicular parking area is equal to fifty (50) percent or more of the legal on-street parking capacity of the area.
- (2) The results of a vote of the property owners in the proposed controlled parking area shows that more than fifty (50) percent of the property owners have requested the establishment of a controlled vehicular parking program. The vote will be conducted by the city manager. Each property listed on the Alachua County tax rolls in the proposed controlled parking area will be entitled to one (1) vote.
- (c) Following the approval of the designation of a controlled vehicular parking area, the city manager shall cause the designation to be recorded upon an appropriate map and retained permanently in the office of the traffic engineering department. In addition, the city manager shall cause parking signs to be erected upon the public streets in the area, indicating the times, locations and conditions upon which parking shall be by decal/permit only. When an area has been approved, designated and posted as a controlled vehicular parking area, it shall be unlawful and a violation of this article to park a commuter vehicle in an area restricted to decal/permit parking without displaying a valid parking decal/permit.
- (d) The city manager can designate an area adjacent to an existing controlled vehicular parking area as included in that existing controlled vehicular parking area provided the new area does not exceed the existing program area in size by twenty-five (25) percent; and provided, further, the new area meets the criteria set forth in subsection (b) above.
- (e) The designation of a controlled vehicular parking area may be removed only by the city commission.

(Code 1960, § 27-45; Ord. No. 3720, § 4, 5-6-91)

Sec. 26-120. Issuance of controlled vehicular parking decals.

Upon designation of a controlled vehicular parking area, the city shall issue the appropriate

parking decal. Upon application, a decal shall be issued only to the owner or operator of a motor vehicle who resides or owns property in a controlled vehicular parking area.

The application for a decal shall contain the name of the owner or operator of the motor vehicle, residential address, the motor vehicle's make, model, registration and tag number. A current motor vehicle registration shall be required and presented at the time of making said application in order to verify the contents thereof. If the vehicle is registered at an address other than the local residence, the applicant must provide other sufficient proof acceptable to the city, showing residency within the controlled vehicular parking area. If the name on the registration is different than the applicant, a notarized letter must be obtained from the owner of the vehicle establishing permission to use the vehicle. In the case of university students this will apply to family members only. The decal will be valid for a "program year" as hereinafter defined and shall be renewed for each successive program year, as long as proof of residency can be provided.

(Code 1960, § 27-46; Ord. No. 3720, § 5, 5-6-91)

Sec. 26-121. Recording of area upon map; erection of signs; violation.

(a) Following the approval by the city manager of the designation of a controlled parking residential area, the department of traffic engineering shall cause the regulation to be recorded upon an appropriate map or plat and retained permanently in the office of the city clerk. In addition, the department of traffic engineering shall cause parking signs to be erected upon public streets in the area, indicating the times, locations and conditions upon which parking shall be by permit only.

(b) When an area has been approved, designated and posted as a controlled parking residential area, it shall be unlawful and a violation of this division to park a commuter vehicle in an area restricted to decal parking only without having a valid residential parking permit affixed inside of the left rear window of the vehicle.

(Code 1960, § 27-46)

Sec. 26-122. Issuance of controlled vehicular parking permits.

Upon designation of a controlled vehicle parking area, parking permits meeting criteria herein-after described shall be issued to residents, property owners, visitors and/or persons doing business in the controlled vehicular parking area for an extended period of time not to exceed six (6) months.

The requirements for obtaining controlled vehicular parking permits shall be as follows:

(a) Commercial permits are issued to office, business institutional or other special designations within the controlled vehicular parking area. A current occupational tax receipt shall be required to provide proof of current business address in the decal/permit area. Each business shall be issued no more than five (5) permits for their business. Commercial permits are obtained for a year beginning October 1 and ending September 30 of the following year and are issued through the city.

(b) Special visitor parking permits are issued to residents, property owners, or businesses in the controlled vehicular parking area for use by visitors coming from outside the controlled vehicular parking area. They are issued for periods up to six (6) months depending on the need for the permit. The time limit and the number of permits to be issued will be determined by the city manager/designee.

(Code 1960, §§ 27-47, 27-49(a); Ord. No. 3720, § 6, 5-6-91)

Sec. 26-123. Privileges and restrictions on controlled parking area decal/permits.

(a) The holder of a controlled vehicular decal/permit shall be permitted to stand or park a motor vehicle displaying the decal/permit and operated by him/her in any designated controlled vehicular parking area and designated zone during such times and places as the parking of motor vehicles therein is permitted. While a vehicle for which a

parking decal/permit has been issued is so parked, the decal shall be permanently affixed inside of the left front window of the vehicle and the permit shall be placed on the left side of the dashboard.

(b) A controlled vehicular parking area decal/permit shall not authorize the holder thereof to stand or park a motor vehicle in such places or during such times as the stopping, standing or parking of a motor vehicle is prohibited or set aside for specified types of vehicles, nor exempt the holder from the observance of any traffic regulation within the controlled parking area.

(c) No person other than the decal/permit holder named thereon shall use the residential parking decal/permit or display it on a vehicle operated or parked, and any such use or display by a person other than the decal/permit holder shall constitute a violation of this article by the decal/permit holder and by the person who so used or displayed the parking decal permit.

(d) It shall constitute a violation of this article for any person to falsely represent himself as eligible for a controlled vehicular parking decal/permit or to furnish any false information in an application to the city in order to obtain a controlled vehicular parking area decal/permit.

(e) The traffic engineering department is authorized to revoke the controlled area parking decal/permit of any decal/permit holder found to be in violation of this article and, upon written notification thereof, the decal/permit holder shall surrender such decal/permit to the aforementioned. Failure, when so requested, to surrender a residential parking decal/permit shall constitute a violation of this article.
(Code 1960, § 27-48; Ord. No. 3720, § 7, 5-6-91)

Sec. 26-124. Temporary permits.

The city manager is authorized to make provisions for the issuance of temporary parking permits to bona fide visitors of residents of a designated controlled parking residential area and persons eating at but not residing in a sorority or fraternity house in a controlled parking residential area. A fee shall be imposed for the issuance of the temporary permit in an amount approved

by the city commission, to recover costs related to the parking program.
(Code 1960, § 27-49(b))

Sec. 26-125. Commercial permits.

(a) The department of financial services, division of occupational licenses and collections is authorized to make provisions for the issuance of commercial permits to qualified businesses located within the controlled vehicular parking area upon application and the payment of a fee approved by the city commission, to recover costs related to the parking program.

(b) The application for a commercial permit shall contain the name of the business and the business address. If applicable, proof of a current occupational license must be provided. The permit shall be valid for a fiscal year, beginning October 1 and ending September 30.

(c) Each qualified business shall be allowed not more than five (5) commercial permits. Duplication of permits shall, upon such conviction, be punished as provided by section 1-9.
(Ord. No. 2868, § 1, 9-24-84)

Sec. 26-126. Violations; penalty.

Unless otherwise specifically provided by another section of this chapter, or by F.S. Ch. 316, any person convicted of violating any of the provisions of this chapter shall, upon conviction, be punished as provided in section 1-9.
(Code 1960, § 27-8)

Sec. 26-127. Guidelines.

The detailed operational guidelines for a controlled vehicular parking area shall be established and approved by the city manager and be on file in the traffic engineering department.
(Ord. No. 3720, § 8, 5-6-91)

Secs. 26-128—26-135. Reserved.

**OPERATIONAL GUIDELINES
FOR
UNIVERSITY ORIENTED AREA
RESIDENTIAL PARKING PROGRAM**

The University Oriented Area Residential Parking Program (Decal Program) was established at the request of the residents in the neighborhoods surrounding the University of Florida Campus. The main objective of the program was to protect the neighborhood by assuring the residents of an improved quality of life, improved safety, and a reduction in the amount of traffic congestion that had invaded the neighborhood. Since the implementation of the decal program all of these objectives have been met.

A. PROGRAM AREA

The areas currently included in the program are:

1. University Oriented Area - bounded by N.W. 8th Avenue, N.W. 25th Street, West University Avenue (SR 26), N.W. 10th Street, N.W. 4th Avenue and N.W. 13th Street.
2. Law School Area - bounded by West University Avenue (SR 26), S.W. 26th Street, and S.W. 2nd Avenue.
3. Norman Hall Area - bounded by S.W. 13th Street (SR 25), S.W. 11th Avenue S.W. 9th/10th Streets and West University Avenue.
4. Golf View Subdivision - designated streets only

The program area consists of three (3) types of on-street parking on City maintained streets. These are:

B. TYPES OF ON-STREET PARKING

1. Decal Parking - Spaces reserved for neighborhood residents from 8:00 am to 4:00 pm Monday through Friday. A City decal and/or permit is required to park in these spaces.
2. No Parking - spaces permanently removed to improve safety and reduce congestion.
3. Free parking - Loading Zones or short term customer parking

C. CRITERIA FOR OBTAINING DECALS AND PERMITS

Criteria for obtaining Decals and Permits for the Neighborhood Residential Parking Program varies for each type decal and permit issued. All documentation and criteria should be strictly adhered to. The types of decal/permits available and the requirements necessary to obtain decals/permits are listed below:

1. Neighborhood Parking Decal - Zone 1
(Circular with clear window)

This decal is issued through the Traffic Engineering Department located in the Thomas Center Rm. 308, 306 N.E. 6th Avenue (phone 334-2130) or by mailing your request, documentation and check to City of Gainesville, P.O. Box 490, Mail Station 28, Gainesville, Florida 32602.

- a. Restricted to the south side of West University Avenue (SR 26)
- b. Valid Monday through Friday, 8:00 am - 4:00 pm, date of issue to September 30
- c. Display inside left front window (must be permanently affixed)
- d. Cost: \$10.00 for year 92-93 (\$15.00 for year 93-94 and thereafter)
- e. Documentation required to obtain:
 - Proper photo I.D. or 2 non-photo I.D.'s with signature
 - Current vehicle registration (see special considerations if registration is in different name than applicants)
 - Proof of residency - lease agreement, current utility, gas or telephone bill, homestead exemption card, tax bill, voter registration, Univ. of Florida Registration information, credit card bills or bank/saving statements. If you are renting you must provide two (2) proofs of residency. If you are a member of a fraternity or sorority and living in the house, the required proof of residency is the letter on fraternity/sorority letterhead with required signatures (president and advisor/house manager).
- f. This decal can be renewed by mail annually as long as proof of residency and vehicle registration is supplied (xerox copies acceptable)

2. Neighborhood Parking Decal - Zone 2
(Circular with clear window)

This decal is issued through the Traffic Engineering Department located in the Thomas Center Rm. 308, 306 N.E. 6th Avenue (phone 334-2130) or by mailing your request, documentation and check to City of Gainesville, P.O. Box 490, Mail Station 28, Gainesville, Florida 32602.

- a. Restricted to the north side of West University Avenue (SR 26)
- b. Valid Monday through Friday, 8:00 am - 4:00 pm, date of issue to September 30
- c. Display inside left front window (must be permanently affixed)

- d. Cost: \$10.00 for year 92-93 (\$15.00 for year 93-94 and thereafter)
- e. Documentation required to obtain:
 - Proper photo I.D. or 2 non-photo I.D.'s with signature
 - Current vehicle registration (see special considerations if registration is in different name than applicants)
 - Proof of residency - lease agreement, current utility, gas or telephone bill, homestead exemption card, tax bill, voter registration, Univ. of Florida Registration information, credit card bills or bank/saving statements. If you are renting you must provide two (2) proofs of residency. If you are a member of a fraternity or sorority and living in the house, the required proof of residency is the letter on fraternity/sorority letterhead with required signatures (president and advisor/house manager).
- f. This decal can be renewed by mail annually as long as proof of residency and vehicle registration is supplied (xerox copies acceptable)

3. Neighborhood Parking Decal - 3 Year
(White rectangle with clear window)

This decal is issued through the Traffic Engineering Department located in the Thomas Center Rm. 308, 306 N.E. 6th Avenue (phone 334-2130) or by mailing your request, documentation and check to City of Gainesville, P.O. Box 490, Mail Station 28, Gainesville, Florida 32602.

- a. Valid in any of the three (3) program areas
- b. Valid Monday through Friday, 8:00 am - 4:00 pm, for three (3) years as stated on decal
- c. Display inside left front window (must be permanently affixed)
- d. Cost: \$40.00 for 3 years beginning 92-93 (\$10, \$15, \$15) and \$45.00 for 3 years beginning 93-94 and thereafter (\$15, \$15, \$15)
- e. Documentation required to obtain:
 - Proper photo I.D. or 2 non-photo I.D.'s with signature
 - Current vehicle registration (see special considerations if registration is in different name than applicants)
 - Proof of property ownership - homestead exemption card, tax bill, deed.
- f. This decal can be renewed by mail as long as proof of ownership and vehicle registration is supplied (xerox copies acceptable)

4. Fraternity/Sorority Parking Decal - Zone 1 - Lunch Time
(Square with clear window)

This decal is issued through the Traffic Engineering Department located in the Thomas Center Rm. 308, 306 N.E. 6th Avenue (phone 334-2130).

- a. Issued to members of Fraternities/Sororities whose 'house' is in the program area south of West University Avenue
- b. Valid Monday - Friday, 11:00 am - 1:30 pm, date of issue to September 30
- c. Display inside left front window (must be permanently affixed)
- d. Cost: \$10.00 per year for 92-93 (\$15.00 for year 93-94 and thereafter)
- e. Documentation required to obtain:
 - Proper photo I.D. or 2 non-photo I.D.'s with signature Current vehicle registration (see special considerations if registration is in different name than applicants)
 - Proof of residency - letter on Sorority/Fraternity letterhead with required signatures (president and advisor/house manager - each letter must be an original). Letter must state whether applicant is a full time resident or has lunch privileges only)
 - Decal cannot be renewed by mail

5. Fraternity/Sorority Parking Decal - Zone 2 - Lunch Time
(Square with clear window)

This decal is issued through the Traffic Engineering Department located in the Thomas Center Rm. 308, 306 N.E. 6th Avenue (phone 334-2130).

- a. Issued to members of Fraternities/Sororities whose 'house' is in the program area north of West University Avenue
- b. Valid Monday - Friday, 11:00 am - 1:30 pm, date of issue to September 30
- c. Display inside left front window (must be permanently affixed)
- d. Cost: \$10.00 for year 92-93 (\$15.00 for year 93-94 and thereafter)
- e. Documentation required to obtain:
 - Proper photo I.D. or 2 non-photo I.D.'s with signature Current vehicle registration (see special considerations if registration is in different name than applicants)
 - Proof of residency - letter on Sorority/Fraternity letterhead with required signatures (president and advisor/house manager - each letter must be an original). Letter must state whether applicant is a full time resident or has lunch privileges only)
 - Decal cannot be renewed by mail

6. Occupational Permit

This permit is issued through the Treasury Division at the Thomas Center, 306 N.E. 6th Avenue Rm 244, (phone 334-2081)

- a. Issued to businesses in the program areas that obtain occupational licenses.
- b. Valid Monday through Friday, 8:00 am - 4:00 pm, date of issue through September 30th
- c. Display on dashboard - left hand side
- d. Cost: \$10.00 for year 92-93 per permit issued (\$15.00 for each permit issued 93-94 and thereafter)
- e. Maximum of five (5) permits per business per year
- f. Documentation required to obtain:
 - Copy of Occupational License (churches do not get occupational licenses, therefore letterhead will do)

7. Special Visitor Permit

This permit is issued through the Traffic Engineering Department in the Thomas Center, Rm 308, 306 N.E. 6th Avenue (phone 334-2130).

- a. Issued to residents/employees with extenuating circumstances (nurses, maids, gardeners, visitors etc.) and including vendors from outside the area doing periodic business inside the decal area.
- b. Valid Monday through Friday, 8:00 am - 4:00 pm.
- c. Two (2) permits per household/business allowed at one time and not issued for a period to exceed six (6) months.
- d. Display on dash board - left hand side
- e. Cost: None
- f. Documentation required to obtain:
 - Proof of residency - lease agreement, utility bill, homestead exemption card, tax bill, deed, voter registration, decal receipt or request made on official business letterhead and notarized for outside vendor.

8. Temporary Permit

This permit issued through the Traffic Engineering Department in the Thomas Center, Rm 308, 306 N.E. 6th Avenue (phone 334-2130).

- a. Issued to residents/students with extenuating circumstances (no proof of residency, improper vehicle registration, vehicle repairs, or persons that need several weeks to obtain required paper work, etc.)
- b. Valid Monday through Friday, 8:00 am - 4:00 pm.
- c. Permit issued for a period not to exceed 45 days
- d. Display permit to inside left window (must be affixed)
- e. Cost: None

- f. Documentation required to obtain:
 - must present sufficient documentation to demonstrate partial compliance with program requirements and likelihood of full compliance within the Temporary Permit period.
- g. Temporary permits will be issued only once per year per individual.

D. SPECIAL CONSIDERATIONS

1. If a decal is lost, damaged, or stolen:
 - proof must be submitted of decal purchase i.e. pink receipt, decal remnant or tag number of vehicle so we may verify our records for purchase. If this information is supplied there will be no charge for a replacement decal. If not supplied then a new decal will need to be purchased. The old decal will be voided, and a citation will be issued if voided decal is found in use.

If a new vehicle is acquired to replace the vehicle you were using, and your tag is transferred:

- a Transfer of Title or Bill of Sale AND proof of decal purchase i.e. pink receipt, decal remnant or tag number so we may verify our records for purchase. If this information is supplied there will be no charge for a replacement decal. The old decal will be voided, and a citation will be issued if voided decal is found in use.

If a new vehicle is acquired in addition to the one(s) that already have decals:

- a Bill of Sale or a current vehicle registration will be needed to obtain a decal. A fee of \$25.00 will be charged for this new decal.

2. If the vehicle registration is not in the applicants name, a notarized letter from the owner would need to be provided giving permission for use of the vehicle. This would apply to family members of the applicant only i.e. mother, father, brother, sister, grandparents and stepparents.
3. If vehicle used is a lease car in a company name a notarized letter on company letterhead will be required stating applicant has use of vehicle. If the lease vehicle is in an individuals name and the name is different than the applicants the same would apply as in D-2 of these guidelines.
4. If person A is living with person B and person A cannot show sufficient proof of residency as required in Section C (documents in their name) NO decal/permit will be issued.

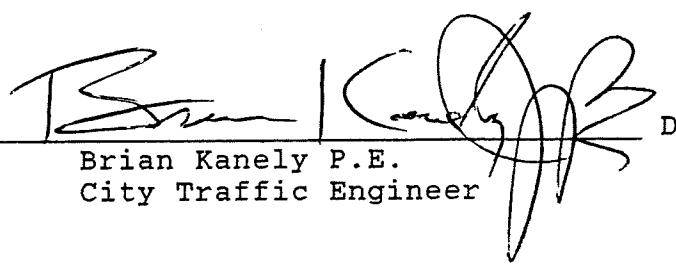
Person B can provide a notarized lease for that person BUT a second proof of residency will be required. There will be no exception to the requirement.

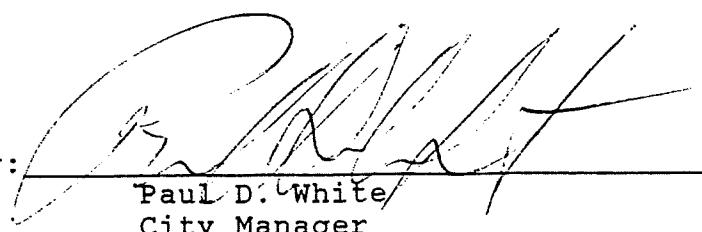
E. ENFORCEMENT

Traffic Technicians are assigned to the program area Monday through Friday 8:00 am - 4:00 pm for the purpose of issuing citations to violators. Those persons found in violation of Ordinance 26-47 (a3b), Neighborhood Parking Decal Required/Tow-a-way Zone are issued a citation. Car covers should be used at the discretion of the decal holder. Technicians are not responsible for removing covers to determine if the vehicle has a decal. It is at the discretion of the technician to issue a citation if they feel one is warranted.

F. COLLECTION OF MONEY

All monetary transactions will follow the guidelines established by the Billing and Collections Division. Receipts will be given to each applicant (pink copy of application), white copy to the Traffic Engineering Department and yellow to Billing and Collections for their control copy. A daily cash report will be filled out to meet auditor requirements. Returned checks will be assessed a fee of \$20.00 and the decal will be voided.

Submitted By:  Date: 7/21/92
Brian Kanely P.E.
City Traffic Engineer

Approved by:  Date: 7/27/92
Paul D. White
City Manager

SURF SHUTTLE FLYER

INTRODUCING JTA'S *SURF SHUTTLE*

BEGINNING SATURDAY, JUNE 6, JTA'S *SURF SHUTTLE* WILL OPERATE EACH WEEKEND THROUGH LABOR DAY (SEPTEMBER 7) FROM 10:00 A.M. UNTIL 8:00 P.M.

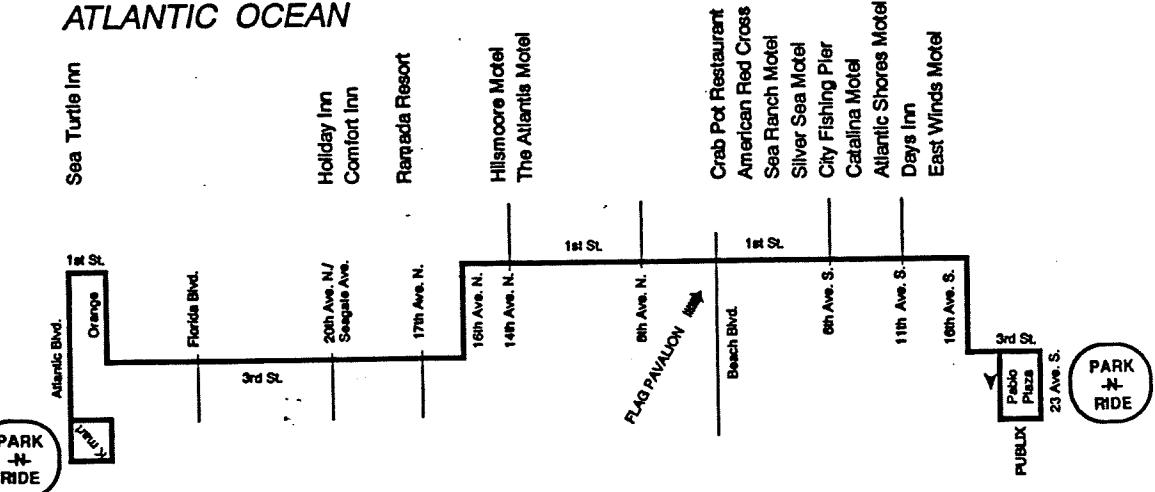
To catch the *Surf Shuttle*, passengers will flag the bus with a wave of the hand from any intersection along the route (please see map below).

Eliminate traffic and parking problems. Park your vehicle either at K MART on Atlantic Boulevard or at PABLO PLAZA on 3rd Street and ride the *Surf Shuttle* to the beach.

The *Surf Shuttle* fare is 25 cents, exact change only (no transfers issued or accepted). For approximate times of travel, pick up a *Surf Shuttle* schedule from one of the many retail establishments and hotels along the route.

SURF SHUTTLE

ATLANTIC OCEAN



A service of your Jacksonville Transportation Authority
100 N. Myrtle Avenue, Jacksonville, Florida 32203

630-3100



HANNA PARK FLYER