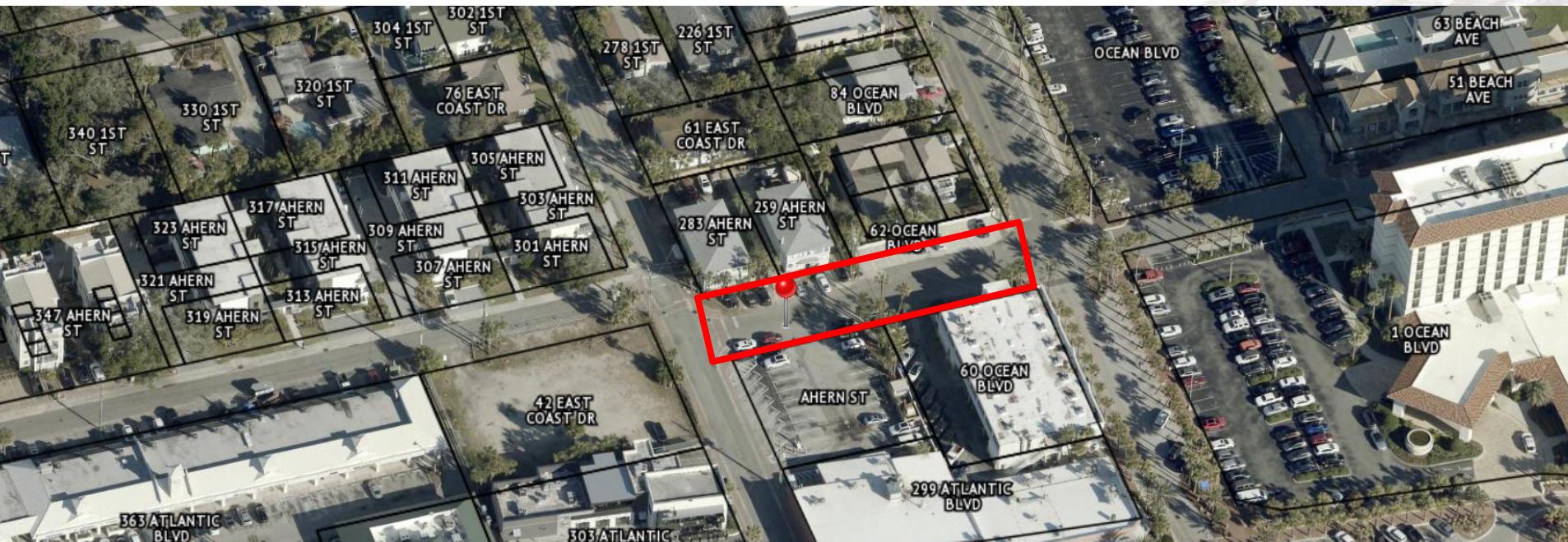
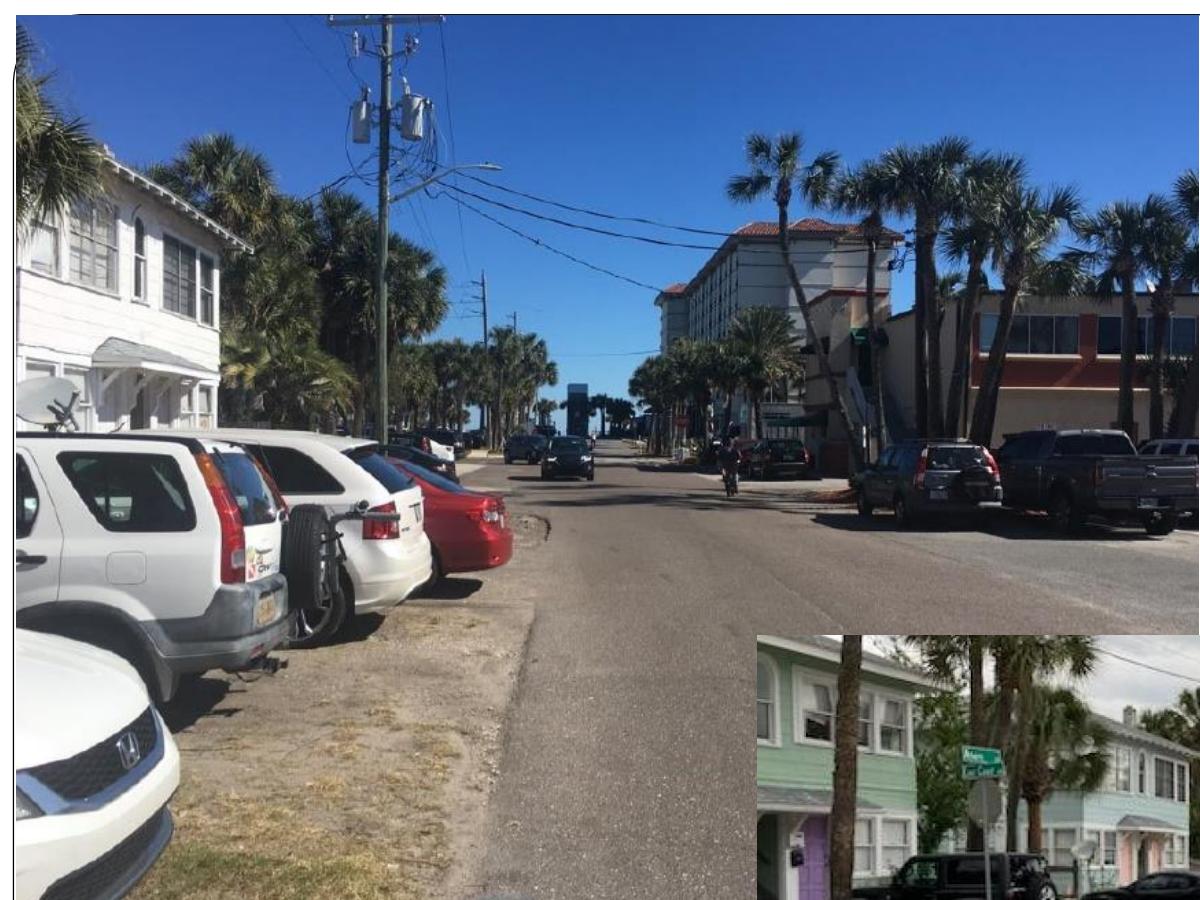


Ahern St – Complete Streets (from E. Coast to Ocean Blvd.)







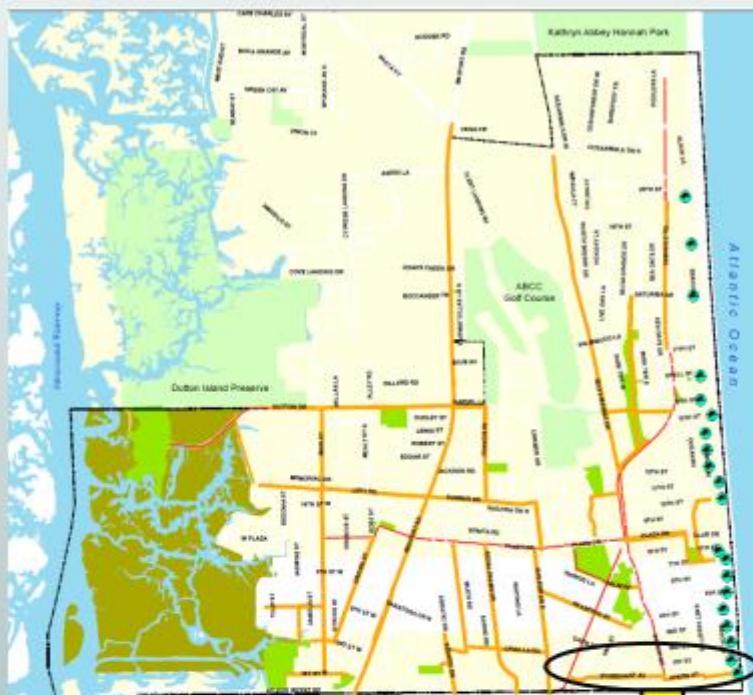
Complete Streets (CS)

- Is a transportation policy 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.
- It integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks.



Bicycle and Pedestrian Connectivity Plan

4n. Identified Opportunities



Connectivity & Paths Opportunities



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

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

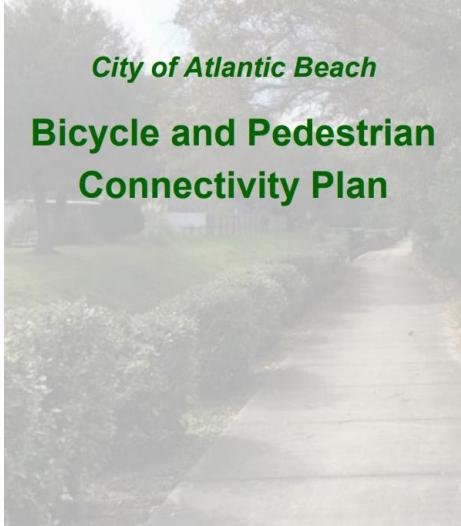


0 0.125 0.25 0.5 0.75 1 Miles

"Seminole to the Beach and the Beaches Town Center"



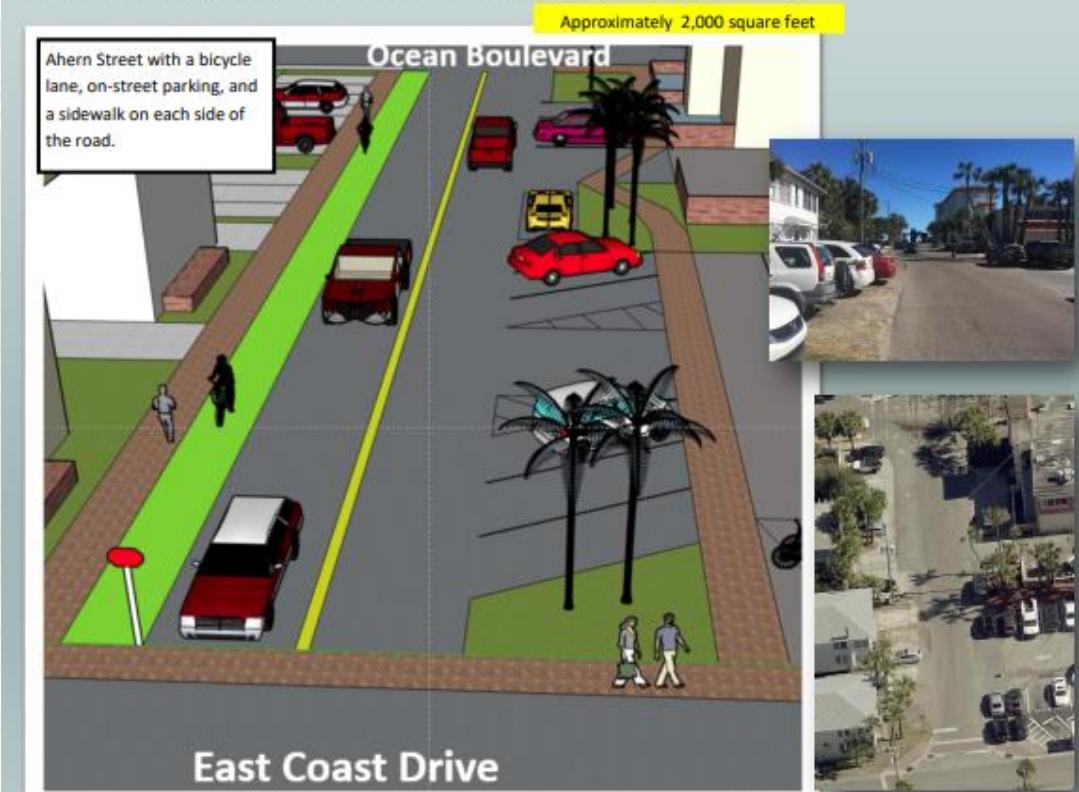
Bicycle and Pedestrian Connectivity Plan



“Seminole to the Beach and Town Center”

Possible next steps (Ahern St)

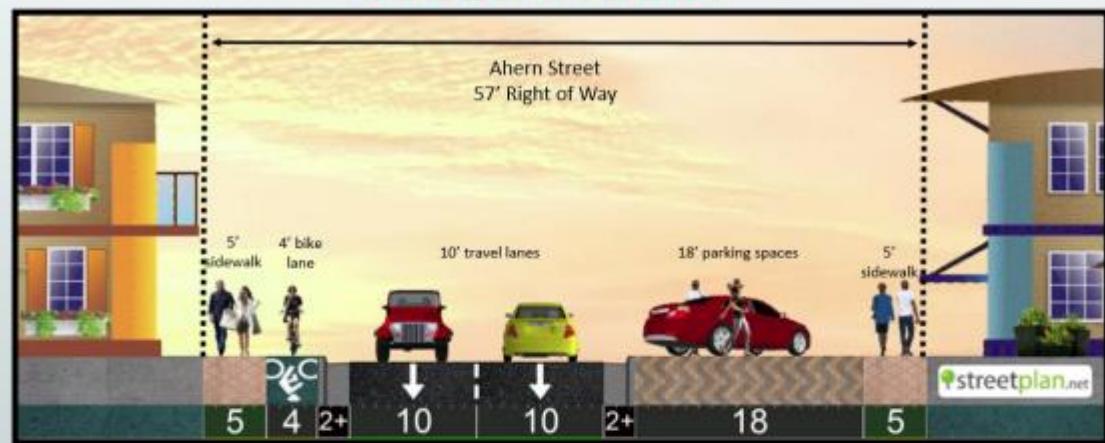
1. Install “shared roadway” markings on both sides of the street. The section of Ahern Street west of East Coast Dr. is too narrow for a bike lane or paved shoulder and the existing on-street parking and development pattern makes it difficult to widen the existing sidewalk or install a shared use path.
2. Install a bike lane , paved shoulder and/or a sidewalk on the northern portion of Ahern Street, between East Coast Dr. and Ocean Blvd. This option may require reorienting on-street parking and/or additional pavement for a portion of the street. Installing a bike lane and sidewalk will separate both pedestrians and bicyclists from vehicular traffic.
3. Install a sidewalk on the southern portion of Ahern Street between East Coast Drive and Ocean Boulevard. This option would improve the “walk-ability” of this part of Town Center by allowing pedestrians to walk on a sidewalk, rather than on the street.



City of Atlantic Beach

Bicycle and Pedestrian Connectivity Plan

AHERN STREET





WHAT IS A COMPLETE STREET?

ACTIVE SIDEWALKS

Sidewalks should be smooth, wide, feel safe, and have appropriate transitions to the street, making them easy to walk or use a wheelchair on

DEDICATED BIKE LANES

Simple pavement markings creating a dedicated bike lane make both motorist and bicycle movement more predictable, and therefore safer for both. They may increase the likelihood of casual riders using bicycles for transportation

ACTIVE ROADWAY

One lane of car traffic going in each direction with a two-way-left-turn-lane (TWLTL) in the center would reduce the amount of car crashes on Government Street by providing turning vehicles a refuge from through traffic, while keeping through traffic moving more efficiently

SAFE CROSSWALKS

Clearly marked crosswalks allow pedestrians and wheelchair users to cross streets safely, while making sure cars know where to expect them

PLANTING STRIP

Street trees and landscaping slow speeding traffic, improve the aesthetics of the roadway, provide shade, and create a buffer between cars and people, making a more inviting environment for pedestrians

GREEN SPACES

Parks and public green spaces create a destination, encouraging community interaction and providing a rest from the surrounding urban environment

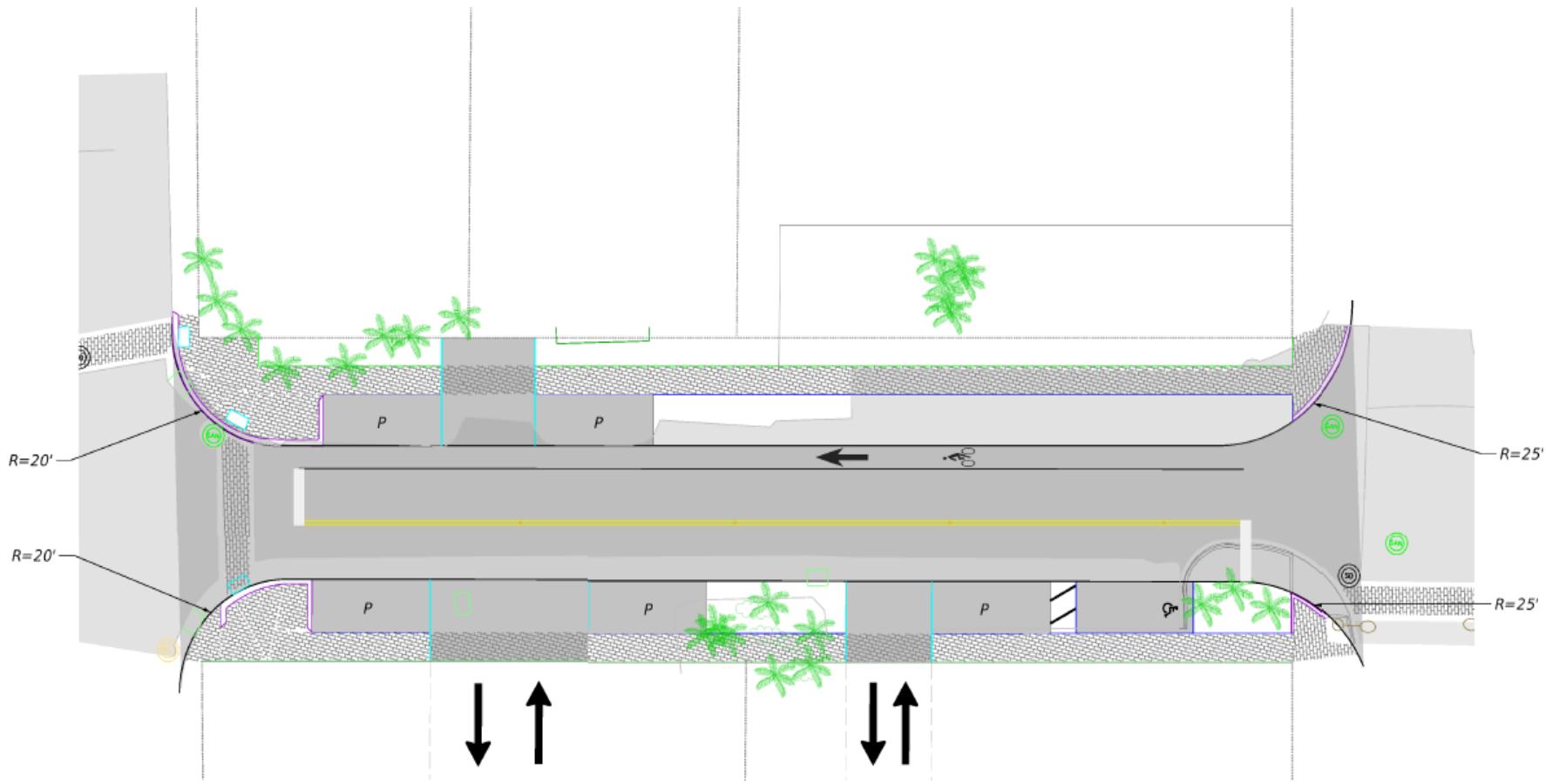


COAB hired a consultant to help design the Ahern Complete Streets project

Crawford, Murphy & Tilly (CMT)'s mission is to provide superior infrastructure solutions, responsive to clients' needs and expectations, while fostering growth and development for our employees.



⊕ AVIATION	⊕ MUNICIPALITIES
⊕ AIR SERVICE DEVELOPMENT	⊕ QUALITY OF PLACE
⊕ SURFACE TRANSPORTATION	⊕ ENVIRONMENTAL
⊕ WATER RESOURCES	⊕ ELECTRICAL & CONTROLS
⊕ CIVIL & SITE	⊕ GIS & ASSET MANAGEMENT
⊕ BUILDINGS	⊕ ALTERNATIVE DELIVERY & VALUE SOLUTIONS
⊕ RAIL & MULTI-MODAL	⊕ STRATEGIC FUNDING



Parallel Parking

4' Bike Lane

5' Sidewalk (Both sides)

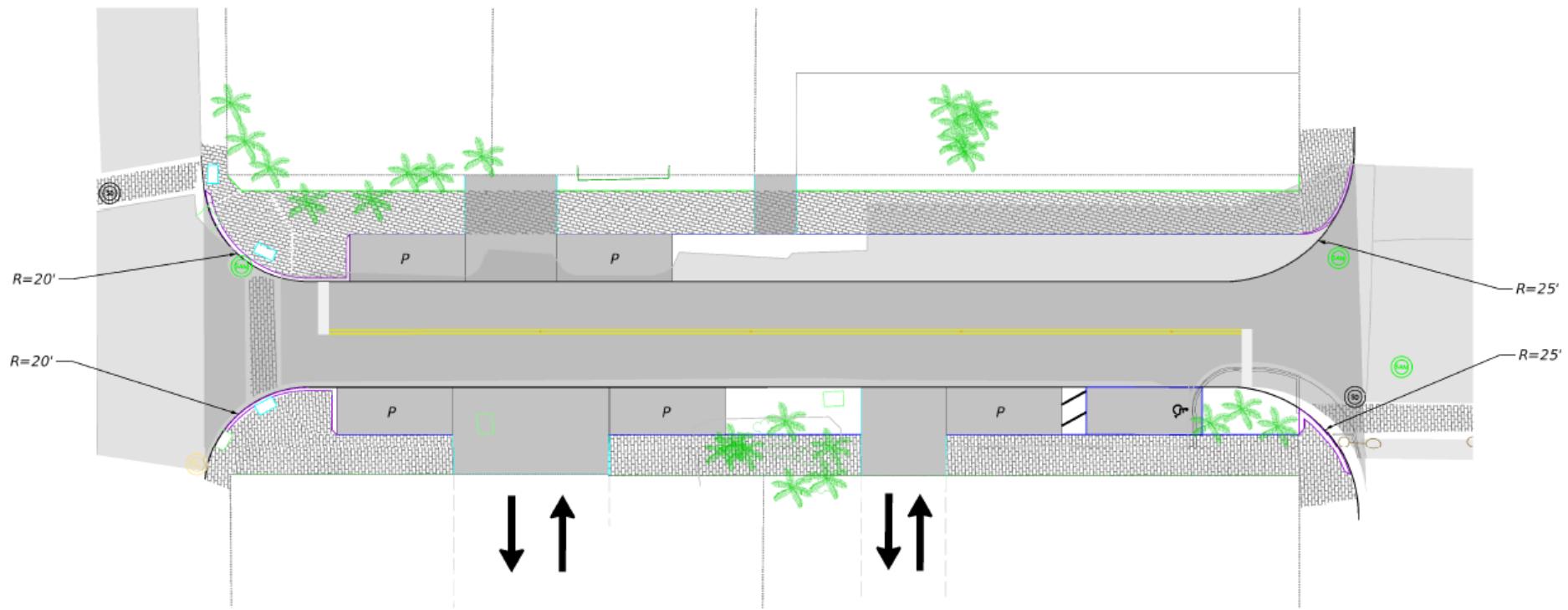
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	DUVAL	

CONCEPT PLANS

SHEET

1" = 20'

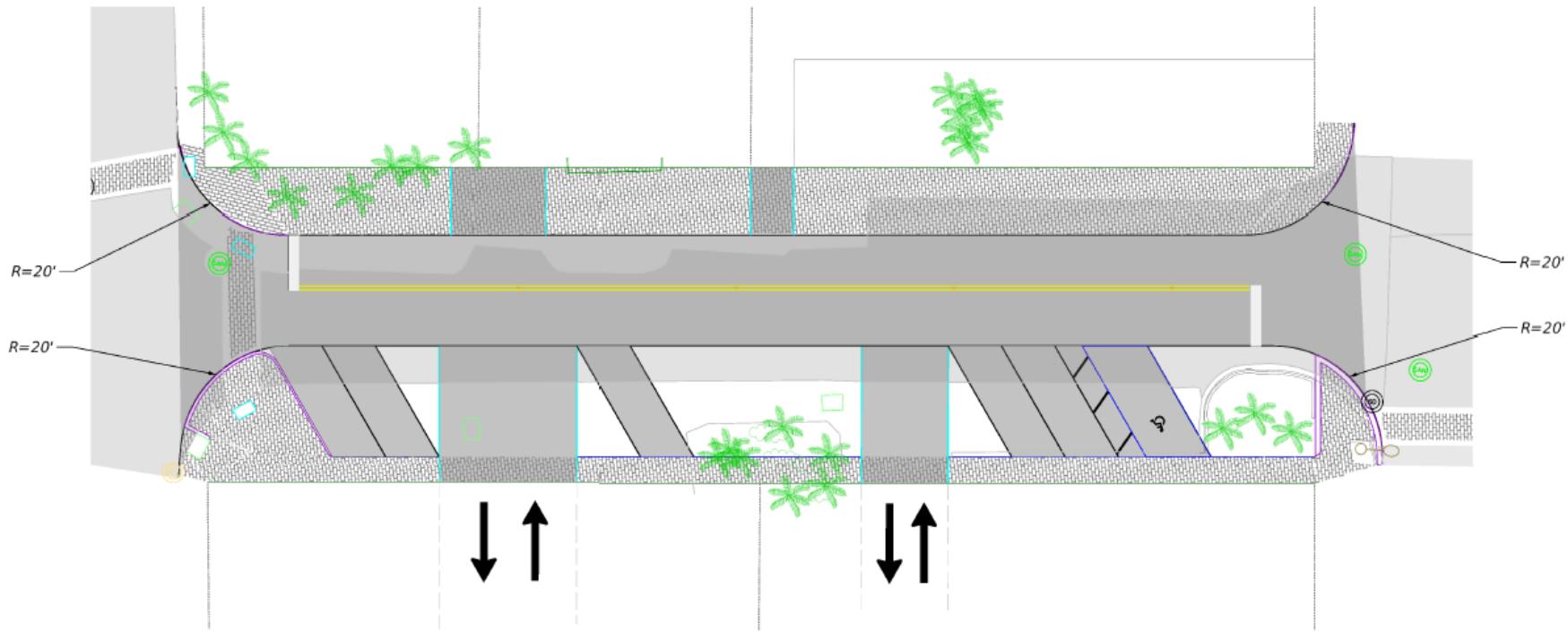


Parallel Parking

8' Shared-Use Path (Both sides)

TE	REVISIONS			DESCRIPTION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	CONCEPT PLANS	SHEET NO.
	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	
					DUVAL		

1" = 20'



Angled Parking
5ft Sidewalk (Southside)
12ft Shared-Use Pth (Northside)

REVISIONS

DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	DUVAL	

CONCEPT PLANS

SHEET NO.

4

CMT recommended looking at a
One-Way Analysis of Ahern.



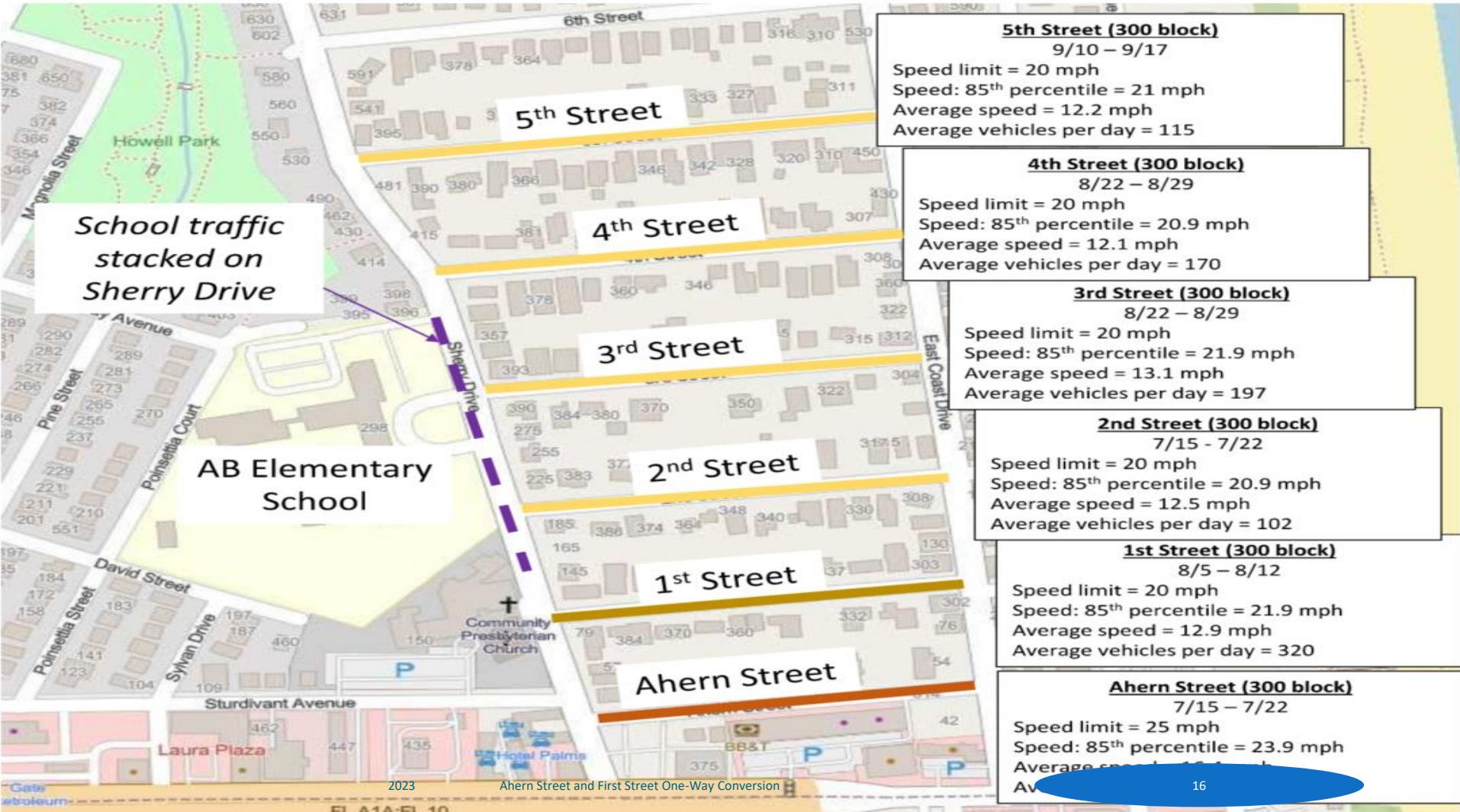
One-Way Conversion Analysis

- Existing Conditions
- Traffic Data
- One-Way Conversion
 - Advantages
 - Disadvantages
- Analysis
- Recommendation

Existing Conditions

Ahern Street and First Street

- Classification: Local urban roads
- Road Length: Approximately 0.15 miles
- Land Uses:
 - Ahern Street is primarily residential to the north and commercial to the south, with curb cuts and access points to residences and businesses. A paved sidewalk is present on the north side of the street.
 - Land uses adjacent to First Street are residential. On the south side of the street, a paved sidewalk and parking lane are present.



Existing traffic conditions

Street Name	Roadway Width (ft)	Speed Limit (mph)	85 th Percentile Speed (mph)	Average Speed (mph)	Average Vehicles per Day
Ahern	20	25	23.9	16.4	965
First	18	20	21.9	12.9	320

Directional Distribution

Street Name	Eastbound	Westbound	Total
Ahern	627	647	1,274
First	189	302	491

Traffic Summary

- Independent seven-day traffic counts
- Highest 24-hour traffic volumes:
 - Ahern Street: 1,274 vehicles (Friday)
 - First Street: 491 vehicles (Saturday)

Advantages

Major benefit- one-way streets can simplify crossings for pedestrians, who must look for traffic in only one direction

Additional benefits to traffic flow could include:

- Increased road capacity
- Reduced pedestrian conflicts
- Increased parking availability
- Alternative when roadway width does not meet minimum requirements for two-way traffic

Disadvantages

One-way streets tend to have:

- Higher speeds
- Increased driver confusion, especially for visitors and tourists.

Analysis

Highest 24-hour volumes occurred on different days for each street

Directional volumes were combined to be conservative in order to determine the feasibility of a one-way conversion.

Result - 816 vehicles traveling eastbound and 949 vehicles traveling westbound. Local streets can service 1,000 vehicles per day and maintain an acceptable level of service.

Analysis

The roadway width of First Street is not adequate to provide two travel lanes based on the minimum 10-foot lane width specified in Florida Greenbook. If right of way is severely limited, 9-foot lane widths are acceptable.

Typically, one-way streets tend to encourage higher speeds, but the average speeds on Ahern Street and First Street are below their posted speeds of 25 mph and 20 mph, respectively.

It is not anticipated that a one-way conversion would result in a significant increase in average travel speeds such that they exceed the posted speed limits.

Recommendation

Based on the analysis conducted and guidance provided by FDOT and FHWA, Ahern Street and First Street could be converted to a one-way pair.

Recommendations to facilitate navigation:

- Ahern Street: eastbound traffic
- First Street service westbound traffic.

Questions

2023

Ahern Street and First Street One-Way Conversion

25