JANUARY 2022

COMPLETE STREETS IMPLEMENTATION PLAN

MAIN STREET CORRIDOR

Prepared for:

City of Atlantic Beach

Address: 800 Seminole Road, Atlantic Beach, FL 32233

TABLE OF CONTENTS

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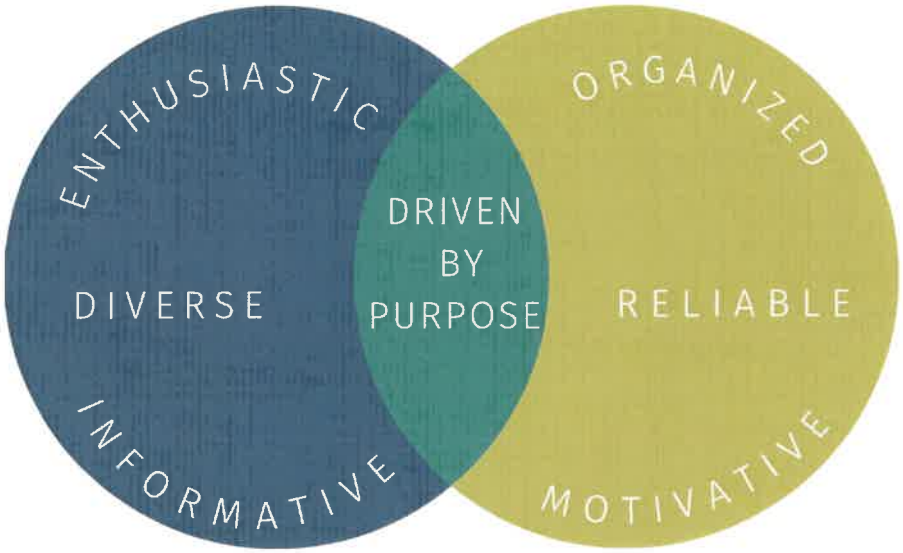

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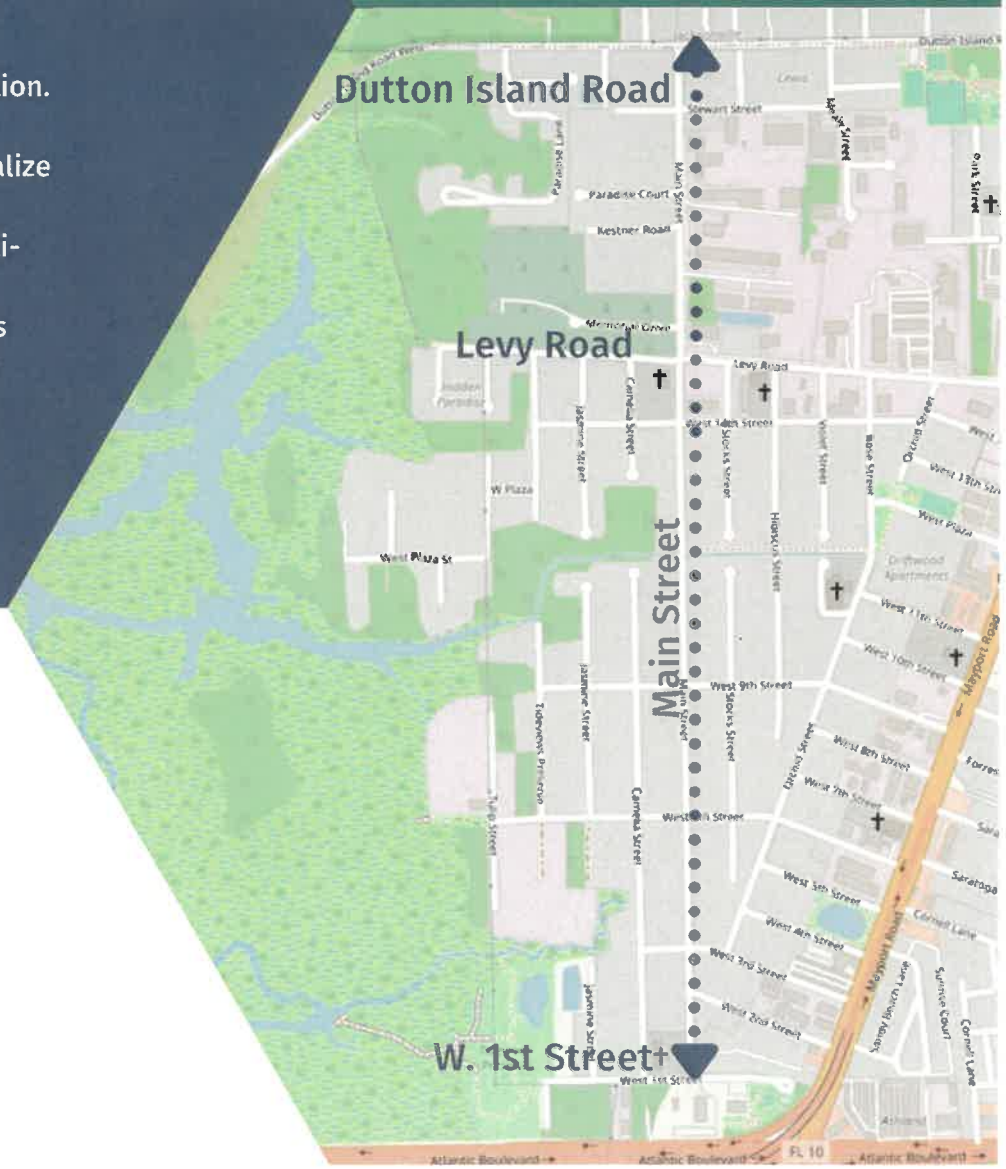
A COMPLETE STREETS VISION

Main Street Corridor Improvements

The City of Atlantic Beach would like to improve Main Street utilizing the Complete Streets Policy from W. 1st Street to Dutton Island Road. The purpose of the Complete Streets Implementation Study is to revisit community concerns and desires, leverage the policy objectives and review existing facilities. The Implementation Plan that follows identifies scalable short- and long-term projects that align with the City's vision to provide for safer, efficient, and affordable modes of transportation.

This project is expected to revitalize the area, encourage economic development, and promote multi-modal connections. This will support the vision of Marsh Oaks residents, businesses, and other other stakeholders.

EXHIBIT 1: LOCATION MAP



WHAT IS COMPLETE STREETS?

Per the accepted definition by the US Department of Transportation, Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient. Complete Street policies are set at the state, regional, and local levels and are frequently supported by roadway design guidelines.

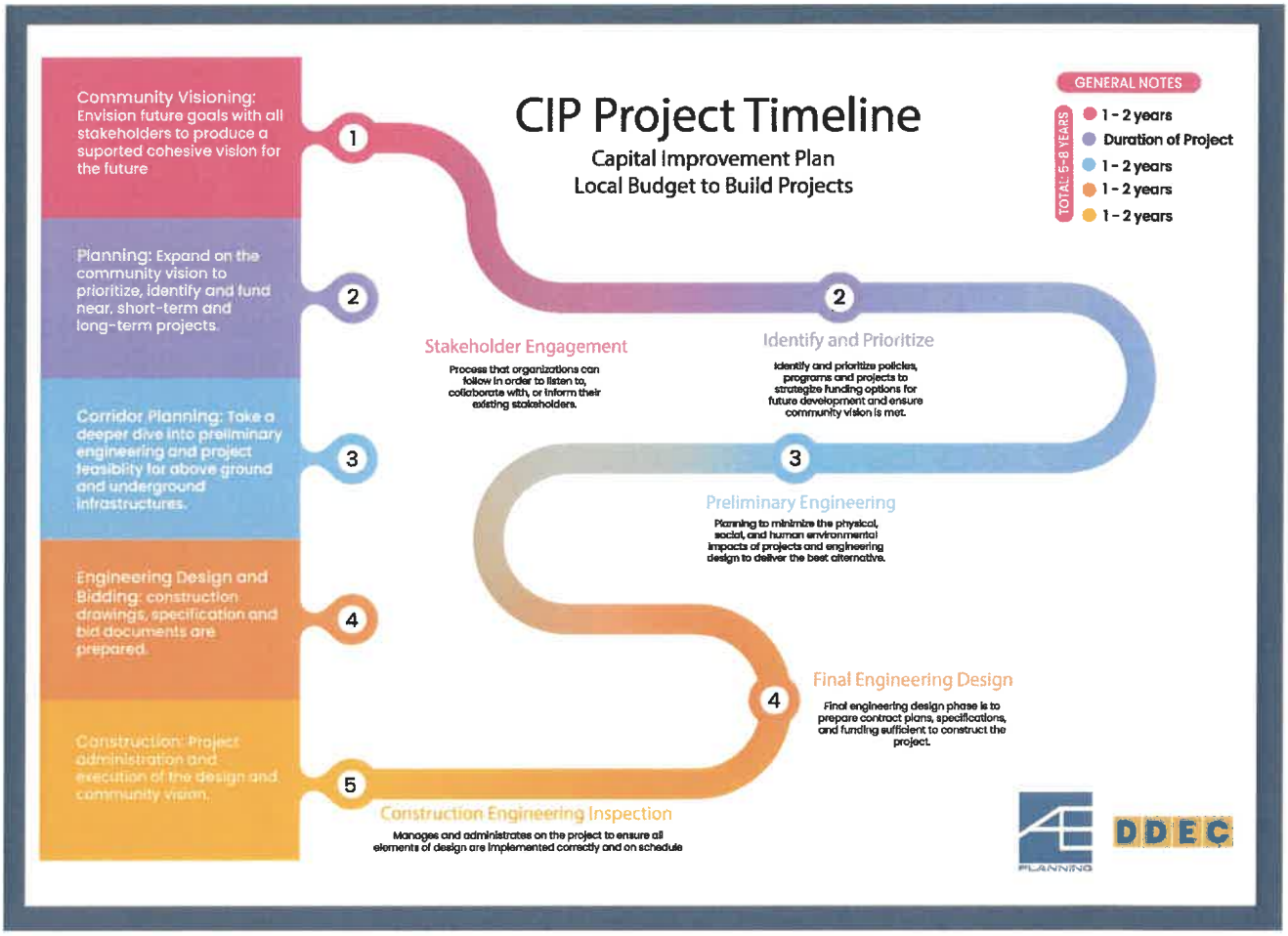
Complete Streets approaches vary based on community context. They may address a wide range of elements, such as sidewalks, bicycle lanes, bus lanes, public transportation stops, crossing opportunities, median islands, accessible pedestrian signals, curb extensions, modified vehicle travel lanes, streetscape, and landscape treatments. Complete Streets reduce motor vehicle-related crashes and pedestrian risk, as well as bicyclist risk when well-designed bicycle-specific infrastructure is included (Reynolds, 2009). They can promote walking and bicycling by providing safer places to achieve physical activity through transportation. One study found that 43% of people reporting a place to walk were significantly more likely to meet current recommendations for regular physical activity than were those reporting no place to walk (Powell, Martin, Chowdhury, 2003).

While Complete Streets is a framework to construct roads, it is also a path to placemaking inclusive of all community members. The City adopted the local Complete Streets Policy October 25, 2021. This policy can be located in the appendix of this document.

Image 1: Example of Complete Street Cross Section

COMPLETE STREETS POLICY:

The proposed Implementation Plan for the Main Street Complete Streets project includes various components such as leadership workshops and preliminary recommendations. Considering the newly adopted Complete Streets policy, the Team was tasked to elevate community awareness through communication within the Main Street Corridor and adjacent neighborhood roads. This allowed better understanding on how the community interacts with the City of Atlantic Beach leadership as well as local vision and technical understanding of public roads. The implementation plan providing scalable solutions for near, mid and long term programs and projects to support the policy.



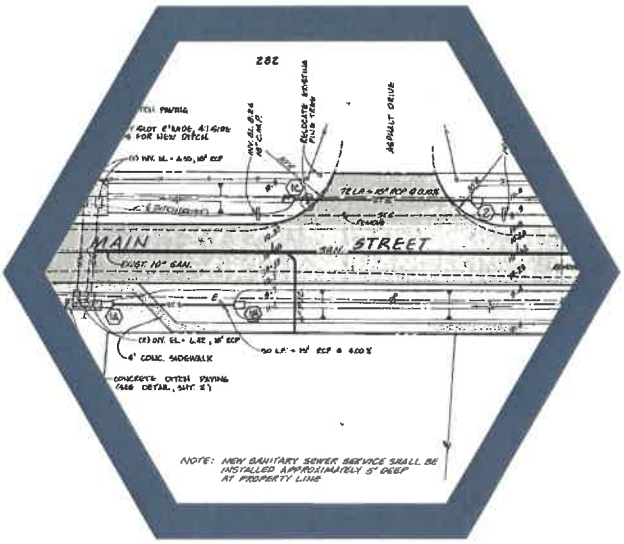
The local policy that was recently adopted is an excellent steppingstone towards addressing community needs and desires. The implementation plan will address the needs of a local municipality will support projects that staff and leadership can plan to fund and execute. Placemaking, road design and neighborhood character can have expected outcomes when policy including zoning, code and budget objectives are align. We provide near-term updates to enhance and further the intent of the policy.

PROJECT APPROACH:

An Informative Approach

To address the scope set forth by the City of Atlantic Beach, the project Team chose to approach the project area of Main Street Complete Streets through **education** to achieve maximum results. With the very recent adoption of the Complete Streets Policy by City leadership, it is important to introduce the project through communication of community awareness in order to provide design concepts that reflected both the policy as well as the local communities desires as it related to their local neighborhood road.

Concurrently, the Team conducted a detailed traffic analysis, crash analysis along with utilities coordination to further understand the complexity of short-term and long-term implementation.



The following process resulted in initial concepts based on observations made through meetings, survey results, and in-person discussions regarding the goal of Main Street Improvements and desired outcomes. To approach this, a fundamental education campaign was utilized including visual components to help illustrate complex technical geometry and design components of safer roads by design.

A TRAFFIC CALMING APPROACH

WHAT IS TRAFFIC CALMING?

Traffic calming is a low impact solution to achieve complete streets within the local roadway network. As a strategy it can reduce the negative effect of drivers utilizing the roadway network. It is effective in many communities where traditional road design or land development uses of an area has resulted in unintended consequence of cut through traffic and speeding. Traffic calming can alter driver behavior for any street network. The goals of traffic calming are:

1. Reduce crashes
2. Enhance quality of life for residents and visitors
3. Enhance safety

The Main Street Corridor serves as a primary north south collector road of the Marsh Oaks Neighborhood. Through data collection from COAB Police Department– 2/11/202 to 2/20/2020 and 1/24/2021 to 1/31/2021, the team found that most traffic volumes are cut through traffic to avoid heavy congestion on Mayport Road intersections and direct access to the Levy Road and Dutton Island signalized intersections.

To reduce cut through traffic, a series of traffic calming strategies are considered for Main Street. A balance of intersection treatment such as the existing mini roundabout are proposed to maintain residential access while reducing cut through traffic on Main Street from 2nd Avenue to Levy Road. This is where most of the residential access is being impacted. North of Levy Road are commercial use with no recommendations for traffic calming.

For Traffic Calming Design Considerations:

- Target speed is 20MPH
- Most effective use for traffic calming devices is between 300' to 500'.
- Devices should not be less than 150' from intersection or bridge approach

Through a series of internal and external engagement and coordination, the following traffic calming devices are preferred for the City of Atlantic Beach.

- **Divided Median** - create a pinch point for traffic in the center of the roadway.
- **Narrow Road** - restrict motorists from operating at high speeds and yield to pass this device.
- **Mini Roundabout** - reduce traffic speeds at intersections by requiring motorists to move with caution through conflict points.

PROJECT APPROACH

Quantitative data was collected through several avenues. The City of Atlantic Beach provided traffic counts, right of way maps, As-builts, and other useful technical data that is provided in the appendix of this report. The Team utilized Signal 4 Analytics to gather traffic data including crashes. The Team also performed site visits to observe the existing environment and cross section.

This information was utilized to begin the process of developing conceptual designs for informational purposes to guide conversation with staff internally to prepare for public meetings.

Referenced Manuals:

- FDOT Florida Design Manual (FDM)
- Manual for Uniform Traffic Control Design (MUTCD)
- FHWA Small Town and Rural Multimodal Networks
- NACTO Urban Streets Design Guide
- NACTO Urban Bikeway Design Guide

SITE VISIT:

The project Team performed many site visits such as drive throughs and on in person foot visits. The Team conducted a community walk with City planning staff to observe existing traffic patterns, adjacent land-use, modal usage, connectivity, access and other transportation elements that may be affected by change. Site visits were conducted in the evening as well as daytime. More detailed information is referenced in the exhibit section under memo/site visit memo/Main St. City walk.

Location:

MAIN STREET

1
MILE

THE CURRENT LENGTH IS 1 MILE LONG

2
LANES

THE EXISTING LANE CONFIGURATION HAS 2 LANES WITH SOME ON STREET PARKING

5
MINUTES

IT CURRENTLY TAKES AN AVERAGE OF 5 MINUTES TO BIKE THE TOTAL LENGHTH OF THE STREET

20
MINUTES

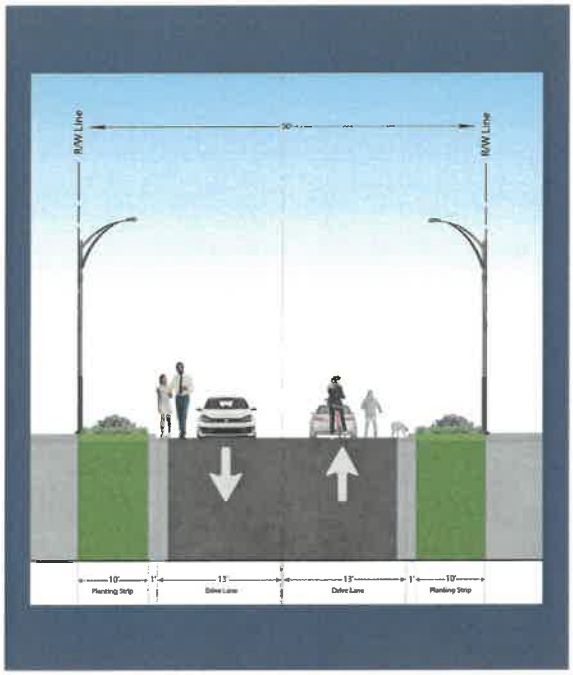
IT CURRENTLY TAKES AN AVERAGE OF 20 MINUTES TO WALK THE TOTAL LENGHTH OF THE STREET

25
MPH

CURRENT POSTED SPEED IS 25 MPH

TABLE 1.

CORRIDOR CHARACTERISTICS:



EXISTING RIGHT OF WAY

The current right of way (ROW) for the corridor is 50' from West 1st Street to Levy Road and 60' from Levy Road to Dutton Island Road. Two travel lanes are present, and on-street parking is generally not restricted. Table 1 summarizes the corridor characteristics.

Main Street is identified on the City's Bicycle Connectivity Plan as a neighborhood network connecting adjacent neighborhoods to the Dutton Island Preserve Trail network and East through Levy Road.

Main Street's Function Classification is currently a Local Collector Road.

EXISTING CONDTIONS:

Existing conditions are no sidewalks along the corridor lacking ADA accessibility from West 1st Street to Levy Road. North of Levy Road has a continuous sidewalk on the East side of Main Street. No dedicated bicycle facilities within the City's bicycle network or signing/pavement markings to designate a bicycle route. Now parking utilization with 3 parked vehicles during daytime (12/1/2021) and 1 vehicle nighttime (6p.m. 11/30/2021). The neighborhood is lined with trees with low light visibility. Some traffic calming devices are present but the spacing is not consistent with best practices for target speed design.

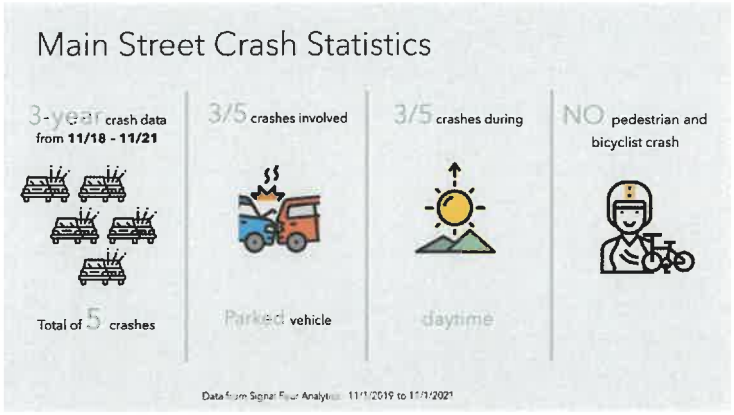
CHARACTERISTICS:

Main Street is classified as a local road classified in the City of Atlantic Beach roadway network. Sidewalks are nonexistent along the corridor, but curb and gutter are generally present, and lighting and utility poles are located along the west side of the roadway. There are no traffic signals along this corridor with primary intersections like Levy Road that provide access East/West of the Marsh Oaks Neighborhood District

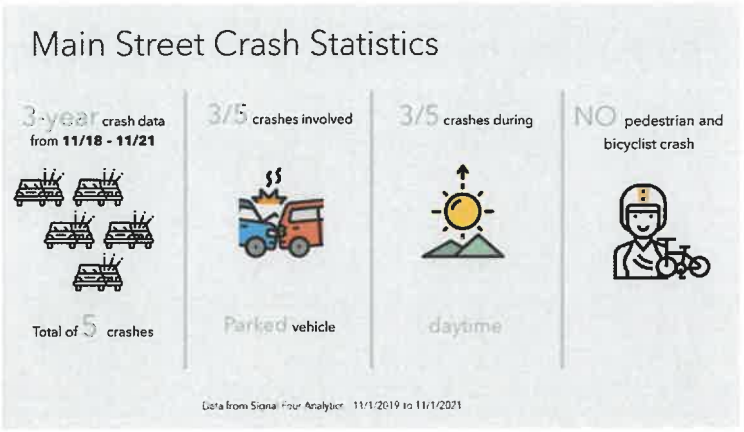
CRASH SUMMARY:

CRASH ANALYSIS

A community-based analysis was conducted within Marsh Oaks Neighborhood with three-year crash data obtained from University of Florida's Signal Four Analytics, including both long-form and short-form crashes between November 5th, 2019, and November 11th, 2021. A total of 5 crashes were recorded on Main Street over the three-year period. No prevailing crash patterns were identified, and neither bicycle nor pedestrian related crashes were recorded. Most recorded crashes were property damage only crashes, and most crashes occurred during daylight conditions. Most of the crashes involved a parked vehicle.



A three-year citywide crash analysis was reviewed for the City of Atlantic Beach. A total of 797 crashes were reported from 1/1/2019 to 12/26/2021. All data was acquired through University of Florida's Signal Four Analytics.

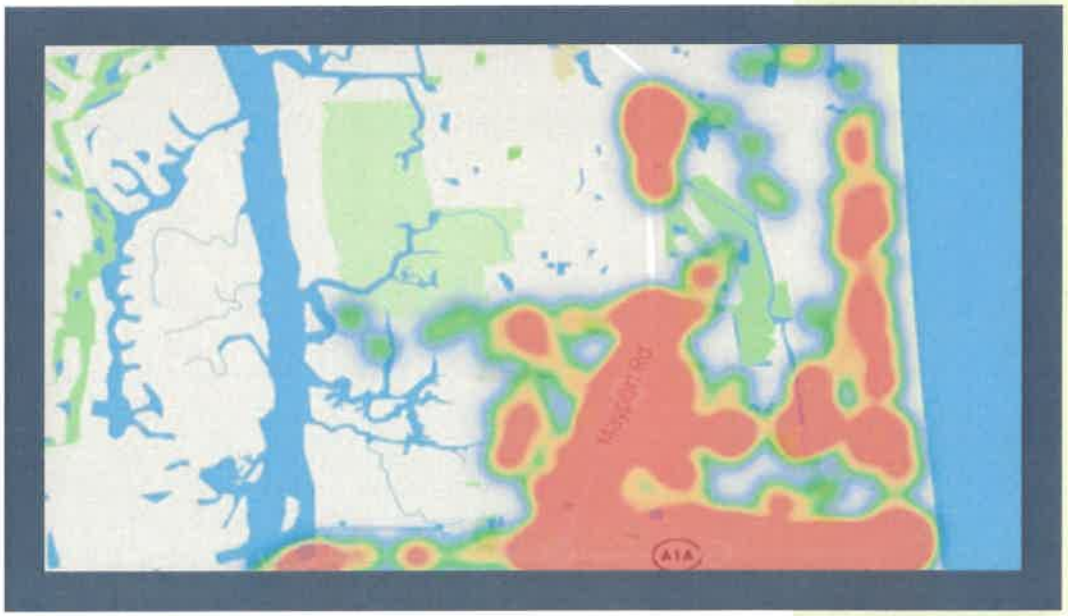


CRASH DATA

- Many crashes are in the afternoon during Monday through Friday
- Many crashes are on the State Highway system such as A1A and Mayport Rd.

EXISTING TRAFFIC VOLUMES

Existing traffic volume is relatively low with an ADT of 548 for 2021 and 2258 for 2020. Posted speed along the corridor is 25MPH.



Location:
MAIN STREET

~ 85%

Almost 85% of crashes results in non-injury

< 80%

More than 80% crashes occur during the daytime

> 3%

Less than 3% involved in alcohol

CONNECTIVTY NETWORK:

Bicycle connectivity is planned in the vicinity of the corridor, connecting Main Street, the Marsh Oaks Neighborhood, and the surrounding neighborhood. Main Street is designated as a bicycle route within the City's Bicycle Connectivity Plan. Main Street connects to other planned bicycle corridors such as Levy Road and Dutton Island Road to the Mayport Commercial District. It also connects residents to the Dutton Island Preserve and the extensive trail network as a local amenity to the City of Atlantic Beach.

Main Street is designated as a cycle route for low traffic volume, a bike boulevard, or a neighborhood bikeway.

WHAT IS A BIKE BOULEVARD OR A NEIGHBORHOOD BIKEWAY?

A Bike Boulevard or a Neighborhood Bikeway is a low stress local streets network where vehicle traffic and speed are designed to be kept at low volumes to make it safer for pedestrians and bicyclists. Many communities have called it quiet streets, slow streets, or neighborhood bikeways. A Bike Boulevard design is a complete streets strategy to enhance safety on Main Street.

- **Slow Streets – safe mobility for all**
- **Prioritize pedestrian and bicyclist safety**
- **Lower vehicular speed design**

There are many ways to enhance the existing neighborhood bikeway on local streets through the following:

1. Adding shared lane pavement markings ("Sharrows") to alert drivers to expect bicyclist in the streets and help people along the bicycle route
2. Improving crossing on major streets
3. Adding wayfinding signage to guide people to local and regional destinations
4. Discourage cut throughs through means of traffic calming

Source: Rural Design Guide – Bike Boulevard

PROJECT COORDINATION:

QUALITATIVE:

To better understand the qualitative aspects of the project area, the Team utilized several methodology, includes:

- Face-to-face meetings with internal stakeholders,
- One-on-one meetings with local elected officials,
- Site visits on our own as well as with city staff on two occasions,
- Online and printed survey,
- Social media posts,
- and two public meetings.

City staff provided a stakeholder list inclusive of email addresses. The Team gathered stakeholder information from elected officials and survey response data. We coordinated with stakeholder via emails in three separate occasions to inform residents of upcoming surveys as well as public meetings. The Team utilized the City's mailing list to inform residents of the project. This information was then reviewed by staff to arrive at various values identified by residents and officials to drive which concepts would be provided to the community for this report.

This process is useful for when there is a new program or procedure locally that requires additional information for stakeholders to make decisions upon. This process was a success to get locals engaged and thinking about potential projects instead of deciding on a project that may or may not be supported locally either by residents, other stakeholders, or have an easily available solution considering the existing right of way and infrastructure. This allowed the task to remain focused on the corridor as well as the purpose of this scope which included near-, short- and long-term concepts to address local concerns. Complete Streets is intended to provide a toolbox of scalable solutions to address needs now and in the future. This comprehension by locals was deemed as valuable a task to the project as the concepts themselves.

INTERNAL STAKEHOLDERS MEETING

PUBLIC MEETING:

Two public meetings were held on December 16th at 1:30 and 5:00 pm for approximately 1.5 hours. A PowerPoint presentation which is provided in the appendix of this document was presented by team members Heather Neville from AE and Uyen Dang from DDEC. An interactive component included a type of puzzle where attendees were able to select puzzle pieces reflective of what they would like to see in the cross-section but only allow them to select enough options that would fit within the available right of way.

The presentation focused on providing education about Complete Streets, community Placemaking, and how we utilize quantitative data with qualitative data to arrive at an outcome that satisfies the most needs. The public meeting was showcased on the cover of the local newspaper (see appendix), which supported additional attendees to the meeting.

MAIN STREET PROJECT BOARD

RESIDENTIAL ENGAGEMENT

PUBLIC MEETING:

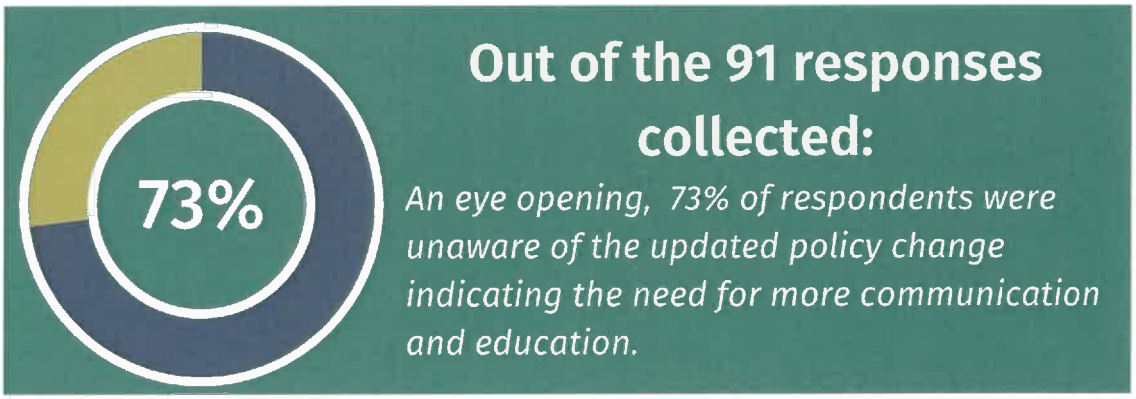
Through preliminary survey results, more than 90% of the community was not aware of the City of Atlantic Beach Complete Streets Policy. Residents were expected to see final design and constructability concepts. The common theme and feedback received during the meeting was speeding and access. Many suggestions from local residents who attended the meeting was project specific to Main Street and show displeasure for a prior concept been initiated in past years. Specific concern relates to sidewalks, the mini roundabout, and other small improvements that have been executed by local staff were discussed.

The most important key takeaway from the public meetings was the lack of awareness by the community and the need to educate the community more on public processes to arrive at a project. Also, there are varying opinions based on individuals' relationship to the project itself and how it will impact their daily lives. This is expected however for any project to move forward there needs to be an understanding of trade-offs. The puzzle exercise utilized during the public meeting showcased this well and opened attendees' eyes to how important it is to seek input but also to be willing to accept trade-offs.

The project Team developed a Complete Streets Puzzle as educational for the adopted Complete Streets Policy. The Team presented attendees with a Complete Streets postcard for share the knowledge with loved ones during the holiday season.

SURVEY RESULTS:

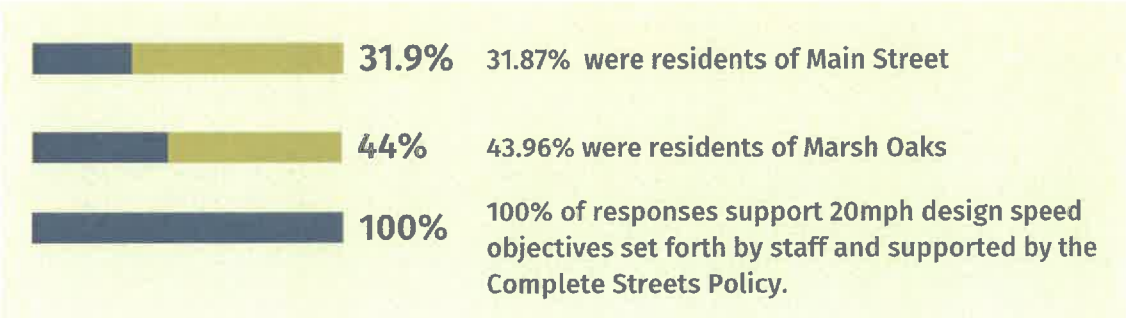
The team utilized the SurveyMonkey tool to gather basic information and a basic understanding of local understanding of the Complete Streets policy and temperature on various trade-offs and types of construction opportunities available. By design, the survey was meant to be simple and easy to use and assist in the planning process in information gathering fees that this project is currently in.



- 91 responses were collected. 31.87% were residents of Main Street, 43.96% were residents of Marsh Oaks, 100% were residents of Atlantic Beach and ***six owned a business*** in the neighborhood. Comments centered on a desire for ***safe roads*** with dedicated space for all modes. When posed with a trade-off question, responses were evenly distributed across the four options below:

    1. *Parking*
    2. *Trees*
    3. *Easement on property for sidewalk*
    4. *Slower Streets*

- This indicates there is not a current agreement on which project to move forward with beyond improvement to connectivity for all modes. This does *support a **lower community impact project in the near-term*** while a larger construction project and its aspects need to be further understood and weighted against trade-offs to attain community support.
- 100% of responses ***support 20mph design*** *speed* objectives set forth by staff and supported by the Complete Streets Policy.
- 73% of respondents were unaware of the updated policy change indicating the ***need for more communication and education.***



New program is designed for safe transportation in AB

Atlantic Beach officials are seeking community input to implement a new program designed to facilitate safe and cohesive transportation citywide. The City Commission recently adopted the Complete Streets Policy, designed to facilitate travel for drivers, pedestrians, bicyclists, shared mobility and mass transit operators.

A stakeholder's open house will be held at 1 and 5 p.m. today in the Atlantic Beach Commission Chambers. The meeting will focus on traffic calming and placemaking for the Main Street and the Marsh Oaks neighborhood, and surrounding businesses.

Each session will begin with a 20-minute presentation and a survey will be distributed to attendees to help measure interest in the Complete Streets policy. Consultants with AE Engineering Inc. and Traffic Specialist DDEC will assist city staff in establishing short- and long-term recommendations for the project area.

RECOMMENDATIONS:

The following recommendations are based on the qualitative and quantitative data collected throughout the project. They are broken down into short-, mid-, and, long-term solutions.

There are quick and cost-effective options that can start to address residential concern of the Main Street Corridor and Marsh Oaks neighborhood. Some technical constraints includes existing right away, underground utilities infrastructure and existing drainage pattern. Other factors include lack of consensus on certain features such as a sidewalk. The Team have provided conceptual designs to illustrate the recommendations as it relates to future construction projects as well as programming the existing right of way as a methodology to address near- and short-term solutions.

IMPLEMENTATION STRATEGIES

The following implementation options support the strategies that follow. This provides the City with a tool kit to move this study and plan for next steps.

Do nothing: Main Street and the Marsh Oaks neighborhood is a comfortable with acceptable street. Some improvements are warranted such as: signing and pavement markings, lighting, minor landscaping and etc. The following short-term and long-term recommendations would require trade offs to accomplish. Those trade offs are:

- On street parking
- Right of way
- Tree Removal, etc.

Through the study and community feedback, it appears that the community desires Complete Streets features such as bicycle and pedestrian accommodations, therefore **doing nothing is not** the recommendation.

Policy Changes & Updates: The recent adoption of the Complete Streets policy is a initial step towards providing staff with more options to address residents concerns. Adding national/state level policy and design to expand the Complete Streets program will assist the community further and open opportunities for funding. These near-term options are low cost solutions to develop other minor and major infrastructure rebuild.

New or additional Programs: Short-term program recommendations focus on **education** to address local behavior and improve overall the road user experience. They also provide concepts that will support communication efforts and centralize information. These can be conducted locally by staff or/and utilize outside support.

Short-Term Scalable Projects: These projects are scalable and can be executed in the near term. They are less costly and less impact to the community for installation. **All short-term projects require tradeoffs such as the removal of on-street parking.** On street parking utilization is low or nonexistence. While on street parking is a speed management strategy, there is not enough parked vehicles to be effective and the direct residential impact to removing on street parking is minor. There are other ways to offset on street parking such as shared parking or encourage the usage of residential driveways.

Short-term implementation projects are the consultant recommendations based on technical data, community survey and city policy. Short-term projects will need additional neighborhood outreach, workshop and design prior to implementation.

Long-Term Rebuild: These are large scale projects including underground utility structures, drainage improvements, and pedestrian facilities. While reconstruction address complete streets concern, it does not meet community needs due to its tradeoffs. An example, length of residential driveways will be negatively impacted due to the installation of sidewalks.

Long-term concepts require additional feasibility study such as a corridor study with additional neighborhood outreach and workshop.

SHORT-TERM RECOMMENDATIONS:

Short-term recommendations can be executed in a relatively short period of time with minimal planning and funding. Short-term concepts have the ability to secure future capital investments to ensure community vision of the Main Street corridor. The recommendations are community best practices and consistent with the Complete Streets policy.

Developing additional components to the existing Complete Streets Policy is a way to support long-term capital improvements for the City. Throughout the process of this project, the Team coordinated with staff various to address other concerns and roads within the community. Some recommendations are not limited to only Main Street but can be translated to other roads within the Marsh Oaks Neighborhood.

Much of the near and short-term recommendations is communication and education. They key messaging to leadership and the public about the Complete Street policy, what it means to have a Complete Street, and how to get the most out of your capital improvements to achieve the goals of the policy. To do this, the Team recommend the City take a multi-pronged approach so that there is consistency and continuum of design going forward that is supported by the community. More education and more communication about this will help also and longer-term projects as the community becomes more aware of public process and how projects come about.

Policy updates:

The City should consider adding second layer to the Complete Streets policy such as Vision Zero with additional initiatives that support the program. Vision Zero, reviewing existing code to ensure road design and inclusive features, as well as reviewing zoning to ensure it provides the most support to meet Complete Streets policy objectives. Parking minimums and maximums, utilization of curbs, design speed and signage, would all support how the policy is able to be utilized without conflicting with other guiding documents. This also makes the permitting process more straight forward for the general public with expected outcomes.

SHORT-TERM RECOMMENDATIONS CON'T:

Complete Streets Website:

Developing a City of Atlantic Beach Complete Streets website will allow localize resources for residents to have better understand of the City's new policy along with upcoming complete streets projects. Having a focused site for a complex new policy with such broad uses for so many different types of roads and Placemaking will support a more informed community. This will also help with future zoning and land development, diverse and new concepts and support long-term projects.

Sharrows :

Implementing the City Connectivity Plan through the usage of sharrows on low speed roads. Sharrows is a shared-lane marking indicating where cyclists can ride. Cars have to give cyclists 3 feet of space when passing. Under Florida Law, bicycles have the same rights and responsibilities as a motor vehicle.

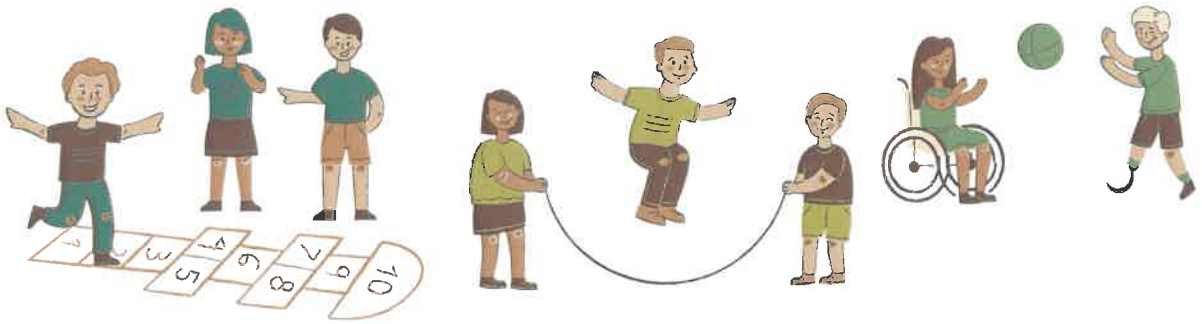
Public Education :

Communication is centralize to the success of Complete Streets implementation. The Team recommends the City engage in a public education campaign maximizing the website, social media and public meeting spaces to workshop the community. This will help begin with the fundamentals and move towards developing project concepts and designs that are more inclusive of available updated cross sections and what the community currently is aware of. This will expand the options staff has to use to solve community requests readily available, reducing costs over time.

Bicycle Education Campaign

SHORT-TERM RECOMMENDATIONS CON'T:

Street Play, Cyclovia and other open street event play days are a concept currently used across many cities and counties in the State of Florida. The basis of the project teaches road users how to operate within the road while vehicles are moving about.



Frequently, public comments regarding road safety and speed of vehicles address how the road makes them feel. This is not to disregard public comment about those issues because we know all too well that they do exist, however motor vehicles current iteration provides for a quiet comfort use while inside a vehicle. This has impacted road users, especially those outside of a vehicle, senses to perceive information.

Street Play also typically helps with local initiatives where offenders are typically each other's neighbors. This works well in many residential roads as well as main streets to educate the community all at one time and a fun and inviting way. The cost varies depending on how the municipality or other agency wants to execute this project. It can be as simple as an in street block party or as robust where we seen 5K is parades etc.

City slow roll bicycle parade to highlight the City of St. Augustine new bicycle ordinance.

SHORT-TERM RECOMMENDATIONS CON'T :

The goal for short- and mid- term improvement is to improve safety utilizing the latest standards and specifications to enhance the existing conditions. Short and Mid-Term Safety improvements for Main Street are the following:

Lighting: Coordinate with JEA through the existing City franchise agreement to add new luminaries to existing utility poles. There are currently 19 poles on the West side and 18 on the east side. With many poles at the intersections, this will allow added illumination and enhance safety for all users.

Pavement Markings: Update and enhance all stop bars to meet minimum standards of 24" white per FDOT Design standards.

Signage: Coordinate with Public Works to check reflectivity on all regulatory signs such as "Stop" signs. Measure the retroreflectivity in accordance with ASTM D4956.

ADA Accessibility: The existing ADA accessibility is limited within the right of way. Utilize existing pavement width and implement complete streets within FHWA, MUTCD and FDM guidance to enhance pedestrian access and as interim solution while capital improvement projects may take many years to implement.

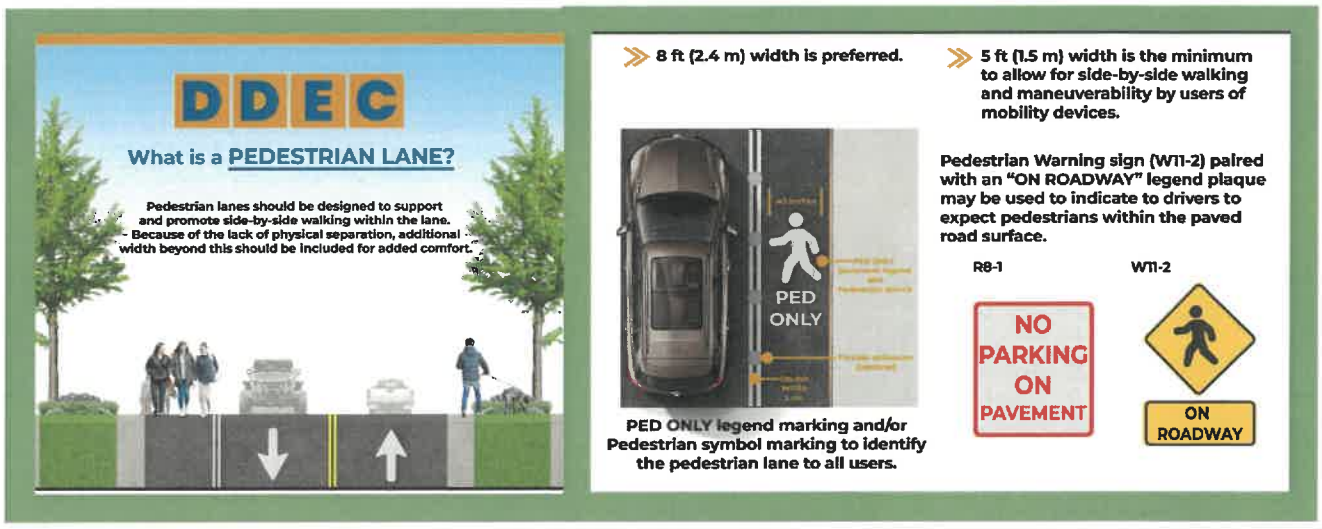
Parking: With short-term and long-term vision, the recommended design and target speed is 20MPH. Due to the existing crash frequency and the crash type on Main Street, the recommendation is to remove existing parking to allow space for pedestrian and bicyclist access.

Existing Mini Roundabout:
The existing roundabout does not meet minimal signing and pavement markings. Utilize MUTCD for additional pavement markings and advance warning for traffic calming at the intersection.

SHORT- TERM IMPROVEMENTS CON'T:

Option 1: Pedestrian Lane

A pedestrian lane is a short-term improvement on low and moderate speeds and volumes to designate space on the roadway for pedestrian usage. The implement this design, provide signing and pavement markings for a Pedestrian Lane as recommended from Chapter 5 of FHWA Small Town and Rural Multimodal Networks to be consistent with the City's Complete Streets policy and the City's bicycle network. The pedestrian lane limits are proposed on Main Street from West 1st Street to Levy Road. There is an existing sidewalk on the East side of Main Street north of Levy Road. Implementing "sharrows" north of Levy Road will alert drivers to acknowledge that there are bicyclists utilizing the right of way.



Category	Recommendations	Reference			
Design Speed	20MPH	FDOT FDM Chapter 19 - Traditional Neighborhood	☑	☑	☑
Lane Width	9'	FDOT FDM Chapter 19 - Traditional Neighborhood	☐	☐	☑
Sharrows	Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.	FDOT Design Manual Section 233.3 Shared Lanes Markings 2009 MUTCD - Chapter 9C Shared Lane Markings.	☐	☑	☑
*Pedestrian Lane	6' with 2' buffer on East side	Chapter 5 of FHWA Small Town and Rural Multimodal Networks	☑	☐	☐
**Parking	No on street parking		☐	☐	☐

*The complexity of the pedestrian lane is the offset of the centerline of the roadway and the existing roundabout at Main Street and 9th which will require a redesign of the intersection with minor drainage and utilities relocation.

**Eliminate all parking along the corridor due to low parking utilization and most crashes are parked vehicles.

SHORT-TERM IMPROVEMENTS CON'T:

Option 2: Advisory Shoulder

An advisory shoulder is used to accommodate pedestrian and bicyclists on roadway segments that is too narrow. The "motorists may only enter the shoulder when there are no bicyclists" or pedestrian present. Typical application with low to moderate traffic volume. Volume criteria based on FHWA MUTCD guidance with vehicle traffic lower than 3000ADT.

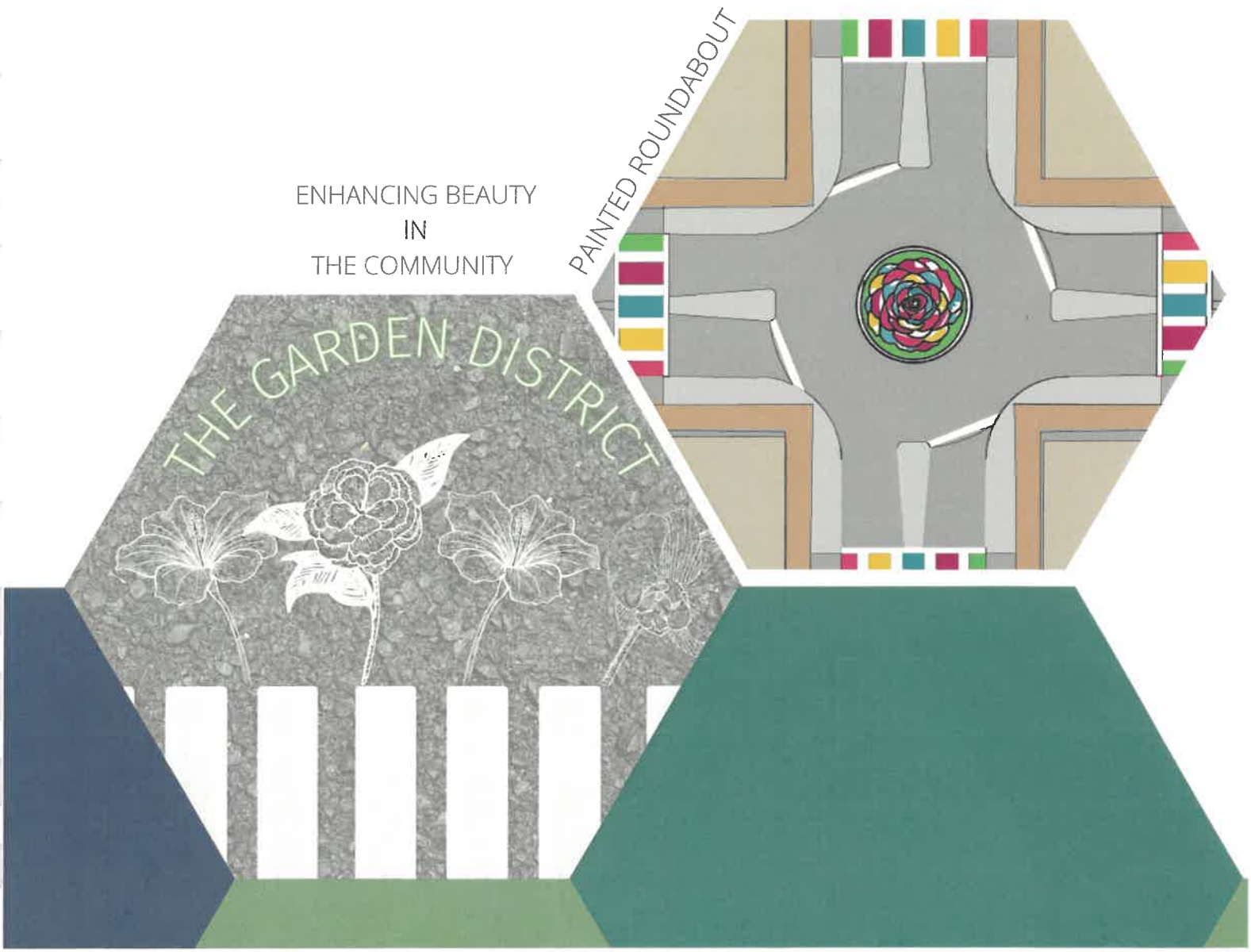
Category	Recommendations	Reference			
Design Speed	20MPH	FDOT FDM Chapter 19 - Traditional Neighborhood	☑	☑	☑
Lane Width	16' Shared	FDOT FDM Chapter 19 - Traditional Neighborhood	☐	☐	☑
Sharrows	Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.	FDOT Design Manual Section 233.3 Shared Lanes Markings 2009 MUTCD - Chapter 9C Shared Lane Markings.	☐	☑	☑
Advisory Shoulder	5' each direction including gutter	Chapter 5 of FHWA Small Town and Rural Multimodal Networks	☐	☑	☐
**Parking	No on street parking		☐	☐	☐
Intersection Treatment	Mountable Roundabouts		☐	☑	☑

***Eliminate all parking along the corridor due to low parking utilization and the majority of crashes are parked vehicles.*

PLACEMAKING AND COMPLETE STREETS:

Placemaking and Complete Streets are synonymous now as the movement towards safer mobility for all has evolved. The Marsh Oaks neighborhood is filled with natural beauty and plenty of public destinations for residents and visitors alike to enjoy. Creating equal access to all road users and residents can not be under estimated as a significant way to improve the quality of life and access by harnessing the public right of way.

Equally, this will provide residents within the neighborhood access to other locations around Atlantic Beach including the ocean and commercial destinations. Leveraging Complete Streets, the City could consider public art installation, respite focused parklets including benches and added trees, as well as potential for a district approach capitalizing on the beautifully named floral streets. While working on this project, the Team began referring to Marsh Oaks as the Garden District. Concepts like these can drive long term objectives, create a sense of pride in a neighborhood and establish potential themes around which design decisions can be made.



MID - TO LONG-TERM RECOMMENDATIONS:

MID-TERM RECOMMENDATIONS:

Mid-term recommendations include more robust design, striping and other construction type projects that would not require extensive rearranging of the right of way or underground utilities. These recommendations were reviewed by the team as a reflection of what the community has said that they would like to see for the Main St. Corridor. With an emphasis on safety, speed management by design, the utilization of a 20-mph design speed accompanied by other vertical concepts including lighting and signage, these concepts can be done in relatively short amount of time depending on local budget and desire to complete these projects.

LONG-TERM RECOMMENDATIONS:

Long-term recommendations can encompass a lot more of the elements that the community desires however as a name suggest, they are longer term due to their costs and construction requirements. A complete redesign of Main Street to include additional features would also require utility as well as tree removal or relocation. These projects typically are within the capital improvement program year five and require additional design and engineering and potentially other added needs such as real estate easements.

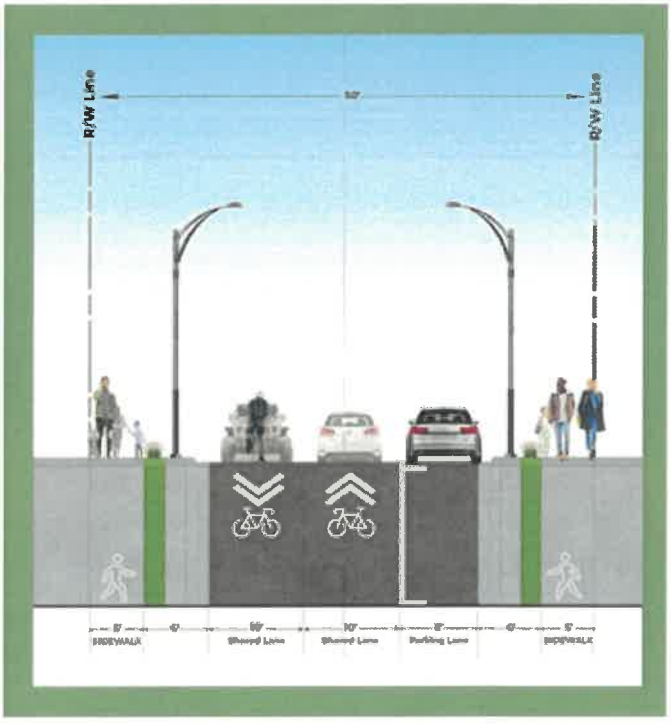
Long-term improvements for Main Street shall consist of revisiting all underground improvements and subsurface infrastructures as a major reconstruction project. The existing as-builts utilities provided by the City Engineering Staff are dated 1990 with Sanitary Sewer running along the centerline of the roadway. This placement of utilities may affect median planting that will not meet the City's minimum utilities separation. The existing 8" watermain is on the West side of Main Street may need to be relocated for proposed sidewalk placement.

LONG-TERM IMPROVEMENTS:

Option 1: Slow Street

A slow street design will include a series of lateral shift/chicane for on street parking and new intersection improvements.

Utilizing striping as a traffic calming technique is less disruptive to emergency service vehicles without no vertical or horizontal elements within the roadway surface. This concept will accommodate residential parking demand and allow adequate access for emergency service vehicles. Alternating dedicated parking space through each blocks will give the visual effect of a lateral shift or chicane within the corridor and is universally recognized as a traffic calming strategy. Traffic calming striping gives the visual impression that roadway width has been reduced, which has been shown to slow vehicles down while traveling along a roadway. This type of striping will not slow down emergency service vehicles utilizing the roadway or adversely affect traffic operations.



Category	Recommendations	Reference			
Design Speed	20MPH	FDOT FDM Chapter 19 - Traditional Neighborhood	☑	☑	☑
Lane Width	10' each	FDOT FDM Chapter 19 - Traditional Neighborhood	☐	☑	☑
Sharrows	Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.	FDOT Design Manual Section 233.3 Shared Lanes Markings 2009 MUTCD - Chapter 9C Shared Lane Markings.	☐	☑	☑
Sidewalk	5'	FDOT FDM Chapter 19 - Traditional Neighborhood	☑	☐	☐
Parking	Street parking on the	Driveway Counts	☐	☐	☑
Intersection Treatment	-Mountable Roundabouts -Tabled Intersection		☐	☑	☑

LONG-TERM IMPROVEMENTS:

Option 2: Advisory Bike Lane

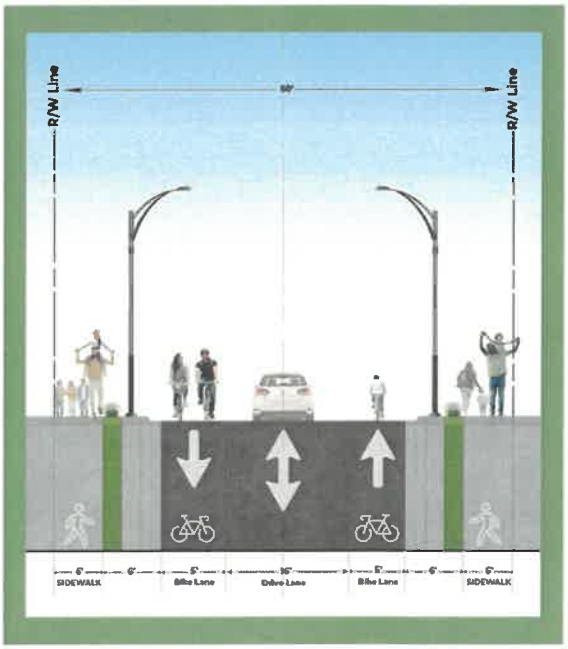
Consistent with the advisory shoulder presented in a short-term option #2, the Advisory Bike Lane (ABL) will maintain the existing curb line without major reconstruction or a change in drainage pattern. This alternative will provide traditional sidewalk on both sides of the street to maintain Complete Streets.

A shared use path or wide sidewalk on one side is not recommended for Main Street due to the existing residential driveways and building setbacks. Creating a 10' path will place adjacent property owners in noncompliant of residential parking and vehicle overhang of the existing right of way.

What is an Advisory Bike Lane?

Advisory Bike Lane is a shared space for bicyclists and motorists within narrow streets. Unlike a shared street, Advisory Bike Lanes accommodate two-way car traffic while dedicating safe space for bicyclists. Main Street is a low traffic volume (≤ 5,000 ADT) network with vehicular speed of less than 30MPH. These installations fall in line with the contextual guidance provided for the Advisory Shoulder treatment featured in the FHWA Small Town and Rural Multimodal Networks document.

Advisory Bike Lane shall be installed from West 1st Street to Levy Road, North of Levy should be a traditional 5' bike lane due to the the 60' right of way will allow for a higher level of service.



Category	Recommendations	Reference			
Design Speed	20MPH	FDOT FDM Chapter 19 - Traditional Neighborhood	☑	☑	☑
Lane Width	16' Shared	FDOT FDM Chapter 19 - Traditional Neighborhood	☐	☑	☑
Sharrows	Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.	FDOT Design Manual Section 233.3 Shared Lanes Markings 2009 MUTCD - Chapter 9C Shared Lane Markings.	☐	☑	☑
Advisory Bike Lane	5' each direction	Chapter 5 of FHWA Small Town and Rural Multimodal Networks	☐	☑	☐
Sidewalk	6'	FDOT FDM Chapter 19 - Traditional Neighborhood	☑	☐	☐
Intersection Treatment	-Mountable Roundabouts -Tabled Intersection		☐	☑	☑

ENGINEER'S ESTIMATE

	Short-Term Option 1	Short- Term Option 2 Internal	Short-Term Option 2 External	Long-Term
Planning	$53,020	$53,020	$53,020	$200,000
Design	$63,870	$42,580	$42,580	$600,00
Construction	$258,120	$43,020	$172,080	$3,817,480
Construction 20% Contingency	$51,624	$8,604	$34,416	$190,874
CEI	$0	$0	$0	$190,874
Total	$426,634	$147,224	$302,096	$5,571,850

A detailed engineers estimate is provided in the appendix.
*Long-term engineering estimate subject to change due to market conditions

FUNDING STRATEGIES :

Funding strategies directly correlate to which policies, procedures, and projects City leadership and residents desire. Funding mechanisms include the local general fund, potentially bonding for larger projects, as well as seeking grant funds from state and federal resources.

Potential funds through the state include the FDOT LAP program, TAP program and Safe Routes to School. In order to attain those find these projects must be listed with the North Florida Transportation and Planning Organization(NFTPO) is a priority of Atlantic Beach and Duval county. This process is straightforward and requires a scope and fee estimate for the project to be submitted to the NFTPO board via the City's representative to the Technical Committee. There can be multiple projects listed with the TPO since there are various funding sources available as the TPO funnels all state funds to projects that are not direct grant receivership to the city.

The Federal Administration has also released extensive funds available post Covid-era in order to stimulate various parts of our local economies, making it a good time to seek out those types of funds. Projects must be outlined with a scope to reflect the required bullet points within those guidelines depending on the fund source. Money currently can be used for every stage of projects including planning, design, construction, and purchase of property. The process is very straightforward however in order to receive funds there will be some steps in the City must execute depending on the funding strategy. These include things such as:

- shovel ready projects i.e. having complete designs ready to go,
- projects that are fully supported by the community via public meeting and votes,
- potential concurrency projects across different groups including Parks and Recreation, Florida Inland Navigation, or others who might have a vested interest in creating better access to the river.

There's also an element of sustainability and resiliency as it relates to a full reconstruction project and those superlatives help attain more funding for local communities to stretch local dollars. Depending on the project or projects the City selects the Team will draft scope language and general fee estimates to support the next steps.

NEXT STEPS:

During the January 24th, 2022 City of Atlantic Beach Commission meeting, the proposed concept for Option 2 short-term implementation for the Advisory Shoulder was the consensus majority by discussion with an interim focus on planning elements. The Commission did not vote on project that evening. The recommended path that will allow City staff to determine the next steps include:

- City Commission to adopt the Main Street Implementation Plan
- City Staff to develop a Capital Improvement Plan (CIP) for short-term and long-term options
  - Short-term Option 2: Advisory Shoulder limits 1st W Street to Levy Road.
- City Staff to coordinate with JEA to determine feasibility of lighting improvements
- City Staff to coordinate with the North Florida Transportation Planning Organization for projects to be on the Transportation Improvement Plan (TIP)
- City to allocate funding for planning and design of short-term option with an engagement strategy for successful implementation
- Develop constructability plan and with City Public Works Department
- Implementation of short-term recommendations

Enhancements to the road will only further enhance the March Oaks community as a destination as well as great place to live. The City should consider a more robust education and communication program to let residents know about the policy and how it can support their livability on their own roads as well as how it can help direct other areas including the commercial district.

JANUARY 2022

APPENDIX

SCOPE:

Overview

The scope of services for this contract includes providing Planning and Engineering staff to assist the City of Atlantic Beach on the following tasks

Task 1:

- Review existing conditions of existing planning documents
- Traffic analysis
- Comprehensive plan
- Bicycle network
- Parking policy and other functionality of the corridor.

Task 2:

- Provide alternative corridor analysis for complete streets
- Intersection improvements and connectivity nodes
  - including public engagement and workshops.

Task 3:

- Provide preliminary planning document

Project Deliverables

- Existing conditions memo
- Initial design alternatives and workshop presentation materials
- Planning document, typical sections and rendering
- Prepare project website and communication strategy to engage stakeholders in Complete Streets
- Workshop findings

AE ENGINEERING INC. :

AE Engineering, Inc. (AE) has proudly based our headquarters in the City of Jacksonville since 2006. Our history in the area as a CEI firm means we have engineers on staff who know first hand how to manage design and cost aspects which help in the planning and design phases. AE has 16 Professional Engineers, 1 Professional Planner and now employs over 130 qualified professionals. AE is also a certified DBE and minority owned business.

AE is proud of our new Planning Department with a 10-year history in Northeast Florida focused on Strategic Planning. AE acquired VRUM Planning (VRUM) in 2020, formerly owned and founded by Director and Senior Transportation Planner, Heather Neville, AICP. VRUM's experience as a Transportation Planner, existing clients and regulatory relationships match AE's expected quality and desire to create better places for people. VRUM's support services include municipal and county level Transportation Planning and Traffic Review for bicycle, pedestrian, mobility, access, transit hub, safety, signage, sub area planning includes calculations, design and plan review as well as project management. Working with leadership on complex community concerns and defining a work plan, Heather assists in reaching successful outcomes that require policy maker approval, community support or projects defined objectives. This included working closely with the Transportation Planning Department, Parks & Recreation, GIS Systems and others. Results identified creative long-range concepts as well as practical and implementable measures including strategic funding, grant application and grant administration.

DDEC

DDEC:

DDEC is a boutique transportation engineering firm based in West Palm Beach, FL that is dedicated to reinventing the way the world moves through innovative planning, placemaking and engineering. DDEC is specialized in safety and mobility projects with special emphasis on community engagement and communications. DDEC's professional engineers are experienced in federally funded grant projects that can handle a project from conception to implementation. Founded with the core values of safe and sustainable infrastructures, DDEC is dedicated to creating change within the built environment. DDEC is also minority and women owned.

Amanda Ayala Morris, Comm, Major

STATE

CITY OF ATLANTIC BEACH COMPLETE STREETS PROGRAM

1Pm

MAIN STREET PUBLIC MEETING SIGN IN

What: Stakeholder Open House When: 12/16/2021 Where: Atlantic Beach Commission Chambers
Times: 1:00PM - 2:30PM and 5:00PM - 6:30PM

Name	Email	Address	Resident/Business/Visitor
Scott KELLY	Kellsde@gmail.com	241 Oceanwalk Dr S	Resident
Megan Nottingham	gem.fee32@gmail.com	1285 Main	resident
STEVE PISCITELLI		374 MAGNOLIA ST. AB	RESIDENT
Michael Hoffmann		176 Camelia ST	resident
Milena Schrader		781 Camelia St.	resident
Kenneth Holliday		195 MAIN St	Homeowner

CITY OF ATLANTIC BEACH COMPLETE STREETS PROGRAM

1pm

MAIN STREET PUBLIC MEETING SIGN IN

What: Stakeholder Open House When: 12/16/2021 Where: Atlantic Beach Commission Chambers
Times: 1:00PM - 2:30PM and 5:00PM - 6:30PM

Name	Email	Address	Resident/Business/Visitor
STER, JOHN	JWSTER at COMCAST NET	1701 SELVA MARINA DR.	RESIDENT

CITY OF ATLANTIC BEACH COMPLETE STREETS PROGRAM

MAIN STREET PUBLIC MEETING SIGN IN

What: Stakeholder Open House When: 12/16/2021 Where: Atlantic Beach Commission Chambers
Times: 1:00PM - 2:30PM and 5:00PM - 6:30PM

Name	Email	Address	Resident/Business/Visitor
Mike Kulik	mkulik237	730 Bonita Rd	Resident
MATT SCHRADER	-	781 CAMELIA ST	RESIDENT
Karen Friedemann	karehearts6@gmail.com	662 main St	Resident

SAN PABLO ELEMENTARY
Students learn about sea turtles/ Page 2

CLEANUP
Beaches Go Green cleans up Beaches Town Center / Page 2

December 16, 2021

THE BEACHES LEADER

Vol. 59, No. 26 Serving the communities of Atlantic Beach, Jacksonville Beach, Neptune Beach, Mayport and Ponte Vedra Beach since 1963 $1

(From left) Maria Mark, Beaches Watch president; Dr. Randy Hayes, BEAM volunteer; Lori Richards, BEAM executive Director; and Mary Ellen Waugh, BEAM director of food services, are shown during the presentation of the 2021 Beaches Watch Give Back Donation to BEAM. Beaches Emergency Assistance Ministry (BEAM) received the award for helping local families recovering from the pandemic.

New program is designed for safe transportation in AB

Atlantic Beach officials are seeking community input to implement a new program designed to facilitate safe and cohesive transportation citywide. The City Commission recently adopted the Complete Streets Policy, designed to facilitate travel for drivers, pedestrians, bicyclists, shared mobility and mass transit operators.

A stakeholder's open house will be held at 1 and 5 p.m. today in the Atlantic Beach Commission Chambers. The meeting will focus on traffic calming and placemaking for the Main Street and the Marsh Oaks neighborhood, and surrounding businesses.

Each session will begin with a 20-minute presentation and a survey will be distributed to attendees to help measure interest in the Complete Streets policy. Consultants with AE Engineering Inc. and Traffic Specialist DDEC will assist city staff in establishing short- and long-term recommendations for the project area.

During a recent presentation to commission members, Planning and Community Development Director Amanda Askew said the impetus for the program grew from discussions during the Parks Master Plan process. City officials hosted a town hall meeting on the topic to help refine the concept.

"It's a transportation and design approach that requires streets to be planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation," she said. "There's multiple examples of complete street elements throughout the city and there's more that we can do."

Incorporating painted directional signs on the pavement and installing crosswalks can be tailored to an individual community or neighborhood, based on the transportation needs of the specific area. A multi-use path could be installed in a school zone to ensure students can navigate safely to and from school.

"Some of the things include bike lanes, shared paths, arrows, maybe there's some street furniture that we can add along the street," she said. "You could even potentially look at speed limits or stop signs so there are multiple things in the wheelhouse we could use to implement some of these things."

According to Askew, the city has already installed wider paths and bike lanes as part of its approach to complete streets.

"It is a priority that the commission identified in a LEED roadmap as part of the top 10 recommendations," she said. "It helps incorporate recommendations from the Connectivity Plan and it provides a framework for staff to review projects.

"Whenever there is a new transportation project, whether it's a street repaving or a new street going in, staff would look at it and it would be looked at by multiple departments; the Planning Department, Public Works, Police and Engineering," she said. "We have criteria that we would use so it's not subjective to review each project on a project-by-project basis. We would coordinate with other jurisdictions and agencies as needed."

Askew said projects are to be prioritized by the level of need of a particular neighborhood and implemented to reflect the character of the surrounding environment. Citizens without any transportation projects planned for their neighborhood may apply for a multi-departmental review to determine eligibility. A minimum of 55 percent of the residents in a specific block would have to agree before staff would consider an application. City staff also considers annually the available budget, community benefit and other data when considering complete streets' projects.

"If we look at this on a yearly basis, we could get an idea of where we are and where we need to go. We are going to look at the number of paths that we have currently and the amount of paths we're adding, the number of curb ramps, the number of new trees, signage, traffic conflicts between pedestrians and bicyclists, the number of children walking and biking to school and the vehicle miles traveled," said Askew, adding that conflict define areas with a high number of traffic accidents or near accidents. Locations prone to "close calls" are more difficult to track.

"I kind of believe if you build it, they will come. Maybe there's not [a path] there now and people aren't taking advantage of getting outside and biking and walking. But if you build a path or a bike lane, people will take advantage of it and it will be safer for them. Instead of getting in your car to go to the park, you might get on your bike or walk."

Pete's Bar changes ownership

by LIZA MITCHELL
CONTRIBUTOR

It's last call for an iconic Neptune Beach landmark. The bar and package store holds the first liquor license issued in Duval County to Pete Jensen following the repeal of prohibition. Since 1933, Pete's Bar has been operated at 117 First Street by generations of the Jensen family.

On Tuesday, that chapter closed as the bar officially changed ownership. Co-owner Tom Whittingslow confirmed the sale Monday to a retail holdings group "with ties to the Beaches." According to Whittingslow, the new owners intend to honor the legacy and the traditions that are unique to Pete's Bar. They've even made notes on certain elements referred to as "Pete-isms."

"They understand the traditions and what makes Pete's Bar Pete's Bar, like 25-cent pool. You can't change that. There's no place on the planet that you could still play pool for a quarter. That pool table is here for the entertainment of the guests. They're the ones spending money at the bar as they understand," he said. "They don't intend on changing the bar. They still plan on carrying on the Thanksgiving tradition. The only thing different when you walk in the door is that Tom won't be there."

Whittingslow said there's no truth to the rumors that have been swirling on social media for the last six months. He said he's heard everything from the site is being cleared to make way for condos, it was purchased by out-of-state – and sometimes international – developers that want to build an Applebee's or other restaurant franchise.

While he wouldn't comment on the identity of the new owners, Whittingslow confirmed they own interest in multiple projects throughout Jacksonville Beach and Riverside.

"It's not fair for me to comment on what someone else owns," he said. "Everyone is scared of change."

And while Whittingslow said the new owners are committed to maintaining the bar's original format, what they do above and beyond that is up to them at the city's discretion.

"What they do in addition is on them. They are going to have to do that on their own," he said regarding possible expansion opportunities including a rooftop deck.

"I'd love to have had the money to do a rooftop deck. They'll have to propose that [to the city]. I'm not going to speak for them. It all has to go through a review board, but the fact that there's a rooftop deck will make no difference to what's here now."

What exists now hasn't changed much over the last several decades. With it's faded wood paneling, walls

PETE'S, see page 6

Adventure Landing rezoning request deferred until 2022

A rezoning request to accommodate a high-density residential project proposed for the Adventure Landing site was deferred Monday by the Jacksonville Beach Planning Commission. Agents for the developer notified city staff that they intended to wait until after the first of the year to resubmit the application.

Developers are seeking a land use amendment to the 2030 Comprehensive Plan for approximately 22 acres located at 1944 Beach Blvd. They are also attempting to rezone the 53.8-acre site, which has existed as a theme park since the mid-1990s, to Planned Unit Development.

The commission voted 4-1 in favor of the deferment, with David Dahl in opposition. Commission Chairman Greg Sutton encouraged both the applicant and city planning staff to be "conservative on the date that we chose in the future out of respect for everybody's time that was here tonight so we make sure we don't have a deferral in the future."

Plans include 427 residential units in four multi-family buildings; a 177-unit and a 90-unit structure, each with its own amenity courtyard; a 78-unit building; and an 82-unit building with the ground-floor leasing, club and fitness center on the ground floor and an outdoor pool. The Adventure Landing theme park is scheduled to close this month.

The site would also include a total of 854 spaces in a four-level, 400-space parking garage and 454 surface parking spots. The parking garage is situated behind the residential buildings which are all below 35 feet, meeting the city's height, parking and stormwater requirements.

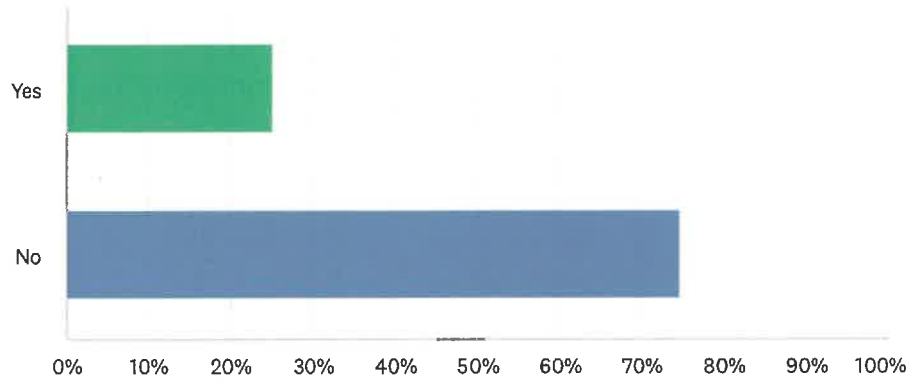
To obtain the density necessary for the $80 million apartment complex, the city must amend the zoning designation for approximately five acres from Recreation/Open Space land use to High Density Residential land use. This parcel was previously used as unpaved seasonal parking for the theme park. Prior to 1996, it was designated as High Density and Low Density Residential, and was changed to Recreation/Open Space to accommodate the seasonal parking for the Adventure Landing theme park. Approximately 1.9 acres would remain designated as Recreation/Open Space.

REZONING, see page 3

INDEX

Q1 Are you aware of the newly adopted Complete Street Policy?

Answered: 99 Skipped: 0



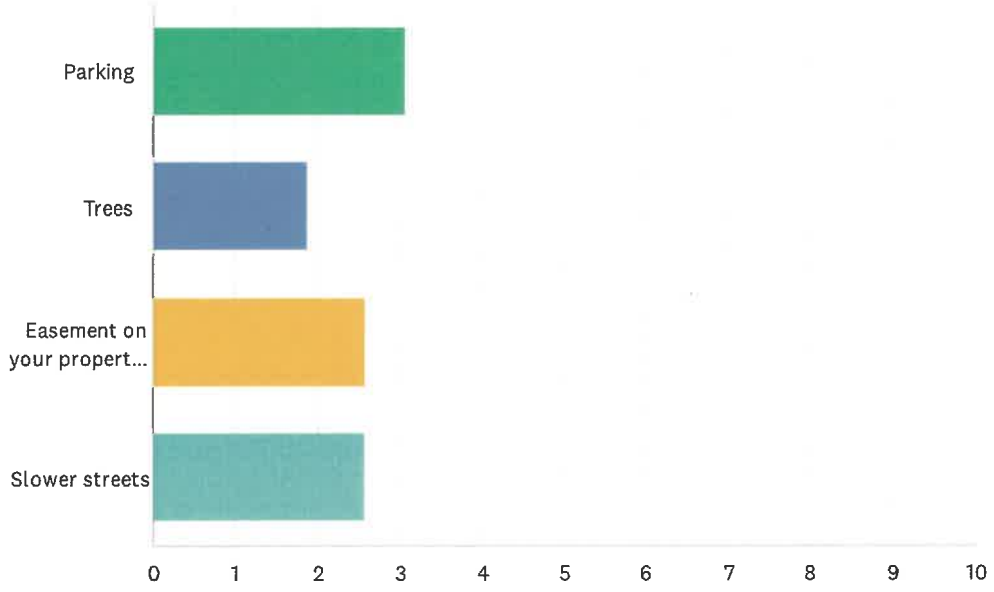
ANSWER CHOICES	RESPONSES	
Yes	25.25%	25
No	74.75%	74
TOTAL		99

Q2 If you could change one feature about Main Street what would it be?

Answered: 83 Skipped: 16

Q3 What are you willing to give up to get it? Please rank.

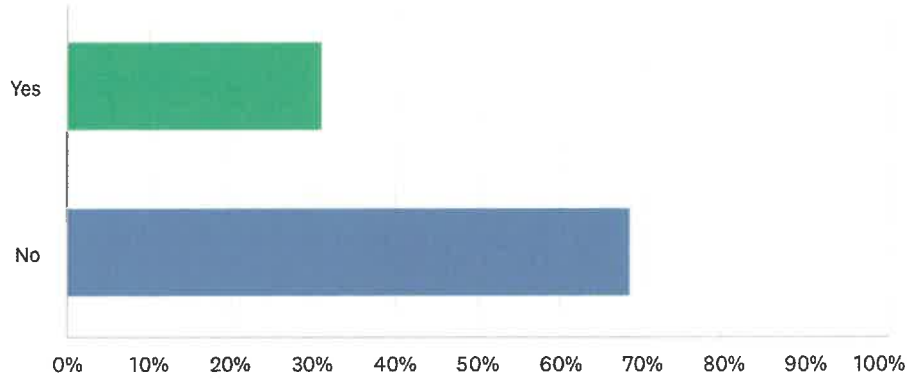
Answered: 85 Skipped: 14



	1	2	3	4	TOTAL	SCORE
Parking	44.00% 33	26.67% 20	21.33% 16	8.00% 6	75	3.07
Trees	6.67% 5	24.00% 18	20.00% 15	49.33% 37	75	1.88
Easement on your property for sidewalk	20.78% 16	33.77% 26	28.57% 22	16.88% 13	77	2.58
Slower streets	34.15% 28	14.63% 12	25.61% 21	25.61% 21	82	2.57

Q4 Are you a resident on Main Street?

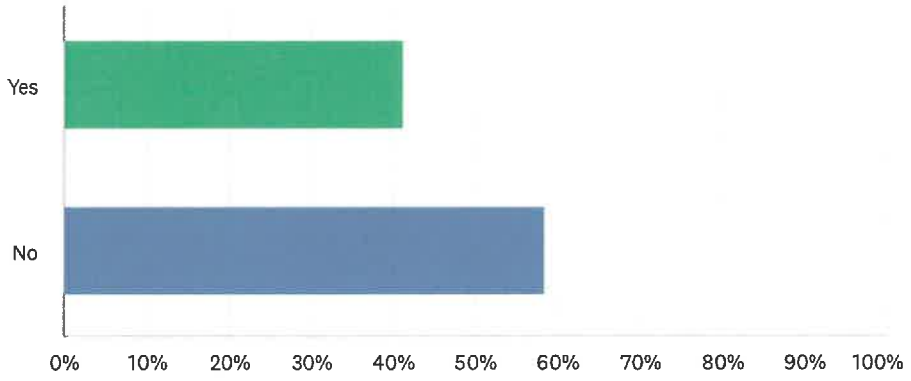
Answered: 99 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	31.31%	31
No	68.69%	68
TOTAL		99

Q5 Are you a resident of Marsh Oaks? (The Neighborhood bounded by Mayport Road, The River, Dutton Island Road and W. 1st Street)

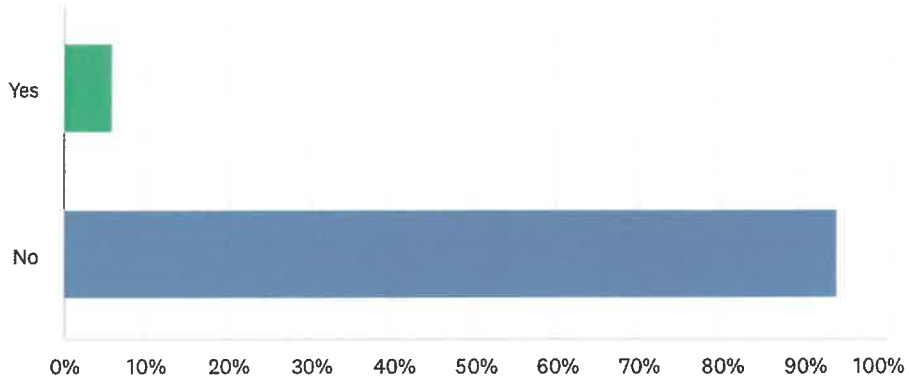
Answered: 99 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	41.41%	41
No	58.59%	58
TOTAL		99

Q6 Do you own a business in Marsh Oaks? (The Neighborhood bounded by Mayport Road, The River, Dutton Island Road and W. 1st Street)

Answered: 99 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	6.06%	6
No	93.94%	93
TOTAL		99

Q7 Please provide your contact information.

Answered: 69 Skipped: 30

ANSWER CHOICES	RESPONSES	
Name	98.55%	68
Company	15.94%	11
Address	97.10%	67
Address 2	5.80%	4
City/Town	100.00%	69
State/Province	100.00%	69
ZIP/Postal Code	97.10%	67
Country	78.26%	54
Email Address	92.75%	64
Phone Number	82.61%	57

CITY OF ATLANTIC BEACH COMPLETE STREET PROGRAM

FOCUS AREA: MAIN STREET

What: Stakeholder Open House
When: 2/15/2021
Where: The Urban Farm
Times: 2:00PM - 3:30PM and 6:00PM - 7:30PM

A Visioning Session for Main Street & Area
From W 1st Street to Dutton Island Road
Focus - Traffic calming, place making

Take the survey! Stay up to date.
Follow the QR Code or
Visit www.COAB.com/CompleteStreet

Staff Contact:
Amanda Askew,
Director of Planning and Community Development
P: (904) 247 5841
E: aaskew@coab.us

Consultant Contact:
Heather Neville, AICP
AE Engineering Inc.
P: (904) 509 6895
E:hneville@aeengineeringinc.com

Main Street Engineer's Estimate

DATE:	1/10/2022	**Estimated Work Days:**	180
PROJECT:	Main Street Long Term Implementation	**Estimated Calendar Days:**	30
PROJECT NO.:	N/A		
PREPARED BY:	Uyen Dang		
CLIENT PROJECT MANAGER: Amanda Askew, AICP			

Item #	Description	Quantity	Unit	Bid Unit Price	Bid Extension
4	FDOT PAY ITEM N/A: AUDIO-VISUAL PRE-CONSTRUCTION AND POST CONSTRUCTION RECORDS	1	LS	$1,000.00	$ 1,000.00
6	FDOT PAY ITEM 102-14: TRAFFIC CONTROL OFFICER	240	HR	$100.00	$ 24,000.00
7	FDOT PAY ITEM 102-60: WORK ZONE SIGNS, F & I	1800	DY	$1.00	$ 1,800.00
19	FDOT PAY ITEM 102-74-1: CHANNELIZING DEVICE, TYPES I, II, DI, VP, DRUM, OR LCD, F & I	3,600	DY	$8.00	$ 28,800.00
21	FDOT PAY ITEM 102-74-2: CHANNELIZING DEVICE, TYPE III, 6 FT, F & I	900	DY	$50.00	$ 45,000.00
23	FDOT PAY ITEM 102-74-9: TRAFFIC CONES, F & I	5400	DY	$8.00	$ 43,200.00
29	FDOT PAY ITEM 102-76: ARROW BOARD / ADVANCE WARNING ARROW PANEL, F & I	360	DY	$50.00	$ 18,000.00
41	FDOT PAY ITEM N/A: FDOT CERTIFIED FLAG PERSON	360	DY	$45.00	$ 16,200.00
46	FDOT PAY ITEM 104-11: FLOATING TURBIDITY BARRIER	100	LF	$40.00	$ 4,000.00
49	FDOT PAY ITEM 104-18: INLET PROTECTION SYSTEM	40	EA	$115.00	$ 4,600.00
57	FDOT PAY ITEM 110-2-1: CLEARING AND GRUBBING	17600	SY	$25.00	$ 440,000.00
70	FDOT PAY ITEM 110-4-10F: REMOVAL OF EXISTING CONCRETE-CURB AND GUTTER	8500	LF	$30.00	$ 255,000.00
75	FDOT PAY ITEM 120-1: REGULAR EXCAVATION	10000	CY	$35.00	$ 350,000.00
82	FDOT PAY ITEM 121-70-2: FLOWABLE FILL	1000	CY	$130.00	$ 130,000.00
104	FDOT PAY ITEM 285-708: OPTIONAL BASE, BASE GROUP 08	17600	SY	$14.00	$ 246,400.00
128	FDOT PAY ITEM 334-1-11C, 334-1-12C, 334-1-13C, 334-1-14C, OR 334-1-15C: SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC A, B, C, D, OR E, GREATER THAN OR EQUAL TO 500 TON	3000	TN	$130.00	$ 390,000.00
185	FDOT PAY ITEM 425-1-211: INLETS, CURB, TYPE 10, <10 FT	40	EA	$1,200.00	$ 48,000.00
228	FDOT PAY ITEM 425-2-61: MANHOLES, P-8, <10 FT	10	EA	$1,500.00	$ 15,000.00
238	FDOT PAY ITEM 425-5: MANHOLE, ADJUST	10	EA	$2,500.00	$ 25,000.00
249	FDOT PAY ITEM 430-173-112B, 430-173-115B, 430-173-118B, OR 430-173-124B: PIPE CULVERT RCP MATERIAL ONLY, ROUND, 12 IN, 15 IN, 18 IN, 24 IN, GUTTER DRAIN	5280	LF	$45.00	$ 237,600.00
424	FDOT PAY ITEM 520-1-10: CONCRETE CURB & GUTTER, TYPE F	10560	LF	$30.00	$ 316,800.00
431	FDOT PAY ITEM 522-2A: CONCRETE SIDEWALK AND DRIVEWAYS, 6 IN THICK	4200	SY	$60.00	$ 252,000.00
432	FDOT PAY ITEM 522-2B: CONCRETE SIDEWALK, 8 IN THICK	1800	SY	$70.00	$ 126,000.00
440	FDOT PAY ITEM N/A: ADA COMPLIANT CURB RAMP, TWO-DIRECTION	28	EA	$3,000.00	$ 84,000.00
669	FDOT PAY ITEM 700-1-40: SINGLE POST SIGN, INSTALL	50	AA	$300.00	$ 15,000.00
670	FDOT PAY ITEM 700-1-50: SINGLE POST SIGN, RELOCATE	10	AA	$500.00	$ 5,000.00
671	FDOT PAY ITEM 700-1-60: SINGLE POST SIGN, REMOVE	50	AA	$100.00	$ 5,000.00
693	FDOT PAY ITEM 705-11-1: DELINEATOR, FLEXIBLE TUBULAR	210	EA	$100.00	$ 21,000.00

Item #	Description	Quantity	Unit	Bid Unit Price	Bid Extension
698	FDOT PAY ITEM 710-11-101, 710-11-201, OR 710-11-421: PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, YELLOW, OR BLUE, SOLID, 6 IN	2200	LF	$2.50	$ 5,500.00
700	FDOT PAY ITEM 710-11-123 OR 710-11-223: PAINTED PAVEMENT MARKINGS, STANDARD, WHITE OR YELLOW, SOLID FOR CROSSWALK AND OUNDABOUT, 12 IN	2640	LF	$3.00	$ 7,920.00
702	FDOT PAY ITEM 710-11-125 OR 710-11-225: PAINTED PAVEMENT MARKINGS, STANDARD, WHITE OR YELLOW, SOLID FOR STOP LINE OR CROSSWALK, 24 IN	660	LF	$4.00	$ 2,640.00
703	FDOT PAY ITEM 710-11-131 OR 710-11-231: PAINTED PAVEMENT MARKINGS, STANDARD, WHITE OR YELLOW, SKIP, 10-30 OR 3-9 SKIP, 6 IN WIDE	10560	LF	$3.00	$ 31,680.00
704	FDOT PAY ITEM 710-11-160: PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, MESSAGE OR SYMBOL	40	EA	$300.00	$ 12,000.00
705	FDOT PAY ITEM 710-11-170: PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, ARROWS	14	EA	$300.00	$ 4,200.00
708	FDOT PAY ITEM 710-11-302: PAINTED PAVEMENT MARKINGS, STANDARD, BLACK, SOLID, 6 IN	10560	LF	$0.50	$ 5,280.00
711	FDOT PAY ITEM 711-16-101 OR 711-16-201: THERMOPLASTIC, STANDARD, WHITE OR YELLOW, SOLID, 6 IN	2200	LF	$2.75	$ 6,050.00
713	FDOT PAY ITEM 711-11-123: THERMOPLASTIC, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12 IN	2640	LF	$4.00	$ 10,560.00
715	FDOT PAY ITEM 711-11-125: THERMOPLASTIC, STANDARD, WHITE, SOLID FOR STOP LINE OR CROSSWALK, 24 IN	660	LF	$5.00	$ 3,300.00
718	FDOT PAY ITEM 711-11-160: THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	40	EA	$300.00	$ 12,000.00
719	FDOT PAY ITEM 711-11-170: THERMOPLASTIC, STANDARD, WHITE, ARROW	14	EA	$300.00	$ 4,200.00
722	FDOT PAY ITEM N/A: REMOVE EXISTING PAVEMENT MARKINGS	250	SF	$7.00	$ 1,750.00
724	FDOT PAY ITEM N/A: MINIMUM CHARGE FOR STRIPING FOR EACH PROJECT	1	EA	$2,000.00	$ 2,000.00
757	FDOT PAY ITEM N/A: WATER METER BOX, INSTALL	90	EA	$700.00	$ 63,000.00
758	FDOT PAY ITEM 425-5-1: MANHOLE, ADJUST, UTILITIES	10	EA	$2,000.00	$ 20,000.00
818	ALLOWANCE: IRRIGATION SYSTEM	1	EA	$50,000.00	$ 50,000.00
819	ALLOWANCE: UTILITIES COORDINATION AND ADJUSTMENTS	1	EA	$50,000.00	$ 50,000.00
820	ALLOWANCE: LANDSCAPING	1	EA	$300,000.00	$ 300,000.00
822	ALLOWANCE: PERMIT FEES, NON-BROWARD COUNTY AGENCIES	1	EA	$50,000.00	$ 50,000.00
823	ALLOWANCE: MAILBOX RELOCATION OR NEW	90	EA	$300.00	$ 27,000.00
		300		TOTAL:	$ 3,817,480.00

memo

AE Engineering Inc.

To: Amanda Askew, AICP Atlantic Beach,

From: Heather Neville, AICP AE Engineering and Uyen Dang, PE DDEC

CC: Shane Corbin, AICP City Manager

Date: 12/15/2021

Re: Main Street Complete Street Task Public Engagement Outline

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AE and DDEC provide the following outline to promote the Public Engagement portion of the Main Street Complete Street Public Meeting.

Meeting Info:

- Date: 12/16/2021, Thursday
- Time: 1:00PM – 2:30PM and 5:00 – 6:30PM
- Location: Atlantic Beach City Commission Chamber
- Materials:
    - Door to door flyer, 5.5"x8"
    - Flyer PNG Format
    - Survey including QR Code and Electronic Sharable Link

Launch locations and dates:

- Stakeholder email list 12/9 and 12/14
- Nextdoor Post 12/9 and 12/15
- City Facebook Post 12/9 and 12/15
- Door to door on Main Street 12/10

Email and Nextdoor Content:

- Art: Flyer

The City of Atlantic Beach has engaged one of our continuing service firms, AE Engineering Inc. and Traffic Specialist DDEC to support the City's newly adopted Complete Streets Policy objectives. The first project will focus on Main Street and the Marsh Oaks neighborhood and businesses. Residents, businesses and others are invited to join the public outreach sessions.

- What: Stakeholder Open House When: 12/16/2021 Where: Atlantic Beach Commission Chambers
- Times: 1:00PM - 2:30PM and 5:00PM - 6:30PM
- A Visioning Session for Main Street & Area From W 1st Street to Dutton Island Road
- Focus - Traffic calming, place making

The program will be in an open house format with a 20-minute presentation at the beginning of each session. Our consultant team has also prepared a survey to gauge community understanding and interest in the policy. Please consider attending, participating in the survey or sending an email with thoughts.

Survey link: https://www.surveymonkey.com/r/ABMainStreetCS

Next steps will include making near, short- and long-term recommendations for the Main Street and Marsh Oaks Neighborhood that will support the Policy and support community needs.

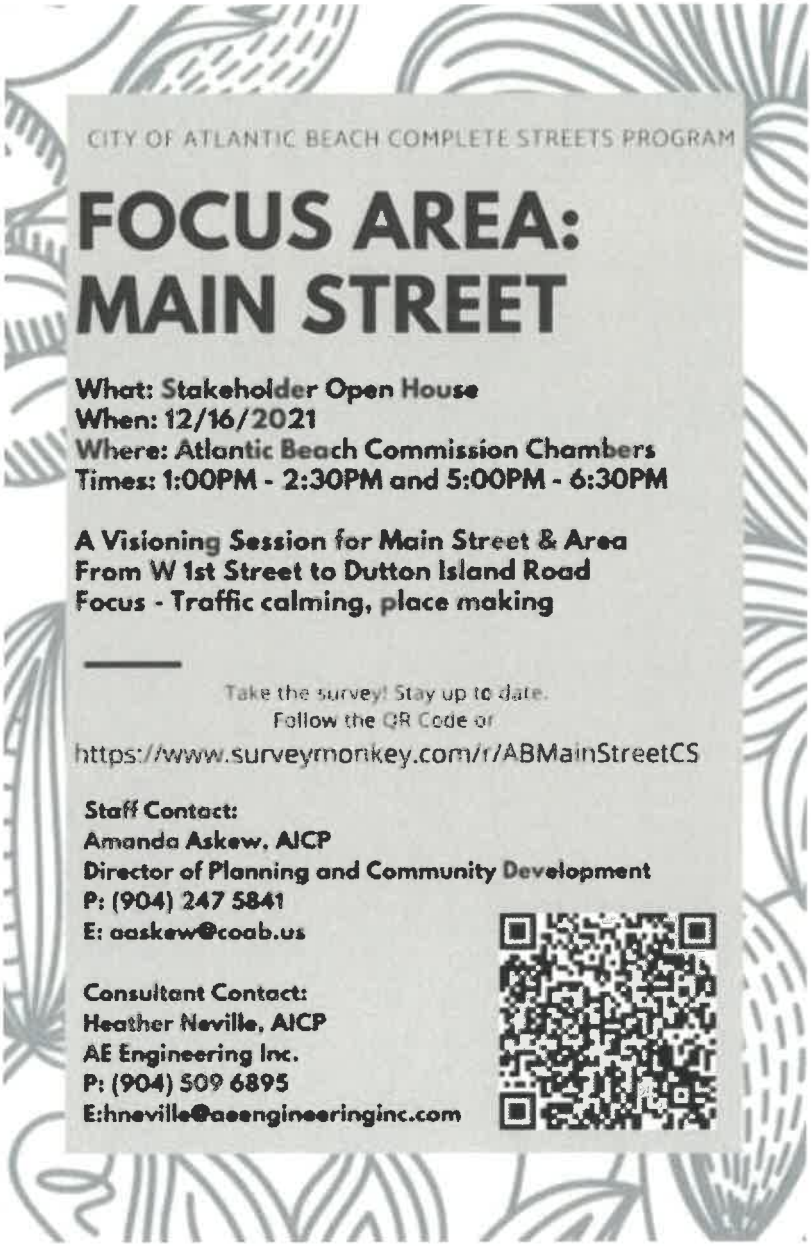
Thank you and we look forward to continuing to serve our community.

Social Media Narrative:

Art: Use Flyer

We value your input! Help support AB Complete Streets! Focus Area Main Street, Marsh Oaks December 26th. Take the Survey https://www.surveymonkey.com/r/ABMainStreetCS

Flyer:



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PREPARED BY:	Uyen Dang		
CLIENT PROJECT MANAGER: Amanda Askew, AICP			

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