





MAIN STREET

COMPLETE STREETS IMPLEMENTATION



Agenda

Project Approach

Community Engagement

- Existing Conditions
- Site Visits
- Public Meetings

Short Term Recommendations

Long Term Recommendations

Funding Strategy

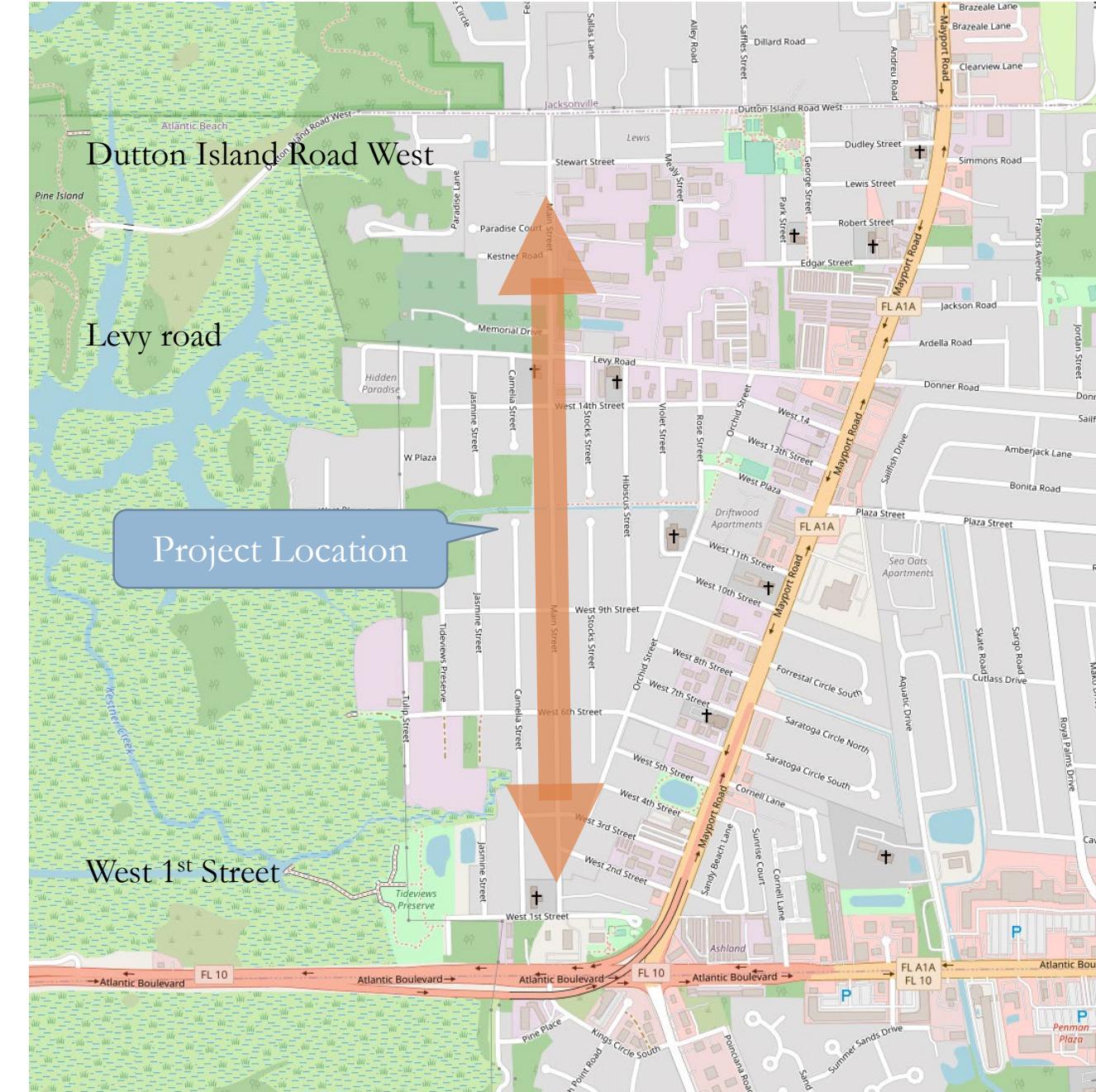
Project Team

Heather Neville, AICP



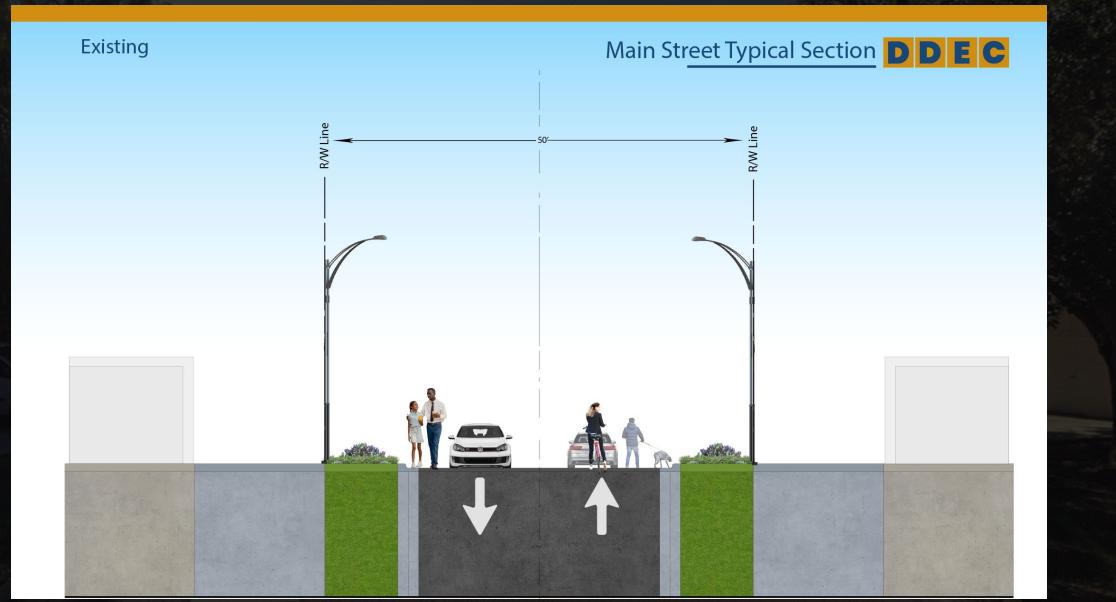
Uyen Dang, PE





Project Approach

1. Informative Approach
2. Complete Streets Policy
3. Review of existing conditions and data
4. Conduct and engage residents
5. Review of reference manuals
6. Short-term and long-term recommendations
7. Strategic funding plan



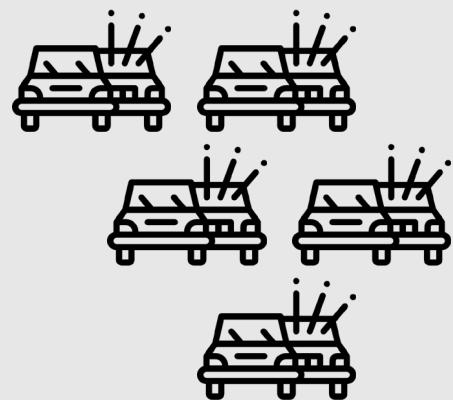
Location	Main Street
Limits	West 1 st Street to Dutton Island Road
Commission	Brittany Norris - Seat 5
Length	1 mile Walk: 20 mins Bike: 5 mins
Function	Local Collector Road
Classification	
Posted Speed	25 mph
Existing Lane Configuration	2 lanes with some on street parking

Existing Conditions

- No Sidewalks – ADA access
- No Dedicated Bicycle Facilities
- Low Parking Utilization
- Dark
- Faded Pavement Markings
- Walkers – pet friendly

Main Street Crash Statistics

3-year crash data from
11/18 – 11/21



Total of 5 crashes

3/5 crashes involved



Parked vehicle

3/5 crashes during



daytime

NO pedestrian and
bicyclist crash



Traffic Data

25MPH

Posted Speed



1100 Block

85th Percentile



2020 = 29

2021 = 25

ADT



2020 = 558

2021 = 548

Parking Count 6:00

p.m. 11/30/2021

1



East Side
North of 8th Street

Communication Plan

- Internal Stakeholder Meeting
- Survey
- Door to door flyer
- Social Media Share
- Press Coverage
- Trackable share and QR code
- Public Meeting



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.

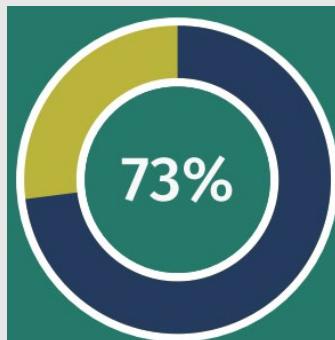
Each session will begin with a 20-minute presentation and a survey will be distributed to attendees to help measure interest in the Complete Streets policy. Consultants with AE Engineering Inc. and Traffic Specialist DDEC will assist city staff in establishing short- and long-term recommendations for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



From the AB Complete Streets Team, thank you to all who attended the recent open house! Our survey will remain open until Jan. 3. It takes 3 minutes! Please share, too!

Here's the survey:

Survey Results



Out of the 91 responses collected:

An eye opening, 73% of respondents were unaware of the updated policy change indicating the need for more communication and education.

Safe Streets and Project Tradeoffs Hierarchy

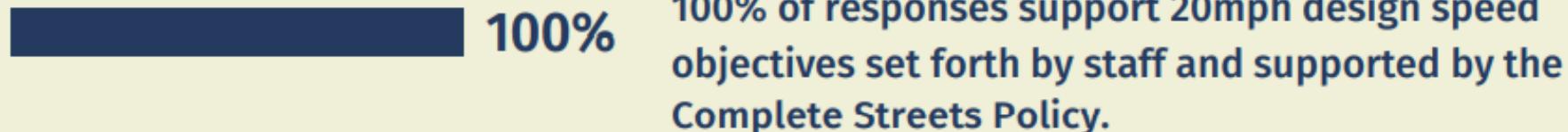
1. Parking
2. Trees
3. Easement on private property for sidewalk
4. Slower Street



31.9% 31.87% were residents of Main Street



44% 43.96% were residents of Marsh Oaks



100% of responses support 20mph design speed objectives set forth by staff and supported by the Complete Streets Policy.

Implementation Strategies

- Do nothing
- Policy Changes & Updates
- New or additional Programs
- Short-Term Scalable Projects
- Long-Term Rebuild

Recommendations

- Complete Streets Website
 - completestreetsAB.com
- Introduce Sharrows
- Reintroduce the Bicycle Connectivity Network
- Public Education Campaign
- Street Play, Cyclovia and other open streets event
- Additional Lighting
 - Coordinate with JEA for 37 poles
- Update and enhance signing and pavement markings
- Redesign of existing mini roundabout
- Increase ADA Accessibility
 - Option 1: Pedestrian Lane
 - Option 2: Advisory Shoulder

THE 3P'S

POLICY PROGRAM PROJECT

Option 1: Pedestrian Lane



What is a PEDESTRIAN LANE?

Pedestrian lanes should be designed to support and promote side-by-side walking within the lane. Because of the lack of physical separation, additional width beyond this should be included for added comfort.

» 8 ft (2.4 m) width is preferred.

» 5 ft (1.5 m) width is the minimum to allow for side-by-side walking and maneuverability by users of mobility devices.



PED ONLY legend marking and/or Pedestrian symbol marking to identify the pedestrian lane to all users.

R8-1



W11-2

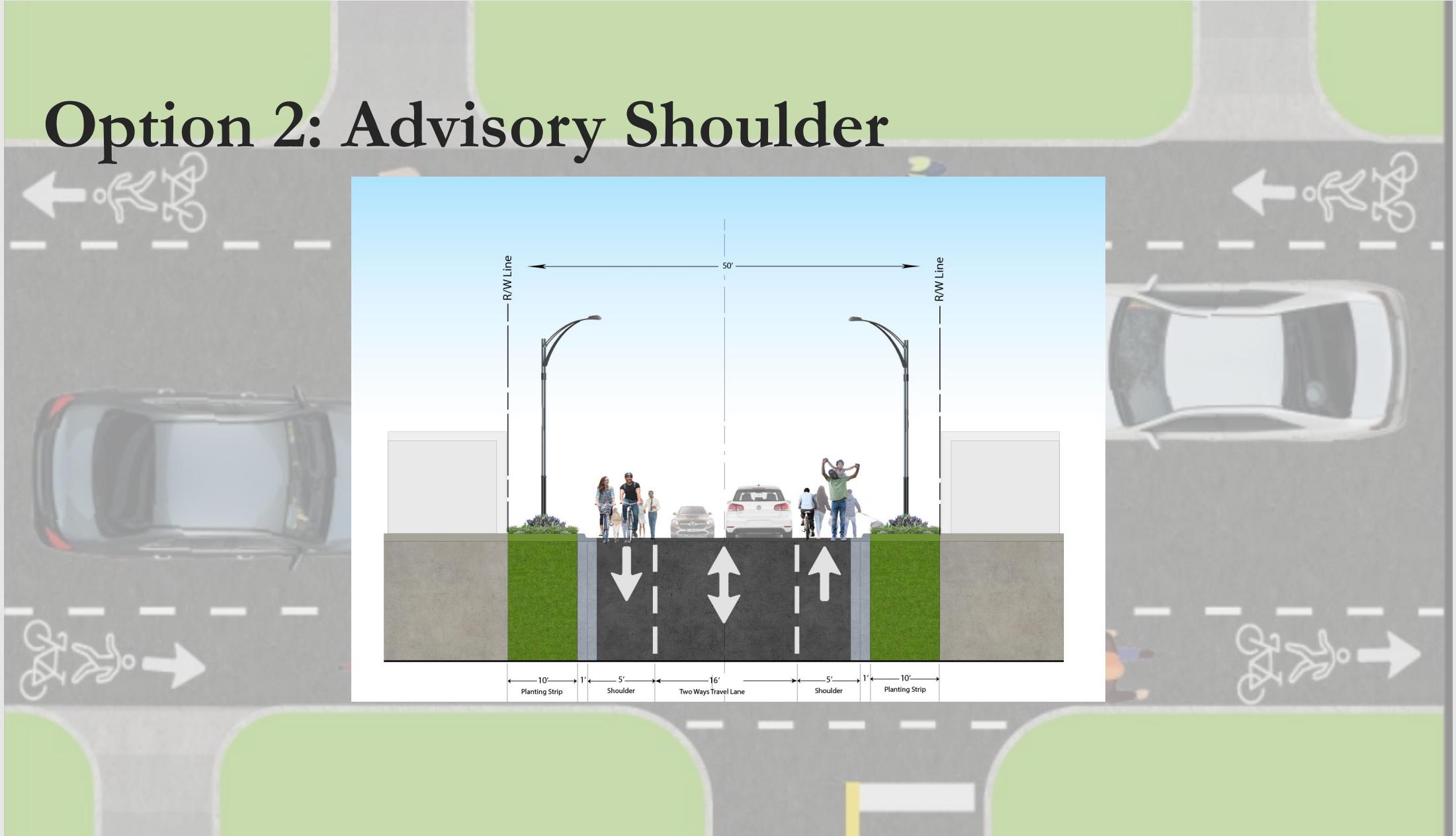


Option 1: Short-Term Cost Benefit

Phase	Cost Contractor
Planning	\$53,020
Design	\$63,870
Construction (CON)	\$258,120
CON 20% Contingency	\$51,624
CEI	\$0
Total	\$426,634

Category	Recommendations	Reference			
Design Speed	20MPH	FDOT FDM Chapter 19 - Traditional Neighborhood	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Lane Width	9'	FDOT FDM Chapter 19 - Traditional Neighborhood	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
*Pedestrian Lane	6' with 2' buffer on X side	Chapter 5 of FHWA Small Town and Rural Multimodal Networks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
**Parking	No on street parking		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Option 2: Advisory Shoulder

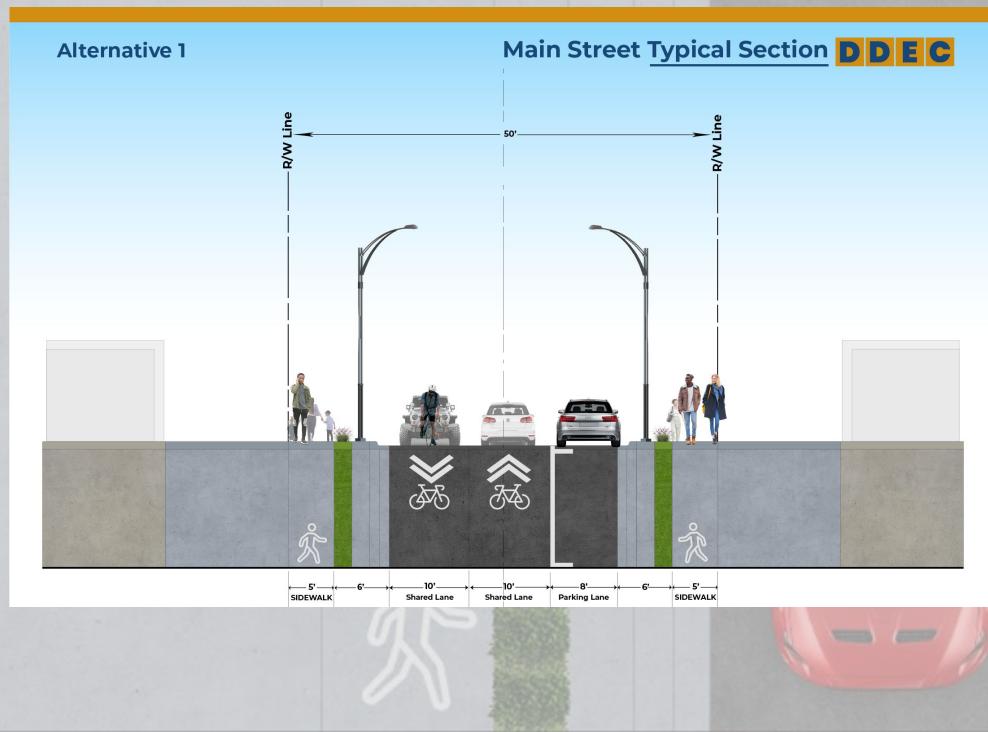


Option 2: Advisory Shoulder Cost Benefit

Phase	Cost Internal	Cost Contractor
Planning	\$53,020	\$53,020
Design	\$42,580	\$42,580
Construction	\$43,020	\$172,080
CON 20% Contingency	\$8,604	\$34,416
CEI	\$0	\$0
Total	\$147,224	\$302,096

Category	Recommendations	Reference			
Design Speed	20MPH	FDOT FDM Chapter 19 - Traditional Neighborhood	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Lane Width	16' Shared	FDOT FDM Chapter 19 - Traditional Neighborhood	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Advisory Shoulder	5' each direction	Chapter 5 of FHWA Small Town and Rural Multimodal Networks	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
**Parking	No on street parking		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Intersection Treatment	Mountable Roundabouts		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Long-Term Option 1: Slow Street



R E I N V E N T I N G T H E W A Y O U R W O R L D M O V E S

Long-Term Option 1: Cost Benefit

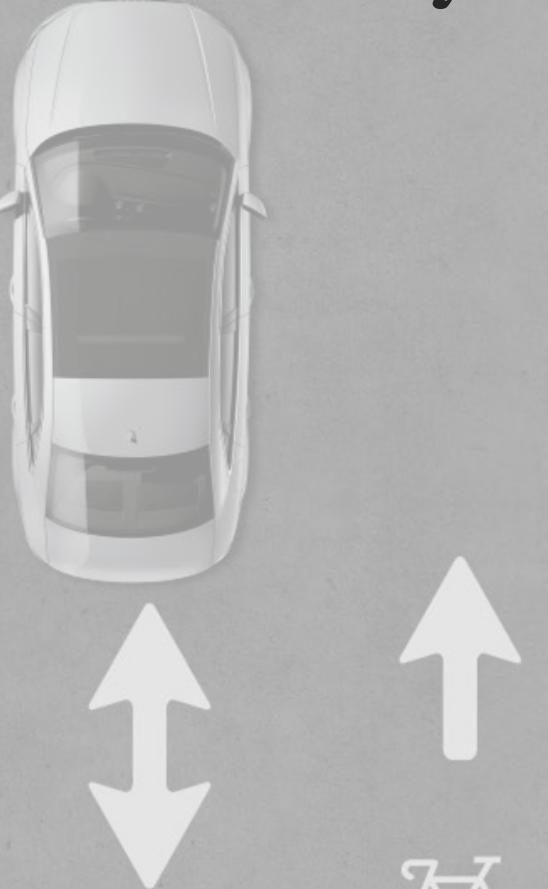
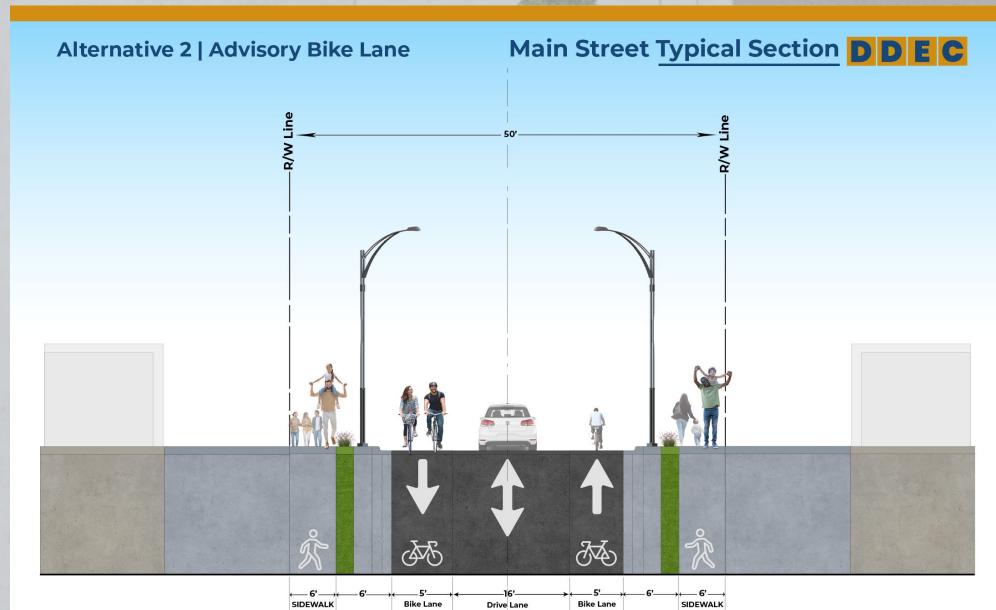
Phase	Cost
Planning	\$200,000
Design	\$600,000
Construction (CON)	\$3,817,480
CON Contingency 20%	\$764,496
CEI	\$190,874
Total	\$5,571,850

Category	Recommendations	Reference			
Design Speed	20MPH	FDOT FDM Chapter 19 - Traditional Neighborhood	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Lane Width	10' each	FDOT FDM Chapter 19 - Traditional Neighborhood	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Sidewalk	5'	FDOT FDM Chapter 19 - Traditional Neighborhood	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking	Street parking on the	Driveway Counts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Intersection Treatment	-Mountable Roundabouts -Tabled Intersection		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

6' 6' 5' 16' 5' 6' 6'

SIDEWALK Bike Lane Drive Lane Bike Lane SIDEWALK

Long-Term Option 2: Advisory Bike Lane



Long-Term Option 2: Cost Benefit

Phase	Cost
Planning	\$200,000
Design	\$600,000
Construction (CON)	\$3,817,480
CON Contingency 20%	\$764,496
CEI	\$190,874
Total	\$5,571,850

Category	Recommendations	Reference			
Design Speed	20MPH	FDOT FDM Chapter 19 - Traditional Neighborhood	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Lane Width	16' Shared	FDOT FDM Chapter 19 - Traditional Neighborhood	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Advisory Bike Lane	5' each direction	Chapter 5 of FHWA Small Town and Rural Multimodal Networks	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sidewalk	6'	FDOT FDM Chapter 19 - Traditional Neighborhood	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Intersection Treatment	Mountable Roundabouts -Tabled Intersection		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Cost Estimate Overall

	Option 1	Option 2 Internal	Option 2 External	Long-Term
Planning	\$53,020	\$53,020	\$53,020	\$200,000
Design	\$63,870	\$42,580	\$42,580	\$600,000
Construction	\$258,120	\$43,020	\$172,080	\$3,817,480
Construction 20% Contingency	\$51,624	\$8,604	\$34,416	\$764,496
CEI	\$0	\$0	\$0	\$190,874
Total	\$426,634	\$147,224	\$302,096	\$5,571,850

Strategic Funding

- Select policies, procedures, and projects the city leadership and resident's desire.
- Funding mechanisms include:
 - General fund,
 - Bonding for larger projects,
 - Grant funds from state and federal resources.
 - FDOT TAP/LAP, Federal Transportation Fund, Safe Routes to School, etc.

Next Steps

- Staff Recommends:
 - Short Term Option 2
 - Long Term Option 2
- City of Atlantic Beach adopt the Main Street Complete Streets Implementation Plan
- Develop a capital improvement plan short-term improvements for approved options
- Develop funding strategy for long term improvements
 - Apply for Grants
 - Etc.