

COAB



Comprehensive
Safety Action Plan



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- Amanda Askew, AICP, Director of Planning
- Kimberly Flower, Grants Administrator
- Abrielle Genest, Principal Planner
- Kevin Hogencamp, Deputy City Manager

Task Force Members and Agency Partners

- Richard Arthur
- Ken Caudle
- Brinkley Harrell
- James Johnson
- Fred Jones
- Grace Neville
- Curtis Ford
- Albert Kerber
- Thom Underwood – Bike Smart Atlantic Beach
- Cody Ko, PE – Florida Department of Transportation District 2 Traffic Safety Engineer

- Chris LeDew, PE – City of Jacksonville, City Traffic Engineer
- Matt Fall – City of Jacksonville, City Bicycle-Pedestrian Coordinator
- Kim Gallagher – Atlantic Beach Elementary School, Principal
- Lt. Chase Jamison – City of Atlantic Beach Police Department
- Clark Letter – North Florida Transportation Planning Organization, Director of Planning and Analytics
- Thalia Fusté – North Florida Transportation Planning Organization, Transportation Planner
- Jeremy Norsworthy – Jacksonville Transportation Authority, Program Manager: Planning and Analytics

Consultant Team

Kimley-Horn and Associates, Inc.



Michelle Mecca, Wendy Krehbiel, Vincent Spahr, Tia Lubbers, Judah Sencenbaugh, Chris Towne, Cavan Wilson, Raul Pineda-Mendez, Robert Hickernell

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Statement of Protection of Data from Discovery and Admissions

Disclaimer: Reports, surveys, schedules, lists, or data compiled or collection for the purpose of identifying evaluation, or planning matters in relation to the Comprehensive Safety Action Plan shall not be: i) subject to discovery, ii) admissible as evidence in court proceedings, or iii) considered for any purposes in any action for damages arising from occurrences at locations identified or addressed therein. 23 U.S.C.A §407. Further, no implications are intended regarding locations or issues not specifically identified or addressed by the Comprehensive Safety Action Plan.

Prior to the implementation of any recommendations contained herein, which are conceptual in nature, a detailed analysis of specific local conditions should be conducted and reflected as appropriate in relevant design and construction documents.

Key Terms

Crash - An occurrence where a road user collides with another road user, such as a car or truck, motorcyclist, bicyclist, pedestrian, or other moving or stationary obstruction, such as an animal, road debris, tree, pole, or building, that may result in injury or loss of life, trauma, and/or property damage. Crashes can involve a single party or multiple parties.

High Injury Network (HIN) – A collection of streets where a disproportionate number of crashes that result in someone being seriously injured or killed occur.

Kinetic Energy – In the safety context, kinetic energy refers to the combination of mass and speed of a vehicle or other road user, like a bicyclist, involved in a crash. Depending on the angle of the crash, the high the combination of mass and speed, the more likely the crash to result in a serious injury or death, with the impact severity increasing exponentially as the speed a vehicle is drive increases.

KSI Crash – A crash that results in someone being killed or seriously injured.

Safety System Approach – A guiding safety approach that builds and reinforces multiple layers of protection to both prevent crashes from occurring and minimize the harm caused to those involved when a crash does occur.

Serious Injury – May also be referred to as an incapacitating injury or a severe injury. Serious injuries may include broken bones, severed limbs, burns or internal injuries.

Transportation Disadvantaged Communities – Communities where people experience greater transportation inequities to access jobs, housing, food, health care, education, and other destinations due to overlapping factors, including demographics, features of the built environment, and in some instances, a lack of prior investment in the transportation system.

Vision Zero – A road safety philosophy which states that no loss of life or incapacitating injury due to traffic crashes is an acceptable price to pay for mobility.



List of Abbreviations

ADA - Americans with Disabilities Act

CIP – Capital Improvement Plan

CSAP – Comprehensive Safety Action Plan

DUI – Driving Under the Influence

EMS – Emergency Medical Services

FDOT – Florida Department of Transportation

FHWA – Federal Highway Administration

HIN – High Injury Network

JTA – Jacksonville Transportation Authority

KSI – Killed or Seriously Injured

LPI – Leading Pedestrian Interval

NHTSA – National Highway Traffic Safety Administration

PHB – Pedestrian Hybrid Beacon

RRFB – Rectangular Rapid Flashing Beacon

SRTS – Safe Routes to Schools

SS4A – Safe Streets and Roads for All

TPO – Transportation Planning Organization

USDOT – United States Department of Transportation



The background of the slide is a photograph of a tropical street scene, overlaid with a semi-transparent blue filter. On the left, a street sign is visible with the text 'TOWNSHIP Center' and a logo. The street is lined with palm trees and other tropical vegetation. In the distance, a few cars are parked along the side of the road. The sky is blue with some light clouds.

CHAPTER 1

INTRODUCTION

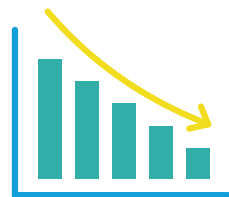
Chapter 1 - Introduction

Purpose & Background

The City of Atlantic Beach's Comprehensive Safety Action Plan (CSAP) was developed to help the City achieve their goal of zero traffic-related deaths and serious injuries on the streets of Atlantic Beach. The CSAP will assist City Staff, City Commissioners, and other local partners in making decisions when identifying and planning projects that will improve the safety of all roadway users in Atlantic Beach. The identified projects serve as a menu of potential countermeasures to address both historical and future safety concerns. This list includes a range of short-term to long-term projects, recognizing that budget and resource constraints may prevent the implementation of every project.

In an effort to support this goal, City of Atlantic Beach applied for grant funding from the United States Department of Transportation's (USDOT's) Federal Highway Administration (FHWA) Safe Streets and Roads for All (SS4A) grant program. The grant funding obtained from this program was to prepare a comprehensive analysis of the transportation and multimodal infrastructure in Atlantic Beach. The purpose of the analysis is to identify areas of safety concern, where attention and safety funds can be directed to improve safety throughout the City. The City was awarded a SS4A grant in the fiscal year 2022 grant cycle.

The CSAP has been prepared in accordance with the FHWA's SS4A program. The data, engagement, and performance metrics outlined herein were developed to adhere to the requirements of a Comprehensive Safety Action Plan, as defined by the SS4A Notice of Funding Opportunity.



What is Vision Zero?

Vision Zero is the idea that zero traffic related deaths and serious injuries is both a goal and a mindset. Vision Zero prioritizes safe road design, enforcement, education, and community engagement as core principles to achieve the goal and as a framework to approach safety concerns. It emphasizes a holistic approach to transportation safety

recognizing that human error is inevitable, but roadways should be designed such that it minimizes the consequences of those mistakes. It represents a comprehensive approach to not only improving safety, but quality of life and mobility through the reduction of crash-related injuries.

What is the Safe Systems Approach?

The Safe Systems Approach is founded on the idea that humans make mistakes on roadways, but that those mistakes should not result in a serious injury or death. The approach champions the idea that roadway and support infrastructures should be managed to account for human error. The six principles that form the basis of the Safe Systems Approach are the following:

1. Death and serious injuries are unacceptable
2. Humans make mistakes

3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is crucial

These principles are utilized to create programs which consider human error, resulting in programming that is better poised to achieve the Vision Zero goal of no roadway deaths or serious injuries. Additionally, the Safe Systems Approach heavily focuses on five complementary objectives:

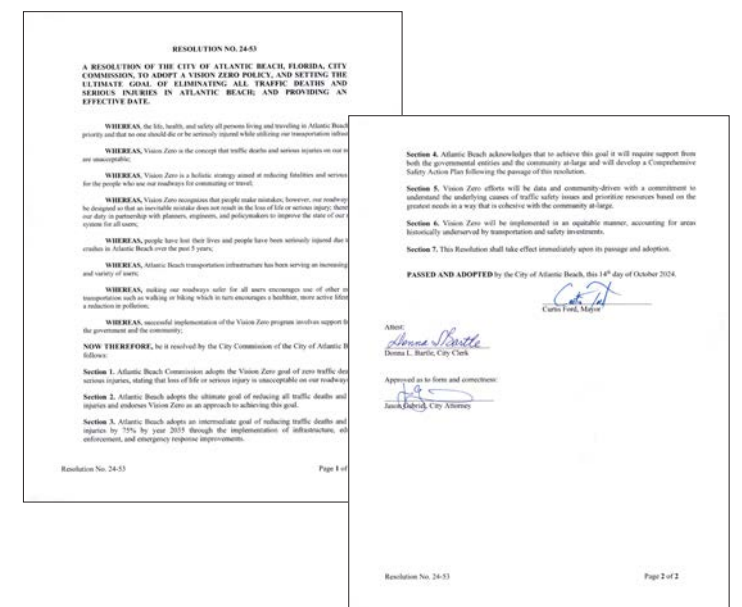
- Safer People – Focus on user safety in the transportation system by encouraging responsible behaviors and creating system conditions that allow for safe travel.
- Safer Roads – Design roadways to accommodate potential user mistakes and reduce injury severity and fatalities.
- Safer Vehicles – Improve accessibility to systems and features in vehicles to reduce injury severity and fatalities.
- Safer Speeds – Work to reduce travel speeds within the transportation system through design, education, and targeted enforcement.
- Post-Crash Care – Improve chances of users surviving a crash event through efficient emergency care and preventing secondary crashes.



Leadership Commitment and Goals

City leadership plays an important role in helping develop, implement, and model Vision Zero in their communities. City leadership helps champion initiatives, set safety goals, and gather the support of the local community. City officials are instrumental in bringing ideas from the public and key stakeholders to work towards safety improvements the community can be proud of.

The City of Atlantic Beach's Board of Commissioners unanimously passed Resolution 24-53 on October 14, 2024, which outlines their goal of eliminating all traffic death and serious injuries with a 75% reduction in traffic deaths and serious injuries by year 2035. The adopted Vision Zero Resolution is provided in [Appendix A](#).



The background of the slide is a photograph of a coastal road lined with palm trees. In the foreground on the left, there is a signpost with a sign that reads "Beaches Town Center". The entire image is overlaid with a semi-transparent blue filter. On the right side of the slide, there are two parallel diagonal white lines.

CHAPTER 2

SAFETY ANALYSIS

Chapter 2 - Safety Analysis

Reviewing and monitoring crash data will help inform the type of improvements and guide the spending of safety improvement funds. This section dives deep into the historical crash trends in Atlantic Beach, including contributing factors, driver behavior, and geospatial analysis. Crash patterns presented in this section will be the focus of infrastructure and policy improvements.

Crash Trends & Patterns

Historical Crash Data Review

Reported crash records were obtained for the City of Atlantic Beach from the University of Florida's Signal Four Analytics.

A total of 1,503 crashes were recorded within the City of Atlantic Beach during the 5-year analysis period. Averaging approximately 500 crashes per year. The crashes included 1 fatal crash (within 100 feet of city limits) and 27 severe crashes that resulted in at least one severe injury. The frequency and severity of crashes remained relatively consistent from 2020 onwards after a decrease from 2019. Since the review of the crash data there have been three additional serious injury and fatal crashes in 2024.

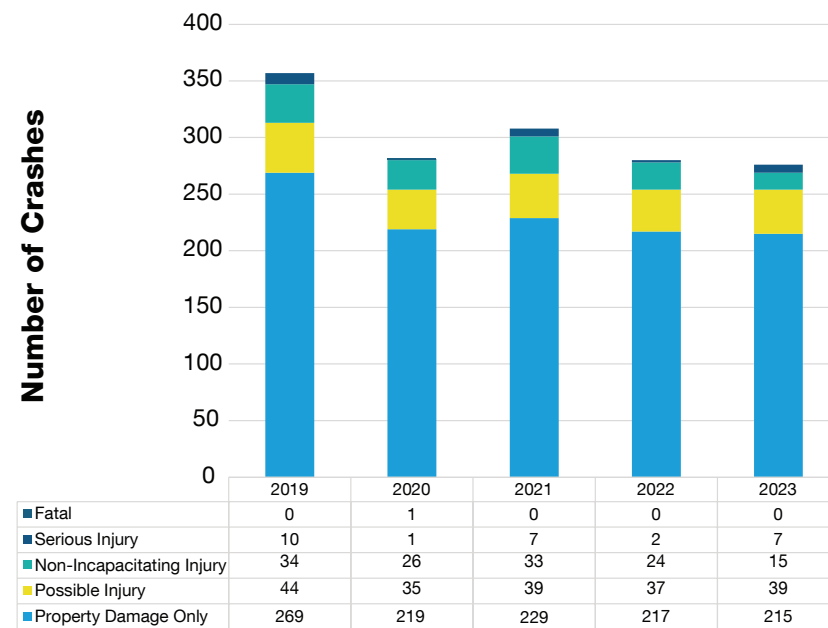


Figure 1: Crash Severity by Year

High Overall Crash Locations

State

- Atlantic Boulevard & Royal Palms Drive
- Mayport Road & Plaza
- Mayport Road & Dutton Island Road

Local

- Sherry Drive & Seminole Road & Plaza
- Plaza & Sailfish Drive East
- Plaza & Royal Palms Drive

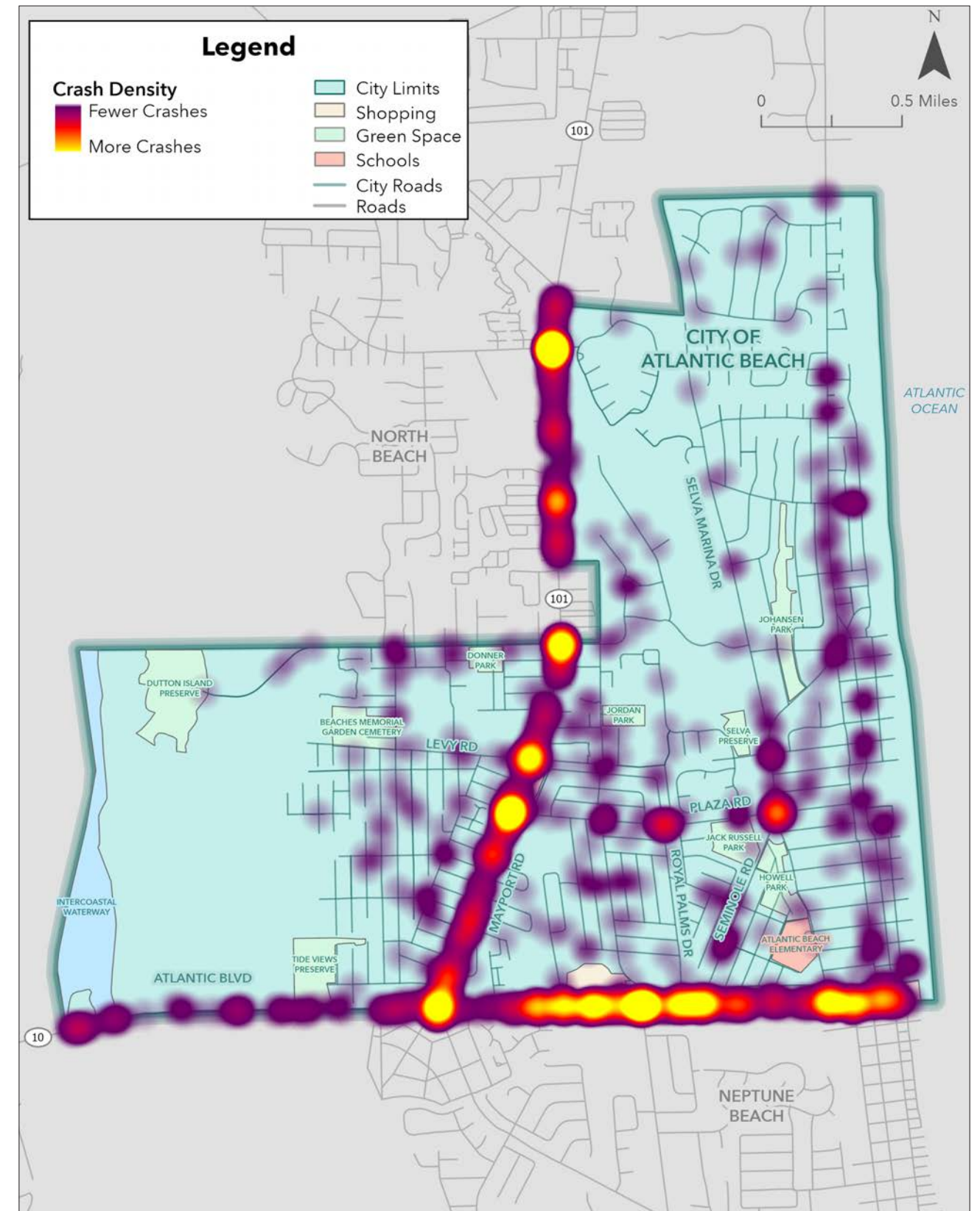
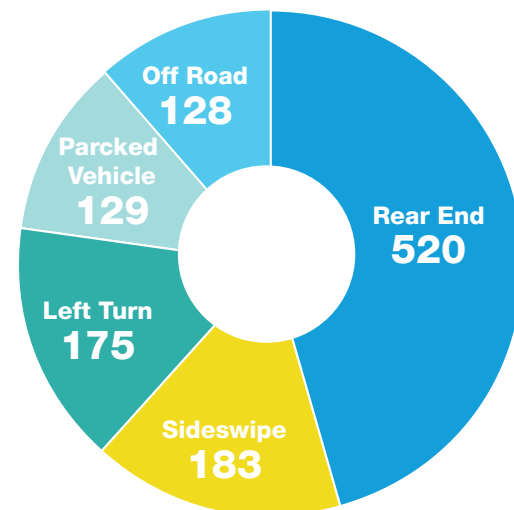


Figure 2: Overall Crash Heat Map (2019-2023)

Environmental Factors and Driver Behaviors

Crash risk increases under certain environmental factors, such as nighttime, bad weather, and slick road surfaces. The most common environmental factors reported over the five-year period were nighttime crashes, slick or wet road surface crashes, and crashes that occurred when it was raining. When examining severe crashes, the percentage of crashes that occurred during night nearly doubles.

Other environmental factors such as bad weather and road surface conditions did not appear to have as a dramatic effect on crash severity as crashes that occurred at night.

Driver behavior can also increase the risk of a crash occurring. Factors such as alcohol, drugs, aggressive driving, and speeding not only increase the risk of a crash but also increase the risk of injury. Only 5% of crashes were reported to have involved alcohol or drugs, but 21% of fatal and serious injury crashes involved alcohol or drugs. Many residents in Atlantic Beach expressed concerns about speeding in their community. Which as a pedestrian, bicyclist, and even motorist, made them feel unsafe where they lived. While speeding was only a factor in 3% of overall crashes, the severity rate nearly doubled with speed reported as factor in 7% .

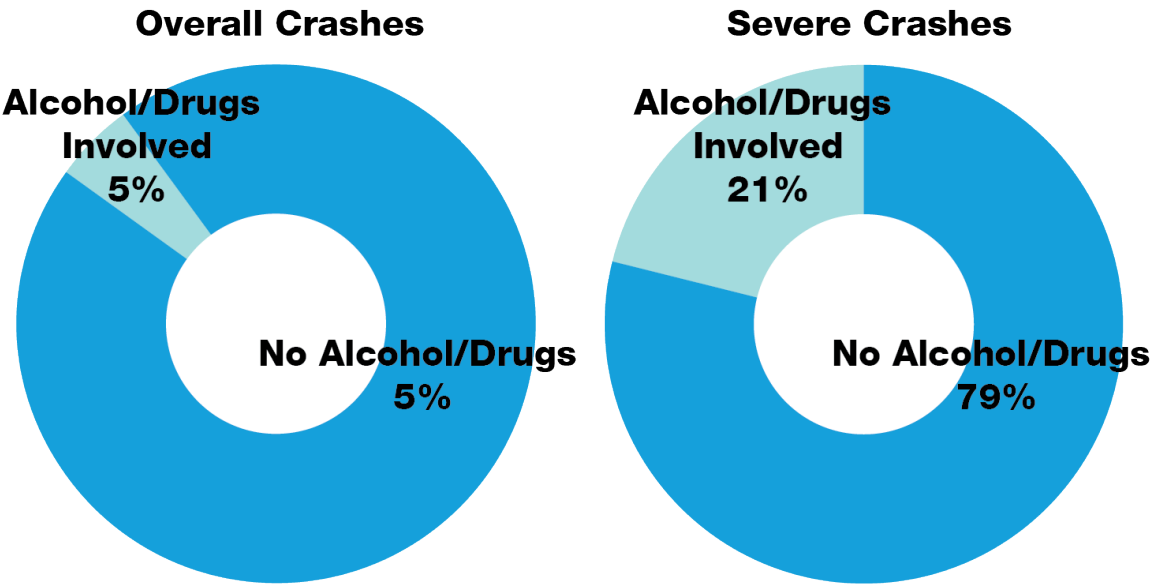


Figure 3: Alcohol/Drug Involvement, Overall and Severe Crashes

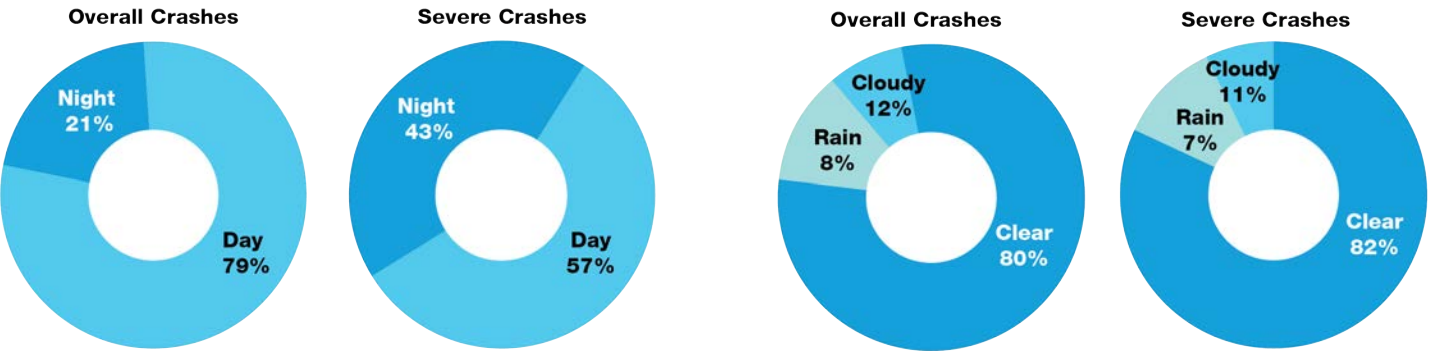


Figure 4: Daytime and Nighttime Crashes, Overall and Severe Crashes

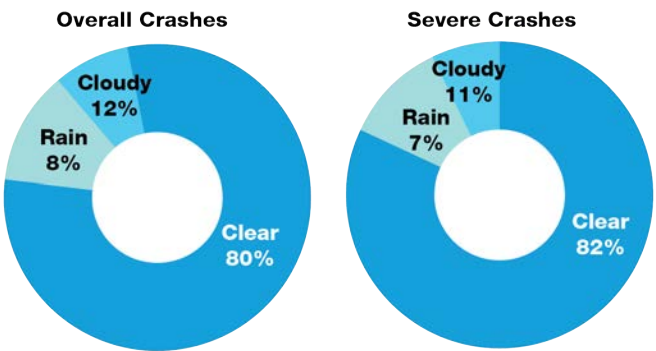


Figure 5: Weather at Time of Crash, Overall and Severe Crashes

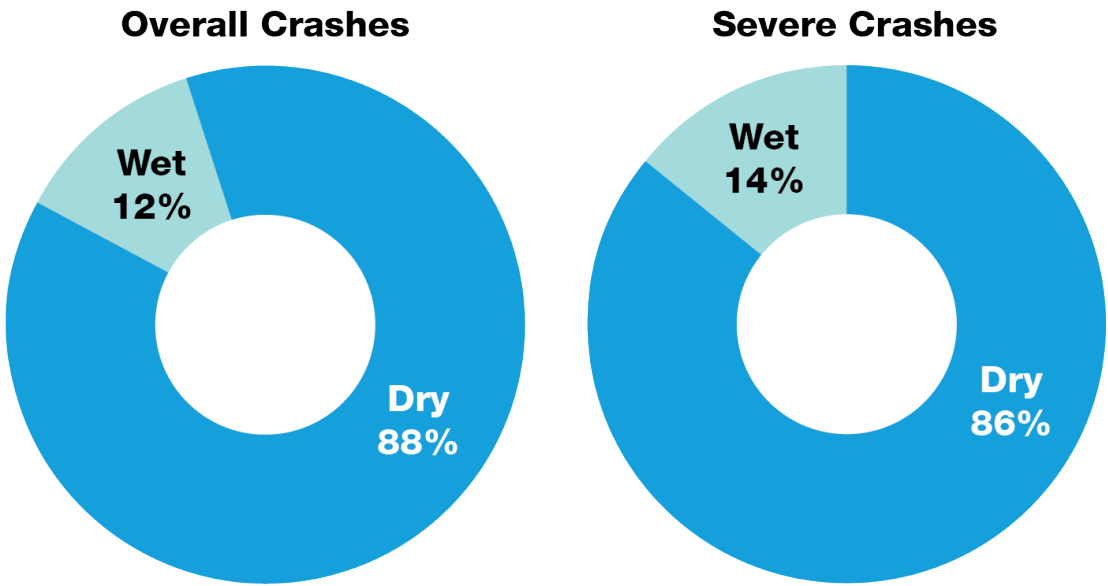


Figure 6: Road Surface Condition at Time of Crash, Overall and Severe Crashes

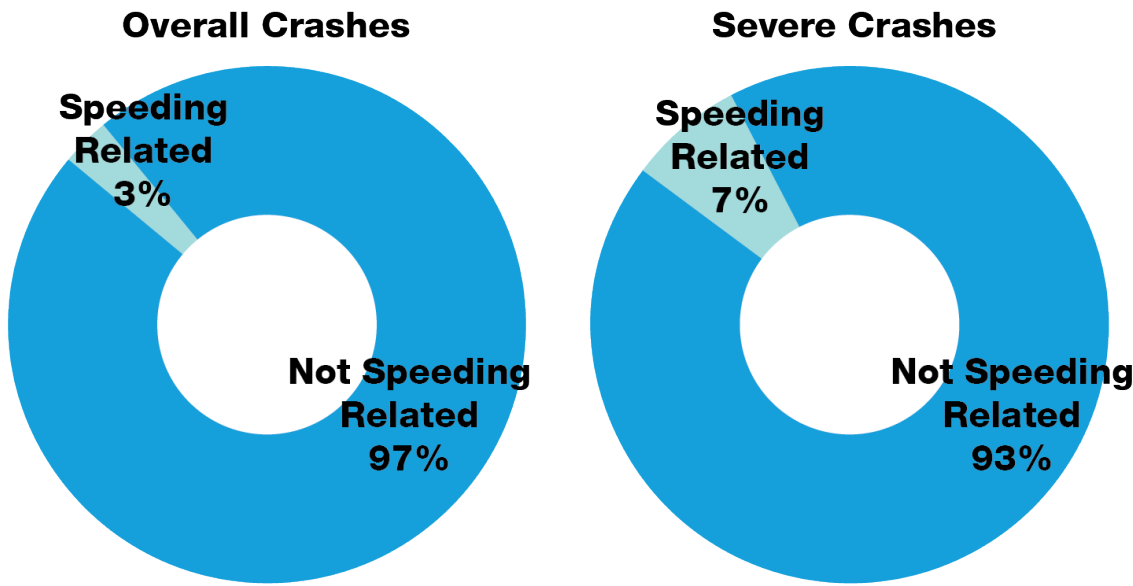
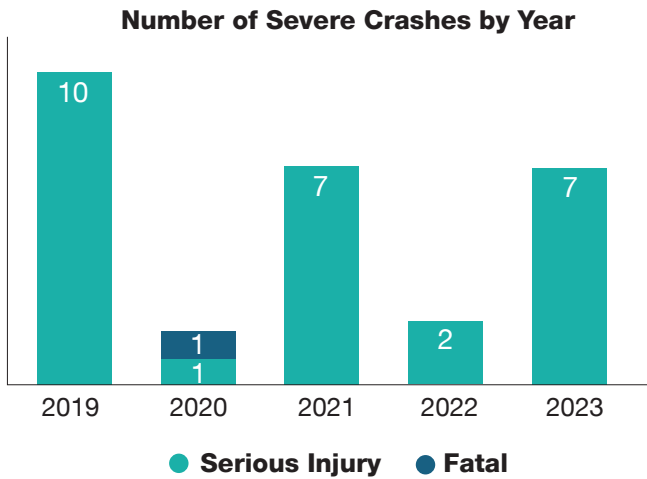
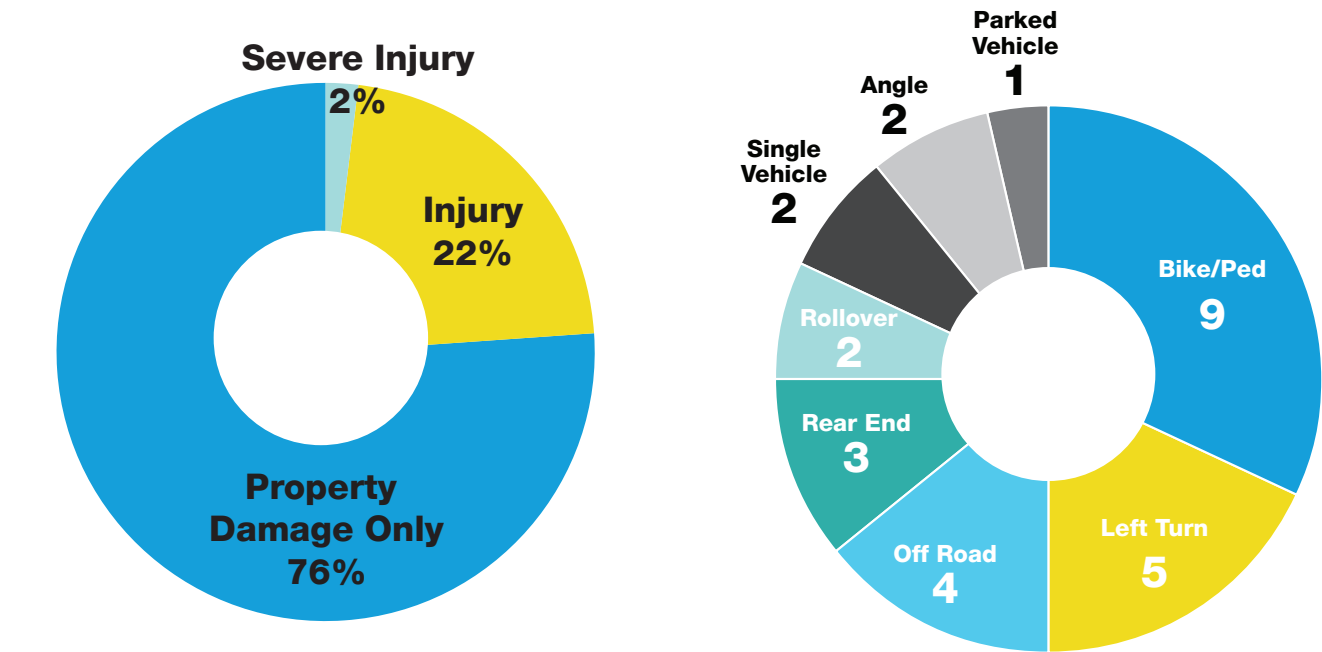


Figure 7: Speeding Related Crashes, Overall and Severe Crashes

Fatal and Serious Injury Crashes

The City of Atlantic Beach is already starting the journey to a Vision Zero goal in a good place. Fatal and severe injury crashes make up just 2% of all crashes during the analysis period. On average, there were approximately five serious injury crashes per year during the five-year analysis period. The year 2020 reported the lowest number of serious injury crashes, but the only recorded fatality.

The top three severe crash types (bicycle/pedestrian, left turn, and offroad crashes) were looked at in more detail in the following sections to identify any patterns or trends that could be addressed by certain countermeasures.



The top three severe crash types (bicycle/pedestrian, left turn, and offroad crashes) were looked at in more detail in the following sections to identify any patterns or trends that could be addressed by certain countermeasures.

High Fatal and Serious Injury Crash Locations

- Mayport Road & Dutton Island Road
- Atlantic Boulevard & Sherry Drive
- Atlantic Boulevard & 3rd Street E
- Mayport Road & Levy Road

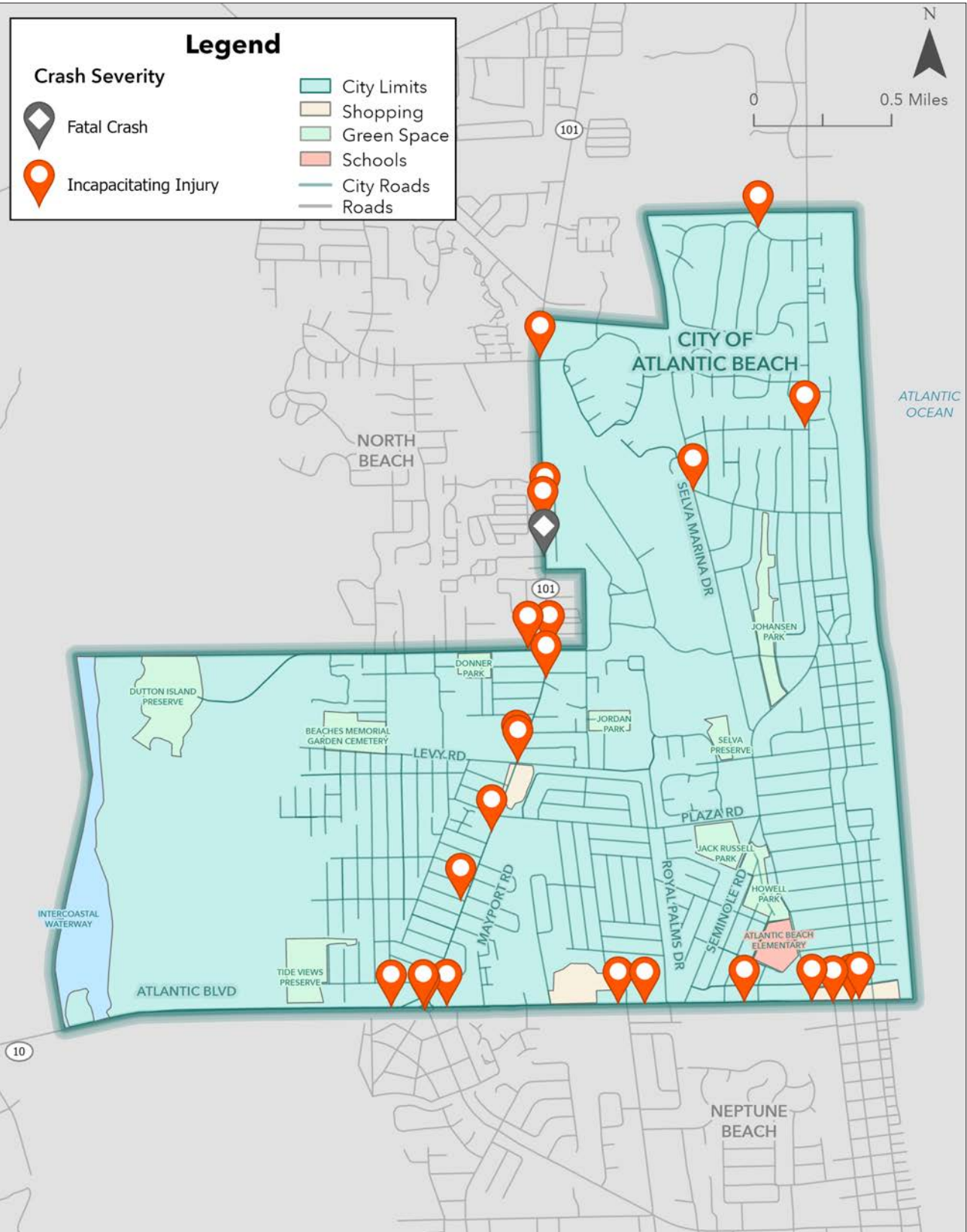


Figure 8: Severe Crash Location Map

Pedestrian and Bike Crashes

During the 5-year analysis period, there were 26 total pedestrian crashes and 60 bicycle crashes. Four of the pedestrian crashes and seven of the bicycle crashes resulted in a fatality or serious injury. While bicycle and pedestrian crashes accounted for approximately 5% of all crashes, they made up 32% of the fatal and serious injury crashes. Pedestrians and bicyclists have a disproportionately high percentage of severe crash outcomes compared to motor vehicle occupants, with just over 1% of motor vehicle crashes resulting in a fatality or serious injury.

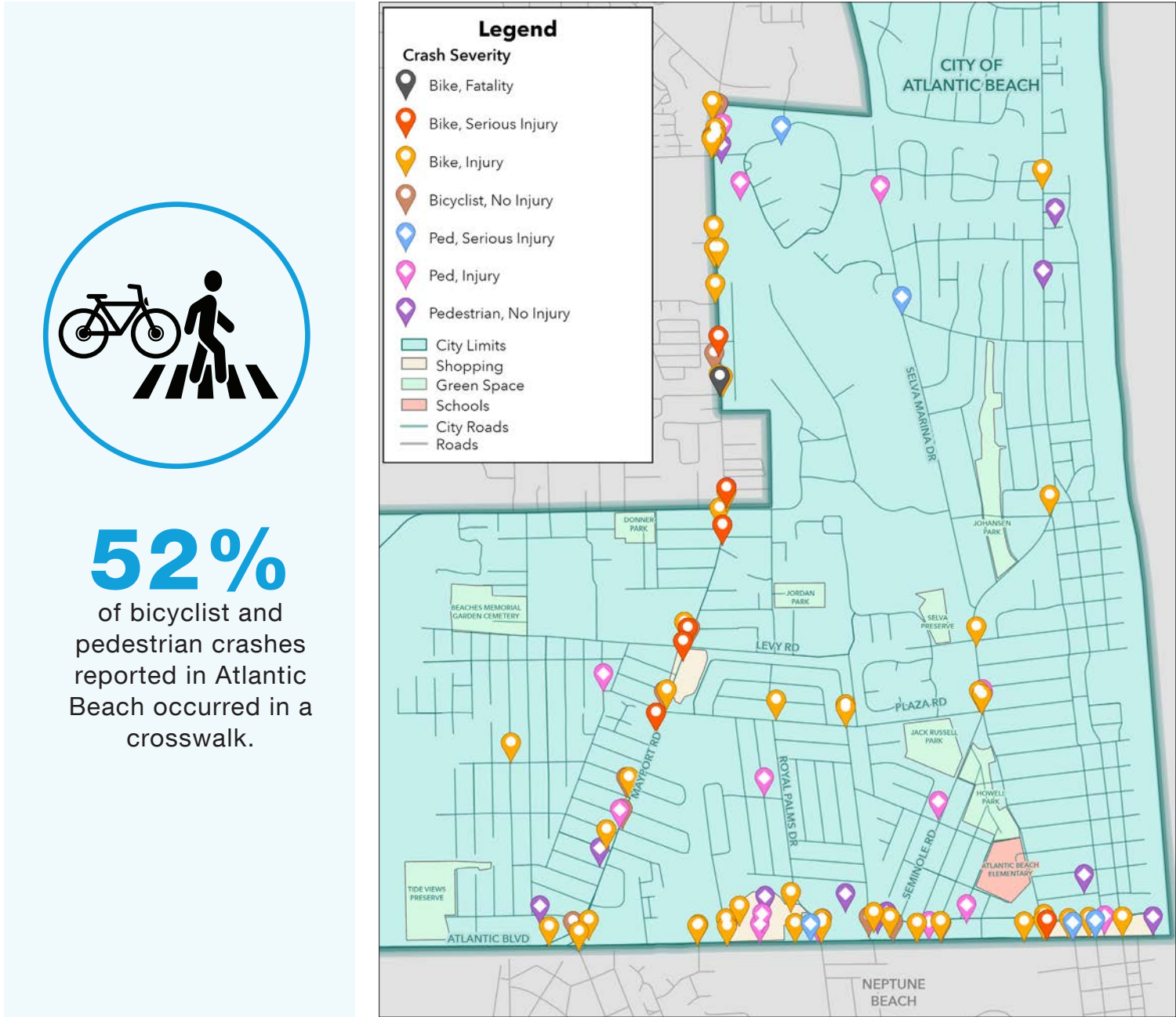
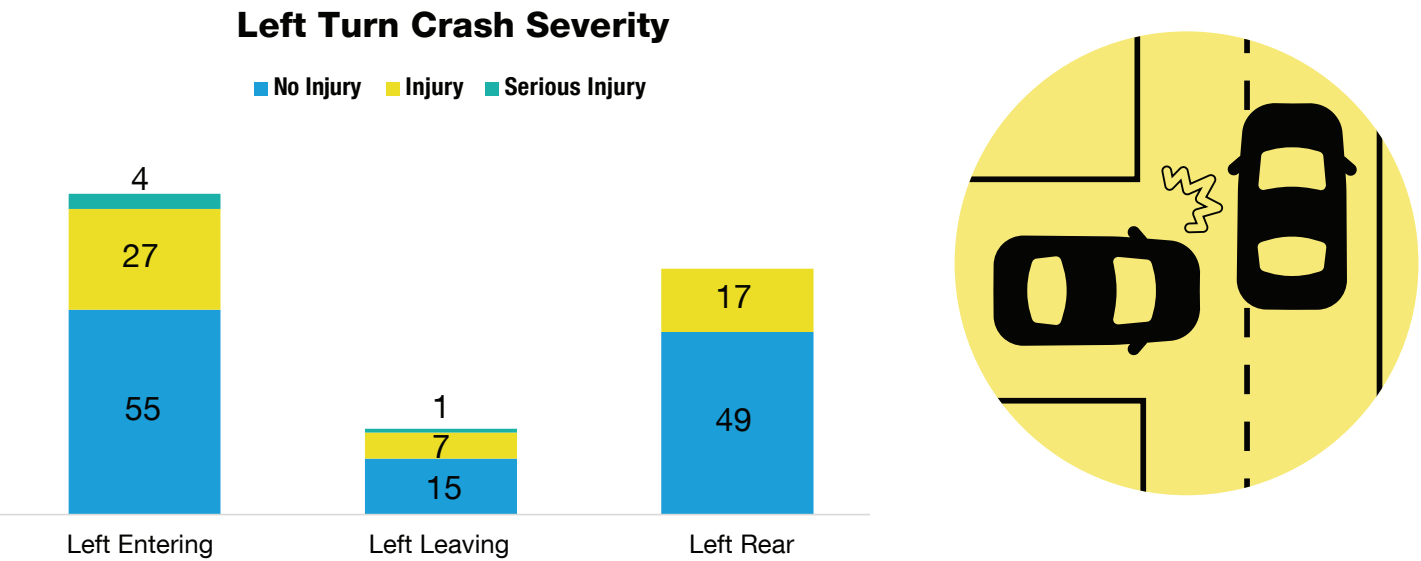


Figure 9: Pedestrian and Bike Crashes

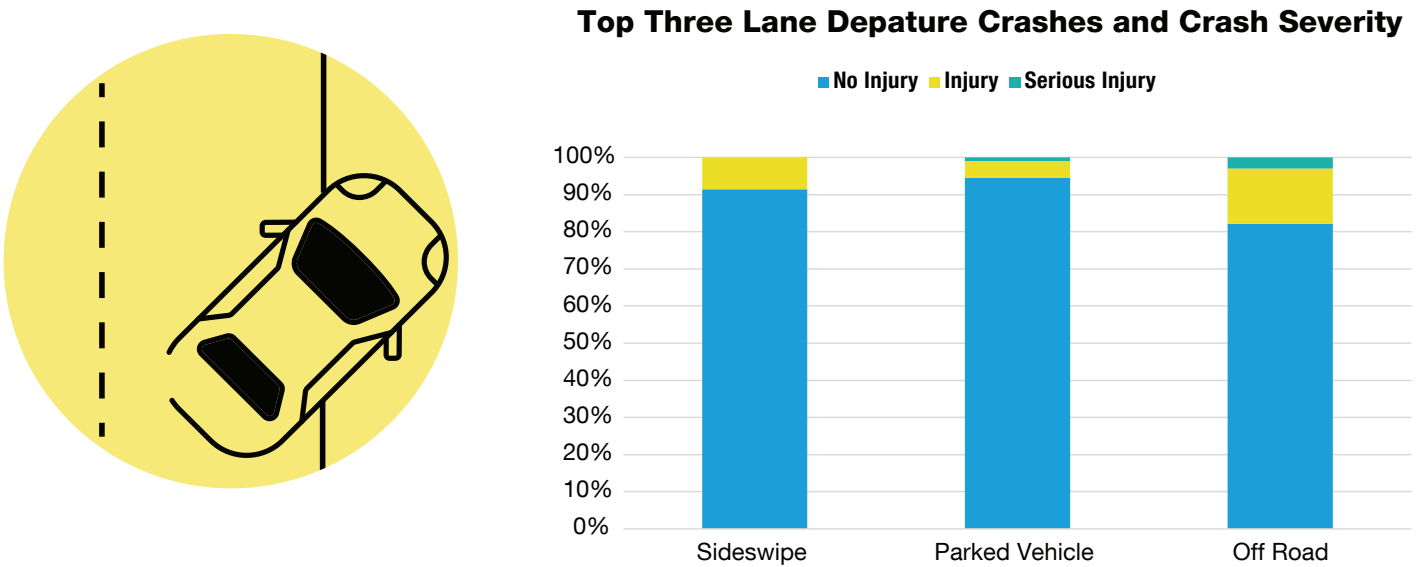
Left Turn Crashes

Left-turn crashes were the second most common type of crash resulting in serious injuries in Atlantic Beach. Factors often contributing to left-turn crashes include misjudging speed or distance of oncoming vehicles, failing to yield the right-of-way, or driver distractions.



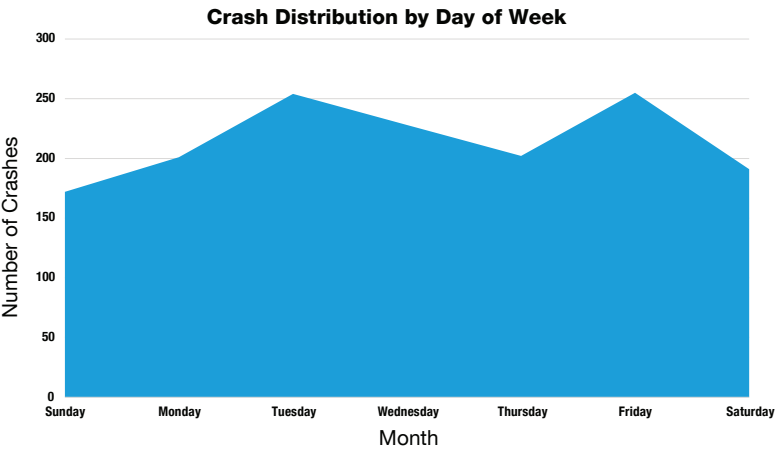
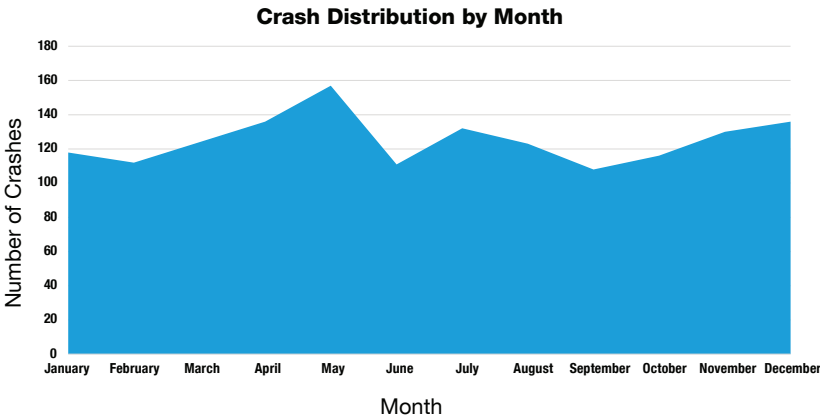
Lane Departure Crashes

The third most common crash type resulting in serious injuries in Atlantic Beach were off road crashes. Off road crashes are a subset of crashes that involve lane departures. A lane departure crash is a vehicle leaving its designated lane, crossing an edge line or center line, or otherwise departing from the traveled



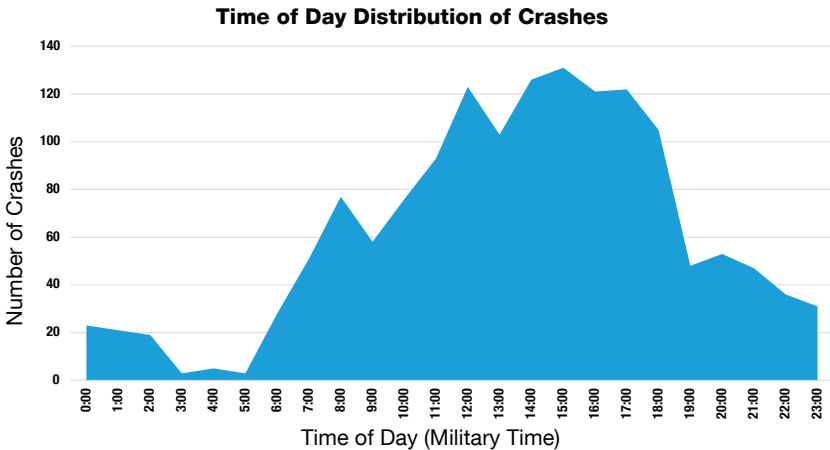
Temporal Trends

Crashes in the City of Atlantic Beach were relatively consistent throughout the year. May had the largest number of crashes, being the only month with over 10% of all crashes occurring within the city limits. Nearly all other months had between 7% and 9% of all crashes. January was the month with the greatest number of fatal and incapacitating injury crashes, making up 25% of these crashes. According to the FDOT Peak Season Factor Category Report for Duval County, the peak season traffic for the area is from April 7 to May 18. This time period overlaps with two of the three months with the highest number of crashes.



The crash distribution by day of week indicates that Tuesday and Friday were the most common days of the week for crashes to occur. All other days of the week had 11.4% to 15.2% of all crashes. Tuesday and Saturday were the days with the highest reported number of fatal and incapacitating injury crashes.

The distribution of crashes throughout the day is shown in the graph below. Crashes were most common between 2 PM to 5 PM, with another peak around noon. The hour with the highest number of severe crashes was from 5 PM to 6 PM. Both of these time frames occur during part of the PM peak hour from 4 PM to 6 PM.



Key Takeaways

Several of the key takeaways from the safety analysis are shown below. These factors were used to develop safety countermeasures and strategies.



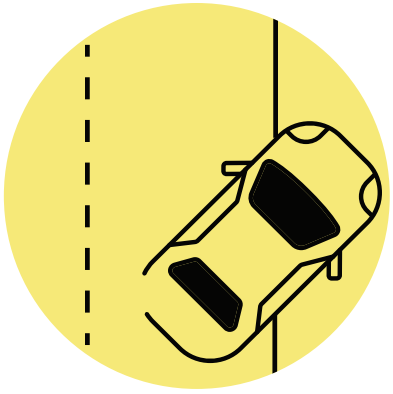
INTERSECTIONS

- Many high crash locations are at intersections throughout Atlantic Beach with a trend of more crashes at intersectins with the two state roads. Intersections should be a safety focus area with the goal of minimizing conflict points and protecting all users at the intersection.
- Left turn crashes were a top crash type among fatal and injury crashes, indicating that serious crashes often happen while vehicles are making left turns.



VULNERABLE ROAD USERS

- VRUs were more likely to be severely hurt or killed if involved in a crash in Atlantic Beach. VRU crashes often occurred near intersections on the state roadway network, and were more concentrated on the east side of Atlantic Beach.
- VRU crashes made up only 5% of overall crashes but 32% of all severe crashes



LANE DEPARTURE

- 18% of severe injury crashes in Atlantic Beach during the study time period were lane departure crashes. These types of crashes may include sideswipe, parked vehicle, and off road crashes.

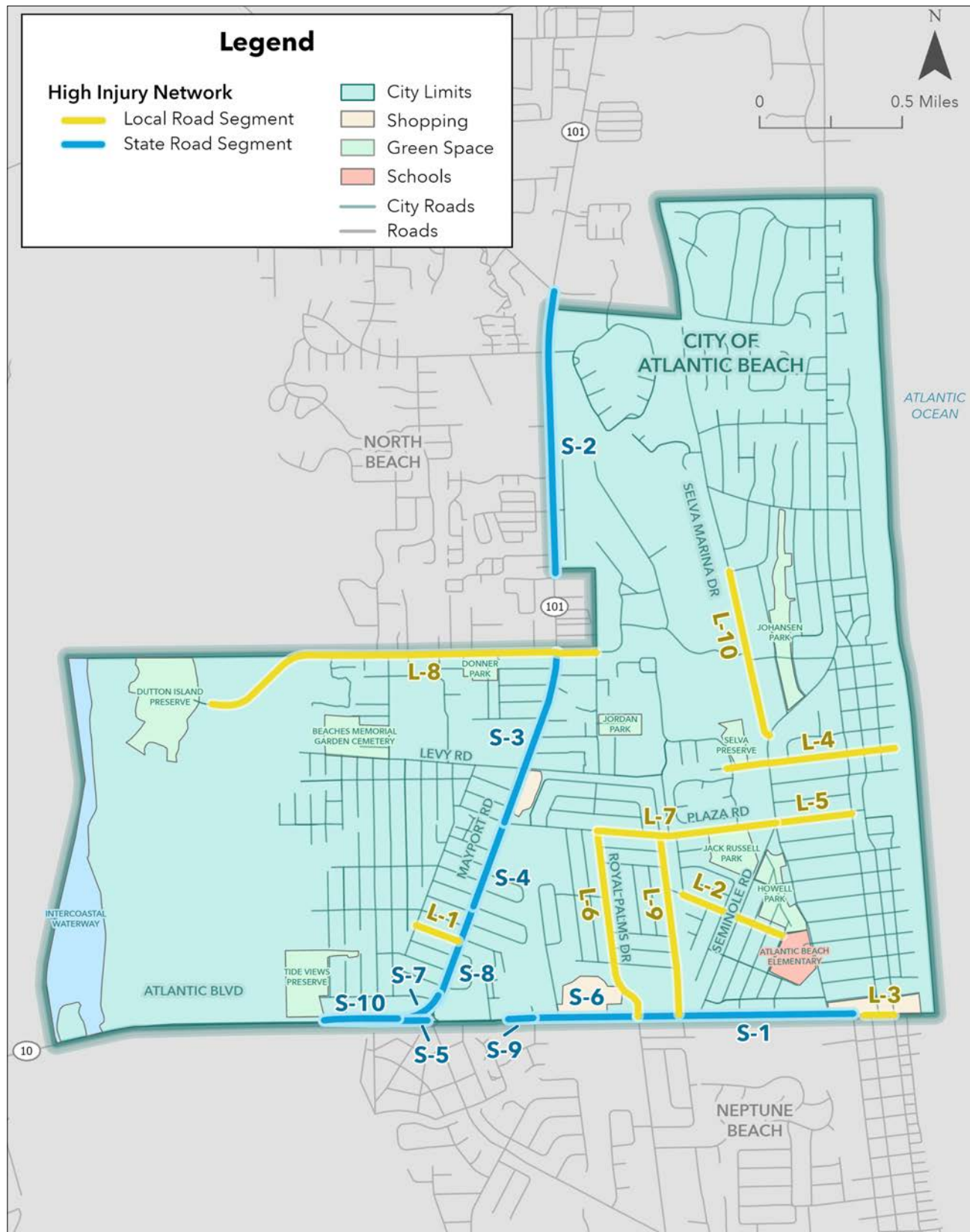


Figure 10: Atlantic Beach High Injury Network – Segments

High Injury Network

A High Injury Network (HIN) identifies roadway segments and intersections with the most crashes that result in death or injury.

Roadway segments were ranked based on the five-year average crash rate of 100 million vehicle-miles traveled. Crash rates were calculated for all crashes and for severe crashes (those resulting in a fatality and/or incapacitating injury). Segments were then ranked according to the severe crash rate with any ties being broken by the overall crash rate.

Table 1: High Injury Network, State Segments

| Segment ID | Roadway | Begin | End |
|------------|------------------------------|------------------------------|----------------------------------|
| S-1 | Atlantic Boulevard | Royal Palms Drive | 3rd Street |
| S-2 | Mayport Road | Mayport Apartments Driveway | SR A1A |
| S-3 | Mayport Road | Plaza | Dutton Island |
| S-4 | Mayport Road | Saratoga Circle N | Plaza |
| S-5 | Atlantic Boulevard | Tulip Street | Atlantic Boulevard Western Ramps |
| S-6 | Atlantic Boulevard | Brant Boulevard | Royal Palms Drive |
| S-7 | Atlantic Boulevard West Ramp | Mayport Road | Atlantic Boulevard |
| S-8 | Mayport Road | 2nd Street W | Saratoga Circle N |
| S-9 | Atlantic Boulevard | Atlantic Apartments Driveway | Atlantic Boulevard |
| S-10 | Atlantic Boulevard West | Mayport Road Ramp | Atlantic Boulevard |

Table 2: High Injury Network, Local Segments

| Segment ID | Roadway | Begin | End |
|------------|-------------------------|------------------------|--------------------|
| L-1 | West 5th Street | Orchid Street | Mayport Road |
| L-2 | Seaspray Avenue | Nautical Boulevard N | Poinsettia Street |
| L-3 | Atlantic Boulevard | W of 2nd Street | Ocean Boulevard |
| L-4 | 11th Street | Linkside Drive | Road End Limits |
| L-5 | Plaza | Seminole Road | East Coast Drive |
| L-6 | Royal Palms Drive | Plaza | Atlantic Boulevard |
| L-7 | Plaza | Royal Palms Drive | Seminole Road |
| L-8 | Dutton Island Road West | Dutton Island Preserve | Francis Avenue |
| L-9 | Sailfish | Plaza | Atlantic Boulevard |
| L-10 | Selva Marina Drive | Seminole Road | Palmwood Lane |

Intersections were ranked on the number of crashes weighted by the proportional unit crash cost relative to property damage only crash. The more severe a crash was, the higher the relative cost. In addition, public input was considered to include more sites to the priority list that might not have been reflected in the crash data (i.e. near miss experiences, missing pedestrian/bicyclist infrastructure, etc.)

Table 3: High Injury Intersections, State

| Intersection Number | Major Roadway | Minor Roadway |
|---------------------|----------------------|--------------------------|
| S-1 | FL-A1A/Mayport Rd | Mayport Apartments Dwy |
| S-2 | FL-A1A/Mayport Rd | Assisi Ln |
| S-3 | FL-A1A/Atlantic Blvd | Royal Palms Dr/Penman Rd |
| S-4 | FL-A1A/Mayport Rd | Dutton Island Rd |
| S-5 | FL-A1A/Atlantic Blvd | Mayport Rd/Florida Blvd |
| S-6 | FL-A1A/Atlantic Blvd | Sherry Dr |
| S-7 | FL-A1A/Mayport Rd | Levy Rd/Donner Rd |
| S-8 | FL-A1A/Atlantic Blvd | 3rd St |
| S-9 | FL-A1A/Mayport Rd | Fairway Villas Dr |
| S-10 | FL-A1A/Atlantic Blvd | Seminole Rd |

Table 4: High Injury Intersections, Local

| Intersection Number | Major Roadway | Minor Roadway |
|---------------------|-----------------------|---------------------------|
| L-1 | Sherry Dr/Seminole Rd | Plaza |
| L-2 | Plaza | Sailfish Dr |
| L-3 | Atlantic Blvd | Ocean Blvd/1st St |
| L-4 | Plaza | Royal Palms Dr |
| L-5 | Atlantic Blvd | Midway St |
| L-6 | Seminole Rd | County Club Ln/E Coast Dr |
| L-7 | Cutlass Dr | Sargo Rd |
| L-8 | Atlantic Blvd | East Coast Dr |
| L-9 | Ocean Blvd | 16th St |
| L-10 | Seminole Rd | Selva Marina Dr |

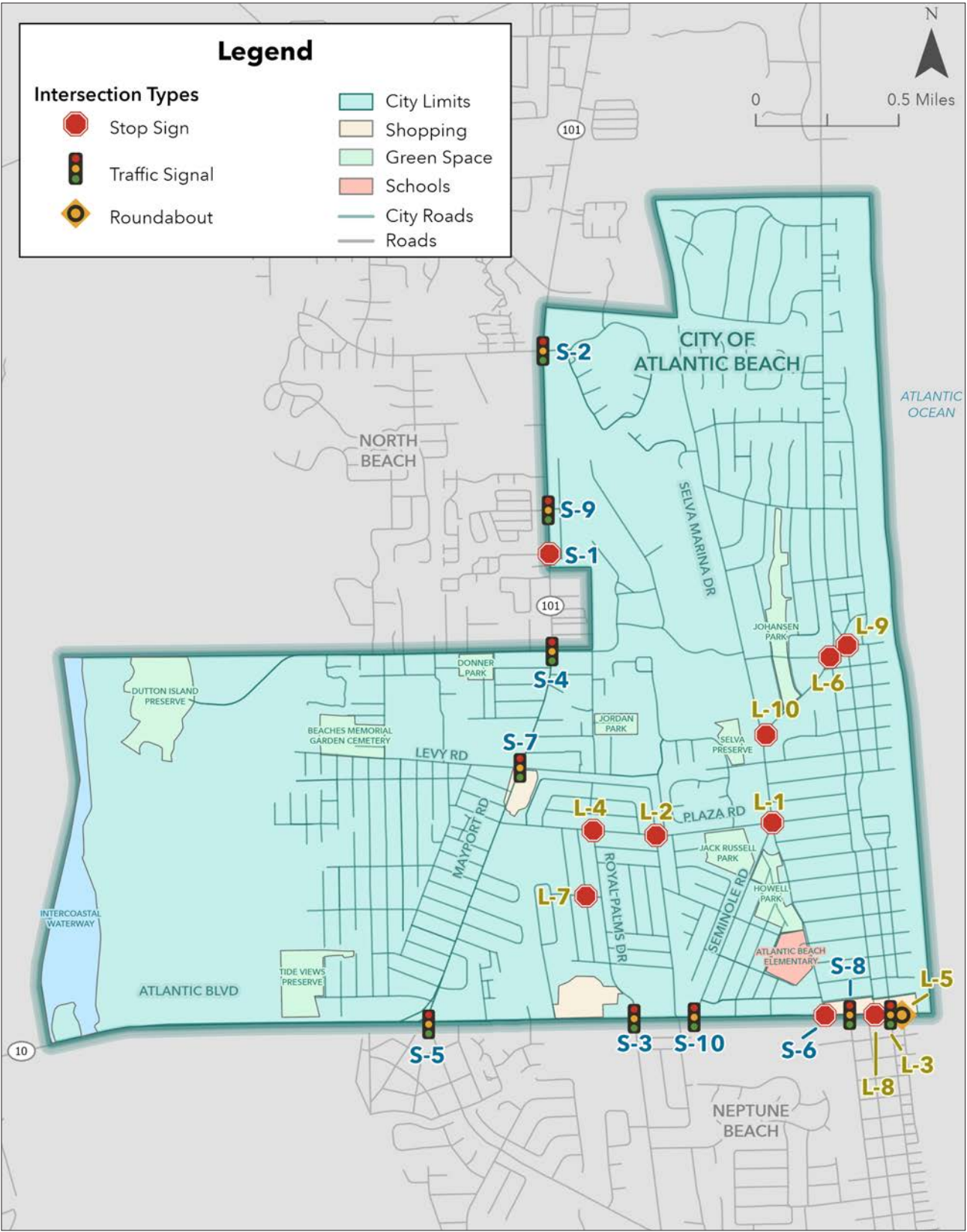


Figure 11: Atlantic Beach High Injury Network – Intersections



CHAPTER 3

PUBLIC ENGAGEMENT

Chapter 3 - Public Engagement

In addition to the historical crash analysis and identification of high injury crash locations, the project team solicited feedback from the local community. The residents of Atlantic Beach have local knowledge of areas where they feel they are unsafe walking, biking, or driving, even if there have not been reported crashes at those locations. Through the identification of areas where community members feel unsafe or have experienced near-miss incidents, the project team can take a proactive approach and recommend countermeasures to reduce the risk of crashes happening in the future.

Public engagement for the City of Atlantic Beach Safety Action Plan involved online feedback opportunities, pop-up events, open houses, and advertisements. Residents, community leaders, and other stakeholders were actively involved in this effort to ensure that the CSAP reflects the safety concerns of all who travel in and around Atlantic Beach.

Online Feedback – PublicCoordinate

PublicCoordinate was used throughout the CSAP’s development, serving as a repository for the community’s safety concerns. Residents had multiple opportunities to provide their feedback on PublicCoordinate throughout the project whether at a pop-up event, open house, or the comfort of their own home. The online aspect of PublicCoordinate allowed residents to voice their concerns and ideas even if they were not able to make it to one of the in-person events.



Priority Intersections and Segments

Atlantic Beach residents were able to provide feedback on existing roadway safety conditions through PublicCoordinate. PublicCoordinate allowed users to place a point or a line on an interactive map with seven comment types available to most appropriately categorize their comment, such as “Safety Concern”, “Near Miss Experience”, or “Idea”. Comments were allowed to be viewed by everyone and were available throughout the CSAP’s development.



Public Input

Additionally, a selection of proposed countermeasures presented at the Final Open House were posted on PublicCoordinate to solicit additional feedback from members of the public who might have not been able to attend the meeting.

An anonymized summary of the feedback on PublicCoordinate is provided in [Appendix B](#).

Pop-up Events - Farmer’s Market & Family Fun Day

City Staff and the Consultant team tabled a booth at the Farmer’s Market on November 17, 2024 and Family Fun Day on October 19, 2024 to encourage people to submit their safety concerns or ideas online or in person at the booth. Activities for kids were also provided to bring awareness about roadway, pedestrian, and bike safety through accessible means. Attendees were asked to share where they felt unsafe on the transportation network, potential improvement ideas, and to share any thoughts relating to overall safety on the City’s transportation network.



Task Force

In support of the Comprehensive Safety Action Plan, the Project Team invited members of several local stakeholders to participate in a Task Force through the development of the Plan. The project team invited members of the following groups and agencies to participate in the Task Force:

- City of Atlantic Beach’s Safety, Traffic, and Parking Committee
- City of Atlantic Beach Police Department
- City of Atlantic Beach’s Bike Smart Committee
- City of Jacksonville
- Atlantic Beach Elementary School
- FDOT District 2 Safety Office
- North Florida Transportation Planning Organization (TPO)
- Jacksonville Transportation Authority



Task Force Kickoff Meeting

A kickoff meeting was held on October 17, 2024 with members of the Task Force local to Atlantic Beach. The members of the Task Force in attendance introduced themselves and then the project team discussed SS4A program, including the recently passed Vision Zero Resolution, components of the CSAP, what type of improvements would be included in the Plan, and what the next steps would once the Plan is adopted. The project team also discussed the Task’s Force role including providing input and feedback, encouraging members of the local community to participate through the Plan’s development, and being an advocate for safety at the local level. The project team then reviewed the project schedule and opened up the floor for members of the Task Force to provide their thoughts.

Task Force members recommended multiple areas for the project team to further analyze in the safety analysis including areas along Atlantic Boulevard, Dutton Island Road, and Royal Palms Drive. The Task Force also discussed additional items that were prominent in the community including, e-bike policies, constrained right-of-way, and developing a city wide speed limit policy. Members of the Task Force also emphasized the importance of having buy-in from the surrounding Jacksonville Beach and Neptune Beach communities.

A meeting summary from October 17, 2024 of the Task Force Kickoff is provided in [Appendix C-1](#).

Individual Task Force Meetings

Individual Task Force meetings were set up for members of partner agencies that do not reside in Atlantic Beach or were not able to attend the original Task Force Kickoff Meeting. The project team met individually with members of the City of Jacksonville, the Bike Smart Committee, Atlantic Beach Elementary, FDOT District 2 Safety Office, North Florida TPO, and the Jacksonville Transportation Authority.

Discussions with the individual members yielded more information about current and past projects along Mayport Road, Atlantic Boulevard, and the five-way intersection.

Individual meeting summaries are provided in [Appendix C-2](#).

Task Force Meeting 2

A second in person meeting with the Task Force was held on March 4, 2025 with members local to Atlantic Beach. The project team shared updates from the public engagement efforts, safety analysis findings, and potential countermeasures for several “hot-spot” locations. The Task Force provided input on the countermeasures in terms of what they thought the local community would support, areas of concern that were not addressed by the proposed countermeasures, and additional improvements they felt would help improve safety in the community.

A summary of the meeting from March 4, 2025, Task Force Meeting is provided in [Appendix C-3](#).

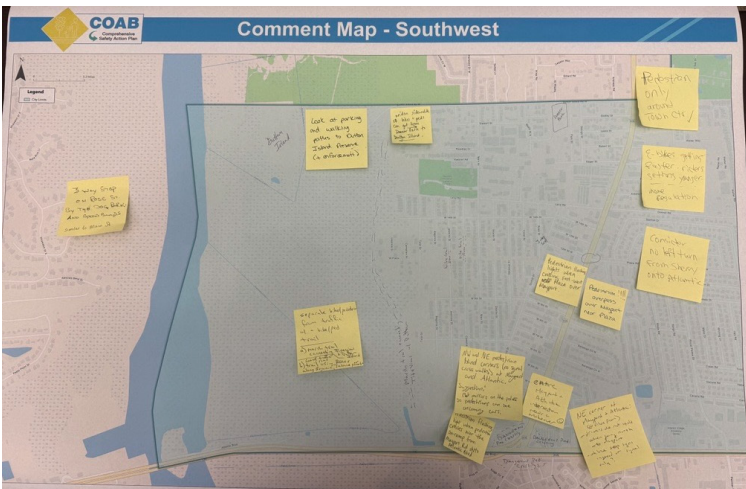
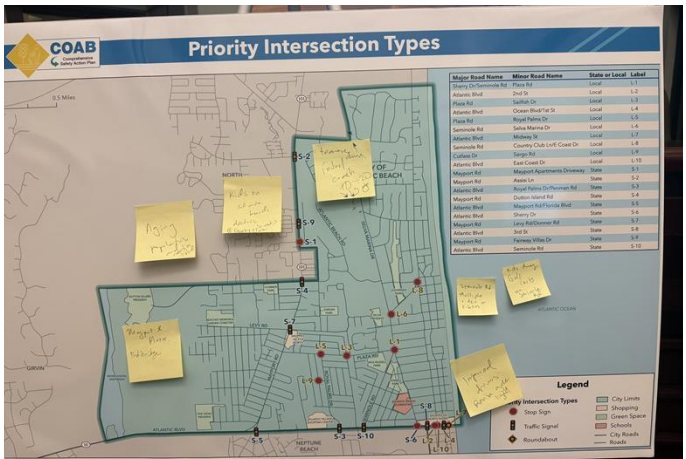


Open Houses

Public Kick Off Open House

On December 3rd, 2024, City of Atlantic Beach Staff and the Consultant team hosted an Open House and invited members of the public to join the CSAP Open House to share their safety concerns about the existing transportation network.

Stations were set up to allow members of the community various opportunities to voice their feedback on the high injury network, areas where they felt unsafe, and improvements that they wanted to see implemented in their community. Participants were encouraged to share their input with the project team through various channels, including sticky notes on the project maps, comment cards, PublicCoordinate stations, and general discussion with the project team.



Final Open House

On May 6th, 2025, City of Atlantic Beach Staff and the Consultant team hosted the Final Open House and invited members of the public to share their feedback about countermeasures developed from the safety analysis and their previous public comments.

Like the first Open House, stations were set up to allow members of the community to share their thoughts on the proposed countermeasures. Participants were encouraged to share their input with the project team through various channels, including sticky notes on the countermeasure exhibits, comment cards, PublicCoordinate stations, and general discussion with the project team.



Public Input Trends

All input was thoroughly reviewed, resulting in the collection of 163 comments from engagement efforts. Of these, 50% of all comments were labeled as Safety Concerns, making it the most frequent comment type.

The main trends the project team heard from community members were:



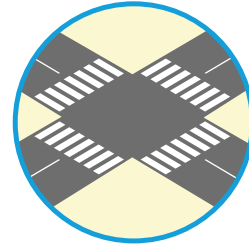
• Pedestrian and Cyclist Safety

- » Several commentors identified areas where they felt unsafe as pedestrians or bicyclists including crossing Mayport Road and multiple intersections along Seminole Road
- » Residents suggested improvements including pedestrian signals, raised crosswalks, and separated bike lanes



• Traffic Calming Measures

- » Members of the public noted that they witnessed high speeds along many roads in the city including, Atlantic Boulevard, Sherry Drive, and Seminole Road
- » Residents suggested improvements including speed humps, lowering speed limits, roundabouts, and improved signage



• Intersection Safety

- » Many residents identified intersections with low visibility and areas they felt unsafe from confusion on who has the right-of-way between motorists and non-motorists



• Enforcement and Education

- » Many comments called for improved enforcement for speeding vehicles and pedestrian/cyclist rights of way
- » Residents proposed education initiatives both for both drivers and cyclists regarding complying with the law and traveling safely through and around Atlantic Beach



• General Infrastructure Improvements

- » Multiple comments reference general improvements needed throughout the City including improving lighting, more consistent speed limits, additional sidewalk and trail connections, and better crosswalk visibility

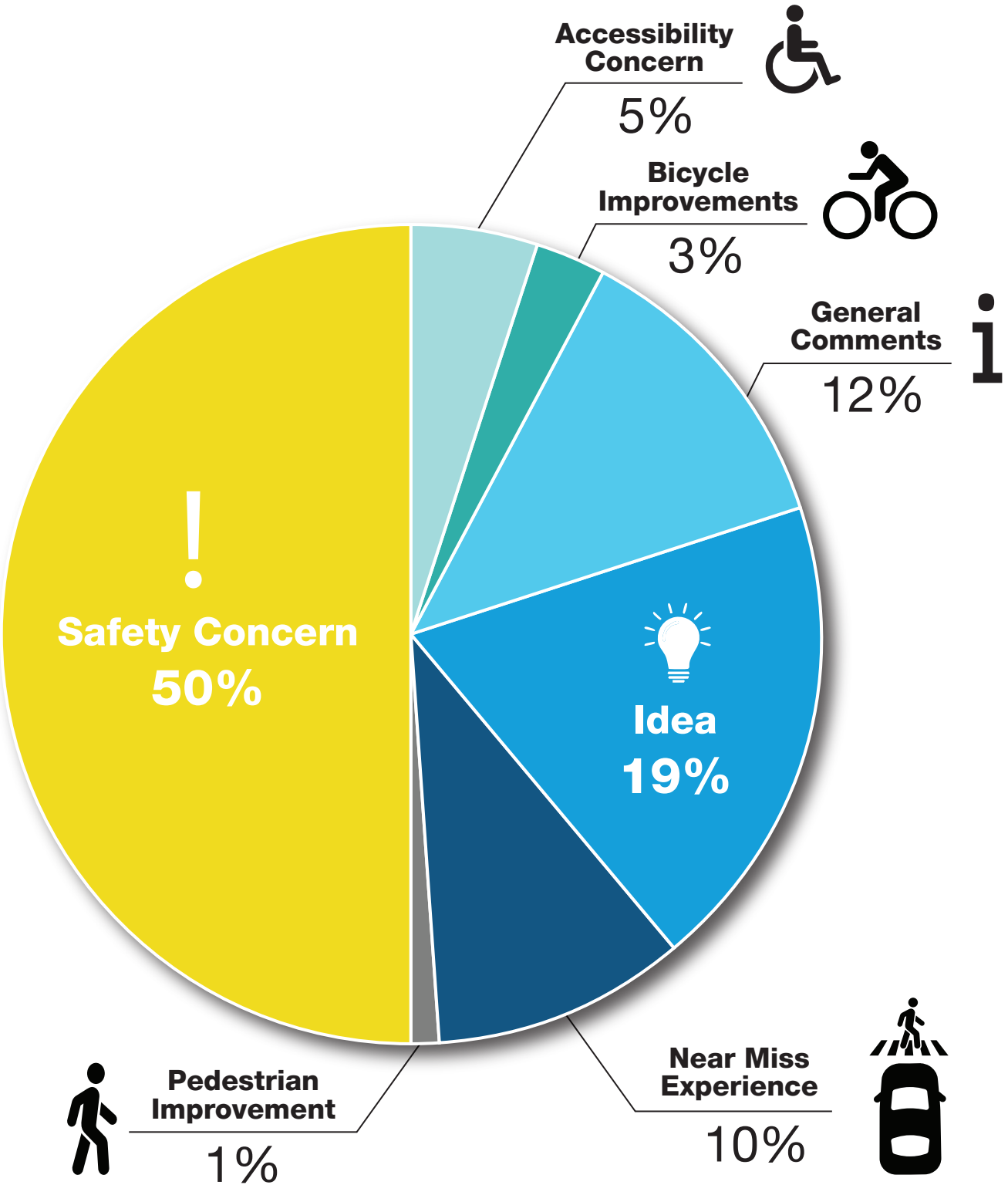


Figure 12: PublicCoordinate Comment Category



CHAPTER 4

EQUITY

Chapter 4 - Equity

Equity was considered throughout the CSAP’s development and aimed to identify the locations in Atlantic Beach that are disproportionately impacted by socio-economic disadvantages or a lack of historical transportation investment. Equity considerations factor into the development of safety improvements and the prioritization scoring of projects identified in the CSAP. At the time of the review, no Atlantic Beach census tracts were identified as Areas of Persistent Poverty (APPs)/ underserved communities.

To identify areas in Atlantic Beach that would be most impacted by safety improvements and investments, census tract data was reviewed to determine which areas of the City have a higher concentration of vulnerable populations, such as the elderly, the youth, or low-income households.

The census tract equity assessment relied on data pulled from the US Census and American Community Survey. The following maps illustrate the concentration of each of the following characteristics in the census tracts located in Atlantic Beach:

- Aging population
- Youth population
- Percent of families and people below the poverty level

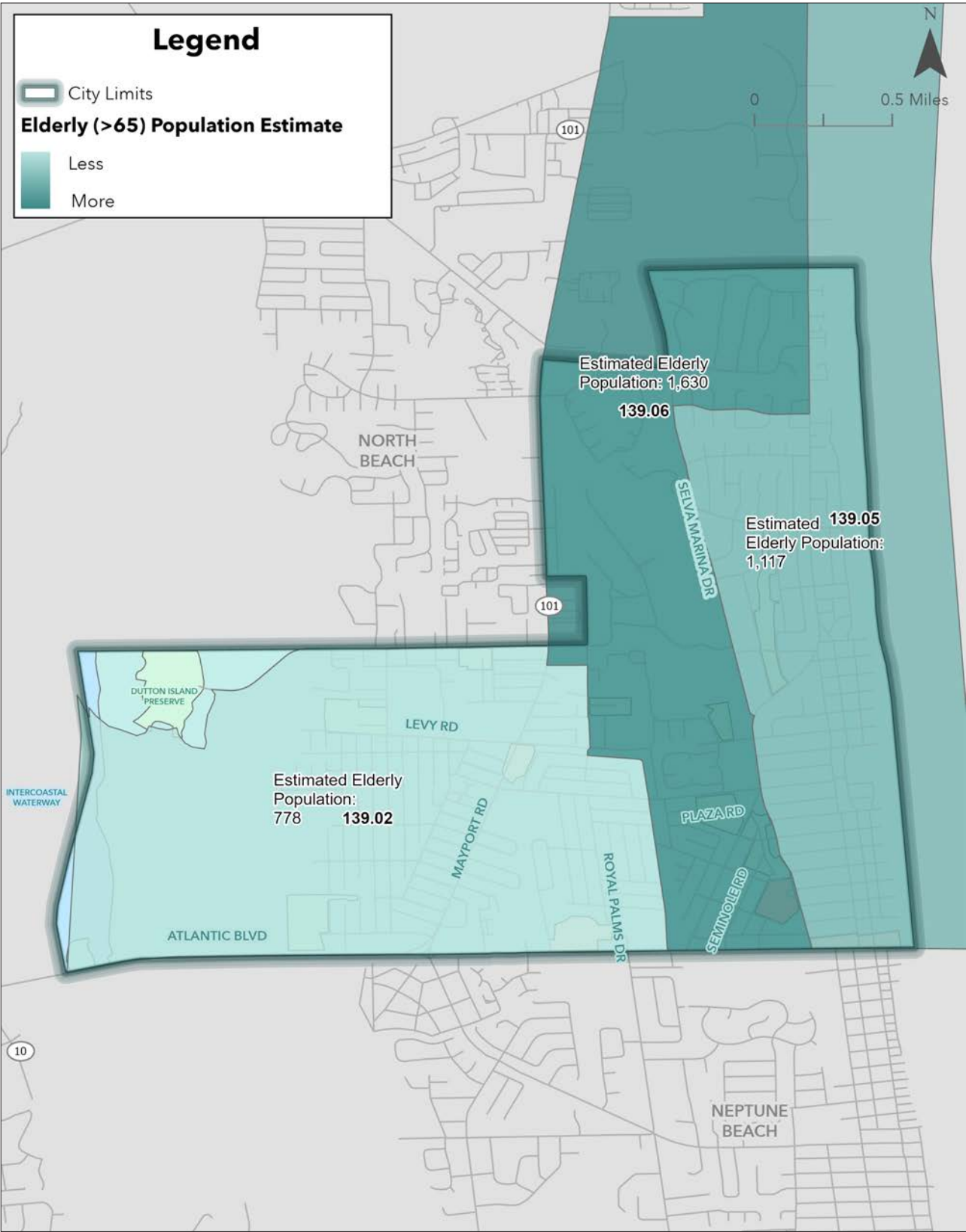


Figure 13: Census Tracts by Elderly Population Estimate

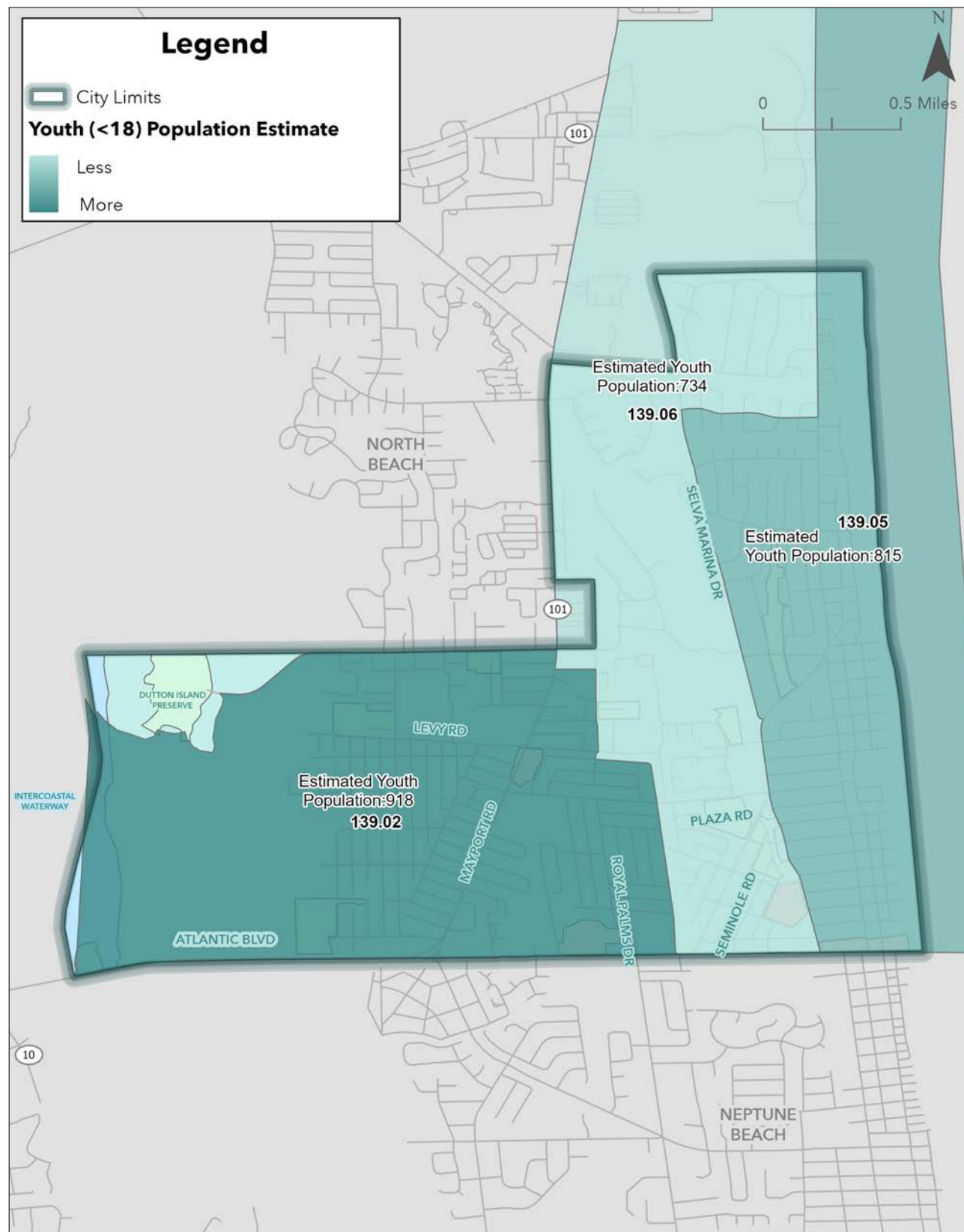


Figure 14: Census Tracts by Youth (<18) Population Estimate

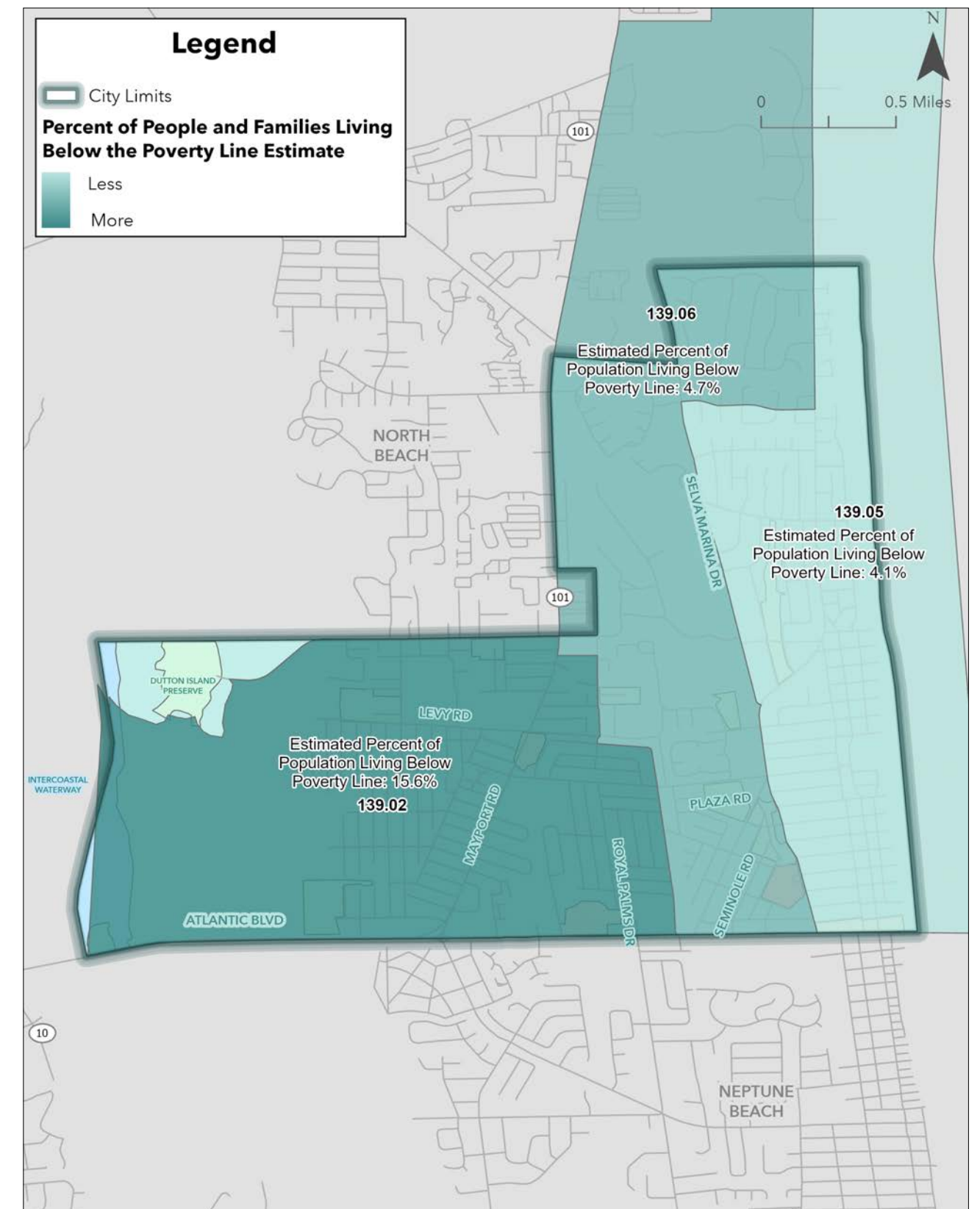


Figure 15: Census Tracts by Percent of Population Living Below the Poverty Line Estimate

The background of the slide is a photograph of a coastal road lined with palm trees. In the foreground on the left, there is a signpost with a sign that reads "Beaches TOWN Center". The entire image is overlaid with a semi-transparent blue filter. On the right side of the slide, there are two parallel diagonal white lines.

CHAPTER 5

POLICY AND PLAN REVIEW

Chapter 5 - Policy and Plan Review

Documented policies, processes, and procedures at the local, state, and federal levels were reviewed for the preparation of this CSAP. Past planning and policy efforts provide valuable insights into ongoing challenges in and around Atlantic Beach and the type of strategies that have been employed relating to traffic safety. A policy matrix was developed to evaluate policies, processes, and plans from local, state, and federal agencies and identify whether to preserve, expand, or rethink the policies and plans. A policy review matrix can be found in [Appendix D](#).

The following policies were included as part of this review:

City of Atlantic Beach

- » Sustainability & Resilience Community Action Plan (SRCAP)
- » Mayport Road Vision Implementation Plan
- » Levy Road Sidewalk Enhancements
- » Mayor’s Council on Health and Well-Being Final Report and Recommendations
- » 2030 Parks Master Plan
- » Lower Speed Limits Community Survey Results
- » City of Atlantic Beach Speed Limit Study
- » Ahern Complete Streets
- » Atlantic Beach, FL Code of Ordinances
- » Public Works Department - 10 Year Schedule of Capital Improvements (2024-2033)
- » Adaptation Plan
- » Bicycle and Pedestrian Connectivity Plan
- » Roundabout Feasibility Study for the Intersection of Seminole Road, Sherry Drive, and Plaza
- » 2045 Comprehensive Plan - Transportation Element
- » Complete Streets Implementation Plan; Main Street Corridor

Other Jurisdictions/Municipalities

- » FDOT
 - Florida Safe Routes to School Toolkit
 - “Atlantic Blvd and Penman Rd HSID Intersection Safety Improvement”
 - Atlantic Boulevard and Sherry Drive Changes
 - Florida Pedestrian and Bicycle Strategic Safety Plan
 - Florida State Plan on Aging, 2022-2025
 - Teen Safe Driving Strategic Plan, 2016 - 2021
 - Florida Strategic Highway Safety Plan
 - Strategic Intermodal System Policy Plan
 - Safe Mobility for Life - Strategic Action Plan, 2022-2025
 - Florida Vulnerable Road User Safety Assessment
 - “Target Zero; Mayport Road Safety Improvements from Atlantic Boulevard to Dutton Island Road West”
 - Recommendations for Atlantic Boulevard and Mayport Road Interchange

North Florida TPO

- Duval Schools Walkability Study
- Regional System Safety Plan
- North Florida Pedestrian Safety Campaign Final Report
- Atlantic and Neptune Beach Smart Parking Plan
- Beaches East Coast Greenway Feasibility Study
- Bicycle and Pedestrian Master Plan Update
- Strategic Safety Plan
- Plaza & Seminole Road & Sherry Dr Roundabout Concept

JTA

- City Council Lunch-n-Learn; JTA Skyway
- Transit Concept and Alternatives Review - Skyway Conversion and Brooklyn Extension
- Transit Concept and Alternatives Review - Skyway System Expansion
- First Coast Commuter Rail; Transit-Oriented Development Study
- Green Line Transit Oriented Development (TOD) Study

Other Agencies

- Small Town and Rural Multimodal Networks
- Beach E-Bike Regulations (Ordinance 2021-14)
- Madeira Beach; Micromobility Regulations Code of Ordinances Ch 66 Article V
- E-Bike Law Handouts
- Florida Driver License Handbook
- Florida Statute 316.20655 Electric Bicycle Regulations
- The Villages; Golf Carts



Other Agency Improvements

Improvements listed in this section are already being championed by another agency; however, the intention of these projects aligns with the City of Atlantic Beach's Vision Zero goal. It is recommended that the City continue to coordinate with these agencies to help show support for these projects and ensure that any future safety improvements or initiatives are cohesive with these projects.

Mayport Road Improvements – FDOT

At the time of publication of this Plan, FDOT is in the process of implementing improvements along Mayport Road (SR A1A) between Atlantic Boulevard (SR 10) and Dutton Island Road West. The improvements aim to enhance safety for motorists, pedestrians, bicyclists, and other vulnerable road users. The proposed improvements currently include repurposing lanes to add a southbound bike lane and widen the northbound sidewalk. In addition, upgraded signal improvements are proposed as part of this project.

SR A1A (3rd Street N) Planning and Environmental Services – FDOT

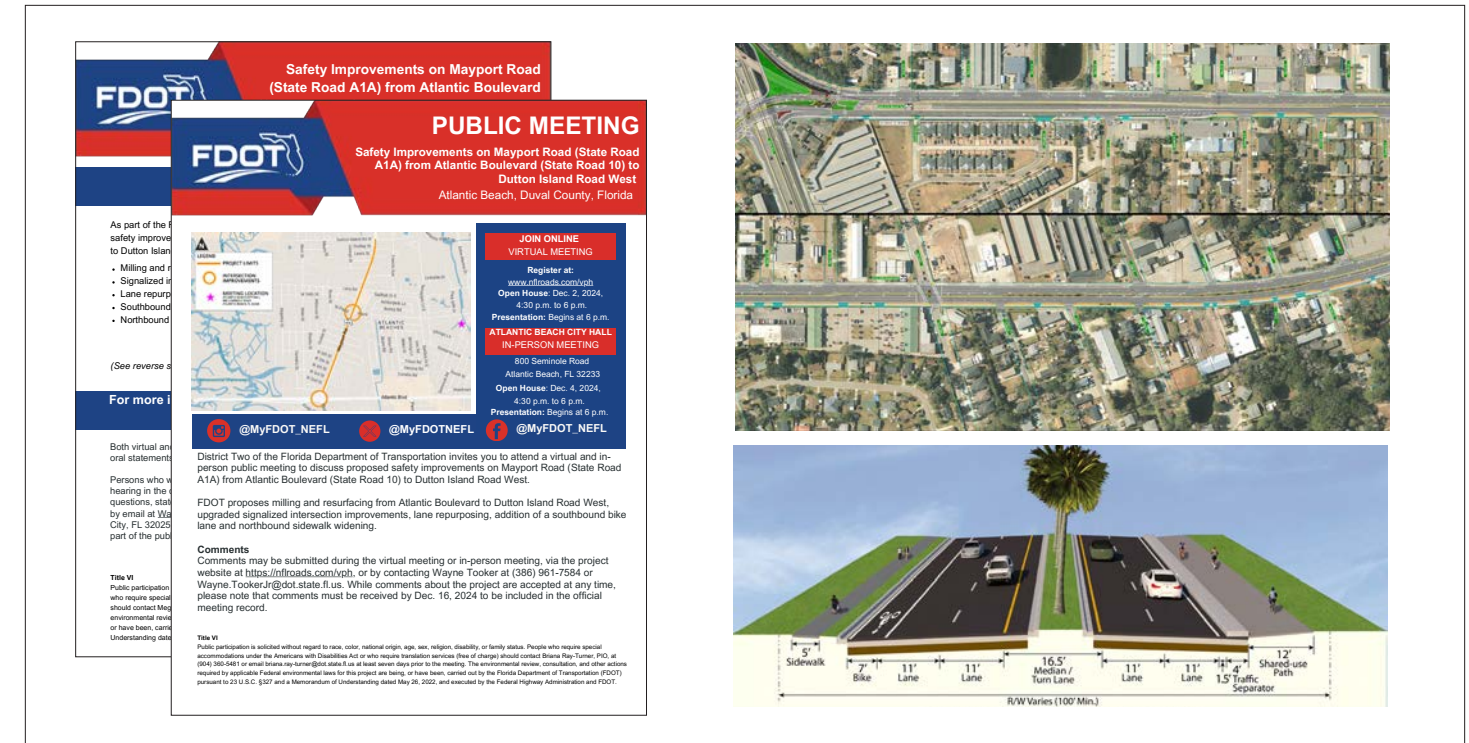
At the time of this publication, FDOT is planning to conduct a Project Development & Environmental Study for context sensitive/complete streets improvements along SR A1A from SR A1A (Atlantic Boulevard) to the St. Johns County Line. The study plans to focus on evaluating existing conditions and determining potential improvements tailored to the SR A1A corridor. The project is listed in the FDOT Work Program as FPID 430911-2-22-01 and will be advertised for consultant selection in Fall 2025.

Tri-Beach E-Bike Policy – North Florida TPO

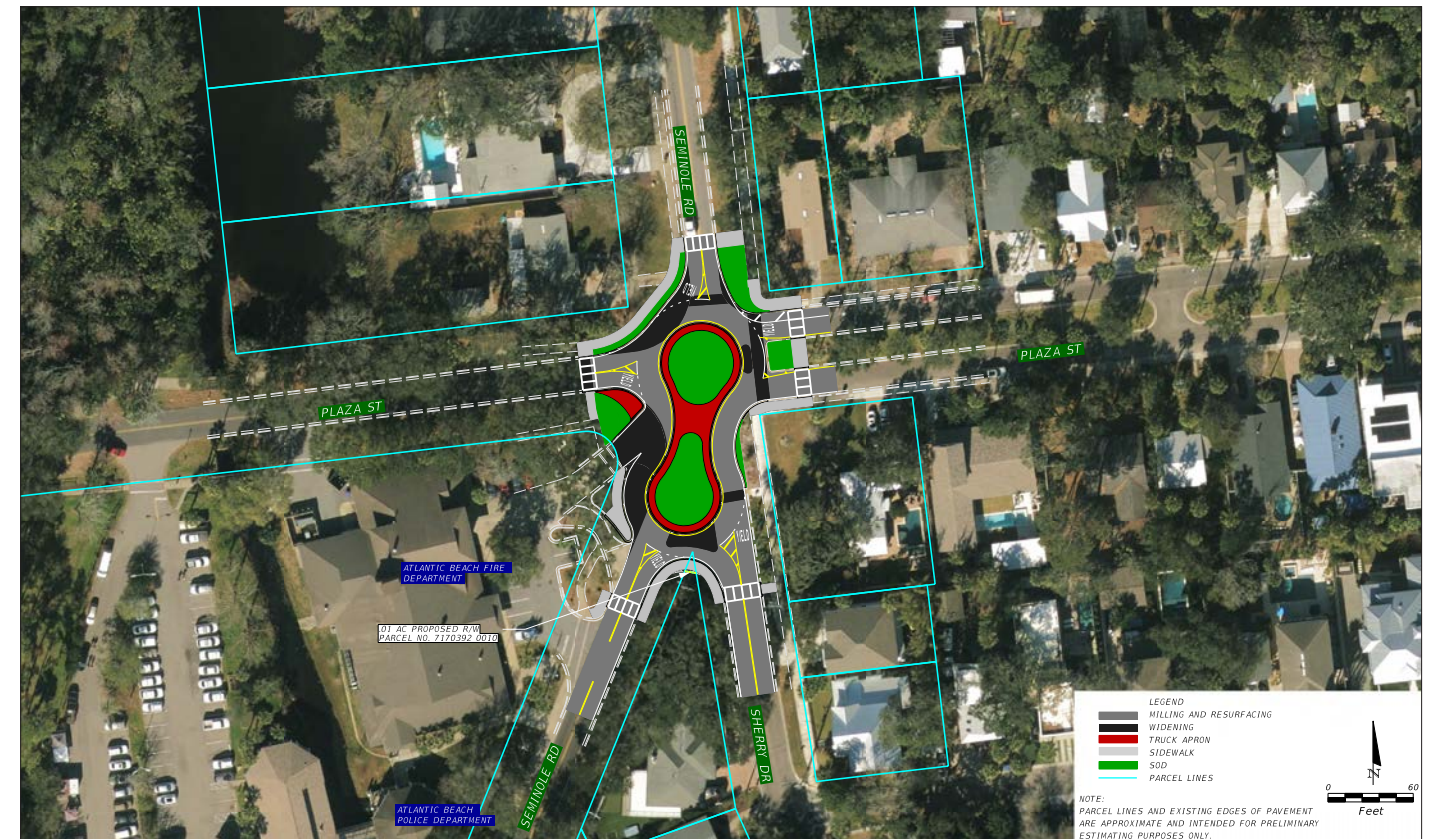
At the time of publication of this Plan, the North Florida TPO is working to develop an e-bike policy for Neptune Beach, Atlantic Beach, and Jacksonville Beach. The plan aims to create consistency among the Beaches Community for rules and regulations regarding e-bikes. Implementing a consistent policy can help set driver expectations for the behavior of e-bikes and can assist in situations in determining whether a vehicle or bicyclist has the right-of-way.

Atlantic Beach Roundabout Feasibility Study - North Florida TPO

The North Florida TPO is working with FDOT, the City of Atlantic Beach, and consultants for a feasibility study and potential design of a roundabout for the five-way intersection of Plaza, Seminole Road, and Sherry Drive. The project aims to reduce conflict points, improve sight distance, and eliminate driver confusion. In addition, if a crash were to occur at the intersection it significantly reduces the angle of collision decreasing the likelihood of injury. At the time of publication of this plan, the project is in the selection process of a consultant for design and funding is still needed for future construction.



Mayport Road Improvements - FDOT



Atlantic Beach Roundabout Feasibility Study - North Florida TPO



CHAPTER 6

POLICY AND PLAN REVIEW

Chapter 6 - Countermeasures and Projects

The following countermeasures were identified to make the streets and roads in Atlantic Beach safer and promote safe driving, walking, cycling and safe people based on the crash patterns observed and community feedback. The following include infrastructure countermeasures designed to make the roads physically safer with complementary education and enforcement strategies.

Infrastructure Strategies

Rectangular Rapid Flashing Beacons (RRFBs) are activated by a person at a crosswalk and rapidly flash alternating lights on the assembly to alert motorists to a person crossing the road. Atlantic Beach already has multiple RRFBs installed throughout the city that are regularly used by residents and visitors alike.

Cost:



Raised crosswalks physically elevate people in crosswalks increasing visibility of the people crossing and acting like a speed hump to motorists to slow speeds. With the appropriate signage, it alerts drivers to stop for pedestrians in the crossing walk. Slower speeds and increased driver awareness reduce crash severities for pedestrians and cyclists.

Cost:



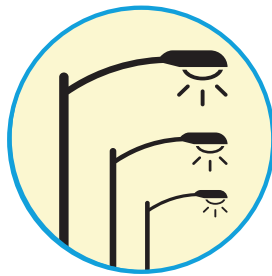
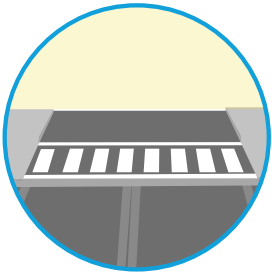
Lighting Improvements may include improvements at the walking level or additional roadway level lights near crosswalks or intersections. Properly lit intersections enhance reaction times and can reduce the likelihood of a crash during low visibility conditions like nighttime. Typically lighting requires a pole to be installed if one does not exist already.

Cost:



High visibility crosswalk markings use pavement markings, such as ladder markers that are visible to both drivers and people crossing the roadways from farther distances. The increased visibility helps drivers be aware of people earlier and can improve nighttime visibility.

Cost:



Edge lane roadway treatment is a unique solution that utilizes the existing width of pavement, ideal for low volume, low speed, constrained roads. The edge lane roadway consists of two parts, delineated edge lanes meant for pedestrians and other vulnerable road users and a center lane meant for vehicles. Under conditions with no oncoming traffic the vehicle can remain in the center lane and pedestrians can continue to walk in their designated areas. If two vehicles need to use the roadway they will first check the edge lanes for pedestrians or cyclists and yield if there are any, then slowly pull over to the side, pass each other, and return to the center lane.

Cost:



Leading pedestrian intervals (LPIs) give people walking or biking a three to seven second “head start” crossing the roadway at a traffic signal. The pedestrian signal will give a walking signal while all cars remain stopped with a red signal. This allows pedestrians and cyclists to proceed into the roadway so that they are visible to vehicles before the vehicles begin their turning movements. A leading pedestrian internal can also be coupled with a “No Right Turn On Red” sign to minimize potential conflicts.

Cost:



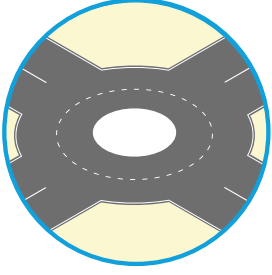
Signage improvements may include “stop ahead”, “intersection ahead signs”, or reflective strips on stop signs warning drivers of an upcoming stop and alerting them to the potential of other drivers crossing the roadway. Signing should comply with the Manual on Uniform Traffic Control Devices and local standards.

Cost:



Roundabouts are a type of intersection typically circular in nature where traffic flows in one direction. The flow of traffic around a central point minimizes conflict points and acts as a traffic calming device by reducing vehicle speeds. This configuration is advantageous for vulnerable road users as reduced speeds mean that if a crash were to occur the likelihood of getting severely injured decreases. Pedestrian conflict points with vehicles are also minimized.

Cost:



Access Management relates to the design, location, and spacing of driveways and intersections along a roadway. With strategic access management, a municipality can reduce the number of conflict points for all roadway users.

Cost:



Protected left turn phasing gives left-turning vehicles a dedicated phase and removes the need for drivers to judge gaps in opposing traffic flow by minimizing driver error. Left-turn phasing can also be implemented by time-of-day when traffic flow is particularly heavy and might not allow for sufficient gaps.

Cost:



Lane delineation creates a visual cue for drivers to stay in their lane, reducing the likelihood of drivers leaving their lanes unintentionally. In additional lane delineation at intersections described as “awkward” or “confusing” can help minimize driver confusion.

Cost:



Non-Infrastructure Strategies

Develop a crosswalk policy that outlines the criteria for installing a crosswalk and guidance for what type of crosswalk should be installed. Factors considered can include, but are not limited to posted speed limit, history of pedestrian or bike crashes, proximity to schools, proximity to parks, traffic control (stop sign, signal, free-flow, etc.). The Institute of Transportation Engineers, FHWA, and the MUTCD all provide guidance that should be referenced when developing the crosswalk policy.



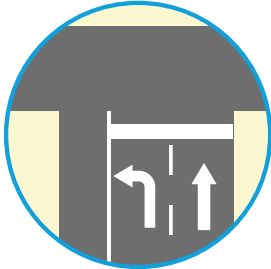
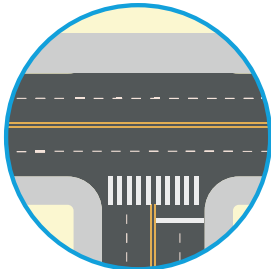
Enhance school zones with additional safety improvements such as updated signage and enhanced crossings.



Increase high visibility patrol and enforcement to create a proactive strategy that discourages speeding, aggressive driving, and encourages non-motorist compliance to follow applicable rules and regulations.



Bicycle helmet campaigns encourage cyclists to wear helmets which can reduce injuries from crashes and falls. These can include helmet giveaway programs, helmet fittings, and educational programming on helmets for both parents and children.



Traffic gardens in schools can help educate children on the rules of the road from a young age and can help increase compliance and safety awareness. Traffic gardens can be easily set up using cones or tape to mark off pretend roadways, intersections, or roundabouts.



Improved training on active transportation related laws and policies for law enforcement officers can improve effective enforcement, especially with the proposed Tri-Beach E-Bike Policy in development.



Expand the traffic calming policy to include specific examples of traffic calming that also have safety benefits may help residents understand what their options for traffic calming are beyond speed humps.



Update the speed limit policy to further clarify the speed limit on roads where the speed limit is not posted in addition to bringing consistency to the east and west sides of Atlantic Beach.



Update the Comprehensive Plan to include policies on the following:

- **A Complete Streets Policy** can help promote a multi-modal approach to street design and can help incorporate complete street aspects into other projects such as resurfacings.
- **Maintenance of Facilities Policies** can help outline when and how to maintain bicycle and pedestrian facilities through regular cleaning and pavement surface maintenance.
- A **Mapping Policy** would help with inventory management of pedestrian and bicycle facilities maintained by Atlantic Beach, this can help future evaluations of network connectivity and maintenance.
- **Regional Collaboration Policies** can help coordination with other adjacent jurisdictions regarding bicycle and pedestrian facilities ensuring connectivity and consistency between the adjacent jurisdictions.
- A **Safety Policy** encourages safe practices and safe access to facilities.
- A **Trails Policy** includes provisions to expand the existing trails network within Atlantic Beach.

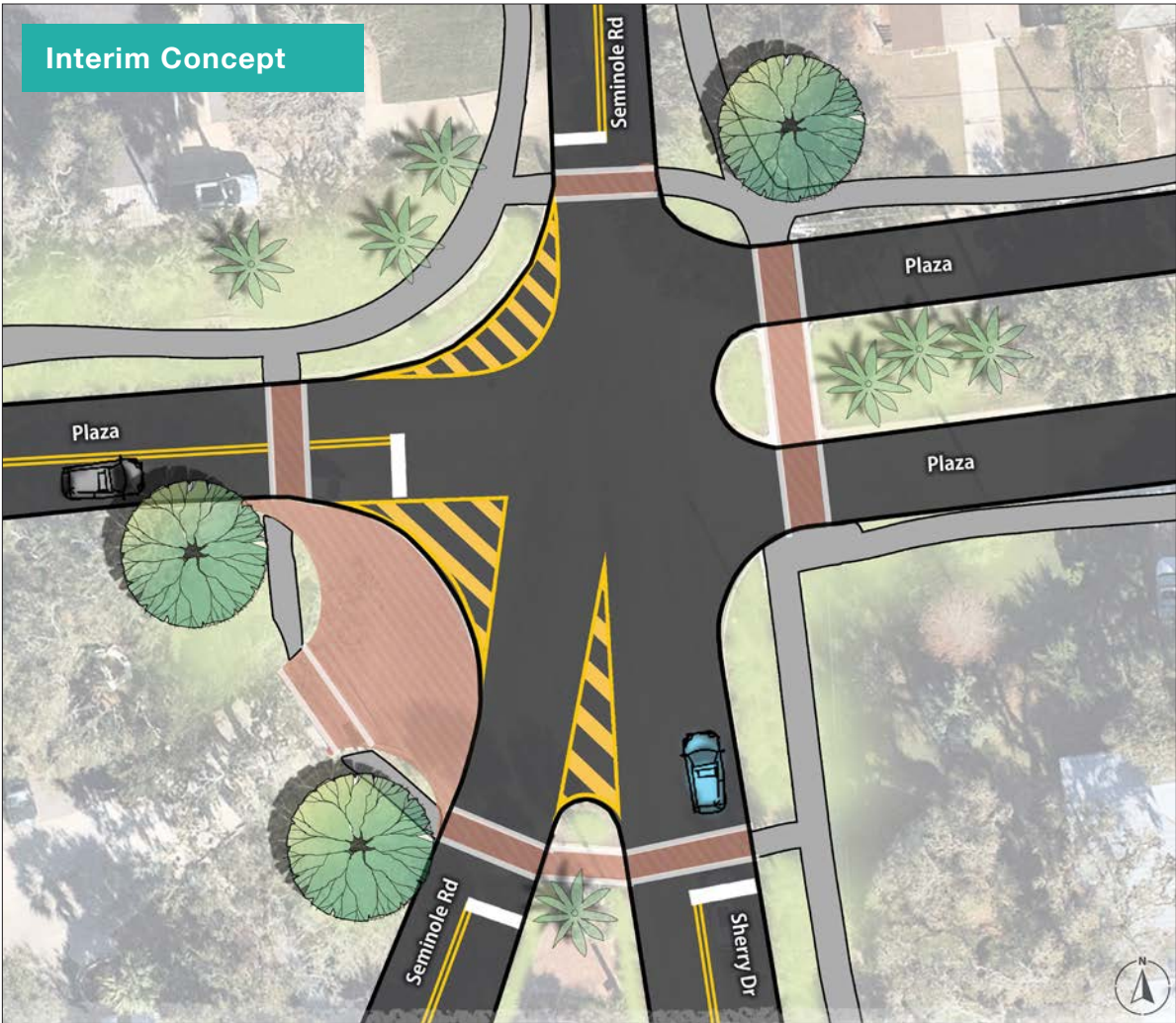
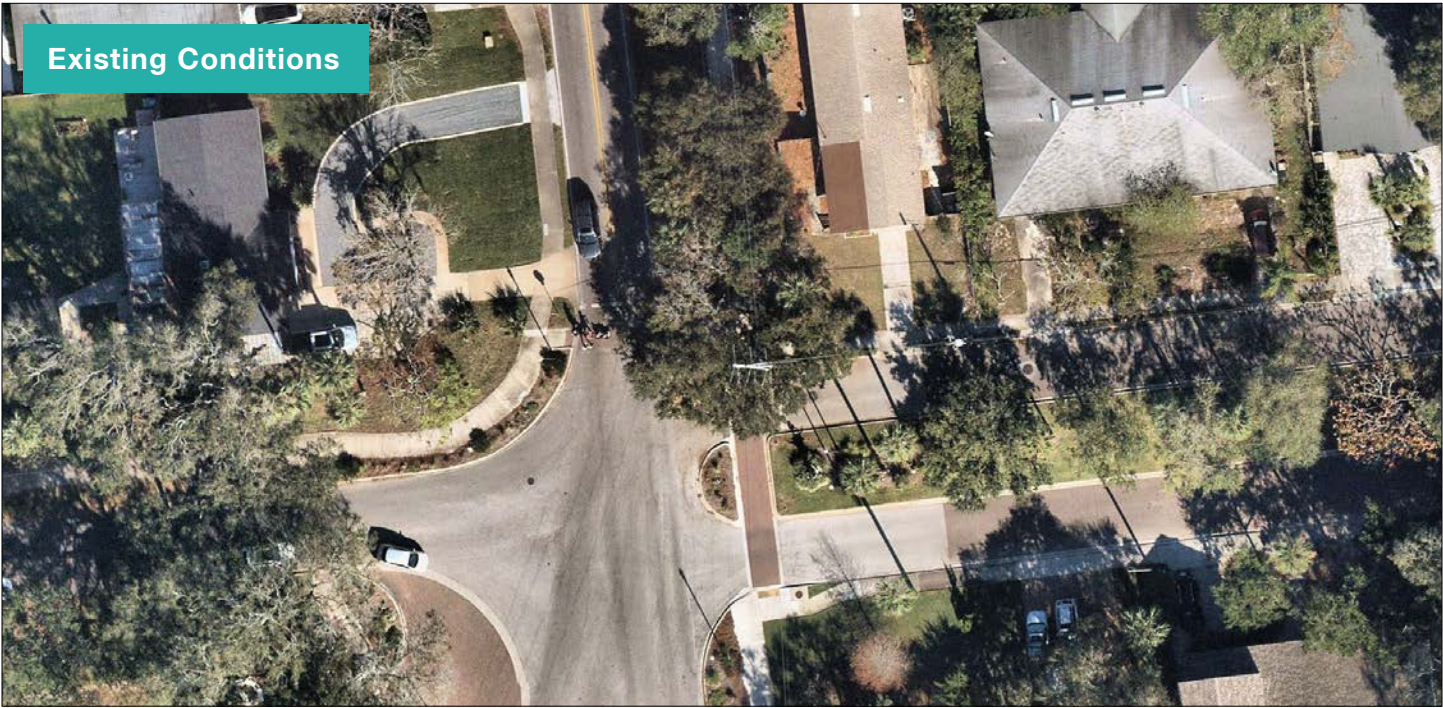
Priority Locations

Plaza, Seminole Road & Sherry Drive

Countermeasures

- ✓ Lane delineation
- ✓ Increase sight distance through stop bar relocation and vegetation trimming
- ✓ Installation of a roundabout

The intersection of Plaza, Seminole Road and Sherry Drive was an intersection that not only stood out during the safety analysis (identified in the high injury network) but was also a frequent topic when talking to residents of Atlantic Beach. The project team knew there was an ongoing roundabout feasibility study underway but knew that it would also require a significant effort and time regarding design and construction. Therefore, the project team came up with interim improvements that could be made at a lower cost and faster time frame to enhance safety. Lane delineation was selected to help clear up drive confusion and make the intersection appear smaller without restricting emergency vehicle access. Relocating the eastbound stop bar on Plaza would increase the sight distance for vehicles traveling east on Plaza and help other approaches see traffic coming from that direction. In addition, vegetation trimming on the northwest corner would increase visibility at the intersection for all approaches. The project team recommends the installation of a roundabout to maximize the safety benefit of this intersection as a long-term improvement.



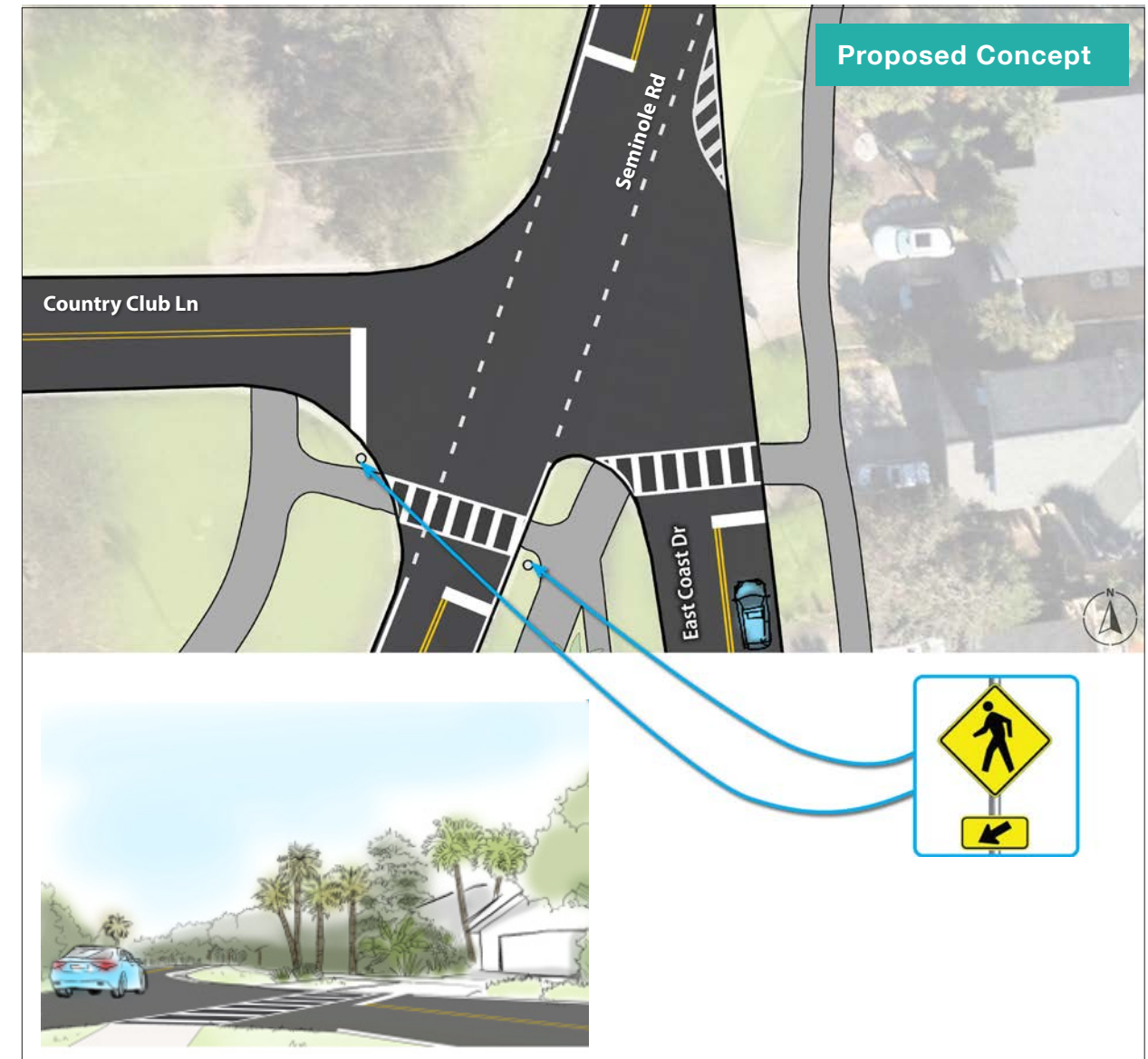
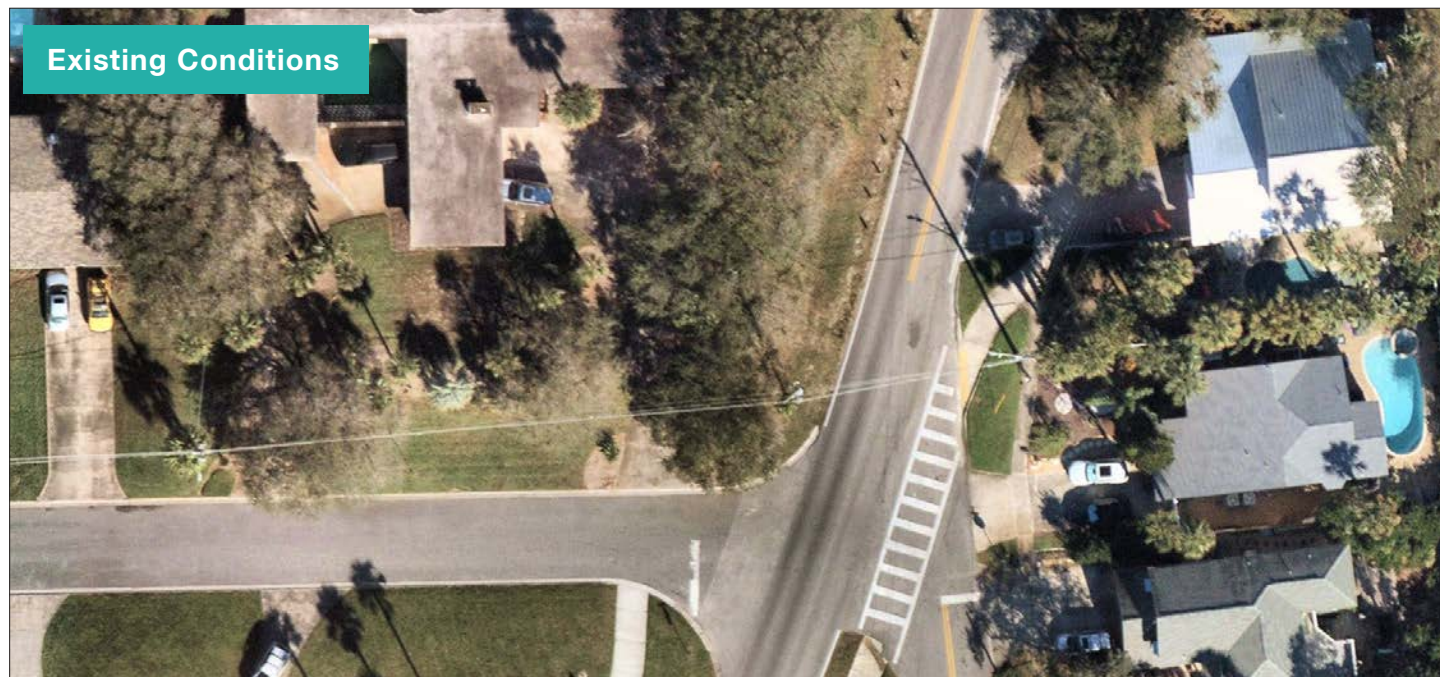
Seminole Road & Country Club Lane/East Coast Drive

Countermeasures

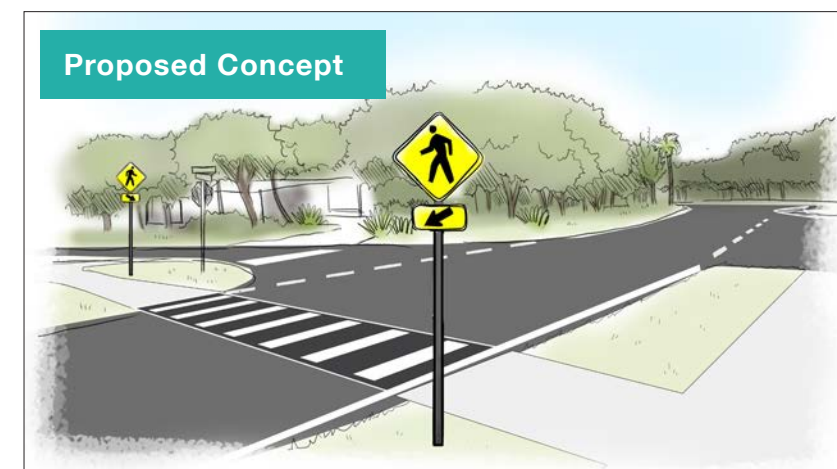
- ✓ Lane delineation
- ✓ High emphasis crosswalk markings
- ✓ 9 Evaluate the need for an additional crosswalk or relocation of the crosswalk across Seminole Road to the south at 15th Street
- ✓ Evaluate Rectangular Rapid Flashing Beacon at relocated crosswalk on Seminole Road at Country Club and East Coast Drive

The intersection of Seminole Road and Country Club Lane/East Coast Drive forms an awkward and confusing intersection geometry for vehicles, pedestrians and bicyclists. Lane delineation was selected to help clear up driver confusion and make the intersection appear smaller with better delineation for all road users. Adding dotted lane lines along Seminole Road through the intersection helps drivers remain in their lane and breaks up the large area of pavement. Relocating the northbound/southbound crosswalk on the east side of Seminole Road to cross in front of the stop approach for East Coast Drive shortens the crossing distance and exposure to vehicular traffic. This new crosswalk will connect to the existing sidewalk along East Coast Drive and Seminole Road on the east. Evaluating the relocation of the crosswalk on Seminole Road at 15th Street or addition of a crosswalk on Seminole Road at Country Club Lane will help determine the best way to serve pedestrians in this area. It was noted during field reviews that several pedestrians crossed Seminole Road at Country Club Lane and did not walk one block south to 15th Street. The crosswalk crossing Seminole Road could potentially be a Rectangular Rapid Flashing Beacon crossing if warranted.

Existing Conditions



Proposed Concept



Seminole Road & Selva Marina Drive

Countermeasures

- ✓ Lane delineation

Seminole Road and Selva Marina Drive came up in public comments as an intersection where people had near-miss experiences. The project team noted that there was a lot of unmarked pavement which might be confusing for some drivers. Through lane delineation with a striped gore are and dotted lane lines drivers will clearly see their designated spaces separate from the pedestrian facilities at this intersection.

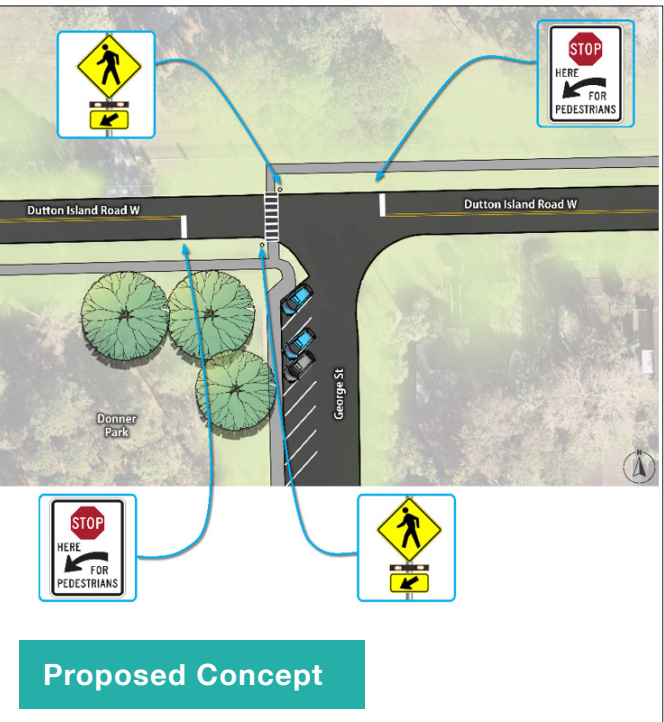


Dutton Island Road & George Street

Countermeasures

- ✓ New Crosswalk
- ✓ High emphasis crosswalk markings
- ✓ Rectangular Rapid Flashing Beacon
- ✓ Evaluate raised crosswalk

During the field review of the priority locations, the team noticed that there were sidewalk gaps along Dutton Island Road. While completing the gaps would be ideal, there is limited right-of-way, and that limited right-of-way is maintained by two different jurisdictions. The team quickly identified this location in front of Donner Park as an area for immediate improvement. The sidewalk at this location ended on the north side of the road and began again on the south side of the road, to add a crosswalk here would be a safety enhancement. The project team identified additional safety features that could enhance the type of crosswalk depending on coordination with City of Jacksonville, design, and funding.



Plaza & Royal Palms Drive

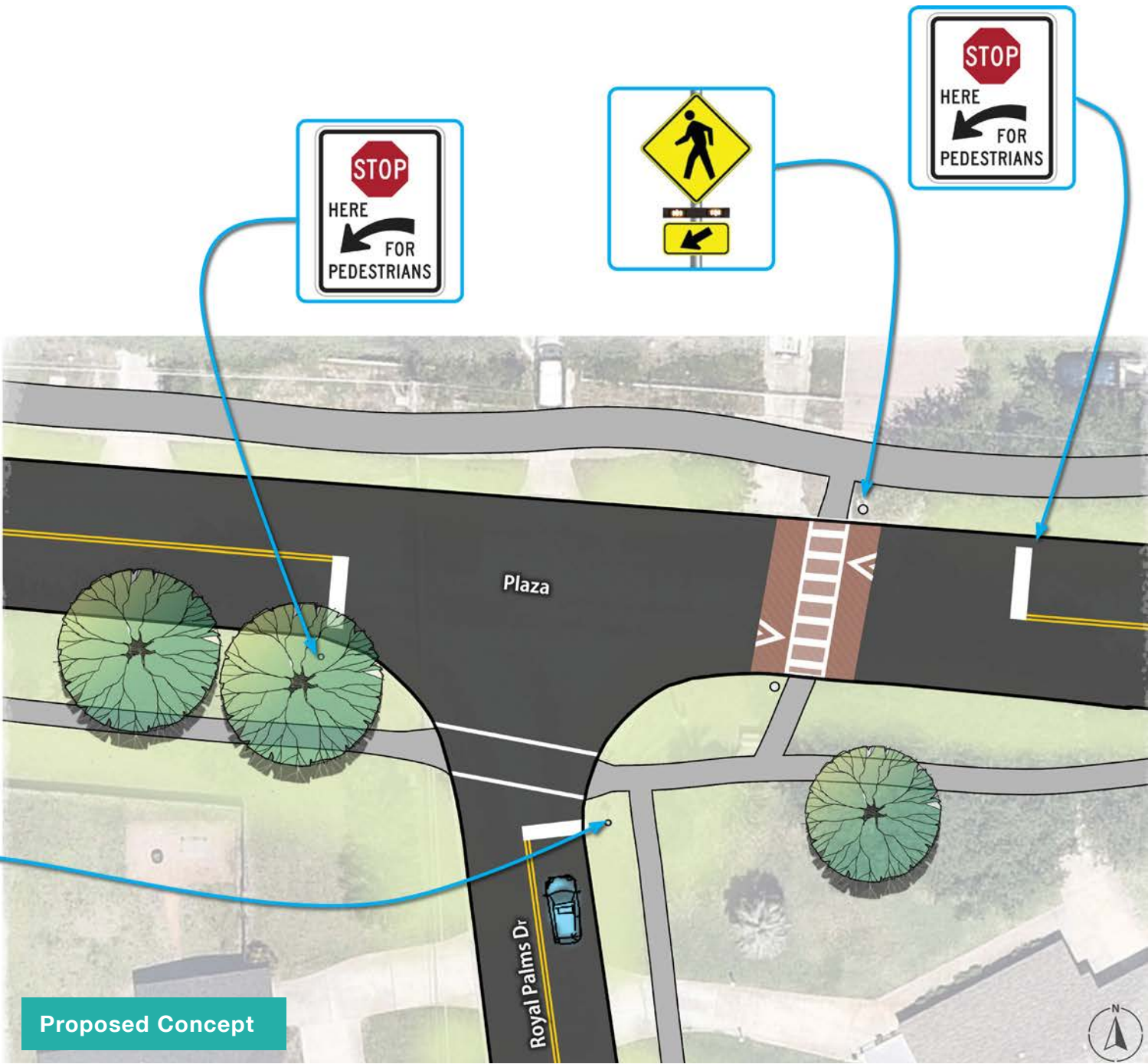
Countermeasures

- ✓ High emphasis crosswalk markings
- ✓ Updated signage and pavement markings
- ✓ Prohibiting right-turn from Royal Palms Drive when RRFB is activated
- ✓ Raised crosswalk

The intersection of Plaza and Royal Palms Drive has an existing RRFB on the east leg of the intersection. The installation of high emphasis crosswalks would enhance the crosswalk visibility in addition to updated signage and pavement markings that accompany RRFBs. As an additional safety enhancement, an actuated blank-out sign which is pushbutton activated and only illuminates when a pedestrian is crossing can be added below the STOP sign on Royal Palms Drive. The message would illuminate No Right Turn. A final safety improvement would be the installation of a raised crosswalk. A raised crosswalk elevates the crosswalk to sidewalk level, improving visibility for both pedestrians and drivers, and often leads to reduced speeds and increased yielding.



Proposed Blank Out Sign
would illuminate No Right
Turn when activated by
pedestrian.
Mounted below STOP sign.

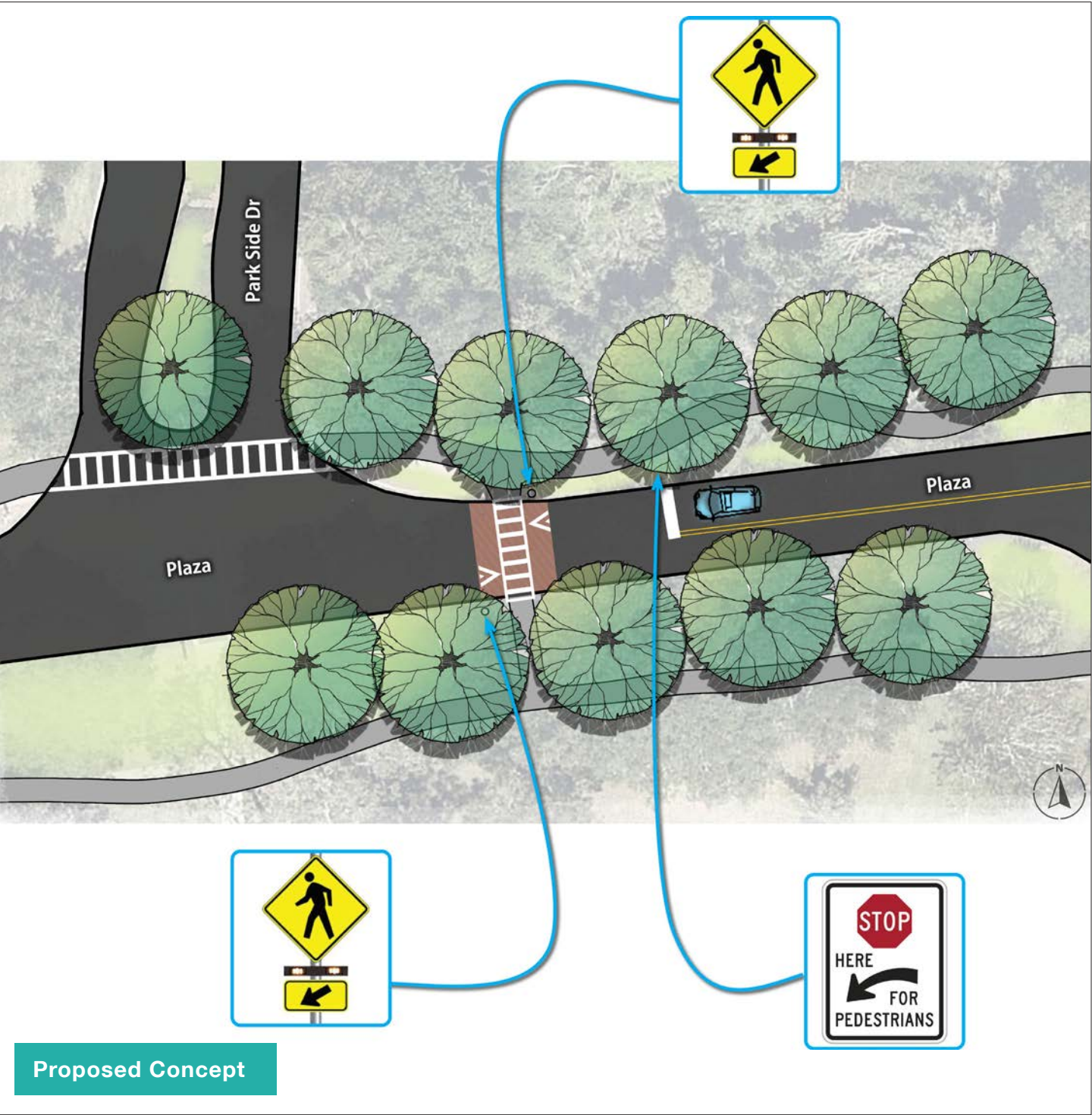
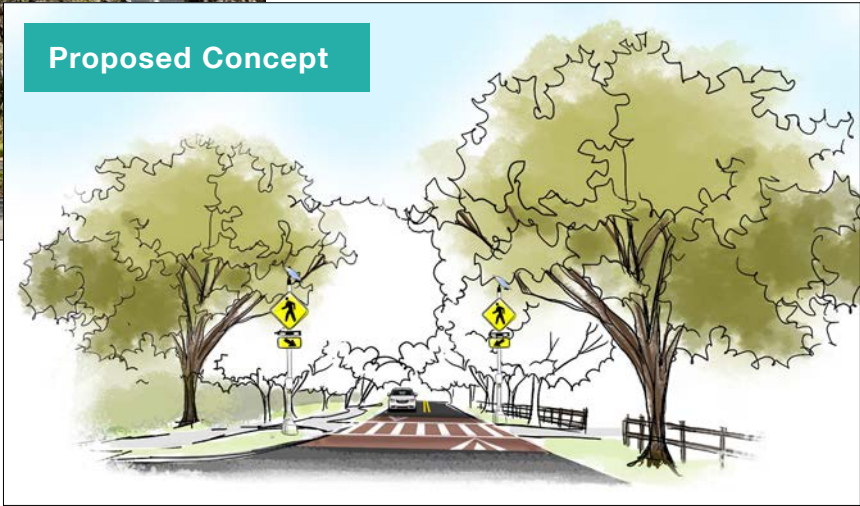
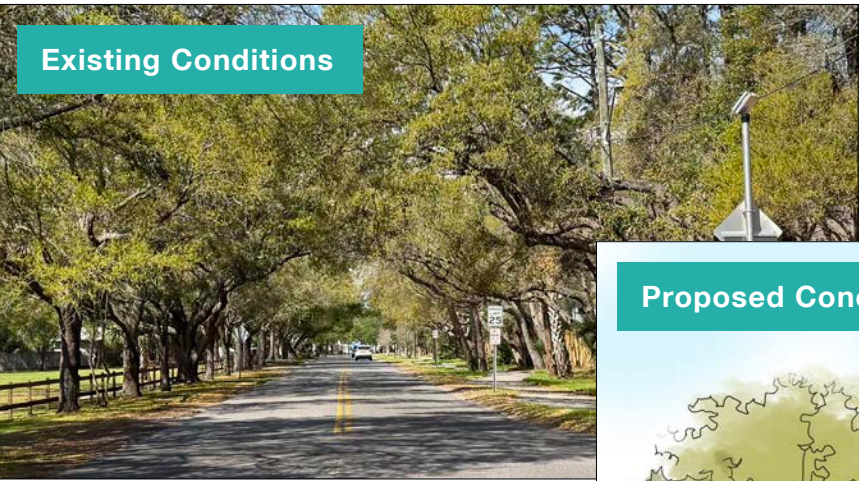


Plaza & Parkside Drive

Countermeasures

- ✓ Relocation of existing Rectangular Rapid Flashing Beacon (RRFB)
- ✓ High emphasis crosswalk markings
- ✓ Raised crosswalk
- ✓ Blank out sign prohibiting southbound left-turns from Parkside Drive while RRFB is active

The existing intersection of Plaza and Parkside Drive features a unique configuration due to the crosswalk bisecting the intersection with no pedestrian refuge. By moving the crosswalk and RRFB to the east side of the intersection, pedestrians experience less exposure to traffic with a shorter crossing and traffic experiences a shorter delay. As an additional safety enhancement, an actuated blank-out sign which is pushbutton activated and only illuminates when a pedestrian is crossing can be added below the STOP sign on Parkside Drive. The message would illuminate No Left Turn. A final safety improvement would be the installation of a raised crosswalk crossing Plaza. A raised crosswalk elevates the crosswalk above roadway level, improving visibility for both pedestrians and drivers, and often leads to reduced speeds and increased yielding.



11th Street, from Linkside Drive/Parkside Drive to Seminole Road

Countermeasures

- ✓ Edge lane roadway treatment

The project team learned from the community that 11th Street is frequently used by pedestrians and cyclists heading to and from the beach, and by motorists looking to bypass the busy five-way intersection. Due to space constraints from a canal and a lift station, the team decided to explore an innovative solution often seen in Europe and increasingly adopted in the United States: the edge lane roadway.

An edge lane roadway is a type of roadway designed to accommodate both cars and vulnerable road users. Here's how it works:

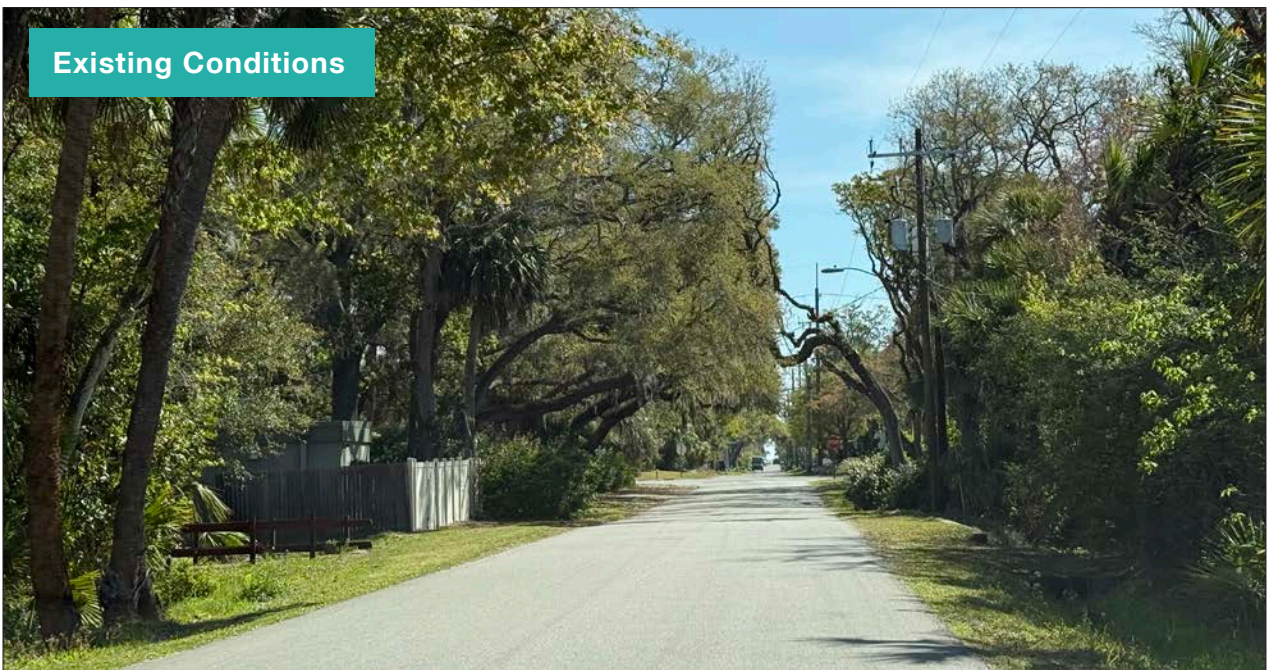
1. Single Center Lane: The roadway features a single center lane that traffic in both directions share.
2. Edge Lanes: On either side of the center lane, there are edge lanes, which can be used by cyclists and pedestrians. These lanes are not full travel lanes but rather a designated space for non-motorized users.
3. Yielding: When motor vehicles need to pass each other, they temporarily move into the edge lanes, giving priority to any cyclists or pedestrians present. Drivers must yield to non-motorized users.

This design encourages slower vehicle speeds and promotes safer usage for all types of road users by making drivers more aware of their presence.



Proposed Concept

Existing Conditions



The background of the slide is a photograph of a coastal road lined with palm trees. In the foreground on the left, there is a signpost with a sign that reads "Beaches TOWN Center". The entire image is overlaid with a semi-transparent blue filter. On the right side of the slide, there are two diagonal white lines.

CHAPTER 7

PROJECT SCORING AND PRIORITIZATION

Chapter 7 - Project Scoring and Prioritization

The prioritization approach was developed by the project team to establish a scoring system by which the recommended countermeasures could be prioritized for implementation. It is understood that not all projects can be implemented therefore, the intent of the prioritization is to allow decision makers a “menu” of safety improvement options. Four categories were used to assess the countermeasures: Safety, Equity, Public Feedback, and Connectivity. Each category has subcategories that are allotted a specific number of points to a countermeasure if it met the criteria of that sub-category. The more points a countermeasure received, the higher it was placed on the prioritization list. **Table 5** below indicated the scoring criteria that were applied to each countermeasure.

Table 5: Project Scoring and Prioritization

| Category | Sub-Category | Measure | Points |
|-----------------|---|--|--------|
| Safety | Crash History – Fatal or Serious Injury | Occurrence of fatal or serious injury crash within the last 5 years | 4 each |
| | Crash History – Injury | Occurrence of injury crash (non-serious) within the last 5 years | 2 each |
| | Crash History – Vulnerable Road User | Occurrence of bicycle, or pedestrian crash within the last 5 years | 3 each |
| Equity | Concentration of Elderly | Census tract with the highest percentage of elderly population (ranked) | 1-3 |
| | Concentration of Children (under 18) | Census tract with the highest percentage of children (under 18) (ranked) | 1-3 |
| | Poverty Status | Census tract with lowest income (ranked) | 1-3 |
| Public Feedback | Public Feedback | Community Identified Specific Concerns | 2 each |
| | Task Force Feedback | Project was recommended by Task Force | 1 |
| Connectivity | Planning Consistency | Project previously identified in another plan/program | 1 |
| | Network Connectivity | Project connects to an existing or planned multimodal project | 2 |

Since corridor projects such as sidewalks, system wide signal timing improvements, and lane delineation cover a larger geographical area than ‘Point Projects’, they were found to be disproportionately represented in the Safety criteria scoring of the project prioritization process outline in **Table 5**, so prioritization for the two project types are summarized separately. Point projects can also apply to locations along segments if intersections along a segment were identified for safety improvements.

Project Tiers

The countermeasures developed were separated into three tiers based on how quickly they could be implemented and how much they would cost. The project tiers were short-term, medium-term, and long-term. In the following project lists, those identified as short-term projects are in **BLUE**, medium-term projects are in **YELLOW**, and long-term projects are in **GREEN**.

Projects in the short-term tier could be implemented almost immediately and supported with existing funding. An example of a short-term project would be installing high-visibility crosswalks, which can be done by City staff with existing supplies. Short-term projects could also be integrated into ongoing or planned resurfacing projects.

Projects in the medium-term tier could be implemented within 6-18 months, but may require new budget line items and may require the acquisition of certain approvals and/or materials. An example of a medium-term project would be adding a Rectangular Rapid Flashing Beacons (RRFBs) at an existing or new pedestrian crosswalk location.

Projects in the long-term category would require larger funding allocations and may require additional planning, design, and public engagement. Most long-term projects would involve significant infrastructure improvements such as the design and construction of a roundabout.

Table 6 and **Table 7** summarize the Segment Project prioritization and Intersection Project prioritization, respectively. The list of projects include countermeasures developed to address crash patterns as well as projects recommended by the Task Force and the community via the public engagement efforts. A breakdown of the prioritization scoring for each project is provided in **Appendix E**.



COORIDOR PROJECTS

Projects that apply along a certain length such as lane delineation, sidewalk connections, or system wide timing improvements.



POINT PROJECTS

Projects that apply specifically at one location such as high emphasis crosswalk markings, or reflective strips on stop signs.

Top Overall Short-Term Projects

- Plaza and Seminole Road and Sherry Drive (Local)
 - » Delineate lanes
 - » Trim Vegetation
 - » Relocation Eastbound Stop Bar
- Atlantic Boulevard from Mayport Road to Third Street (State)
- Plaza from Mayport to Seminole Road/Sherry Drive (Local)
 - » Install edge lines
- Mayport Road from Atlantic Boulevard to Dutton Island Road (State)
 - » Implement leading pedestrian intervals LPIs at signalized intersections
 - » Implement leading pedestrian intervals (LPIs) at signalized intersections and adjust pedestrian walk times to reflect walking speed of families with children, pets, and strollers

Top Overall Medium-Term Projects

- Atlantic Boulevard and Sherry Drive (State)
 - » Convert to directional median opening
- Mayport Road and Plaza (State)
 - » Prohibit right-turn on red while pedestrian phase is active
- Plaza and Sailfish Drive E (Local)
 - » Install crosswalk on eastern leg
- Atlantic Boulevard from Mayport Road to Third Street (State)
 - » Review protected left-turn phasing at signalized intersections
- Mayport Road from Atlantic Boulevard to Dutton Island Road (State)
 - » Review protected left-turn phasing at signalized intersections
 - » Install high emphasis crosswalk markings on minor street crossings

Top Overall Long-Term Projects

- Plaza and Seminole Road and Sherry Drive (Local)
 - » Install roundabout
- Plaza and Sailfish Drive E (Local)
 - » Install raised intersection (includes feasibility study)
- Plaza and Parkside Drive (Local)
 - » Install raised crosswalk at relocated RRFB across Plaza
- Mayport Road from Atlantic Boulevard to Dutton Island Road (State)
 - » Bidirectional lane repurposing (FDOT study underway)
- Atlantic Boulevard from Mayport Road to Third Street (State)
 - » Review access management
- Connect sidewalk from Orchid Street to Tidewater Preserve

Table 6: Segment Project Prioritization

| Corridor Projects | Total |
|---|-------|
| Maximum Points | |
| Implement leading pedestrian intervals (LPIs) at signalized intersections along Atlantic Boulevard from Mayport Road to Eastern Terminus. | 173 |
| Install edge lines on Plaza from Mayport Road to five-way intersection. | 126 |
| Implement leading pedestrian intervals (LPIs) at signalized intersections along Mayport Road from Atlantic Boulevard to Dutton Island Road. | 112 |
| Review protected left-turn phasing at signalized intersections along Mayport Road from Atlantic Boulevard to Dutton Island Road. | 108 |
| Install high emphasis crosswalk markings at minor street approaches along Mayport Road from Atlantic Boulevard to Dutton Island Road. | 107 |
| Bidirectional lane repurposing along Mayport Road from Atlantic Boulevard to Dutton Island Road. | 102 |
| Review access management along Atlantic Boulevard from Mayport Road to Eastern Terminus. | 77 |
| Refresh centerline striping on Atlantic Boulevard from 3rd Street (A1A) to Midway Street. | 63 |
| Review protected left-turn phasing at signalized intersections along Atlantic Boulevard from Mayport Road to Eastern Terminus. | 31 |
| Install edge lane treatment on 11th Street from Park Side Drive to Seminole Road. | 24 |
| Connect sidewalk from Orchid Street to Tideview Perserve. | 14 |

Table 7: Intersection Project Prioritization

| Point Projects | Total |
|---|-------|
| Maximum Points | |
| Delineate lanes at intersection of Plaza and Seminole Road and Sherry Drive. | 53 |
| Install roundabout at intersection of Plaza and Seminole Road and Sherry Drive. | 51 |
| Trim vegetation at intersection of Plaza and Seminole Road and Sherry Drive. | 51 |
| Relocate eastbound stop bar at intersection of Plaza and Seminole Road and Sherry Drive. | 51 |
| Install advanced pedestrian warning signs at the intersection of Plaza and Seminole Road and Sherry Drive. | 50 |
| Convert Atlantic Boulevard and Sherry Drive to directional median opening. | 48 |
| Prohibit right-turn on red while pedestrian phase is active at Mayport Road and Plaza. | 44 |
| Install crosswalk on eastern leg of Plaza and Sailfish Drive E. | 27 |
| Install high emphasis crosswalks at intersection of Plaza and Sailfish Drive E. | 27 |
| Prohibit right-turn on red while pedestrian phase is active at Atlantic Boulevard and Seminole Road. | 24 |
| Install reflective strips on stop signs at intersection of Plaza and Sailfish Drive E. | 24 |
| Improve intersection lighting at intersection of Plaza and Sailfish Drive E. | 24 |
| Relocate rectangular rapid flashing beacon (RRFB) crosswalk to eastern side of intersection of Plaza and Park Side Drive. | 23 |

Table 7: Intersection Project Prioritization (continued)

| Point Projects | Total |
|---|-------|
| Install high emphasis crosswalk markings at crosswalks at intersection of Plaza and Park Side Drive. | 23 |
| Install raised crosswalk for relocated rectangular rapid flashing beacon (RRFB) at Plaza at Park Side Drive. | 23 |
| Install art crosswalk at Plaza and Park Side Drive. | 23 |
| Install raised intersection at intersection of Plaza and Sailfish Drive E. | 23 |
| Install advanced pedestrian warning signs at the intersection of Plaza and Sailfish Drive E. | 23 |
| Trim vegetation at intersection of Plaza and Sailfish Drive E. | 22 |
| Install high emphasis crosswalk markings at crosswalks at intersection of Seminole Road and Country Club Lane/East Coast Drive. | 21 |
| Install "Stop here for pedestrian" signage at crosswalk on Plaza at Park Side Drive. | 20 |
| Install blank out sign prohibiting left turns from Park Side Drive while rectangular rapid flashing beacon (RRFB) is activated. | 20 |
| Install high emphasis crosswalk marking at rectangular rapid flashing beacon (RRFB) crosswalk on Plaza at Royal Palms Drive. | 20 |
| Install raised crosswalk at rectangular rapid flashing beacon (RRFB) on Plaza at Royal Palms Drive. | 20 |
| Install art crosswalk at rectangular rapid flashing beacon (RRFB) on Plaza at Royal Palms Drive. | 20 |
| Evaluate rectangular rapid flashing beacon crosswalk at southern leg of intersection of Seminole Road and Country Club Lane/East Coast Drive. | 20 |
| Install art crosswalk at Seminole Road and 11th Street. | 18 |
| Install blank out sign prohibiting right turns from Royal Palms Drive while rectangular rapid flashing beacon (RRFB) is activated. | 17 |
| Add skip edge line striping along Seminole Road at Country Club Lane/East Coast Drive. | 17 |
| Install "Stop here for pedestrian" signage at crosswalk at Seminole Road and Country Club Lane/East Coast Drive. | 17 |
| Install high emphasis crosswalk on northern leg of intersection of Cutlass Drive and Sargo Road. | 17 |
| Evaluate all-way stop control at intersection of Plaza Road and Royal Palms Drive. | 16 |
| Install passive detection for rectangular rapid flashing beacon (RRFB) at Seminole Road at 11th Street. | 15 |
| Install high emphasis crosswalk markings at Seminole Road and Selva Marina Drive. | 15 |
| Install "Stop here for pedestrian" signage at crosswalk on Seminole Road at 11th Street. | 14 |
| Install high emphasis crosswalks at the intersection of Orchid Street and 6th Street W. | 14 |
| Install rectangular rapid flashing beacon (RRFB) crosswalk on the western leg of the intersection of Dutton Island Road W and George Street. | 13 |

| Point Projects | Total |
|---|-------|
| Install high emphasis crosswalk markings at rectangular rapid flashing beacons (RRFB) crosswalk on Dutton Island Road W at George Street. | 13 |
| Trim vegetation at intersection of Sherry Drive and 5th Street. | 13 |
| Add mid-block crossing on Atlantic Boulevard between Seminole Road and Sherry Drive. | 12 |
| Install striping to define entrance and exit lanes on Selva Marina Drive at Seminole Road. | 12 |
| Move stop bars on Sargo Road at Cutlass Drive closer to the intersection to increase visibility. | 12 |
| Install reflective strips on stop signs at intersection of 6th Street W and Orchid Street. | 12 |
| Add skip edge line striping along Seminole Road at Selva Marina Drive. | 11 |
| Install reflective strips on stop signs at intersection of 14th Street W and Main Street. | 11 |
| Install reflective strips on stop signs at intersection of 9th Street W and Orchid Street. | 11 |
| Install high emphasis crosswalk markings on West Plaza Road at Rose Park. | 11 |
| Install high emphasis crosswalk on the eastern leg of the intersection of Orchid Street and 3rd Street W. | 11 |
| Install "Stop here for pedestrian" signage on Dutton Island Road W at George Street. | 10 |
| Install reflective strips on stop signs at intersection of Levy Road and Main Street. | 9 |
| Install reflective strips on stop signs at intersection of 9th Street W and Main Street. | 9 |
| Install reflective strips on stop signs at intersection of 6th Street W and Main Street. | 9 |
| Install reflective strips on stop signs at intersection of 3rd Street W and Main Street. | 9 |
| Install reflective strips on stop signs at intersection of 14th Street W and Rose Street. | 8 |
| Install reflective strips on stop signs at intersection of 14th Street W and Orchid Street. | 8 |
| Install all-way stop control at Ahern Street and East Coast Drive. | 7 |





CHAPTER 8

ANNUAL REPORTING AND TRANSPARENCY

Chapter 8 - Annual Reporting and Transparency

The City of Atlantic Beach has committed to improving its transportation network with the goal of eliminating fatal and serious injury crashes via the Vision Zero Resolution adopted in 2024. This Comprehensive Safety Action Plan outlines actionable steps that help navigate towards that goal, but the Comprehensive Safety Action Plan is only one component and is only as effective as it is utilized. Consistent with the requirements of the federal SS4A program, the Comprehensive Safety Action Plan will be posted publicly, and progress towards the goals outlined in this document will be monitored annually to document the safety outcomes in Atlantic Beach.

Transparency

The Comprehensive Safety Action Plan will be posted on the City of Atlantic Beach website for public consumption and transparency. The website should be updated with information regarding projects identified from the CSAP that are funded, planned, in design, under construction, or have been completed.

Comprehensive Safety Action Plan Updates

The Comprehensive Safety Action Plan should be a ‘living document’ that reflects the safety and needs of the City’s transportation network as the City continually strives towards Vision Zero. The City of Atlantic Beach intends to apply for additional funding from the SS4A for one or more of the priority safety countermeasures identified in Chapter 6.

Crash Analysis Updates

The University of Florida’s Signal Four Analytics website will be the primary data source for crash data utilized in the City of Atlantic Beach’s Annual Monitoring Report. At the time of publication of this plan, Signal Four Analytics provides crash data for the State of Florida in compliance with State regulations regarding the publishing of crash data. The City of Atlantic Beach will utilize Signal Four Analytics to obtain future year crash data as it becomes available for the Annual Monitoring Report.

Annual Monitoring Report

An Annual Monitoring Report will be prepared each year once crash data from the previous year is finalized in the Signal Four Analytics database. Crash data is available is available in Signal Four within approximately eight (8) weeks of the time of the crash, so it is recommended that the Annual Monitoring Report be completed in March of each year. A draft Annual Monitoring Report is provided on the next page which will be posted publicly alongside the Comprehensive Safety Action Plan once completed each year.

City of Atlantic Beach Safety Action Plan

Annual Monitoring Report

Reporting Year _____

| Performance Measure | Source | Previous Year | Reporting Year | % Increase/Decrease |
|---|--------------------|---------------|----------------|---------------------|
| Number of Fatal Crashes | Signal 4 Analytics | | | |
| Number of Serious Injury Crashes | Signal 4 Analytics | | | |
| Number of Pedestrian Crashes | Signal 4 Analytics | | | |
| Number of Bicycle Crashes | Signal 4 Analytics | | | |
| Short-Term Safety Improvement Projects Implemented | City Records | | | |
| Medium-Term Safety Improvement Projects Implemented | City Records | | | |
| Long-Term Safety Improvement Projects Begun | City Records | | | |
| Long-Term Safety Improvement Projects Completed | City Records | | | |
| Traffic Calming Projects Implemented | City Records | | | |
| Active Transportation Projects Implemented | City Records | | | |
| Recommended Policies Adopted | City Records | | | |

Safety improvement projects begun or completed in Reporting Year: _____

Projects (resurfacing, capacity) that incorporated safety improvements in Reporting Year: _____

RESOLUTION NO. 24-53

A RESOLUTION OF THE CITY OF ATLANTIC BEACH, FLORIDA, CITY COMMISSION, TO ADOPT A VISION ZERO POLICY, AND SETTING THE ULTIMATE GOAL OF ELIMINATING ALL TRAFFIC DEATHS AND SERIOUS INJURIES IN ATLANTIC BEACH; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the life, health, and safety all persons living and traveling in Atlantic Beach are our priority and that no one should die or be seriously injured while utilizing our transportation infrastructure.

WHEREAS, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable;

WHEREAS, Vision Zero is a holistic strategy aimed at reducing fatalities and serious injuries for the people who use our roadways for commuting or travel;

WHEREAS, Vision Zero recognizes that people make mistakes; however, our roadways should be designed so that an inevitable mistake does not result in the loss of life or serious injury; therefore it is our duty in partnership with planners, engineers, and policymakers to improve the state of our roadway system for all users;

WHEREAS, people have lost their lives and people have been seriously injured due to traffic crashes in Atlantic Beach over the past 5 years;

WHEREAS, Atlantic Beach transportation infrastructure has been serving an increasing number and variety of users;

WHEREAS, making our roadways safer for all users encourages use of other modes of transportation such as walking or biking which in turn encourages a healthier, more active lifestyle, and a reduction in pollution;

WHEREAS, successful implementation of the Vision Zero program involves support from both the government and the community;

NOW THEREFORE, be it resolved by the City Commission of the City of Atlantic Beach as follows:

Section 1. Atlantic Beach Commission adopts the Vision Zero goal of zero traffic deaths and serious injuries, stating that loss of life or serious injury is unacceptable on our roadways.

Section 2. Atlantic Beach adopts the ultimate goal of reducing all traffic deaths and serious injuries and endorses Vision Zero as an approach to achieving this goal.

Section 3. Atlantic Beach adopts an intermediate goal of reducing traffic deaths and serious injuries by 75% by year 2035 through the implementation of infrastructure, education, enforcement, and emergency response improvements.

Section 4. Atlantic Beach acknowledges that to achieve this goal it will require support from both the governmental entities and the community at-large and will develop a Comprehensive Safety Action Plan following the passage of this resolution.

Section 5. Vision Zero efforts will be data and community-driven with a commitment to understand the underlying causes of traffic safety issues and prioritize resources based on the greatest needs in a way that is cohesive with the community at-large.

Section 6. Vision Zero will be implemented in an equitable manner, accounting for areas historically underserved by transportation and safety investments.

Section 7. This Resolution shall take effect immediately upon its passage and adoption.

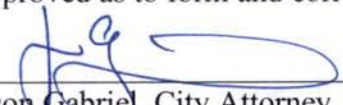
PASSED AND ADOPTED by the City of Atlantic Beach, this 14th day of October 2024.


Curtis Ford, Mayor

Attest:


Donna L. Bartle, City Clerk

Approved as to form and correctness:


Jason Gabriel, City Attorney

Appendix B:
PublicCoordinate Comments

| Description | Category | Map Layer | Latitude | Longitude |
|--|-----------------------|-------------------------------------|-------------------|----------------|
| Implement a shared use/passive recreation trail between Dutton Island and Tide Views Preserves. This concept is explored in several COAB documents and, if fully realized, would increase bike/pedestrian/passive recreation safety by separating people from traffic on Main St. which is currently the only north-south connection between the preserves. This could be accomplished using any combination of COAB right-of-ways, JEA right-of-ways, trail construction along marsh edge (collaboration with N.FL Land Trust, Beaches Memorial Park, and stakeholders), small "footbridge" construction over tidal-creeks to fully connect lower-traffic streets west of Main St. (e.g. Jasmine St., Camelia St., etc.). An elevated trail has the potential to also provide reduction of flooding/storm surge impacts to marsh-side properties. | Accessibility Concern | Priority Intersections and Segments | | |
| 11th Street from Parkside Drive/Selva Linkside to Seminole Road is in desperate need on pedestrian/biking sidewalk or path. Narrow road with close ditches on either side. Drivers use as a cut-through to avoid the 5 way stop. Speeding and aggressive driving frequently forces pedestrians, dog walkers and baby strollers off the edge of the road into the drainage ditches on either side. The tie is the northernmost connection from west to east that allows access to the beach. Between that and the high number of speeders who use it to avoid the 5 way stop this short section of road is very hazardous. Add sidewalk/bike path to either side, or designate as one way westbound only and convert eastbound lane into mixed use path. | Accessibility Concern | Priority Intersections and Segments | | |
| Improve the parking area from a dirt lot to bring this park up to a common level and provide better access for wheelchairs and strollers. | Accessibility Concern | Priority Intersections and Segments | 30.3339783282878 | -81.4178692232 |
| Resurface the remainder of the road leading to this overlook and add some definition of parking spaces. | Accessibility Concern | Priority Intersections and Segments | 30.3291179758368 | -81.4249903180 |
| Connect Jasmine St. by constructing a footbridge (or other means) within the existing COAB right-of-way. This would provide bikers/walkers/runners/etc. a safer north-south thoroughfare than Main Street. This could be part of a connector trail between Tide Views and Dutton Island Preserves. | Accessibility Concern | Priority Intersections and Segments | | |
| Connect Camelia St. by constructing a footbridge (or other means) within the existing COAB right-of-way. This would provide bikers/walkers/runners/etc. a safer north-south thoroughfare than Main Street. This could be part of a connector trail between Tide Views and Dutton Island Preserves. | Accessibility Concern | Priority Intersections and Segments | | |
| Connect Begonia St. by constructing a footbridge (or other means) within the existing COAB right-of-way. This would provide bikers/walkers/runners/etc. a safer north-south thoroughfare than Main Street. This could be part of a connector trail between Tide Views and Dutton Island Preserves. | Accessibility Concern | Priority Intersections and Segments | | |
| My young daughter and I were nearly hit by a speeding car right here who was coming off of Seminole and making a left on Selva Marina Drive. I motioned to the older driver to slow down as my daughter was pedaling away behind me and he motioned back rudely to me like "we" should get out of the way. We were in the crosswalk! We need a full education and awareness campaign for drivers - that pedestrians and bikers (esp. kids!) have a right to be here too. We cannot keep having the cars trump the people. | Accessibility Concern | Public Input | | |
| Adding a fence here on the edge of asphalt of the school drive/parking lot and a sidewalk behind it would be great. This way pedestrians and cyclists can consistently use this sidewalk to get to the beach without going on school grounds and the school could keep the gates locked as much as they like. Bonus if there is room to make it useable for golf carts also. | Accessibility Concern | Public Input | | |
| Widen sidewalk so bikes + peds can get from Donner Park to Donner Island. | Accessibility Concern | Public Input | 30.3404445919744 | -81.4185924227 |
| Add off-road bike/ped sidewalk to Royal Palm or Sailfish similar to Sherry + Seminole. | Accessibility Concern | Public Input | 30.3261475901825 | -81.4101505098 |
| West side needs sidewalk. | Accessibility Concern | Public Input | 30.3255957292084 | -81.4097658231 |
| Warning lighting for ped x-walk. | Accessibility Concern | Public Input | 30.3246426291449 | -81.3968029336 |
| Warning lighting for ped x-walk. | Accessibility Concern | Public Input | 30.3246507748194 | -81.3960224108 |
| Bikes crossing Plaza and Mayport. | Accessibility Concern | Public Input | 30.3331815223315 | -81.4158051204 |
| Camelia St does not connect b/c of canal. Suggestion: Add pedestrian bridge. | Accessibility Concern | Public Input | 30.3336318899509 | -81.4224711711 |
| There should not be a U-Turn option at this light. It only backs up traffic turning left and puts all drivers at risk for an accident. Find a better solution. There is always heavy traffic at peak traffic times and driver's turning left on Mayport road do not stop for U-Turn drivers. | General Comment | Public Input | 30.3524658967719 | -81.4184293468 |
| There should not be a U-turn option at this light. It creates heavy traffic in all directions during peak traffic hours. Driver turning left onto Mayport Road do not stop for U-Turn drivers. Creating an opportunity for traffic accidents. The City should have a public safety initiative educating bicyclists and E-Bikes on the laws for that form of transportation. They are considered a motor vehicle and must follow the appropriate laws. If there is an age limit for E-Bikes then it needs to be better enforced. As children often think they are invincible and treat life accordingly, we should focus on safety overall in our community. Especially protecting and educating our children or their parents on the laws required to operate E-Bikes. Bicyclists should also be educated on the laws they must follow in our community. You don't know what you don't know. | General Comment | Public Input | 30.3561032377995 | -81.4134268830 |
| Several turning lanes on Mayport Road are mostly for U-turns, and cars making the U-turn will swing wide right to navigate the U-turn while going into the lane of travel next to them. Several times, I've had to stop or narrowly miss a car over the line in the turning lane if I couldn't move over. | General Comment | Public Input | 30.3319175692744 | -81.4043081723 |
| All stop signs should be visible. Many times the road names and cars are being blocked by vegetation and the drivers are stopping past the stop bar in order to cross. This is a safety issue for pedestrians, cyclists, and vehicles. Vegetation needs to be cut or the stop signs should be moved closer to the intersections. The road names should also be visible and not covered by vegetation. This would help drivers who aren't familiar with the area as well. This comment isn't only for this area, but many areas in the city. East coast had several stop signs/road names covered. | General Comment | Public Input | 30.3299416278032 | -81.3976480836 |
| Entire Mayport + Atlantic intersection needs a makeover. | General Comment | Public Input | 30.3244885639379 | -81.4199586678 |
| E-bikes getting faster - riders getting younger. No regulation. | General Comment | Public Input | 30.3352810570037 | -81.4122271305 |
| Pedestrian only around Town Cntr. | General Comment | Public Input | 30.32471115055715 | -81.3962664574 |
| Too many stop signs on thru st. | General Comment | Public Input | 30.3330189915865 | -81.4022442276 |
| Sherry + Atlantic lighting -> Cross walk | General Comment | Public Input | 30.3246764584816 | -81.3995269371 |
| Impaired drivers, revise all lights. | General Comment | Public Input | 30.3246334507902 | -81.3982247109 |
| Kids driving golf carts on Seminole Rd. | General Comment | Public Input | 30.3280717205422 | -81.4044156745 |
| Seminole Rd., multiple riders on e-bikes. | General Comment | Public Input | 30.3297690412685 | -81.4036156626 |
| Kids on skate boards and electric scooters at country club. | General Comment | Public Input | 30.3448218850106 | -81.4087565279 |
| Aging population means slower reaction times. | General Comment | Public Input | 30.345518462676 | -81.4092429276 |
| Golf carts with license plates are an issue with kids driving. | General Comment | Public Input | 30.3402666751401 | -81.4034148382 |
| Private owned access | General Comment | Public Input | 30.356456084465 | -81.3995851787 |
| Use this empty field for a more specific purpose. Either to expand the playground equipment or make a larger dog park. Right now this is an informally used soccer field for pickup games, but with contiguous fencing around the perimeter and better parking options this could greatly benefit the residents in this area. | Idea | Priority Intersections and Segments | 30.333820662818 | -81.4173657757 |
| Improve lighting and general visibility of bikers/pedestrians waiting to cross Mayport Road. This comment applies to all corners of the intersection; especially the southeast corner. | Idea | Priority Intersections and Segments | 30.3329061184352 | -81.4156585940 |
| On Dutton Island Rd. W: 1. Widen sidewalk 2. Create shared-use path 3. provide traffic-calming measures 4. separate sidewalk/path from traffic with vegetation or other aesthetic measures (i.e. not additional concrete) | Idea | Priority Intersections and Segments | 30.3405441071821 | -81.4148416211 |
| Implement a shared use/passive recreation trail between Dutton Island and Tide Views Preserves. This concept is explored in several COAB documents and, if fully realized, would increase bike/pedestrian/passive recreation safety by separating people from traffic on Main St. which is currently the only north-south connection between the preserves. This could be accomplished using any combination of COAB right-of-ways, JEA right-of-ways, trail construction along marsh edge (collaboration with N.FL Land Trust and stakeholders), small "footbridge" construction over tidal-creeks to fully connect lower-traffic streets west of Main St. (e.g. Jasmine St., Camelia St., etc.). | Idea | Priority Intersections and Segments | 30.3370891462241 | -81.4259447444 |
| Improve drivers' ability to know when pedestrians have the right-of-way. For instance, improve visibility of pedestrian cross-walk signals, especially for east/west crosswalks across Mayport Rd. | Idea | Priority Intersections and Segments | 30.3331358012103 | -81.4160573266 |
| Works with FDOT to get pedestrian connection to sidewalk from Tideviews Park to FDOT sidewalk. | Idea | Public Input | 30.3246038907836 | -81.4238411821 |
| School zone is too long. People get frustrated and end up speeding and driving aggressively. School secondary entrance to the rear of the school is so long school zone is not necessary. | Idea | Public Input | 30.3266137262397 | -81.4051404905 |
| Can we add one of the wider U turns on the southbound west curb side of Mayport Rd at the first uturn after the flyover so people don't have to hit their vehicles on the curb and slow down traffic? The ones at the other end of Mayport work really well. | Idea | Public Input | 30.3310628377279 | -81.4168730921 |
| Add a southbound bike lane to Beach Ave so bikes can safely (and legally) travel South. | Idea | Public Input | 30.3453205783024 | -81.3977442992 |
| Consider ways to alert drivers coming out of Mayport Rd parking lots/businesses of bikes/peds using sidewalks in both directions, especially on east side of Mayport Rd. | Idea | Public Input | 30.3553767048605 | -81.4135470863 |
| 3 way stop on Rose St. by the dog park. Also speed bumps similar to Main St. | Idea | Public Input | 30.3338204698942 | -81.4184493830 |
| Look at parking and walking paths to Dutton Island Preserve (+enforcement). | Idea | Public Input | 30.338369214208 | -81.4315685047 |
| Separate bikes/pedestrians from traffic with a bike/ped trail. Could be a marsh trail connecting Tideview and Dutton Island. | Idea | Public Input | 30.326960628908 | -81.4254548763 |

Appendix B:
PublicCoordinate Comments

| Description | Category | Map Layer | Latitude | Longitude |
|--|----------------------|-------------------------------------|------------------|----------------|
| Separate bikes/pedestrians from traffic with a bike/ped trail. Lower traffic trail using rows along Begonia, Jasmine, or Camelia. | Idea | Public Input | 30.3292545139028 | -81.4232453150 |
| NW and NE pedestrian blind corners (no signal crosswalks at Mayport and Atlantic. Suggestion: Put mirrors on the poles so pedestrians can see oncoming cars. | Idea | Public Input | 30.3245938854831 | -81.4193603181 |
| Pedestrian flashing lights when crossing East-West Plaza over Mayport. | Idea | Public Input | 30.3332612642221 | -81.4160812932 |
| Consider no left turn from stern onto Atlantic. | Idea | Public Input | 30.3327719618284 | -81.4111315238 |
| Speed table on 2nd St 300 block. | Idea | Public Input | 30.3234497022237 | -81.3971163024 |
| Problem: Sherry Dr Traffic backs up every rainy day for school pickup/drop off. Solved by traffic entering through Seaspray Ave oneway east through student pickup area and exit only east on Sherry Dr. Make 30 minute parking spots on Seaspray Ave for student pickup. | Idea | Public Input | 30.3276550114503 | -81.4002741717 |
| Speed hump. | Idea | Public Input | 30.3354534406651 | -81.4080808234 |
| Consider making this section one way to reduce through traffic. | Idea | Public Input | 30.33588733897 | -81.4076945850 |
| Add speed humps. | Idea | Public Input | 30.3365702783238 | -81.4049180295 |
| Add speed hump. | Idea | Public Input | 30.3351622126537 | -81.4043968226 |
| Add light activation button at island. | Idea | Public Input | 30.3328956439127 | -81.4040342244 |
| Narrow/straighten intersection. | Idea | Public Input | 30.3369946234813 | -81.4025166711 |
| Seminole on constant green, other side streets on sensors. | Idea | Public Input | 30.3329772521554 | -81.4023488560 |
| Traffic control light. | Idea | Public Input | 30.3329354954544 | -81.4021371244 |
| Roundabout. | Idea | Public Input | 30.3330962323272 | -81.4020352004 |
| Traffic light. | Idea | Public Input | 30.3246328827208 | -81.3994234548 |
| Street light. | Idea | Public Input | 30.3247149155737 | -81.399662171 |
| Ped lighting x-walk. | Idea | Public Input | 30.3246788719921 | -81.3992812977 |
| Mayport and Plaza Pedbridge. | Idea | Public Input | 30.3332357678512 | -81.4159150909 |
| There are streets with limited visibility for pedestrians and vehicles. Fifth Street is certainly A problem and about a half dozen residents have voiced this concern: heading westbound on Fifth the 7 foot tall hedge makes it impossible to see kids cycling from school or Northbound automobiles that pick up the pace there just after the school zone. A number of neighbors have discussed their close calls on that corner. To get a clear view, you basically have to stop and block the crosswalk. PHOTO ATTACHED. The unusual partial trimming of the hedge is probably the work of irritated neighbors. The property owner, Trish, can be difficult At times but may be amenable if approached from a safety standpoint, especially as it relates to cats and other animals. Critters do frequently cross the road there for the drainage ditch path into Howell Park. She's lost two cats within 10 yards of that intersection. | Near Miss Experience | Priority Intersections and Segments | 30.3295365572573 | -81.4010432956 |
| Several instances of cars (turning northbound from Plaza) not yielding to bikes/pedestrians when the pedestrian cross-walk light signals pedestrians have the right-of-way. I've seen this occur to other cyclists and experienced it myself when biking with my family when: 1. Crossing Mayport Rd. eastbound and cars turning left from West Plaza onto Mayport Rd (northbound) do not yield. 2. Crossing Mayport Rd. westbound and cars turning right from Plaza onto Mayport Rd. (northbound) do not yield. This instance is so common that when we cross Mayport Rd. from east to west, we use the south cross-walk. Drivers turning right onto Mayport Rd. (northbound) are watching approaching traffic from the south and are generally not looking at the cross-walk signal nor at any pedestrians/cyclists crossing. Cars not stopping at stop signs for bikes. | Near Miss Experience | Priority Intersections and Segments | 30.3403443890598 | -81.4217572153 |
| Instances of cars not stopping at stop signs when east/west bound. | Near Miss Experience | Priority Intersections and Segments | 30.3311466674914 | -81.4224262756 |
| While biking with my family, there have been instances of cars not stopping at stop signs when east/west bound at 6th St. and Camelia St. | Near Miss Experience | Priority Intersections and Segments | 30.3292585839615 | -81.4224220171 |
| On 1/3 @ 7pm, attempting to cross Mayport Rd with my family on bikes from east to west, the pedestrian crosswalk light turned "green" at the same time as the vehicle light turned green. Right turning cars did not give the right of way to us. In fact, when we eventually thought it was safe to cross, one car continued to make a right turn around us. Pedestrians need a dedicated signal in the rotation or a completely separate pedestrian crossing. Autos should not be allowed to turn when the pedestrian signal gives the right of way. | Near Miss Experience | Public Input | 30.3331380352387 | -81.4156703184 |
| there is no Traffic calming in Town center, there have been several instances and near death crashes with cars traveling over 100 mph straight down Atlantic all the way to one ocean only a matter of time. Town Center is in critical need of traffic calming and pedestrian safety, Raised Cross walks , bollards, curves in roads, etc. There is nothing to keep cars from traveling east on Atlantic straight through town center at high speeds. | Near Miss Experience | Public Input | 30.3246240226516 | -81.3978244388 |
| Dangerous intersection Plenty of City ROW, should be reworked, | Near Miss Experience | Public Input | 30.3401991980869 | -81.3992421442 |
| Between County Club / entrance to ABCC. Since completion of abcc development of 178 new homes, and County Club with 1000 plus families that are members the bike and pedestrian traffic has increased on Selva Marina Drive. Many children and families transit this road to games, activities, and green market at Jack Russell Park as well as biking to AB elementary school. Selva Maria is very wide leading to high speed. There are certain homes that park cars on Selva Marina 24/7, bikes and walkers have to swerve around these parked cars, while there is a dangerous drop off to the inside lane of the median from so many cars parking in the medial to avoid parked cars. The median should be poured with a mountable curb, dirt and sod to fill in to make level with road, possible a bike travel lane or a multi use path in the middle median . Their should be no overnight parking on Selva Marina, far too high traffic and bike / pedestrian for this. These lots are very large, large long driveways. Of the entire street there are only 1 or 2 homes that parks cars on the street 24/7, should not be a large change for the neighborhood. | Near Miss Experience | Public Input | 30.3387150988847 | -81.4031335317 |
| My daughter (3 years old) and nanny waited to cross the street and began walking when in the clear. A car came out of nowhere and hit my daughter on her scooter. She had a few scrapes but luckily no serious physical injury. The situation was extremely traumatizing for both and my daughter received 1 year of therapy to process the incident. The 5-way is a mess and huge safety hazard for our family friendly community. | Near Miss Experience | Public Input | 30.3331014461317 | -81.4021436075 |
| I have now seen multiple incidents that were near miss accidents. This high traffic intersection is a mess. | Near Miss Experience | Public Input | 30.3247633199347 | -81.3995568408 |
| Child exiting driveway to walk in sidewalk nearly hit by an e-bike speeding down the sidewalk and failing to yield to pedestrians. | Near Miss Experience | Public Input | 30.3295082703921 | -81.4010309687 |
| Speeding cars down 5th almost hit a child crossing street in the crosswalk. | Near Miss Experience | Public Input | 30.3295383168821 | -81.4008509338 |
| Pedestrian was struck and hospitalized. Driver could not see around (nor did they properly stop) the lift station fence. The lift station is in the median and due to safety issues must maintain a 6-foot fence. | Near Miss Experience | Public Input | 30.3476497904426 | -81.4056008359 |
| Cars/trucks that far exceed the length of the intended spaces, park in the spaces for the Palms Motel that are along Sherry Drive. This makes it impossible for those traveling East on Sturdivant turning North onto Sherry to safely make the turn. One has to ease so far out into traffic to see if anyone is traveling North on Sherry from Atlantic that there is a hazard of being hit by a car traveling South toward Atlantic. I have called the city several times to ask for either a mirror to be placed across Sherry for those on Sturdivant to see if a car is coming North or some kind of enforcement where cars that exceed the length of the parking spaces are cited and/or towed. I have yet to receive any type of response from the city. I have been almost hit several times making this turn and now avoid the area despite this being my most convenient way home to my house on 6th Street. | Near Miss Experience | Public Input | 30.3254206179347 | -81.3996828576 |
| EBikes should use the roads on all roads 35mph and under. They go way too fast and are completely outside any legal limits. They are more dangerous than bikes. | Near Miss Experience | Public Input | 30.3329915236399 | -81.4034341649 |
| Speed limit should be reduced and anything like speed bumps should be used to slow traffic down. The area has houses with blind driveways that deal with people speeding with no regard for the residential area. The whole road should be treated as safety concern with the park and houses on Dutton rd having to deal with speeders. Screen Guys, Dirtworks, etc are always speeding in their work vehicles. The road needs a lot of improvement for residents and visitors of the park and preserve. | Safety Concern | Priority Intersections and Segments | 30.3405036063763 | -81.4150413940 |
| This stop light going West is basically the Gator Nationals at night. Motorcycles and cars race from this light sometimes all the way to the intracoastal bridge. They are going that fast and it is that loud. Location: 1353 Atlantic Blvd near Tire Kingdom and Baptist Primary Care - Atlantic Beach. | Safety Concern | Priority Intersections and Segments | 30.3244876598268 | -81.4115683554 |
| Block the left turning option from Sailfish on to Atlantic going east. Too many different traffic directions converging here. Both a vehicle and non-vehicular safety risk. | Safety Concern | Priority Intersections and Segments | 30.3245741098465 | -81.4069909013 |
| Block the left turning option from Sherry on to Atlantic going east. Too many different traffic directions converging here. Both a vehicle and non-vehicular safety risk. | Safety Concern | Priority Intersections and Segments | 30.324643629324 | -81.3994212278 |
| Modify this intersection to have a barrier in the center along with striping to direct traffic around the exterior of this circle instead of the current practice of going in straight lines. This is very confusing to other drivers not sure of where the other vehicle is going, and to pedestrians unsure of which vehicle is going where. | Safety Concern | Priority Intersections and Segments | 30.3330142784482 | -81.4021287320 |

Appendix B: PublicCoordinate Comments

| Description | Category | Map Layer | Latitude | Longitude |
|---|----------------|-------------------------------------|------------------|-----------------|
| Parking alongside Plaza during peak usage of the park has exploded and the current haphazard patterns put families at risk as they are getting in and out of their cars as well as trying to back out into heavy traffic. Between general park goers, sports activities, and the green market the volume has increased significantly which adds to the frenzy when the parents are rushing to get their children to a game or practice. | Safety Concern | Priority Intersections and Segments | 30.3328258912023 | -81.4045439167 |
| Make this a three way stop to interrupt the flow (speed) of traffic so that pedestrian traffic crossing to the park is safer. | Safety Concern | Priority Intersections and Segments | 30.332901775977 | -81.4040143627 |
| Make this intersection a three way stop to help slow down the traffic on Plaza. | Safety Concern | Priority Intersections and Segments | 30.3327371772123 | -81.4111091427 |
| Better marking of pedestrian crosswalks spanning all four roads in this intersection and improve the sidewalk on the north side of Plaza where the sidewalk and roadway connect. This is a significant divot and very awkward for bicycles. | Safety Concern | Priority Intersections and Segments | 30.3325388136646 | -81.4078727596 |
| Visibility of bikers/pedestrians is low on all corners of the intersection of Mayport Rd. And Plaza, particularly on the southeast corner at dusk/evening. | Safety Concern | Priority Intersections and Segments | 30.3329359175039 | -81.4157363780 |
| Mayport Rd and Plaza intersection is a significant risk for pedestrians/cyclists crossing Mayport Rd. So much so, that it deters people from walking or biking to access the marsh or beach-sides of the island. | Safety Concern | Priority Intersections and Segments | 30.3330967925568 | -81.4158821096 |
| Limited visibility between bikes and southbound cars on Amberjack at this intersection (Amberjack Ln. and Plaza St.) | Safety Concern | Priority Intersections and Segments | 30.3326748086105 | -81.4088440997 |
| Sidewalk is too narrow for bikes/pedestrians to share and too close to fast-moving traffic. | Safety Concern | Priority Intersections and Segments | 30.3405458778454 | -81.4153314695 |
| Sidewalk (from Mayport Rd. to Dutton Island paved trail) is too narrow and exposed to traffic for safe bike travel, particularly for children. | Safety Concern | Priority Intersections and Segments | 30.3403789525535 | -81.4234791966 |
| awkward intersection, heavily traveled with bike and ped traffic, very wide intersection / turn from Selva to Seminole. | Safety Concern | Public Input | 30.3368854750633 | -81.4025527579 |
| Very Dangerous intersection | Safety Concern | Public Input | 30.3247654104024 | -81.3994311679 |
| Need pedestrian safety traffic calming down Atlantic through town center | Safety Concern | Public Input | 30.3246122889105 | -81.3975159848 |
| During School year all traffic twice a day backs up for hundreds of feet on sherry drive, both directions. Causes blocks and frustrations with cars weaving around traffic in school zone with kids walking all around. All car lines should be kept on property of the school during release and drop off | Safety Concern | Public Input | 30.3280264617532 | -81.4003381515 |
| This entire intersection needs attention. Turning left from Sherry to go East bound on Atlantic should be prohibited. There is a lighted pedestrian crosswalk one block off Atlantic, and two businesses whose parking restricts visibility with parked vehicles often protruding into the south bound travel lane on Sherry. Additionally, Sherry drive has absolutely NO speed calming devices and is a heavily traveled artery. There are business, a church, an elementary school and homes. Sherry Drive needs immediate relief for the safety of both pedestrians and drivers. Additionally there is a daily road block during afternoon pick-up at Atlantic Beach Elementary School, which causes driveways to become blocked, the area is ripe for a head-on collision. Help is desperately needed! | Safety Concern | Public Input | 30.3247788794676 | -81.3994623469 |
| This "parking" area inhibits cars from traveling east / west at the same time. There is not enough space, and nowhere to move out of the way for an approaching car. | Safety Concern | Public Input | 30.3318149987102 | -81.3976741378 |
| In the past few months the we have children riding motorized bikes at high speeds in Johansen Park. They drive all over the park including the areas behind the houses on Park Terrace East that have park land behind them. My concern is for the safety of the children and also for people who walk and pet owners in these Areas. 201-315-4709. | Safety Concern | Public Input | 30.3289612784216 | -81.4091239101 |
| Please educate and provide more signs on walkers should be facing traffic if there are no sidewalks. Also more education on lights at night, law for bicycles and a very good idea for walkers/runners. Thank you! | Safety Concern | Public Input | 30.3428893551321 | -81.40771284079 |
| These E bikes are flying down side walks everyday nearly hitting people or cars each week. They also fly through stop signs without stopping. With an engine these are motorcycles that are very quiet but just as dangerous to the people and dogs on side walks. This needs to be addressed asap or we will have major injuries or deaths in our community. Thanks for listening, I live off Seminole and see these E bike issues everyday. | Safety Concern | Public Input | 30.3467632929653 | -81.3994323592 |
| There should be a flashing lights for pedestrians and bicyclists to press to cross the on ramp to the intercostal bridge. The high speed and frequency of car traffic make it difficult for bicyclists/runner traffic to cross safely. | Safety Concern | Public Input | 30.3245908280302 | -81.4204379335 |
| Make sure there is a consistent speed limit to the entire Marsh Oaks area. Why are unmarked streets 30 mph per State regulations then some streets 25 mph and sporadically 20 mph. Make it all 20 mph. This is a dead end residential section of the city. Businesses are most on A1A, no need for speed limits to remain inconsistent. | Safety Concern | Public Input | 30.3328342550689 | -81.4184753447 |
| Bicyclists do not stop or look for oncoming vehicles when crossing streets on the Safer Routes to School sidewalk. | Safety Concern | Public Input | 30.3304293682184 | -81.4012620557 |
| "Things" in the right of way need to be removed to maintain site corners and a safety zones. "Things" include such items as rocks, spikes, railroad ties, vegetation, etc. Comment relates to typical conditions all along Beach Ave, not just where marked on the map | Safety Concern | Public Input | 30.3297261894805 | -81.39612334514 |
| More crosswalk visibility (Plaza as an example) across Mayport Road please. | Safety Concern | Public Input | 30.3404069324145 | -81.4131852131 |
| Constant complaints on fail to yield and violation of stop sign laws | Safety Concern | Public Input | 30.3329926283933 | -81.4021643658 |
| This intersection is very dangerous due to the large number of vehicles making a U-turn to go south on Mayport. I've nearly been hit more times than I can count while trying to make a right turn from W 10th St onto Mayport going south. Often when vehicles (especially larger ones) make a U-turn here, they take the full three lanes of traffic to do so. This has the potential to increase the hazards at this intersection if a bike lane is added. | Safety Concern | Public Input | 30.3311728197029 | -81.4168901053 |
| No parking should be allowed on Main Street. Vehicles parked on the road cause an issue with passing. | Safety Concern | Public Input | 30.3347269693633 | -81.4217515361 |
| The corner of Sherry and 3rd Street is an accident waiting to happen during school pick up and drop off. Cars park right up to the corner so there is no way to see around the corner if you are turning right onto 3rd street from Sherry. Also the cars parked so close to the corner of Sherry and 3rd block two way traffic. Cars parking there also park facing all directions and block driveways. Turning right onto 3rd from Sherry (if you're heading north on Sherry) is an accident waiting to happen. Cars so close to the corner also block a drivers view of pedestrians. | Safety Concern | Public Input | 30.3269155193288 | -81.4002116912 |
| Something needs to be done about cars turning left from Sherry onto Atlantic Blvd. Not only is it dangerous but often two cars at a time will pull out to turn left blocking the left hand turn from Atlantic onto Sherry. | Safety Concern | Public Input | 30.3249183910872 | -81.3994565606 |
| This 5-way is dangerous by design - unacceptable in a high-tax base neighborhood across from City Hall, a park and the police station for heaven's sake! It needs pedestrian crossing beacons like we have at Ahern, Howell, 11th; it needs a roundabout to better move traffic and to slow down rate of speed (make the intersection more narrow, not as wide which causes people to accelerate) to keep our kiddos walking and biking to school and all of the joggers, dog walkers etc. SAFE. This should be a VERY high priority. | Safety Concern | Public Input | 30.3328663700109 | -81.4022128453 |
| The grade of this sidewalk here as it meets 11th St. is too steep for young kids to slow down their bikes in time for a car coming down Seminole and turning right on 11th. We've had several near accidents this should be an easy fix. | Safety Concern | Public Input | 30.33554876211 | -81.4024332087 |
| The street parking here creates a tight area for walkers, bikers and cars to co-exist, my children are scared to ride right here (next to a PARK!) because the drivers are always annoyed that they have to slow down and navigate the street parked cars and people. This is on our street and very frustrating. | Safety Concern | Public Input | 30.3317923520472 | -81.3978566229 |
| Speeding is a problem everywhere in Atlantic beach but especially on Sherry, East Coast and Seminole. This needs to be a priority either by lowering speed limits or installing speed humps/bumps or both. | Safety Concern | Public Input | 30.3292346196717 | -81.4008026641 |
| There needs to be a blinking pedestrian walkway here. Very rarely do people stop for people in crosswalk. | Safety Concern | Public Input | 30.3296030925996 | -81.4007827451 |
| This intersection has been studied to death with a roundabout being identified as the best solution. It takes courageous lawmakers to see beyond the loud handful of people who show up to oppose it. | Safety Concern | Public Input | 30.3328589440994 | -81.4020769369 |
| The speed limit on Mayport Rd is too high. Surrounding mixed zone roads such as A1A/3rd, Florida Blvd and Penman are all 35mph and yet Mayport is 40mph and most traffic is going much faster. While there are walkability/bike-friendly improvements proposed, the speed limit needs to be considered alongside these changes. This area is increasingly residential and commercial and not the industrial-heavy area it once was. It's a part of the AB community and anything more than 35mph is dangerous for the families that walk and bike and live along it. | Safety Concern | Public Input | 30.3307611646502 | -81.4169291731 |
| Better lighting at this corner would be good. Presently it is pretty dark turning from Sailfish onto Seaspray and I am always a little scared about what is there that I cannot see. | Safety Concern | Public Input | 30.3300275315656 | -81.4074439712 |
| Provide high visibility crosswalk. This is the main crosswalk to Donner Park. | Safety Concern | Public Input | 30.3404825118909 | -81.4162629431 |
| Parking for the businesses on the south side of Stewart Street block visibly when pulling out onto Main Street. Also when then vehicles don't fully pull off of pavement it is difficult for traffic to pass safely. This area will have large tractor trailer truck traffic, making narrow passages | Safety Concern | Public Input | 30.3394108377535 | -81.4215434200 |
| Slight curve in Mayport Road makes it difficult to see on-coming traffic when pulling out of Edgar St. | Safety Concern | Public Input | 30.337635696257 | -81.4141933822 |
| Slight curve in Mayport Road makes it difficult to see on-coming traffic when pulling out of Robert St. | Safety Concern | Public Input | 30.3383682075808 | -81.4137776398 |

Appendix B: PublicCoordinate Comments

| Description | Category | Map Layer | Latitude | Longitude |
|---|----------------------|-------------------|------------------|----------------|
| People double parking for business on the south side of Donner Road cause near miss as people are turning east bound onto Donner Road from Mayport Road. They are traveling fast on Mayport and don't except obstructions (cars double parked). Can't see clearly because building is close to street. | Safety Concern | Public Input | 30.3353612759682 | -81.4146558390 |
| Very active bus stop. Lots of people crossing Atlantic Blvd to get to the other bus stop. Vehicles don't want to wait on pedestrians crossing the cross walk. Vehicles also get antsy waiting on the bus and pull around quickly. | Safety Concern | Public Input | 30.3246380418119 | -81.4118383293 |
| Driveways are very wide, and vehicles get confused and don't know where to go or who to yield too. Also, kind of hard to see where the road starts, and the driveways start. Just a sea of asphalt. No sidewalks in this area. Need sidewalks to continue down both sides of the sidewalk. | Safety Concern | Public Input | 30.3253567585785 | -81.4091507550 |
| Very hostile towards pedestrians due to the number of driveway curb cuts. | Safety Concern | Public Input | 30.3248069177567 | -81.4090250332 |
| Parking has been added over time in the ROW. Vehicles pull out in front of traffic. | Safety Concern | Public Input | 30.3246440656008 | -81.4083265058 |
| Difficult to see around the corner (Cavalla onto Sailfish Dr.). | Safety Concern | Public Input | 30.3252626022702 | -81.4069949411 |
| Sidewalk ends and they don't know where to go. Need sidewalk connection to Atlantic Blvd. | Safety Concern | Public Input | 30.3266128810369 | -81.4072390215 |
| Parking backs directly onto Seminole (very close to intersection) and no clear protection for pedestrians. | Safety Concern | Public Input | 30.3251226418874 | -81.4059120223 |
| Wide driveway onto Seminole (very close to intersection) and no clear protection for pedestrians. | Safety Concern | Public Input | 30.324896750681 | -81.4059951716 |
| People coming down the multi-use path out of the park cross hear to go on Palm Avenue (usually to get to Howell Park) instead of using the (lighted) crosswalk a few feet to the north. | Safety Concern | Public Input | 30.3248583919477 | -81.4058261924 |
| People use this route (Park Side Drive to 11th Street to Seminole Rd and vice-versa) to avoid the 5-way intersection. Need traffic calming on Park Side Drive. Due to the width of the pavement people speed on Park Side Drive. | Safety Concern | Public Input | 30.3335700473169 | -81.4041172655 |
| No clear area to walk or bike on Selva Marina Drive (divided road). Long straight road feels like vehicles are speeding. | Safety Concern | Public Input | 30.3384131871395 | -81.4029750860 |
| Pedestrians don't use the cross walk (just south of Country Club Lane @ 15th Street) to cross Seminole. Odd angle of intersection (East Coast coming in at a diagonal) make it hard to see. It feels like an increase in travel speeds due to curve in the road. | Safety Concern | Public Input | 30.3402883427076 | -81.3991794231 |
| Should provide at a minimum pedestrian/bike access through gate into Hanaha Park. Otherwise, must use beach or Mayport Road. Most residents on this end don't want open access and this will turn political. | Safety Concern | Public Input | 30.360278292441 | -81.3995369535 |
| Beach access has high pedestrian use in the warmer months. Conflict with drivers looking for a parking spot. No where to turn around. They either attempt and MULTI point turn or reverse out with high pedestrian traffic. | Safety Concern | Public Input | 30.3353515439609 | -81.3964464776 |
| Repair needed on playground equipment | Safety Concern | Public Input | 30.3321143726275 | -81.4037362556 |
| This abandoned house and 16th Street access has been on your "to-do" list for several years. Not only is it an eyesore to the neighborhood of AB but there are nefarious activities happening all the time. This should be a top priority before something happens to someone. The access is over grown, falling apart and hidden from view. The 16th street access is being redone. 16th Street is so much worse. Beach-goers who park at Waters Park and surrounding residents have the right to a safe beach access. The city should close it down if it's going to take another 7 years to address. | Safety Concern | Public Input | 30.3409157798049 | -81.3971677694 |
| The speed limit on Mayport Road between Atlantic Blvd and Dutton Island Road is too fast. It is dangerous for pedestrians. Citizens are scared to walk their children and animals on the sidewalks. Our community would be a safer more enjoyable environment if the speed limit were lowered. This would improve home values around the community. What are the benefits to having a higher speed limits? Who are we catering to by having a higher speed limit? People naturally go 5-10 mph over posted speed limits. This holds very true in Mayport road. Please drop the speed limit on Mayport road so that our community is safer and I can ride bikes with my child to the beach. The speed limit drops to 30 mph on the Neptune Beach side of Atlantic Blvd. The speed limit is also lower on 3rd street in Jax Beach. Let's follow suit and improve our area by lowering the speed limit. Mayport road is an improving area. New residents that are investing in their properties and the community want to make this a long term residence. A dangerous corridor that connects their homes to the beach is a major concern for citizens looking to build a family in this area. | Safety Concern | Public Input | 30.32815274256 | -81.4178927252 |
| This is without a doubt the single most dangerous intersection in the city. I constantly see folks running one right after another without stopping. Folks go out of turn. Not along I witnessed a pedestrian damn near get hit by a car that had run the stop sign. This needs to be the number one ABPD traffic concern | Safety Concern | Public Input | 30.3329877128457 | -81.4020585640 |
| This is the sole east / west corridor for many folks on the west side of Mayport Rd (south of Plaza) I have witnessed many near misses in a few hours. We need an elevated walkway with lifts at either side. This will save a life. | Safety Concern | Public Input | 30.3330648288781 | -81.4158314250 |
| This is a lawless intersection just waiting for a problem. Road rage incidents and traffic violations happen daily right in front of City Hall. There is no reason why this intersection cannot get fixed before someone gets seriously hurt. No speed limit sign. Traffic on nearby Featherwood has 30 mph sign and speed bumps. This entire area is residential and speeding vehicles is the issue. A 20 mph speed limit sign is more common in residential areas like this. | Safety Concern | Public Input | 30.3330428250393 | -81.4021101459 |
| People treat Sailfish Dr as a cut through from Atlantic Ave to Plaza and go 50 mph easily instead of treating it like a neighborhood road. There are always cars that fly through the stop sign at Sailfish and Seaspray as well. There are many kids and dogs on this street/in the neighborhood. There needs to be speed bumps put on Sailfish to slow drivers down and a pedestrian blinking crosswalk at the stop sign. Many drivers don't let me cross with my dog first and I am worried that a person, child or dog will be hit if no action is taken. | Safety Concern | Public Input | 30.3301377250342 | -81.4076545350 |
| This is one of the only crosswalks that take you directly to the beach and it needs some kind of elevated walk/bike path | Safety Concern | Public Input | 30.3331547425111 | -81.4161781926 |
| This small turn can get backed up and a good chunk of those inline are doing a U-Turn and can REALLY cut it close in front of the on-coming traffic. U turn should probably be moved up to the light | Safety Concern | Public Input | 30.3310620956853 | -81.4167640194 |
| This 4 way would really benefit from a 4 way stop sign instead of just the "West/East" side | Safety Concern | Public Input | 30.3311750495172 | -81.4192370130 |
| NE corner of Mayport + Atlantic: Drivers do not yield when going north onto Mayport. Utilize stop signs instead or signal only? | Safety Concern | Public Input | 30.3246145862068 | -81.4192747045 |
| Pedestrian!!! Overpass over Mayport near Plaza. | Safety Concern | Public Input | 30.3331094726952 | -81.4159096318 |
| EB Sturdivant tough to see NB traffic when parking at hotel. | Safety Concern | Public Input | 30.325434121402 | -81.3997711850 |
| Check sight distance and stop bars/crosswalks at 5-way | Safety Concern | Public Input | 30.3330564126742 | -81.4022358372 |
| Speeding at this intersection. | Safety Concern | Public Input | 30.333109961235 | -81.4021456337 |
| Speeding on Links Dr. | Safety Concern | Public Input | 30.3351144545309 | -81.4080647301 |
| Teenage drivers fatal crash. | Safety Concern | Public Input | 30.3366406978338 | -81.4070213506 |
| Bushes block sight distance for EB plaza. | Safety Concern | Public Input | 30.3531727889051 | -81.4067884514 |
| | Safety Concern | Public Input | 30.3330232049278 | -81.4019761925 |
| The 5-way stop at Seminole and Plaza is a significant safety hazard for cars, bikes and pedestrians. Multiple near misses occur almost daily. April 2, 2021 car accident with injuries. The intersection is confusing to visitors, residents and workers, who do not live here. We need a round-about incorporated with safety features for bikes, and pedestrians. This should be the number one item on the COAB Safety Action Plan. Take action before another accident occurs. There is a solution, the citizens of AB demand action to this serious safety concern. | Safety Concern | Public Input | 30.3331711076974 | -81.4021551981 |
| Blind corner, high speeding | Safety Concern | Public Input | 30.334504150661 | -81.4083995902 |
| This "parking" area inhibits cars from traveling east / west at the same time. There is not enough space, and nowhere to move out of the way for an approaching car. | Safety Concern | Public Input | 30.331814987102 | -81.3976741378 |
| Proposed Rapid Rectangular Flashing Beacon and High Emphasis Crosswalk | Proposed Improvement | Proposed Projects | 30.3404832104882 | -81.4162756536 |
| Proposed Rapid Rectangular Flashing Beacon and High Emphasis Crosswalk | Proposed Improvement | Proposed Projects | 30.3404832104 | -81.4162756536 |
| Interim Improvement - Lane Delineation, Stop Bar Relocation, Vegetation Trimming | Proposed Improvement | Proposed Projects | 30.3330299961235 | -81.4021456337 |
| Interim Improvement - Lane Delineation, Stop Bar Relocation, Vegetation Trimming | Proposed Improvement | Proposed Projects | 30.3330299961235 | -81.4021456337 |
| Interim Improvement - Lane Delineation, Stop Bar Relocation, Vegetation Trimming | Proposed Improvement | Proposed Projects | 30.3330299961235 | -81.4021456337 |
| Interim Improvement - Lane Delineation, Stop Bar Relocation, Vegetation Trimming | Proposed Improvement | Proposed Projects | 30.3330299961235 | -81.4021456337 |
| Interim Improvement - Lane Delineation, Stop Bar Relocation, Vegetation Trimming | Proposed Improvement | Proposed Projects | 30.3330299961235 | -81.4021456337 |
| Raised Crosswalk, High Emphasis Crosswalk Markings. Rectangular Rapid Flashing Beacon (RRFB) | Proposed Improvement | Proposed Projects | 30.3328431757322 | -81.4040744963 |
| Raised Crosswalk, High Emphasis Crosswalk Markings. Rectangular Rapid Flashing Beacon (RRFB) | Proposed Improvement | Proposed Projects | 30.3328431757322 | -81.4040744963 |
| Raised Crosswalk, High Emphasis Crosswalk Markings. Rectangular Rapid Flashing Beacon (RRFB) | Proposed Improvement | Proposed Projects | 30.3328431757322 | -81.4040744963 |
| Raised Crosswalk, High Emphasis Crosswalk Markings. Rectangular Rapid Flashing Beacon (RRFB) | Proposed Improvement | Proposed Projects | 30.3328431757322 | -81.4040744963 |
| Raised Crosswalk, High Emphasis Crosswalk Markings. Rectangular Rapid Flashing Beacon (RRFB) | Proposed Improvement | Proposed Projects | 30.3328431757322 | -81.4040744963 |
| Raised Crosswalk, High Emphasis Crosswalk Markings. Rectangular Rapid Flashing Beacon (RRFB) | Proposed Improvement | Proposed Projects | 30.3328431757322 | -81.4040744963 |
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| Raised Crosswalk, High Emphasis Crosswalk Markings. Rectangular Rapid Flashing Beacon (RRFB) | Proposed Improvement | Proposed Projects | 30.3328431757322 | -81.4040744963 |
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| Raised Crosswalk, High Emphasis Crosswalk Markings. Rectangular Rapid Flashing Beacon (RRFB) | Proposed Improvement | Proposed Projects | 30.3328431757322 | -81.4040744963 |
| Raised Crosswalk, High Emphasis Crosswalk Markings. Rectangular Rapid Flashing Beacon (RRFB) | Proposed Improvement | Proposed Projects | 30.3328431757322 | -81.4040744963 |
| Raised Crosswalk, High Emphasis Crosswalk Markings. Rectangular Rapid Flashing Beacon (RRFB) | Proposed Improvement | Proposed Projects | 30.3328431757322 | -81.4040744963 |
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| Raised Crosswalk, High Emphasis Crosswalk Markings. Rectangular Rapid Flashing Beacon (RRFB) | Proposed Improvement | Proposed Projects | 30.3328431757322 | -81.4040744963 |
| Raised Crosswalk, High Emphasis Crosswalk Markings. Rectangular Rapid Flashing Beacon (RRFB) | Proposed Improvement | Proposed Projects | 30.3328431757322 | -81.4040744963 |
| Raised Crosswalk, High Emphasis Crosswalk Markings. Rectangular Rapid Flashing Beacon (RRFB) | Proposed Improvement | Proposed Projects | 30.3328431757322 | -81.4040744963 |
| Raised Crosswalk, High Emphasis Crosswalk Markings. Rectangular Rapid Flashing Beacon (RRFB) | Proposed Improvement | Proposed Projects | 30.3328431757322 | -81.4040744963 |
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| Raised Crosswalk, High Emphasis Crosswalk Markings. Rectangular Rapid Flashing Beacon (RRFB) | Proposed Improvement | Proposed Projects | 30.3328431757322 | -81.4040744963 |
| Raised Crosswalk, High Emphasis Crosswalk Markings. Rectangular Rapid Flashing Beacon (RRFB) | Proposed Improvement | Proposed Projects | 30.3328431757322 | -81.4040744963 |
| Raised Crosswalk, High Emphasis Crosswalk Markings. Rectangular Rapid Flashing Beacon (RRFB) | Proposed Improvement | Proposed Projects | | |

Appendix B:
PublicCoordinate Comments

| Description | Category | Map Layer | Latitude | Longitude |
|--|----------------------|-------------------|------------------|-------------------|
| Raised Crosswalk, High Emphasis Crosswalk Markings, Updated Signage | Proposed Improvement | Proposed Projects | 30.3327033164601 | -81.4111611614081 |
| Raised Crosswalk, High Emphasis Crosswalk Markings, Updated Signage | Proposed Improvement | Proposed Projects | 30.3327033164601 | -81.4111611614081 |
| Lane Delineation, High Emphasis Crosswalk Markings, Rectangular Rapid Flashing Beacons (RRFB) | Proposed Improvement | Proposed Projects | 30.3402668662094 | -81.3992287545 |
| Lane Delineation, High Emphasis Crosswalk Markings, Rectangular Rapid Flashing Beacons (RRFB) | Proposed Improvement | Proposed Projects | 30.3402668662094 | -81.3992287545 |
| Lane Delineation, High Emphasis Crosswalk Markings, Rectangular Rapid Flashing Beacons (RRFB) | Proposed Improvement | Proposed Projects | 30.3402668662094 | -81.3992287545 |
| Lane Delineation, High Emphasis Crosswalk Markings, Rectangular Rapid Flashing Beacons (RRFB) | Proposed Improvement | Proposed Projects | 30.3402668662094 | -81.3992287545 |
| Lane Delineation | Proposed Improvement | Proposed Projects | 30.368671782268 | -81.4024752308 |
| Lane Delineation | Proposed Improvement | Proposed Projects | 30.368671782268 | -81.4024752308 |
| Install Reflective Stop Sign Strips | Proposed Improvement | Proposed Projects | 30.3358417003092 | -81.4217126783 |
| Install Reflective Stop Sign Strips | Proposed Improvement | Proposed Projects | 30.3349752916719 | -81.4185015915 |
| Install Reflective Stop Sign Strips | Proposed Improvement | Proposed Projects | 30.334980547065 | -81.4176239187 |
| Install Reflective Stop Sign Strips | Proposed Improvement | Proposed Projects | 30.3349371382595 | -81.4217337460 |
| Install Reflective Stop Sign Strips | Proposed Improvement | Proposed Projects | 30.3311339462537 | -81.4216650067 |
| Install Reflective Stop Sign Strips | Proposed Improvement | Proposed Projects | 30.3311639759918 | -81.4192491952 |
| Install Reflective Stop Sign Strips | Proposed Improvement | Proposed Projects | 30.3292530691456 | -81.4216052211 |
| Install Reflective Stop Sign Strips | Proposed Improvement | Proposed Projects | 30.3292031897024 | -81.4200998731 |
| Install Reflective Stop Sign Strips | Proposed Improvement | Proposed Projects | 30.3273462784981 | -81.4215610455 |
| Edge Lane Roadway Treatment | Proposed Improvement | Proposed Projects | 30.3355427960985 | -81.4034862875 |
| Edge Lane Roadway Treatment | Proposed Improvement | Proposed Projects | 30.3355427960985 | -81.4034862875 |
| Edge Lane Roadway Treatment | Proposed Improvement | Proposed Projects | 30.3355427960985 | -81.4034862875 |
| Edge Lane Roadway Treatment | Proposed Improvement | Proposed Projects | 30.3355427960985 | -81.4034862875 |
| Edge Lane Roadway Treatment | Proposed Improvement | Proposed Projects | 30.3355427960985 | -81.4034862875 |
| West to east crossing on Mayport? Connectivity. | General Comment | Proposed Projects | 30.3309410963622 | -81.4168931890 |
| Recommended no right on green from Plaza westbound onto Mayport northbound while pedestrians are crossing. | General Comment | Proposed Projects | 30.3330946757992 | -81.4158636412 |

Appendix B:
PublicCoordinate Comments

| Description | Category | Map Layer | Latitude | Longitude |
|--|-----------------------|-------------------------------------|------------------|-----------------|
| Implement a shared use/passive recreation trail between Dutton Island and Tide Views Preserves. This concept is explored in several COAB documents and, if fully realized, would increase bike/pedestrian/passive recreation safety by separating people from traffic on Main St. which is currently the only north-south connection between the preserves. This could be accomplished using any combination of COAB right-of-ways, JEA right-of-ways, trail construction along marsh edge (collaboration with N.FL Land Trust, Beaches Memorial Park, and stakeholders), small "footbridge" construction over tidal-creeks to fully connect lower-traffic streets west of Main St. (e.g. Jasmine St., Camelia St., etc.). An elevated trail has the potential to also provide reduction of flooding/storm surge impacts to marsh-side properties. | Accessibility Concern | Priority Intersections and Segments | | |
| 11th Street from Parkside Drive/Selva Linkside to Seminole Road is in desperate need on pedestrian/biking sidewalk or path. Narrow road with close ditches on either side. Drivers use as a cut-through to avoid the 5 way stop. Speeding and aggressive driving frequently forces pedestrians, dog walkers and baby strollers off the edge of the road into the drainage ditches on either side. The is the northernmost connection from west to east that allows access to the beach. Between that and the high number of speeders who use it to avoid the 5 way stop this short section of road is very hazardous. Add sidewalk/bike path to either side, or designate as one way westbound only and convert eastbound lane into mixed use path. | Accessibility Concern | Priority Intersections and Segments | | |
| Improve the parking area from a dirt lot to bring this park up to a common level and provide better access for wheelchairs and strollers. | Accessibility Concern | Priority Intersections and Segments | 30.3339783282878 | -81.4178692232 |
| Resurface the remainder of the road leading to this overlook and add some definition of parking spaces. | Accessibility Concern | Priority Intersections and Segments | 30.3291179758368 | -81.4249903180 |
| Connect Jasmine St. by constructing a footbridge (or other means) within the existing COAB right-of-way. This would provide bikers/walkers/runners/etc. a safer north-south thoroughfare than Main Street. This could be part of a connector trail between Tide Views and Dutton Island Preserves. | Accessibility Concern | Priority Intersections and Segments | | |
| Connect Camelia St. by constructing a footbridge (or other means) within the existing COAB right-of-way. This would provide bikers/walkers/runners/etc. a safer north-south thoroughfare than Main Street. This could be part of a connector trail between Tide Views and Dutton Island Preserves. | Accessibility Concern | Priority Intersections and Segments | | |
| Connect Begonia St. by constructing a footbridge (or other means) within the existing COAB right-of-way. This would provide bikers/walkers/runners/etc. a safer north-south thoroughfare than Main Street. This could be part of a connector trail between Tide Views and Dutton Island Preserves. | Accessibility Concern | Priority Intersections and Segments | | |
| My young daughter and I were nearly hit by a speeding car right here who was coming off of Seminole and making a left on Selva Marina Drive. I motioned to the older driver to slow down as my daughter was pedaling away behind me and he motioned back rudely to me like "we" should get out of the way. We were in the crosswalk! We need a full education and awareness campaign for drivers - that pedestrians and bikers (esp. kids!) have a right to be here too. We cannot keep having the cars trump the people. | Accessibility Concern | Public Input | | |
| Adding a fence here on the edge of asphalt of the school drive/parking lot and a sidewalk behind it would be great. This way pedestrians and cyclists can consistently use this sidewalk to get to the beach without going on school grounds and the school could keep the gates locked as much as they like. Bonus if there is room to make it useable for golf carts also. | Accessibility Concern | Public Input | | |
| Widen sidewalk so bikes + peds can get from Donner Park to Donner Island. | Accessibility Concern | Public Input | 30.3404445919744 | -81.4185924227 |
| Add off-road bike/ped sidewalk to Royal Palm or Sailfish similar to Sherry + Seminole. | Accessibility Concern | Public Input | 30.3261475901825 | -81.4101505098 |
| West side needs sidewalk. | Accessibility Concern | Public Input | 30.3255957292084 | -81.4097658231 |
| Warning lighting for ped x-walk. | Accessibility Concern | Public Input | 30.3246428291449 | -81.3968029336 |
| Warning lighting for ped x-walk. | Accessibility Concern | Public Input | 30.3246507748194 | -81.3960224108 |
| Bikes crossing Plaza and Mayport. | Accessibility Concern | Public Input | 30.3331815223315 | -81.4158051204 |
| Camelia St does not connect b/c of canal. Suggestion: Add pedestrian bridge. | Accessibility Concern | Public Input | 30.3336318899509 | -81.4224717171 |
| There should not be a U-Turn option at this light. It only backs up traffic turning left and puts all drivers at risk for an accident. Find a better solution. There is always heavy traffic at peak traffic times and driver's turning left on Mayport road do not stop for U-Turn drivers. | General Comment | Public Input | 30.3524658967719 | -81.4184293468 |
| There should not be a U-turn option at this light. It creates heavy traffic in all directions during peak traffic hours. Driver turning left onto Mayport Road do not stop for U-Turn drivers. Creating an opportunity for traffic accidents. The City should have a public safety initiative educating bicyclists and E-Bikes on the laws for that form of transportation. They are considered a motor vehicle and must follow the appropriate laws. If there is an age limit for E-Bikes then it needs to be better enforced. As children often think they are invincible and treat life accordingly, we should focus on safety overall in our community. Especially protecting and educating our children or their parents on the laws required to operate E-Bikes. Bicyclists should also be educated on the laws they must follow in our community. You don't know what you don't know. | General Comment | Public Input | 30.3561032377995 | -81.4134268830 |
| Several turning lanes on Mayport Road are mostly for U-turns, and cars making the U-turn will swing wide right to navigate the U-turn while going into the lane of travel next to them. Several times, I've had to stop or narrowly miss a car over the line in the turning lane if I couldn't move over. | General Comment | Public Input | 30.3319175692744 | -81.4043081723 |
| Several turning lanes on Mayport Road are mostly for U-turns, and cars making the U-turn will swing wide right to navigate the U-turn while going into the lane of travel next to them. Several times, I've had to stop or narrowly miss a car over the line in the turning lane if I couldn't move over. | General Comment | Public Input | 30.3374615137263 | -81.4140052541 |
| All stop signs should be visible. Many times the road names and cars are being blocked by vegetation and the drivers are stopping past the stop bar in order to cross. This is a safety issue for pedestrians, cyclists, and vehicles. Vegetation needs to be cut or the stop signs should be moved closer to the intersections. The road names should also be visible and not covered by vegetation. This would help drivers who aren't familiar with the area as well. This comment isn't only for this area, but many areas in the city. East coast had several stop signs/road names covered. | General Comment | Public Input | 30.3299416278032 | -81.3976480836 |
| Entire Mayport + Atlantic intersection needs a makeover. | General Comment | Public Input | 30.3244885639379 | -81.4199586678 |
| E-bikes getting faster - riders getting younger. No regulation. | General Comment | Public Input | 30.3352810570037 | -81.4122271305 |
| Pedestrian only around Town Cntr. | General Comment | Public Input | 30.3247115055715 | -81.3962664574 |
| Too many stop signs on thru st. | General Comment | Public Input | 30.3330189915865 | -81.4022442276 |
| Sherry + Atlantic lighting -> Cross walk | General Comment | Public Input | 30.3246764584816 | -81.3995269371 |
| Impaired drivers, revise all lights. | General Comment | Public Input | 30.3246334507902 | -81.3982247109 |
| Kids driving golf carts on Seminole Rd. | General Comment | Public Input | 30.3280717205422 | -81.4044156745 |
| Seminole Rd., multiple riders on e-bikes. | General Comment | Public Input | 30.3297690412685 | -81.4036156626 |
| Kids on skate boards and electric scooters at country club. | General Comment | Public Input | 30.3448218850106 | -81.4087565279 |
| Aging population means slower reaction times. | General Comment | Public Input | 30.345518462676 | -81.4092429276 |
| Golf carts with license plates are an issue with kids driving. | General Comment | Public Input | 30.3402666751401 | -81.4034148382 |
| Private owned access | General Comment | Public Input | 30.356456084465 | -81.3995851787 |
| Use this empty field for a more specific purpose. Either to expand the playground equipment or make a larger dog park. Right now this is an informally used soccer field for pickup games, but with contiguous fencing around the perimeter and better parking options this could greatly benefit the residents in this area. | Idea | Priority Intersections and Segments | 30.333820662818 | -81.4173657757 |
| Improve lighting and general visibility of bikers/pedestrians waiting to cross Mayport Road. This comment applies to all corners of the intersection; especially the southeast corner. | Idea | Priority Intersections and Segments | 30.3329061184352 | -81.4156585940 |
| On Dutton Island Rd. W: 1. Widen sidewalk 2. Create shared-use path 3. provide traffic-calming measures 4. separate sidewalk/path from traffic with vegetation or other aesthetic measures (i.e. not additional concrete) | Idea | Priority Intersections and Segments | 30.3405441071821 | -81.4148416211 |
| Implement a shared use/passive recreation trail between Dutton Island and Tide Views Preserves. This concept is explored in several COAB documents and, if fully realized, would increase bike/pedestrian/passive recreation safety by separating people from traffic on Main St. which is currently the only north-south connection between the preserves. This could be accomplished using any combination of COAB right-of-ways, JEA right-of-ways, trail construction along marsh edge (collaboration with N.FL Land Trust and stakeholders), small "footbridge" construction over tidal-creeks to fully connect lower-traffic streets west of Main St. (e.g. Jasmine St., Camelia St., etc.). | Idea | Priority Intersections and Segments | 30.3370891462241 | -81.4259447444 |
| Improve drivers' ability to know when pedestrians have the right-of-way. For instance, improve visibility of pedestrian cross-walk signals, especially for east/west crosswalks across Mayport Rd. | Idea | Priority Intersections and Segments | 30.3331358012103 | -81.4160573266 |
| Works with FDOT to get pedestrian connection to sidewalk from Tideviews Park to FDOT sidewalk. | Idea | Public Input | 30.3246038907836 | -81.4238411821 |
| School zone is too long. People get frustrated and end up speeding and driving aggressively. School secondary entrance to the rear of the school is so long school zone is not necessary. | Idea | Public Input | 30.3266137262397 | -81.4051404905 |
| Can we add one of the wider U turns on the southbound west curb side of Mayport Rd at the first uturn after the flyover so people don't have to hit their vehicles on the curb and slow down traffic? The ones at the other end of Mayport work really well. | Idea | Public Input | 30.3310628377279 | -81.4168730921 |
| Add a southbound bike lane to Beach Ave so bikes can safely (and legally) travel South. | Idea | Public Input | 30.3453205783024 | -81.39774242992 |
| Consider ways to alert drivers coming out of Mayport Rd parking lots/businesses of bikes/peds using sidewalks in both directions, especially on east side of Mayport Rd. | Idea | Public Input | 30.3553767048605 | -81.4135470863 |
| 3 way stop on Rose St. by the dog park. Also speed bumps similar to Main St. | Idea | Public Input | 30.3338204698942 | -81.4184493830 |
| Look at parking and walking paths to Dutton Island Preserve (+enforcement). | Idea | Public Input | 30.338369214208 | -81.4315685047 |
| Separate bikes/pedestrians from traffic with a bike/ped trail. Could be a marsh trail connecting Tideview and Dutton Island. | Idea | Public Input | 30.3269600628908 | -81.4254548763 |

Appendix B:
PublicCoordinate Comments

| Description | Category | Map Layer | Latitude | Longitude |
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| Implement a shared use/passive recreation trail between Dutton Island and Tide Views Preserves. This concept is explored in several COAB documents and, if fully realized, would increase bike/pedestrian/passive recreation safety by separating people from traffic on Main St. which is currently the only north-south connection between the preserves. This could be accomplished using any combination of COAB right-of-ways, JEA right-of-ways, trail construction along marsh edge (collaboration with N.FL Land Trust, Beaches Memorial Park, and stakeholders), small "footbridge" construction over tidal-creeks to fully connect lower-traffic streets west of Main St. (e.g. Jasmine St., Camelia St., etc.). An elevated trail has the potential to also provide reduction of flooding/storm surge impacts to marsh-side properties. | Accessibility Concern | Priority Intersections and Segments | | |
| 11th Street from Parkside Drive/Selva Linkside to Seminole Road is in desperate need on pedestrian/biking sidewalk or path. Narrow road with close ditches on either side. Drivers use as a cut-through to avoid the 5 way stop. Speeding and aggressive driving frequently forces pedestrians, dog walkers and baby strollers off the edge of the road into the drainage ditches on either side. The is the northernmost connection from west to east that allows access to the beach. Between that and the high number of speeders who use it to avoid the 5 way stop this short section of road is very hazardous. Add sidewalk/bike path to either side, or designate as one way westbound only and convert eastbound lane into mixed use path. | Accessibility Concern | Priority Intersections and Segments | | |
| Improve the parking area from a dirt lot to bring this park up to a common level and provide better access for wheelchairs and strollers. | Accessibility Concern | Priority Intersections and Segments | 30.3339783282878 | -81.4178692232 |
| Resurface the remainder of the road leading to this overlook and add some definition of parking spaces. | Accessibility Concern | Priority Intersections and Segments | 30.3291179758368 | -81.4249903180 |
| Connect Jasmine St. by constructing a footbridge (or other means) within the existing COAB right-of-way. This would provide bikers/walkers/runners/etc. a safer north-south thoroughfare than Main Street. This could be part of a connector trail between Tide Views and Dutton Island Preserves. | Accessibility Concern | Priority Intersections and Segments | | |
| Connect Camelia St. by constructing a footbridge (or other means) within the existing COAB right-of-way. This would provide bikers/walkers/runners/etc. a safer north-south thoroughfare than Main Street. This could be part of a connector trail between Tide Views and Dutton Island Preserves. | Accessibility Concern | Priority Intersections and Segments | | |
| Connect Begonia St. by constructing a footbridge (or other means) within the existing COAB right-of-way. This would provide bikers/walkers/runners/etc. a safer north-south thoroughfare than Main Street. This could be part of a connector trail between Tide Views and Dutton Island Preserves. | Accessibility Concern | Priority Intersections and Segments | | |
| My young daughter and I were nearly hit by a speeding car right here who was coming off of Seminole and making a left on Selva Marina Drive. I motioned to the older driver to slow down as my daughter was pedaling away behind me and he motioned back rudely to me like "we" should get out of the way. We were in the crosswalk! We need a full education and awareness campaign for drivers - that pedestrians and bikers (esp. kids!) have a right to be here too. We cannot keep having the cars trump the people. | Accessibility Concern | Public Input | | |
| Adding a fence here on the edge of asphalt of the school drive/parking lot and a sidewalk behind it would be great. This way pedestrians and cyclists can consistently use this sidewalk to get to the beach without going on school grounds and the school could keep the gates locked as much as they like. Bonus if there is room to make it useable for golf carts also. | Accessibility Concern | Public Input | | |
| Widen sidewalk so bikes + peds can get from Donner Park to Donner Island. | Accessibility Concern | Public Input | 30.3404445919744 | -81.4185924227 |
| Add off-road bike/ped sidewalk to Royal Palm or Sailfish similar to Sherry + Seminole. | Accessibility Concern | Public Input | 30.3261475901825 | -81.4101505098 |
| West side needs sidewalk. | Accessibility Concern | Public Input | 30.3255957292084 | -81.4097658231 |
| Warning lighting for ped x-walk. | Accessibility Concern | Public Input | 30.3246428291449 | -81.3968029336 |
| Warning lighting for ped x-walk. | Accessibility Concern | Public Input | 30.3246507748194 | -81.3960224108 |
| Bikes crossing Plaza and Mayport. | Accessibility Concern | Public Input | 30.3331815223315 | -81.4158051204 |
| Camelia St does not connect b/c of canal. Suggestion: Add pedestrian bridge. | Accessibility Concern | Public Input | 30.3336318899509 | -81.4224717171 |
| There should not be a U-Turn option at this light. It only backs up traffic turning left and puts all drivers at risk for an accident. Find a better solution. There is always heavy traffic at peak traffic times and driver's turning left on Mayport road do not stop for U-Turn drivers. | General Comment | Public Input | 30.3524658967719 | -81.4184293468 |
| There should not be a U-turn option at this light. It creates heavy traffic in all directions during peak traffic hours. Driver turning left onto Mayport Road do not stop for U-Turn drivers. Creating an opportunity for traffic accidents. | General Comment | Public Input | 30.3561032377995 | -81.4134268830 |
| The City should have a public safety initiative educating bicyclists and E-Bikes on the laws for that form of transportation. They are considered a motor vehicle and must follow the appropriate laws. If there is an age limit for E-Bikes then it needs to be better enforced. As children often think they are invincible and treat life accordingly, we should focus on safety overall in our community. Especially protecting and educating our children or their parents on the laws required to operate E-Bikes. Bicyclists should also be educated on the laws they must follow in our community. You don't know what you don't know. | General Comment | Public Input | 30.3319175692744 | -81.4043081723 |
| Several turning lanes on Mayport Road are mostly for U-turns, and cars making the U-turn will swing wide right to navigate the U-turn while going into the lane of travel next to them. Several times, I've had to stop or narrowly miss a car over the line in the turning lane if I couldn't move over. | General Comment | Public Input | 30.3374615137263 | -81.4140052541 |
| All stop signs should be visible. Many times the road names and cars are being blocked by vegetation and the drivers are stopping past the stop bar in order to cross. This is a safety issue for pedestrians, cyclists, and vehicles. Vegetation needs to be cut or the stop signs should be moved closer to the intersections. The road names should also be visible and not covered by vegetation. This would help drivers who aren't familiar with the area as well. This comment isn't only for this area, but many areas in the city. East coast had several stop signs/road names covered. | General Comment | Public Input | 30.3299416278032 | -81.3976480836 |
| Entire Mayport + Atlantic intersection needs a makeover. | General Comment | Public Input | 30.3244885639379 | -81.4199586678 |
| E-bikes getting faster - riders getting younger. No regulation. | General Comment | Public Input | 30.3352810570037 | -81.4122271305 |
| Pedestrian only around Town Cntr. | General Comment | Public Input | 30.3247115055715 | -81.3962664574 |
| Too many stop signs on thru st. | General Comment | Public Input | 30.3330189915865 | -81.4022442276 |
| Sherry + Atlantic lighting -> Cross walk | General Comment | Public Input | 30.3246764584816 | -81.3995269371 |
| Impaired drivers, revise all lights. | General Comment | Public Input | 30.3246334507902 | -81.3982247109 |
| Kids driving golf carts on Seminole Rd. | General Comment | Public Input | 30.3280717205422 | -81.4044156745 |
| Seminole Rd., multiple riders on e-bikes. | General Comment | Public Input | 30.3297690412685 | -81.4036156626 |
| Kids on skate boards and electric scooters at country club. | General Comment | Public Input | 30.3448218850106 | -81.4087565279 |
| Aging population means slower reaction times. | General Comment | Public Input | 30.345518462676 | -81.4092429276 |
| Golf carts with license plates are an issue with kids driving. | General Comment | Public Input | 30.3402666751401 | -81.4034148382 |
| Private owned access | General Comment | Public Input | 30.356456084465 | -81.3995851787 |
| Use this empty field for a more specific purpose. Either to expand the playground equipment or make a larger dog park. Right now this is an informally used soccer field for pickup games, but with contiguous fencing around the perimeter and better parking options this could greatly benefit the residents in this area. | Idea | Priority Intersections and Segments | 30.333820662818 | -81.4173657757 |
| Improve lighting and general visibility of bikers/pedestrians waiting to cross Mayport Road. This comment applies to all corners of the intersection; especially the southeast corner. | Idea | Priority Intersections and Segments | 30.3329061184352 | -81.4156585940 |
| On Dutton Island Rd. W: 1. Widen sidewalk 2. Create shared-use path 3. provide traffic-calming measures 4. separate sidewalk/path from traffic with vegetation or other aesthetic measures (i.e. not additional concrete) | Idea | Priority Intersections and Segments | 30.3405441071821 | -81.4148416211 |
| Implement a shared use/passive recreation trail between Dutton Island and Tide Views Preserves. This concept is explored in several COAB documents and, if fully realized, would increase bike/pedestrian/passive recreation safety by separating people from traffic on Main St. which is currently the only north-south connection between the preserves. This could be accomplished using any combination of COAB right-of-ways, JEA right-of-ways, trail construction along marsh edge (collaboration with N.FL Land Trust and stakeholders), small "footbridge" construction over tidal-creeks to fully connect lower-traffic streets west of Main St. (e.g. Jasmine St., Camelia St., etc.). | Idea | Priority Intersections and Segments | 30.3370891462241 | -81.4259447444 |
| Improve drivers' ability to know when pedestrians have the right-of-way. For instance, improve visibility of pedestrian cross-walk signals, especially for east/west crosswalks across Mayport Rd. | Idea | Priority Intersections and Segments | 30.3331358012103 | -81.4160573266 |
| Works with FDOT to get pedestrian connection to sidewalk from Tideviews Park to FDOT sidewalk. | Idea | Public Input | 30.3246038907836 | -81.4238411821 |
| School zone is too long. People get frustrated and end up speeding and driving aggressively. School secondary entrance to the rear of the school is so long school zone is not necessary. | Idea | Public Input | 30.3266137262397 | -81.4051404905 |
| Can we add one of the wider U turns on the southbound west curb side of Mayport Rd at the first uturn after the flyover so people don't have to hit their vehicles on the curb and slow down traffic? The ones at the other end of Mayport work really well. | Idea | Public Input | 30.3310628377279 | -81.4168730921 |
| Add a southbound bike lane to Beach Ave so bikes can safely (and legally) travel South. | Idea | Public Input | 30.3453205783024 | -81.3977442992 |
| Consider ways to alert drivers coming out of Mayport Rd parking lots/businesses of bikes/peds using sidewalks in both directions, especially on east side of Mayport Rd. | Idea | Public Input | 30.3553767048605 | -81.4135470863 |
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| Camelia St does not connect b/c of canal. Suggestion: Add pedestrian bridge. | Accessibility Concern | Public Input | 30.3336318899509 | -81.4224717171 |
| There should not be a U-Turn option at this light. It only backs up traffic turning left and puts all drivers at risk for an accident. Find a better solution. There is always heavy traffic at peak traffic times and driver's turning left on Mayport road do not stop for U-Turn drivers. | General Comment | Public Input | 30.3524658967719 | -81.4184293468 |
| There should not be a U-turn option at this light. It creates heavy traffic in all directions during peak traffic hours. Driver turning left onto Mayport Road do not stop for U-Turn drivers. Creating an opportunity for traffic accidents. The City should have a public safety initiative educating bicyclists and E-Bikes on the laws for that form of transportation. They are considered a motor vehicle and must follow the appropriate laws. If there is an age limit for E-Bikes then it needs to be better enforced. As children often think they are invincible and treat life accordingly, we should focus on safety overall in our community. Especially protecting and educating our children or their parents on the laws required to operate E-Bikes. Bicyclists should also be educated on the laws they must follow in our community. You don't know what you don't know. | General Comment | Public Input | 30.3561032377995 | -81.4134268830 |
| Several turning lanes on Mayport Road are mostly for U-turns, and cars making the U-turn will swing wide right to navigate the U-turn while going into the lane of travel next to them. Several times, I've had to stop or narrowly miss a car over the line in the turning lane if I couldn't move over. | General Comment | Public Input | 30.3319175692744 | -81.4043081723 |
| | General Comment | Public Input | 30.3374615137263 | -81.4140052541 |
| All stop signs should be visible. Many times the road names and cars are being blocked by vegetation and the drivers are stopping past the stop bar in order to cross. This is a safety issue for pedestrians, cyclists, and vehicles. Vegetation needs to be cut or the stop signs should be moved closer to the intersections. The road names should also be visible and not covered by vegetation. This would help drivers who aren't familiar with the area as well. This comment isn't only for this area, but many areas in the city. East coast had several stop signs/road names covered. | General Comment | Public Input | 30.3299416278032 | -81.3976480836 |
| Entire Mayport + Atlantic intersection needs a makeover. | General Comment | Public Input | 30.3244885639379 | -81.4199586678 |
| E-bikes getting faster - riders getting younger. No regulation. | General Comment | Public Input | 30.3352810570037 | -81.4122271305 |
| Pedestrian only around Town Cntr. | General Comment | Public Input | 30.3247115055715 | -81.3962664574 |
| Too many stop signs on thru st. | General Comment | Public Input | 30.3330189915865 | -81.4022442276 |
| Sherry + Atlantic lighting -> Cross walk | General Comment | Public Input | 30.3246764584816 | -81.3995269371 |
| Impaired drivers, revise all lights. | General Comment | Public Input | 30.3246334507902 | -81.3982247109 |
| Kids driving golf carts on Seminole Rd. | General Comment | Public Input | 30.3280717205422 | -81.4044156745 |
| Seminole Rd., multiple riders on e-bikes. | General Comment | Public Input | 30.3297690412685 | -81.4036156626 |
| Kids on skate boards and electric scooters at country club. | General Comment | Public Input | 30.3448218850106 | -81.4087565279 |
| Aging population means slower reaction times. | General Comment | Public Input | 30.345518462676 | -81.4092429276 |
| Golf carts with license plates are an issue with kids driving. | General Comment | Public Input | 30.3402666751401 | -81.4034148382 |
| Private owned access | General Comment | Public Input | 30.356456084465 | -81.3995851787 |
| Use this empty field for a more specific purpose. Either to expand the playground equipment or make a larger dog park. Right now this is an informally used soccer field for pickup games, but with contiguous fencing around the perimeter and better parking options this could greatly benefit the residents in this area. | Idea | Priority Intersections and Segments | 30.333820662818 | -81.4173657757 |
| Improve lighting and general visibility of bikers/pedestrians waiting to cross Mayport Road. This comment applies to all corners of the intersection; especially the southeast corner. | Idea | Priority Intersections and Segments | 30.3329061184352 | -81.4156585940 |
| On Dutton Island Rd. W: 1. Widen sidewalk 2. Create shared-use path 3. provide traffic-calming measures 4. separate sidewalk/path from traffic with vegetation or other aesthetic measures (i.e. not additional concrete) | Idea | Priority Intersections and Segments | 30.3405441071821 | -81.4148416211 |
| Implement a shared use/passive recreation trail between Dutton Island and Tide Views Preserves. This concept is explored in several COAB documents and, if fully realized, would increase bike/pedestrian/passive recreation safety by separating people from traffic on Main St. which is currently the only north-south connection between the preserves. This could be accomplished using any combination of COAB right-of-ways, JEA right-of-ways, trail construction along marsh edge (collaboration with N.FL Land Trust and stakeholders), small "footbridge" construction over tidal-creeks to fully connect lower-traffic streets west of Main St. (e.g. Jasmine St., Camelia St., etc.). | Idea | Priority Intersections and Segments | 30.3370891462241 | -81.4259447444 |
| Improve drivers' ability to know when pedestrians have the right-of-way. For instance, improve visibility of pedestrian cross-walk signals, especially for east/west crosswalks across Mayport Rd. | Idea | Priority Intersections and Segments | 30.3331358012103 | -81.4160573266 |
| Works with FDOT to get pedestrian connection to sidewalk from Tideviews Park to FDOT sidewalk. | Idea | Public Input | 30.3246038907836 | -81.4238411821 |
| School zone is too long. People get frustrated and end up speeding and driving aggressively. School secondary entrance to the rear of the school is so long school zone is not necessary. | Idea | Public Input | 30.3266137262397 | -81.4051404905 |
| Can we add one of the wider U turns on the southbound west curb side of Mayport Rd at the first urn after the flyover so people don't have to hit their vehicles on the curb and slow down traffic? The ones at the other end of Mayport work really well. | Idea | Public Input | 30.3310628377279 | -81.4168730921 |
| Add a southbound bike lane to Beach Ave so bikes can safely (and legally) travel South. | Idea | Public Input | 30.3453205783024 | -81.3977442992 |
| Consider ways to alert drivers coming out of Mayport Rd parking lots/businesses of bikes/peds using sidewalks in both directions, especially on east side of Mayport Rd. | Idea | Public Input | 30.3553767048605 | -81.4135470863 |
| 3 way stop on Rose St. by the dog park. Also speed bumps similar to Main St. | Idea | Public Input | 30.3338204698942 | -81.4184493830 |
| Look at parking and walking paths to Dutton Island Preserve (+enforcement). | Idea | Public Input | 30.338369214208 | -81.4315685047 |
| Separate bikes/pedestrians from traffic with a bike/ped trail. Could be a marsh trail connecting Tideview and Dutton Island. | Idea | Public Input | 30.3269600628908 | -81.4254548763 |




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- *Flexible to different meeting times/virtual or hybrid options to allow agency partners to join*
 - **Additional Items**
 - *Research e-bike policies*
 - *Many streets have tight right-of-way (R/W) limiting sight triangles (ex. Beach Ave)*
 - *Atlantic Context Classification from Seminole east to the beaches*
 - Possibly justifying a different context classification
 - *Research citywide speed limit policy*
 - *“Three Cities One Community”*
 - Atlantic Beach, Neptune Beach, Jacksonville
 - Make sure there’s buy-in with recommendations along Mayport Rd and Atlantic Blvd
- III. Adjourn
- IV. Attachments
- Presentation Slides




1



Task Force Purpose & Goals

- Purpose:
 - Provide local guiding hand for CSAP
- Goals
 - Meet monthly starting in January
 - Solicit input from community and agency members
 - Gather information that might not be reflected in crash data
 - Provide feedback on potential countermeasures


3



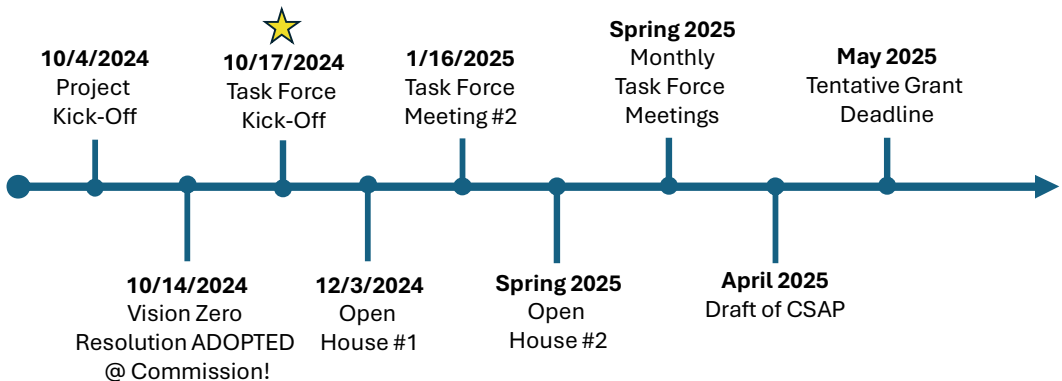
Agenda

- Introductions
- Purpose and Goals
- Schedule
- Preliminary Safety Analysis
- Next Steps

2



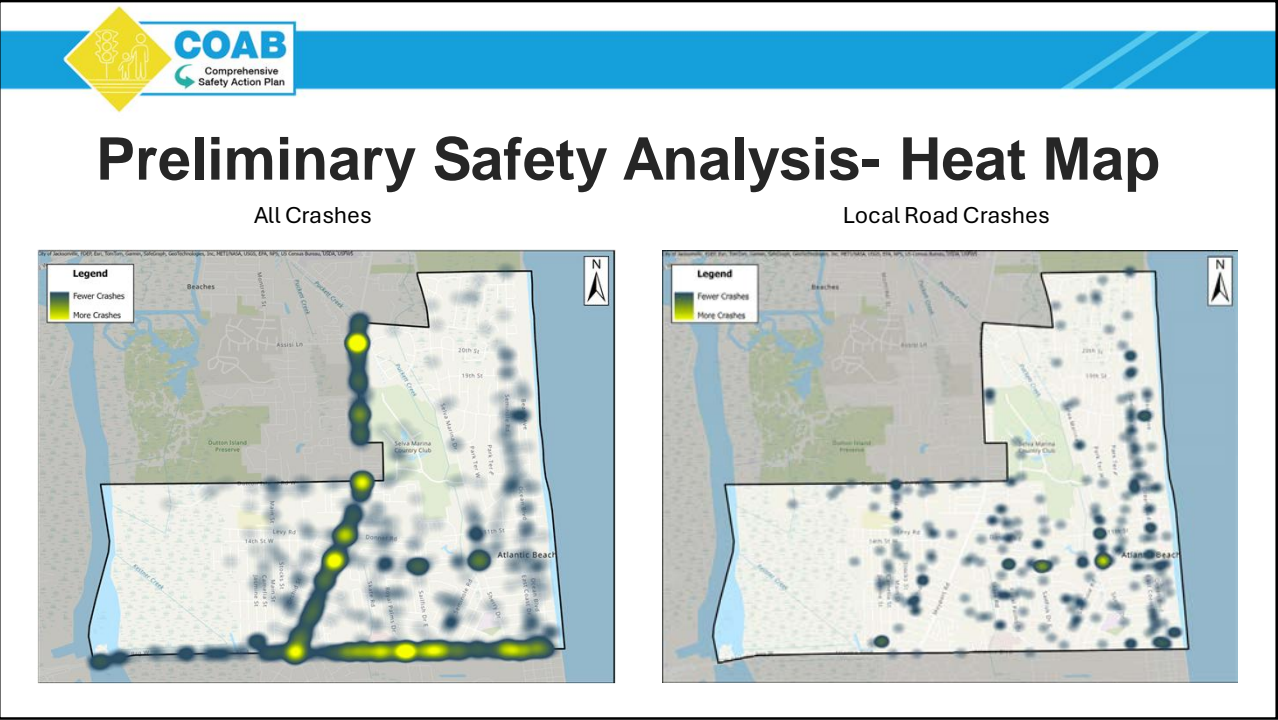
Schedule



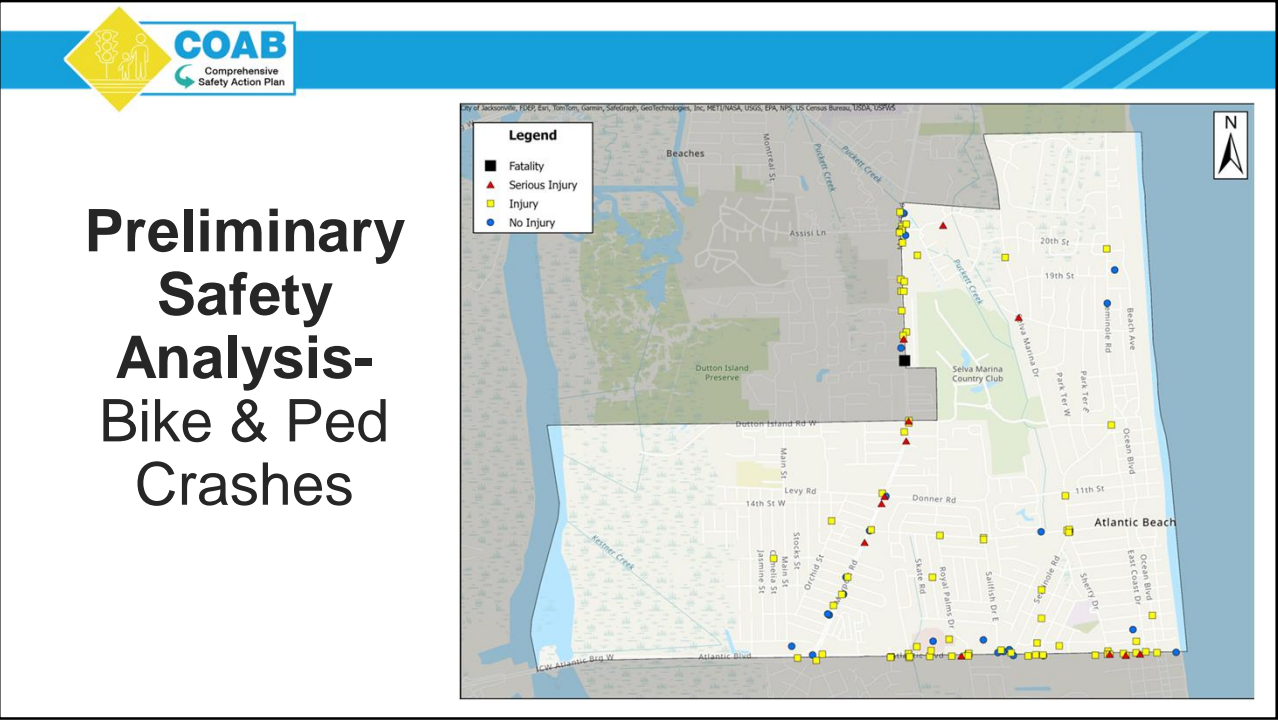
The timeline diagram shows a horizontal line with arrows at both ends, representing the progression of time. Key dates and events are marked along this line:

- 10/4/2024**: Project Kick-Off
- 10/14/2024**: Vision Zero Resolution ADOPTED @ Commission!
- 10/17/2024**: Task Force Kick-Off (marked with a yellow star)
- 12/3/2024**: Open House #1
- 1/16/2025**: Task Force Meeting #2
- Spring 2025**: Open House #2
- Spring 2025**: Monthly Task Force Meetings
- April 2025**: Draft of CSAP
- May 2025**: Tentative Grant Deadline

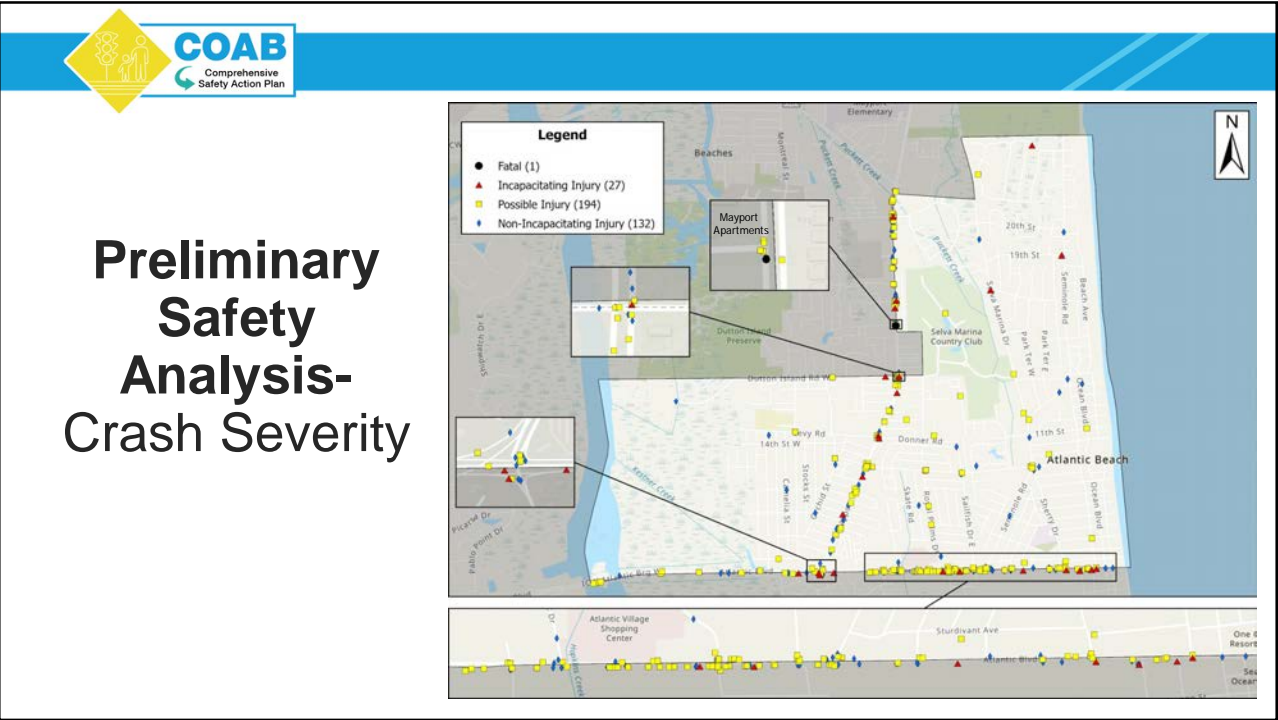
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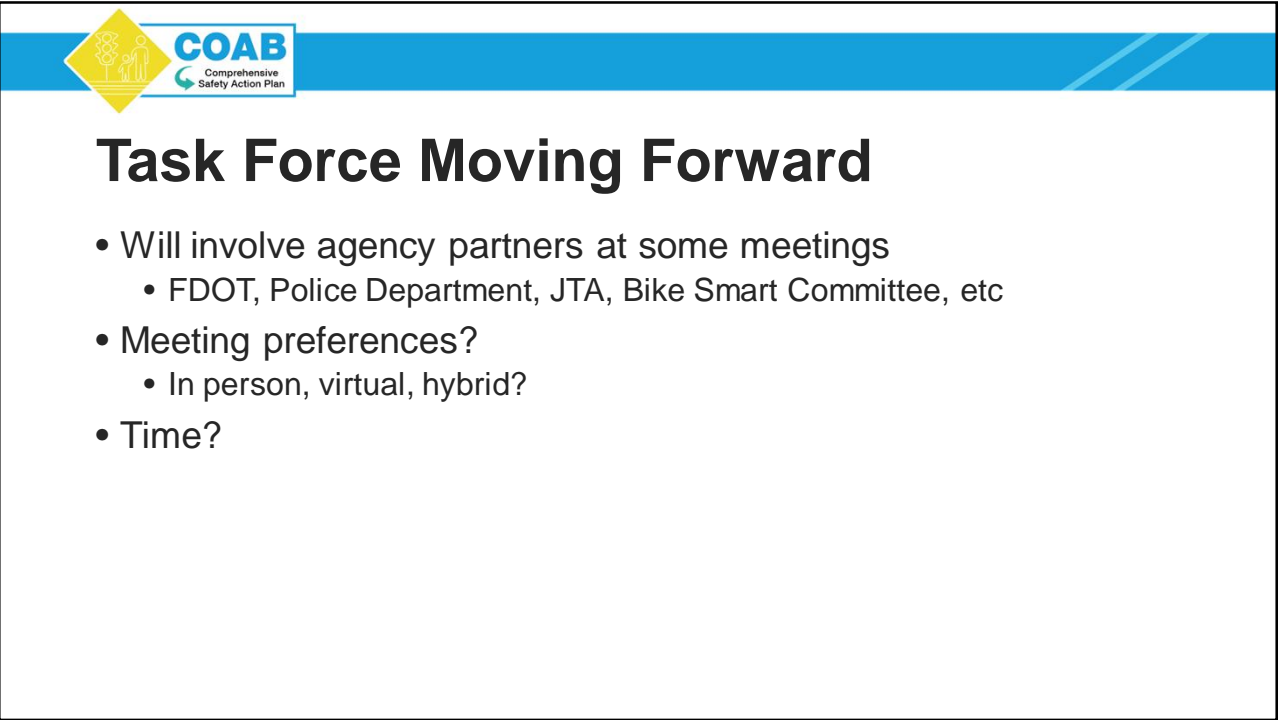
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7



6




8




Next Steps

Join Us


for an Open House for the City of
Atlantic Beach Safety Action Plan



DECEMBER OPEN HOUSE
Tuesday, December 3rd, 2024
5:30 PM - 7:30 PM
Atlantic Beach City Hall
800 Seminole Road
Atlantic Beach, FL 32233



Can't make it? Take a moment and tell us about your safety concerns
<https://app.publiccoordinate.com/#/projects/coabss4a/map>



- Specific Events
 - Family Fun Day – 10/19/2024
 - Task Force Meeting 2 – 1/16/2025
- Safety Analyses
 - Take your feedback and develop preliminary counter measures
 - More in depth safety analyses
- Solicit Feedback from the Community
 - Check out PublicCoordinate
 - Please share with others!


<https://app.publiccoordinate.com/#/projects/coabss4a/map>



COAB

Comprehensive
Safety Action Plan





Questions? Comments?



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APPENDIX

C-2

Task Force Individual Meetings

Thom Underwood – Bike Smart Committee

Wednesday, December 4, 2024

- Noted that it's difficult to cross Mayport and Atlantic and would avoid crossing unless necessary
- Noted that some ped crossing buttons are not accessible for those on bikes or forces them to travel outside of cars line of sight
 - i.e. blocked by vegetation or other roadside items
- Where possible he uses the sidewalk especially along Seminole where the sidewalk is better
- Notes that segment L-1 (Atlantic Blvd) might not have much to improve and effort would be better spent elsewhere
- Said main issue with 5-Points is drivers not being patient/having limited site distance due to vegetation
- If improvements were made to bike lanes, he'd prefer a separated or protected bike lane
- Liked the concept of leading pedestrian intervals (LPIs) to increase pedestrian/bike visibility
- Brought up several intersection issues
 - Atlantic and Seminole
 - SBR drivers do not yield to peds because they can't see them
 - Atlantic and Royal Palm
 - No sidewalk on NW corner along Royal Palm
 - Cars don't yield to pedestrians
 - Atlantic and 3rd Street
 - Cars don't yield to pedestrians
 - Mayport and Plaza
 - Visibility issues where pole blocks pedestrians on NE corner
 - Mayport and Atlantic
 - Supported wider sidewalks

Chris LeDew – City of Jacksonville

Friday, December 6, 2024

- No County roads in City of Atlantic Beach
- Recommended to reach out to Matt Fall at COJ (Bike/Pedestrian Coordinator)
- Previous concerns for improvements in Atlantic Beach had been limited right-of-way
- Laurie Santana had a good educational video created for demonstration projects that might be helpful to reference

Kim Gallagher – Atlantic Beach Elementary

Friday, December 6, 2024

- Majority of students walk or bike to school (~200 students of 480)
- About 20 students ride the bus and the rest are dropped off or take Jordan Center vans
- Atlantic Beach Police Department helps direct traffic
 - Exiting traffic is only allowed to go south on Sherry
- Also have crossing guards on Sherry, Seminole, and Sea Spray
- Worst time for traffic is dismissal
 - Gates open at 2:30, dismissal begins at 2:45 and is normally done by 3:10
 - Queues on Sherry can back up to 5-Points
 - Pick-up occurs around back of school
- While congestion during pick-up is not ideal for commuters, it keeps speeds slow

Cody Ko – FDOT District 2 Safety Office

Friday, December 6, 2024

- Multiple plans for intersections along Atlantic that have previously been shelved
 - Atlantic and Sherry
 - Atlantic and Pennman/Royal Palm
- Believes access management is the key for safety along Atlantic
 - Also protected lefts
- Wants to add a bike lane along Atlantic with green paint
 - Can achieve this by narrowing median
 - Landscaping would likely be affected
- Believes protected left turn treatment along Mayport would also help reduce crashes
 - Ped bike signal violation is also the cause of some crashes along Mayport
- Would support City if they went for implementation funding
- Sent plans for previously mentioned concepts
- Recommended reach out to Eric Shimer (**FDOT PM of Mayport Road Improvements**)

Clark Letter and Thalia Fuste – North Florida TPO

Friday, December 6, 2024

- Provided some details on 5-Point peanut RAB
 - Almost done with project, have to ask if they can send us plans (Bill Killingsworth)
 - Looking to get project in front of council soon
- Thalia supported where space is limited using physical items like planters to slow speed/narrow roadways where that was an issue
- Staff will support any Safe Routes
 - Involve Thalia
- Reach out to Terry S. on Midblock Crossing Evaluations (has some data we could use)
 - Developing list of priority locations
 - Developing list of criteria

- Core to Coast Trail Study – almost done, but not crossing through Atlantic Beach
- North Florida TPO is heading up Tri Beach E-Bike policy study
- A1A changing context classification potential study by either DOT or TPO
- **Jim Knight & Colin Moore (Neptune Beach)**
 - Leading efforts to look at SR A1A context re-classification

Jeremy Norsworthy – JTA

Friday, January 31, 2025

- JTA – Creating Safe Spaces – also vision zero plan
 - Truncating route 10 w/ turnaround in Atlantic Beach more focus on E/W
 - New route 24 will replace the truncation of Route 10 (will go along Mayport) – N/S
- March 1st Draft Routes to FDOT (have 60 days to make comments)
- Working with Haskell for Vision Zero
 - 1-mile radius of assets
 - Started about a year ago
- Mayport Road & Dutton Island, Mayport and Assisi is on their HIN

Matt Fall – City of Jacksonville

Tuesday, February 18, 2025

- Have tried to coordinate with FDOT and they were less than enthusiastic about Vision Zero
- Matt to send Kittleson Contact
 - Might give us some information on Duval County schools educational outreach
- Traffic Gardens at schools
 - Provide area for kids to learn about bike ped safety
 - Have already implemented two/three at DCPS “be safe be seen”
 - [https://www.jacksonville.gov/getattachment/Departments/Planning-and-Development/Transportation-Planning/Ped-Bike-Planning/Bicycle-and-Pedestrian-Advisory-Committee/2025-01-16-DRAFT-BPAC-Slides-\(1\).pdf.aspx?lang=en-US](https://www.jacksonville.gov/getattachment/Departments/Planning-and-Development/Transportation-Planning/Ped-Bike-Planning/Bicycle-and-Pedestrian-Advisory-Committee/2025-01-16-DRAFT-BPAC-Slides-(1).pdf.aspx?lang=en-US)

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C-3



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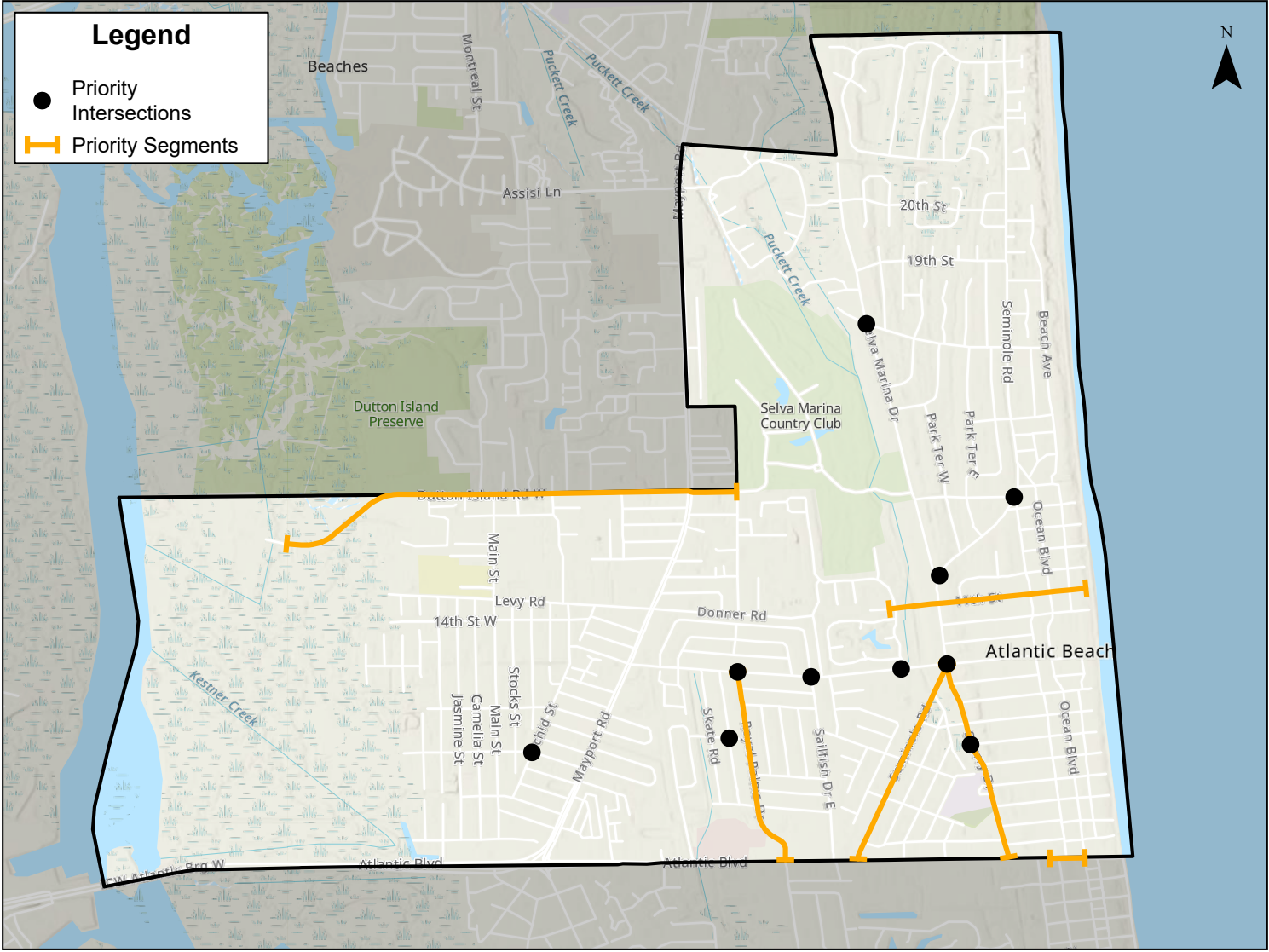
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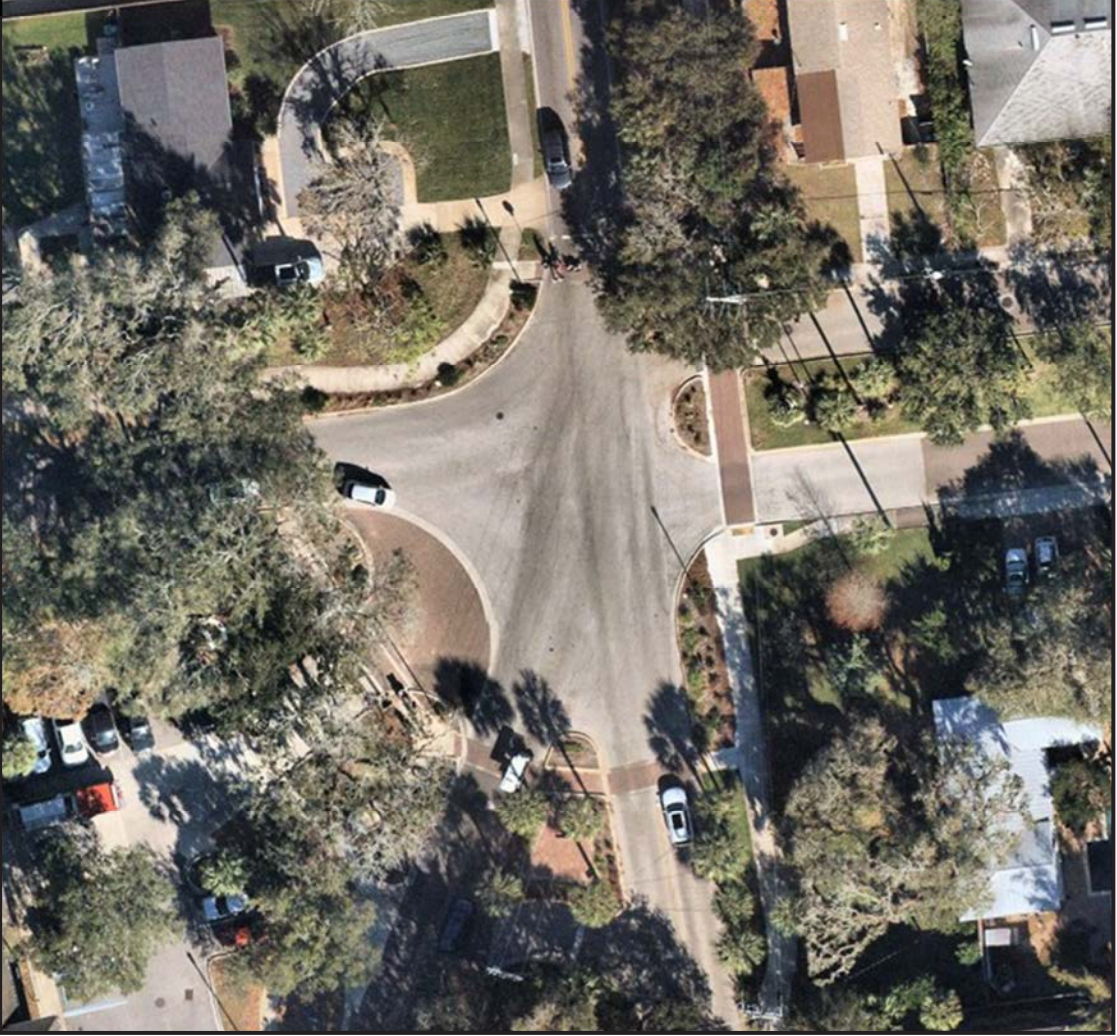
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 - **Countermeasures at Priority Local Locations**
 - Plaza/Seminole/Sherry
 - Skip lines would be helpful
 - Stop bars for pedestrians vs stop bars for the intersection
 - Plaza/Parkside
 - Parked cars along Plaza during big events, makes it harder for pedestrians to cross Plaza
 - Move the crosswalk so that it’s not in the middle of the intersection
 - Would be amendable to raised crosswalks as both safety improvement and traffic calming
 - Strive for standardization of crosswalks around Atlantic Beach
 - Plaza/Sailfish (East)
 - Relocate eastbound stop bar to increase visibility
 - Additional accessibility concerns about sidewalks
 - Plaza/Royal Palms
 - Northbound left hard to make due to speeds of traveling vehicles along Plaza
 - Would be amendable to a raised intersection at this location
 - Seminole/Selva Marina
 - Would like an intersection warning sign at this location
 - Would like painted curb in “no mans land”
 - Seminole/Country Club
 - Would like to cross Seminole at this location, there’s a crossing to the south but that’s not often used
 - Selva Marina/Saturbia

- 3-way stop, would like the fourth leg to have stop control because it’s currently free flow
- School bus stop in the middle of the intersection
- Orchid/ W 6th Street
 - Add crosswalks where there is sidewalk
 - W 10th Street is busier because it’s the only location to the south where people can access the western side of the City from Mayport
- Sherry/5th Street
 - Don’t see a concern here, just have to edge forward
- Dutton Island Road
 - North side of the road is owned by City of Jacksonville
 - Subdivision is being built along this road on the north side
- Atlantic Boulevard
 - Removing or restricting parking would have no support
- 11th Street
 - Task Force generally supports the idea of edge lane roadways
- Royal Palms/Seminole/Sherry
 - Tried chicanes on Main Street and community was not generally in favor of the pilot program
 - Sherry Road has Howell Park
 - How should Police handle special events?
- Ahern/East Cost
 - Not four-way intersection like the others
 - Offset approaches on Ahern
 - Currently study along on Ahern

- III. Adjourn
- IV. Attachments
 - Countermeasure exhibits



PLAZA RD & SEMINOLE RD & SHERRY DR



Injury Crash Types

- Bicycle (2)
- Pedestrian (2)
- Rear End (1) (NB on Sherry)

Bike crashes occurred when both bike and car were stopped and then continued forward on crosswalk and roadway, respectively.

One pedestrian crash occurred when vehicle appeared to yield, then hit pedestrian. One pedestrian crash occurred when vehicle traveling SB hit pedestrian traveling across Sherry.

Existing Conditions

- 5-way stop
- Emergency access to fire station

Potential Countermeasures

- Short Term
 - Vegetation Trim
 - Relocate eastbound stop bar to increase visibility
- Long Term
 - Support NFLTPO's roundabout study and installation

PLAZA RD & PARKSIDE DR



Public Coordinate Concerns

- Investigate if all-way stop is warranted
- Cut through traffic along Parkside Drive
- Adding additional push buttons

Existing Conditions

- Minor street stop
- RRFB in middle of intersection and north leg

Potential Countermeasures

- Short Term
 - Verify pedestrian RRFB are activated for a sufficient time based on crossing distance
 - Install high emphasis crosswalks and ADA detectable warning surfaces
- Medium Term
 - Add intersection lighting
 - Advance speed cushion or table
 - Evaluate if all-way stop control is warranted
- Long Term
 - Passive pedestrian detection at RRFB

PLAZA RD & SAILFISH DR NE



Injury Crash Types

- Bicycle (2)
- Angle (3)

Only one crash involved someone failing to stop at the stop sign.

All bicycles were using crosswalks at the time of the crashes.

Existing Conditions

- 4-way stop
- Lighting on NE corner
- No crosswalk on east leg

Potential Countermeasures

- Short Term
 - Install high emphasis crosswalks
 - Relocate eastbound stop bar to increase visibility
 - Trim vegetation to improve visibility
 - Install advance warning signs for crosswalks
 - Install reflective strips on stop signs
- Medium Term
 - Improve existing lighting

PLAZA RD & ROYAL PALMS DR



Injury Crash Types

- Bicycle (1)
- Rear End (1)

Bicyclist was using crosswalk along Plaza. Rear end occurred due to vehicle in front slowing and the vehicle behind striking the vehicle in front.

Existing Conditions

- Minor street stop
- RRFB on east leg

Potential Countermeasures

- Short Term
 - Update and bring signage into compliance
 - Trim vegetation to improve visibility
 - Install advance warning signs for crosswalks
 - Install reflective strips on stop signs
- Medium Term
 - Evaluate if all-way stop control is warranted OR
 - Install traffic calming along Plaza Rd
- Long Term
 - Passive pedestrian detection at RRFB

SEMINOLE & SELVA MARINA



Injury Crash Types

- Left Turn

Limited visibility caused driver north on Seminole turning left to Selva Marina to fail to yield to oncoming traffic.

Existing Conditions

- Minor street stop
- Driveway at intersection
- Existing speed detection sign to the north

Potential Countermeasures

- Short Term
 - Install high emphasis crosswalk
 - Add striping to define entrance and exit lanes
- Medium Term
 - Install traffic calming along Seminole Rd

SEMINOLE & COUNTRY CLUB



Injury Crash Types

- Pedestrian (1)

Pedestrian was crossing west leg and was struck by a vehicle turning left from Seminole to County Club.

Existing Conditions

- Minor street stop
- Severe skew

Potential Countermeasures

- Medium Term
 - Install traffic calming along Seminole Road
 - Remove crosswalk across East Coast Drive and install in front of stop bar on East Coast Drive
- Long Term
 - Modification of intersection geometry

SELVA MARINA & SATURBIA



Injury Crash Types

- Pedestrian (1)

Vehicle struck pedestrian due to the limited visibility of the wooden fence in the middle of the intersection.

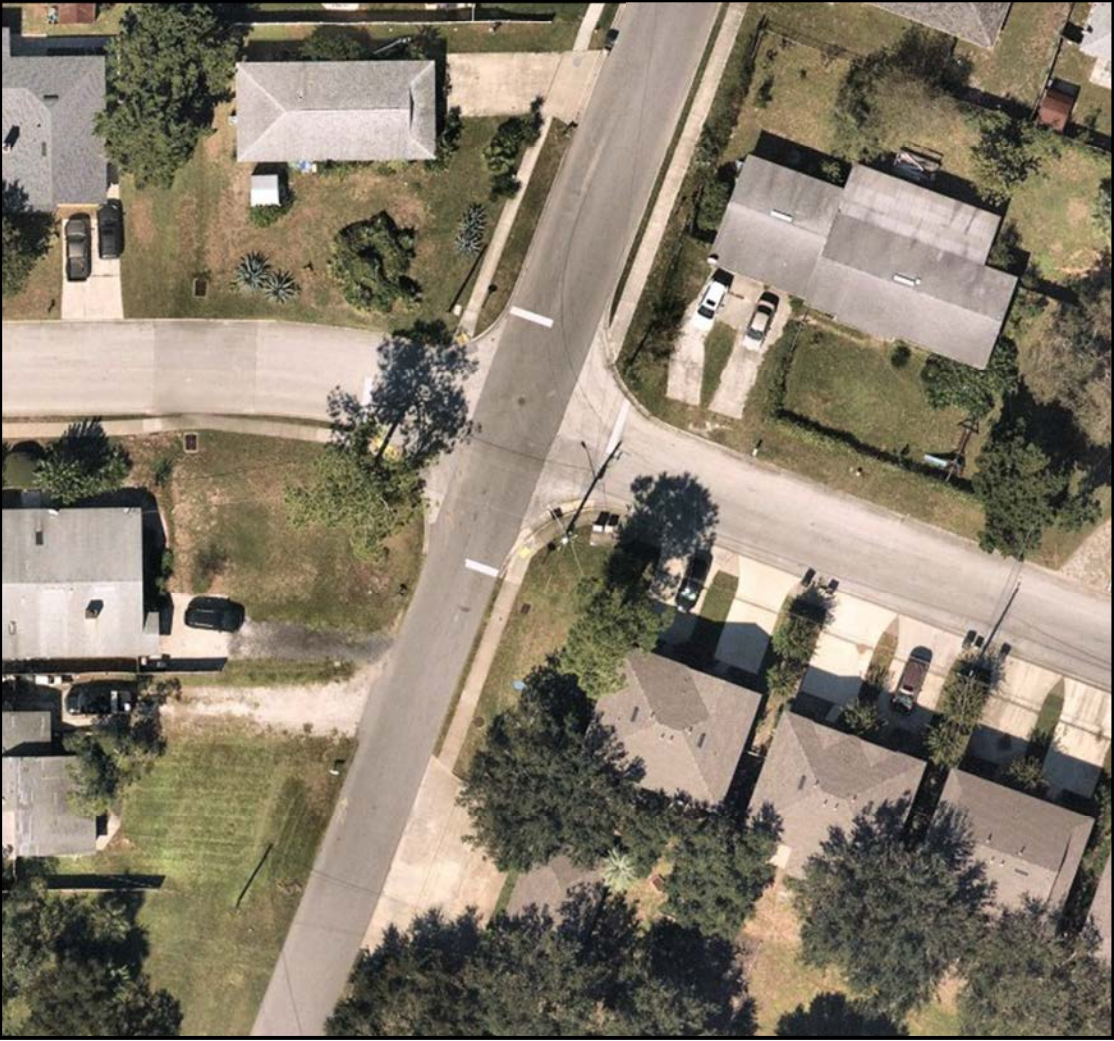
Existing Conditions

- All-way stop
- Lift station in the middle of the intersection

Potential Countermeasures

- Short Term
 - Update edge markings
 - Add high emphasis cross walks to bring awareness
 - Trim vegetation to improve visibility
 - Bike and pedestrian pavement markings
- Long Term
 - Roundabout feasibility study
 - Relocate lift station

ORCHID & 6TH STREET



Injury Crash Types

- Angle (2)

All crashes at the intersection were a vehicle traveling southbound and striking a vehicle traveling eastbound.

Existing Conditions

- All-way stop control

Potential Countermeasures

- Short Term
 - Install reflective strips on stop signs
 - Install high emphasis crosswalks

CUTLASS AND SARGO



Injury Crash Types

- Pedestrian (1)

Pedestrian on skateboard was crossing from south to north and failed to yield to a vehicle traveling WB.

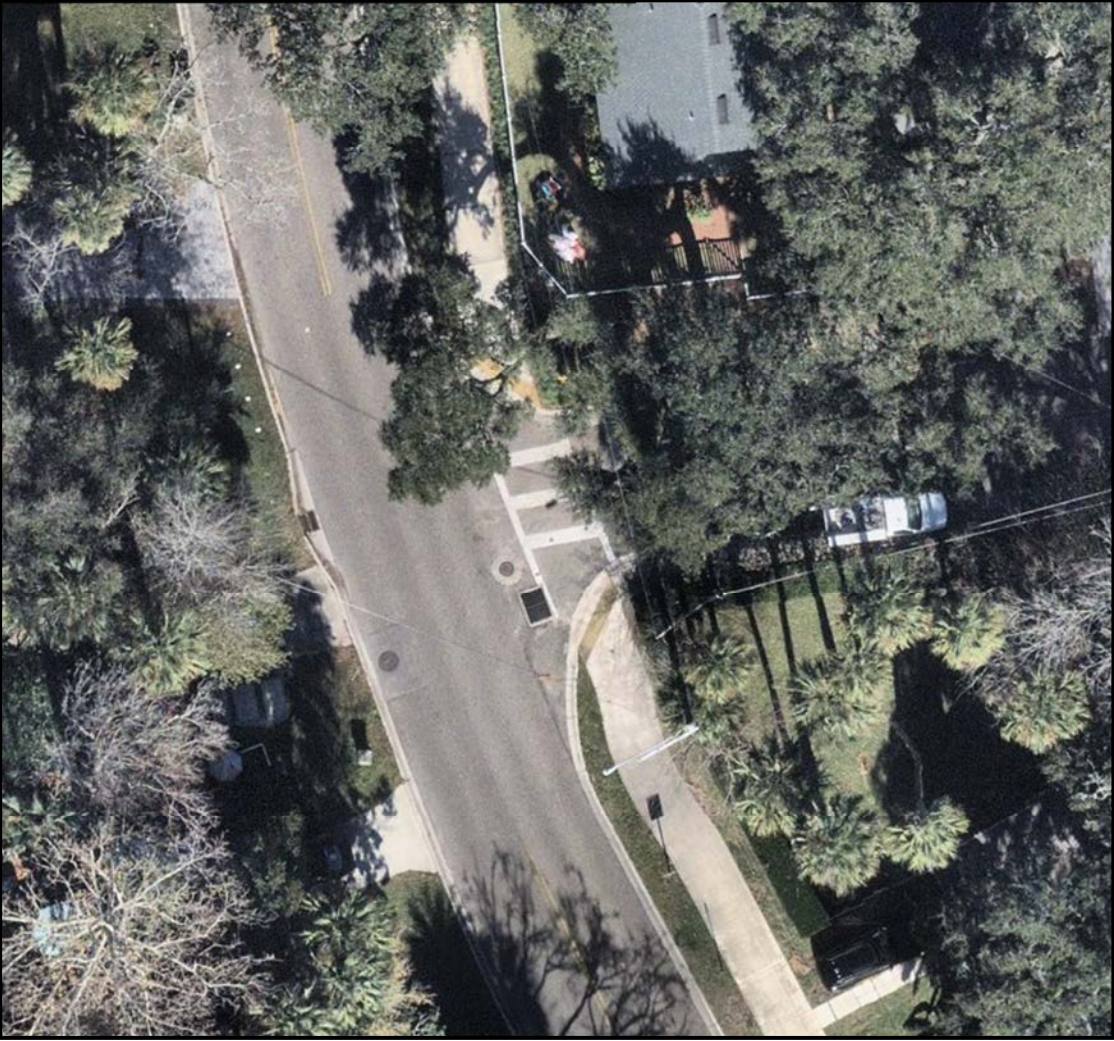
Existing Conditions

- Minor street stop

Potential Countermeasures

- Short Term
 - Move stop bars to increase visibility
 - Install high emphasis crosswalks
- Medium Term
 - Evaluate if all-way stop control is warranted

SHERRY & 5TH STREET



Injury Crash Types

- Lane departure (1)

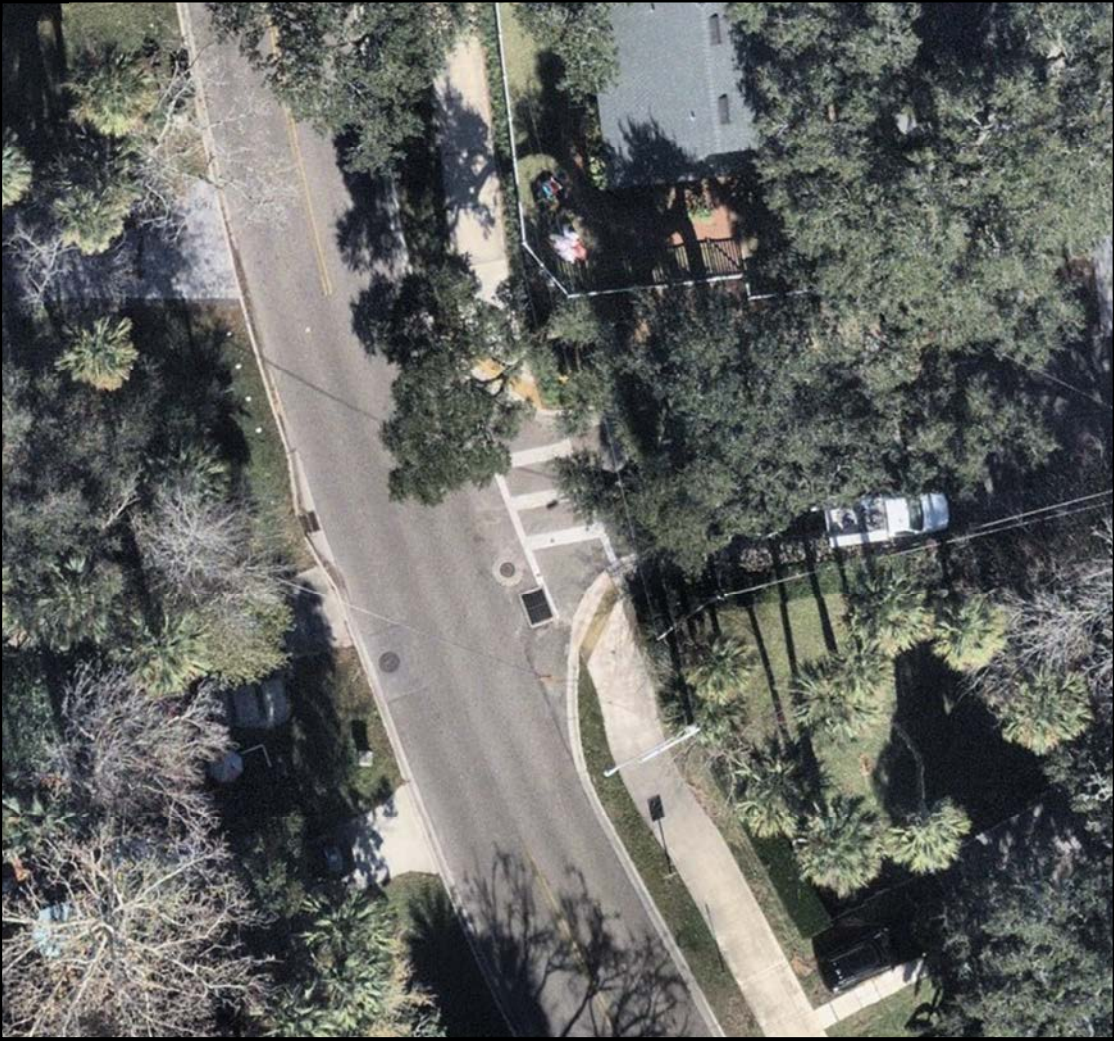
Crash occurred when vehicle traveling along Sherry left their lane of travel and struck an oncoming vehicle.

Existing Conditions

- Minor street stop

Potential Countermeasures

- Short Term
 - Refresh pavement markings
 - Install advance warning signs
- Medium Term
 - Update sidewalks
- Long Term
 - Raised intersection, pending feasibility study



Injury Crash Types

- Lane departure (1)

Crash occurred when vehicle traveling along Sherry left their lane of travel and struck an oncoming vehicle.

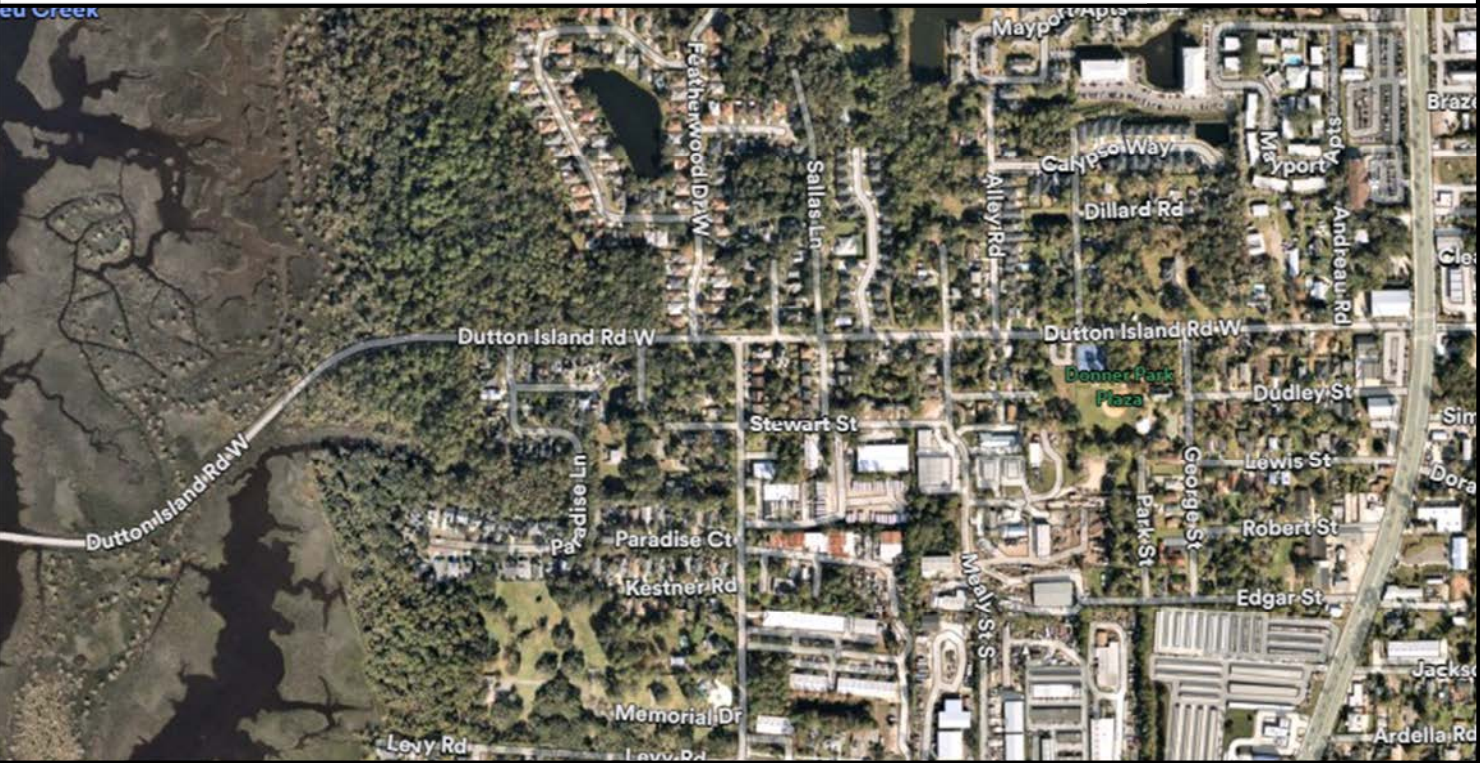
Existing Conditions

- Minor street stop

Potential Countermeasures

- Short Term
 - Refresh pavement markings
 - Install advance warning signs
- Medium Term
 - Update sidewalks
- Long Term
 - Raised intersection, pending feasibility study

DUTTON ISLAND RD, MAYPORT TO PRESEVE



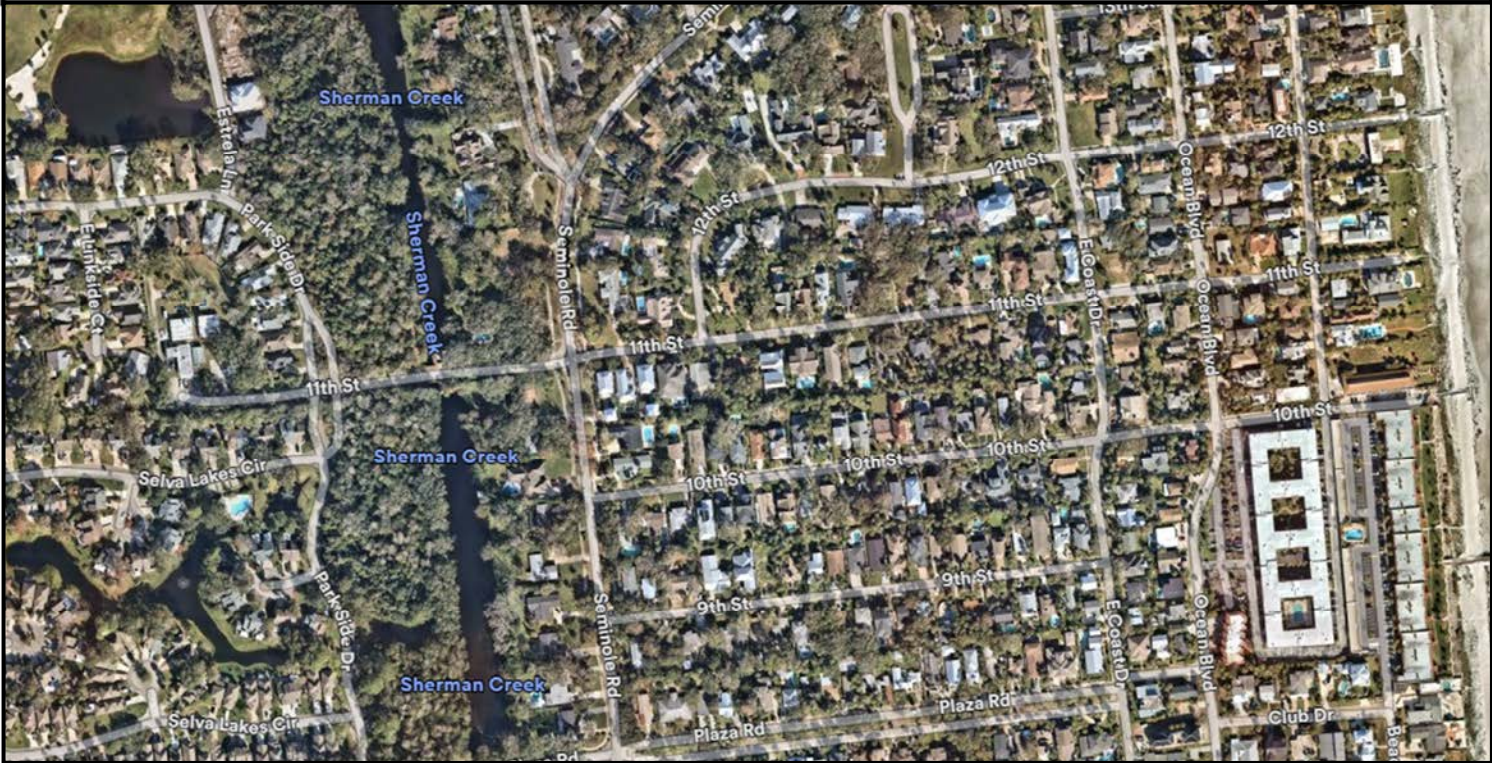
| Crash Types | Potential Countermeasures | Medium Term | Long Term |
|--|---|---|---|
| <ul style="list-style-type: none">Intersection Related<ul style="list-style-type: none">Left-turnAngleOff Road | <ul style="list-style-type: none">Short Term<ul style="list-style-type: none">Refresh existing pavement markingsInstall high visibility crosswalk and signage at George StEvaluate sight distance at minor streetsAdd advance pedestrian warning signage | <ul style="list-style-type: none">Install traffic calming measures (demonstration project)Install speed feedback signs | <ul style="list-style-type: none">Widen existing sidewalkComplete sidewalks gaps |

ATLANTIC BLVD (2ND ST TO OCEAN BLVD)



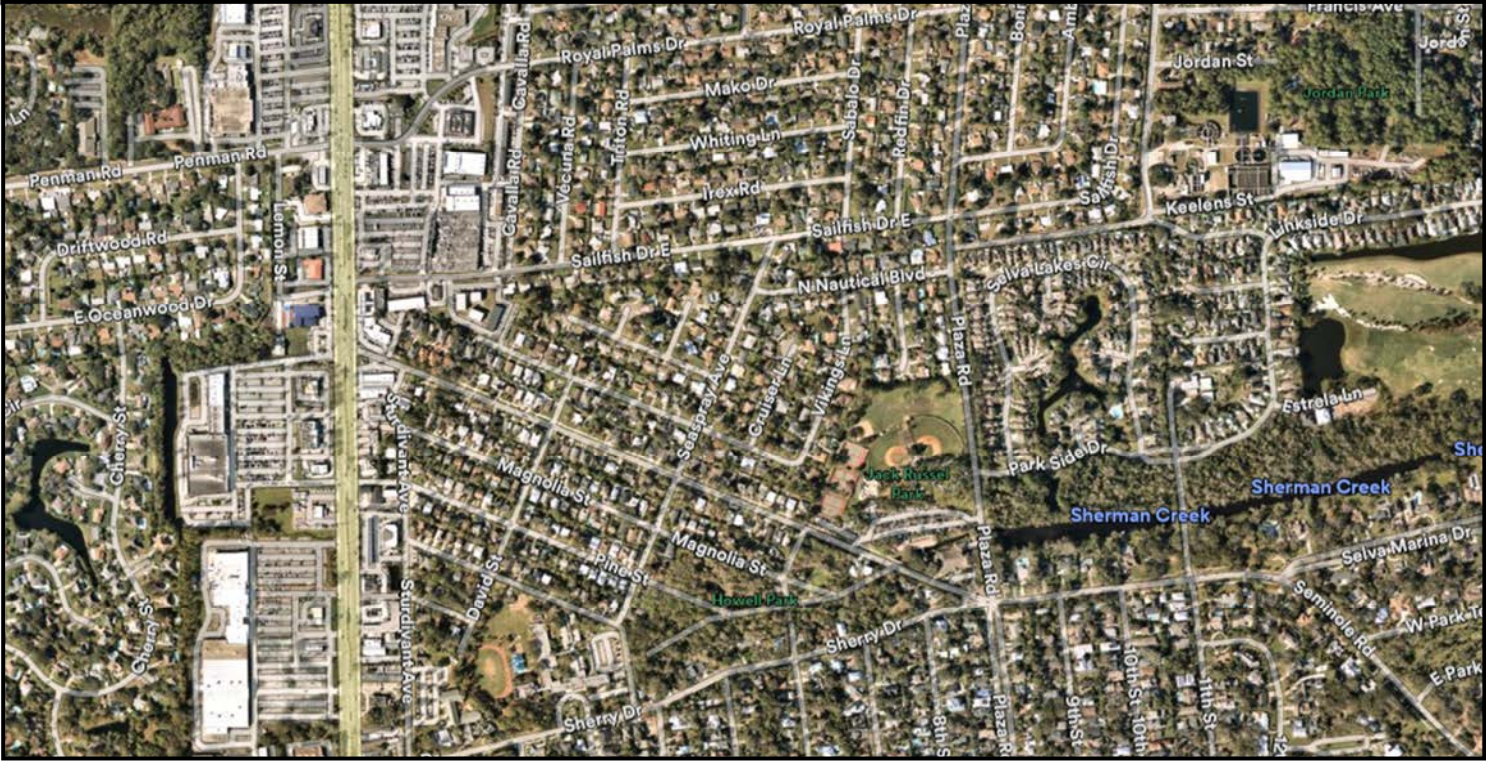
| Crash Types | Potential Countermeasures | Medium Term | Long Term |
|--|--|--|--|
| <ul style="list-style-type: none">Parked vehiclesBicycleOff RoadRight Angle | <ul style="list-style-type: none">Short Term<ul style="list-style-type: none">Refresh existing pavement markings | <ul style="list-style-type: none">Additional pedestrian signageGateway treatment (landscaping , signage, etc)Restrict truck delivery hours | <ul style="list-style-type: none">Remove or restrict parkingIncorporate design elements from TPO's PD&E |

11TH STREET (LINKSIDE DR TO WEST TERMINUS)



| Crash Types | Potential Countermeasures | |
|---|---|--|
| <ul style="list-style-type: none">Intersection Related<ul style="list-style-type: none">Left-turnAngleSideswipe | <ul style="list-style-type: none">Short Term<ul style="list-style-type: none">Refresh existing pavement markingsInstall reflective strips on stop sign at Ocean Blvd | <ul style="list-style-type: none">Long Term<ul style="list-style-type: none">Convert segment over canal to edge lane roadway |
| | <ul style="list-style-type: none">Delineate edge lines | |
| | | |

ROYAL PALMS, SEMINOLE, AND SHERRY



| Potential Countermeasures | Other |
|--|--|
| <ul style="list-style-type: none">Traffic Calming<ul style="list-style-type: none">ChicanesSpeed cushions | <ul style="list-style-type: none">Bring signage into complianceRefresh existing pavement markingsCreate uniform crosswalks |

CITY OF ATLANTIC BEACH POLICIES, GUIDELINES, AND STANDARDS

| DOCUMENT | YEAR | DETAIL | EXPAND | PRESERVE | REFRANK | UPDATE | NOTES |
|---|------|--|--------|----------|---------|--------|---|
| Sustainability & Resilience Community Action Plan (SRCAP) | 2022 | A community-supported plan with goals, deadlines, and proven strategies to achieve sustainability and resiliency goals. The city also strives for LEED certification and wants to develop performance measurements to track progress. | | X | | | Transportation and Land Use section details goals for improving multi-modal transit, which can have secondary safety benefits. |
| Mayport Road Vision Implementation Plan | 2018 | Discusses the results and input from a Visioning Workshop concerning the Mayport Road Corridor. | | X | | X | The document should be updated to be consistent with the Mayport Road diet and expansion of the East Coast Greenway. |
| Levy Road Sidewalk Enhancements | 2024 | Proposed sidewalks design along the north side of Levy Road from Main St to Mayport Rd. | | X | | | Enhancements were implemented in 2024. |
| Mayor's Council on Health and Well-Being Final Report and Recommendations | 2022 | The report details City staff's finding on several topics concerning health and well-being within the community. The Bicycle and Pedestrian Connectivity Plan is of particular interest and was covered in March of 2022. | | X | | | The findings of the Council suggested that the City should "identify new opportunities and prioritize projects for safe, comfortable walking and bicycling. |
| 2030 Parks Master Plan | 2020 | The document is meant to inform and guide decision-making relative to the oversight of parks, facilities and programming. | X | | | | Include plans for bicycle and pedestrian access and connectivity between facilities. |
| Lower Speed Limits Community Survey Results | 2022 | Results from a community survey regarding speed limits in Atlantic Beach. | | | X | X | Results of the survey indicated a majority of respondents preferred to leave posted speed limits as they were; there was moderate support for lowering speed limits to 20 mph on all roads except Dutton Island Road, Levy Road, Plaza Drive, Royal Palm Drive, and Semonte Road. |
| City of Atlantic Beach Speed Limit Study | 2022 | Study conducted to evaluate existing speed limits and review posted speed limits. The main takeaways from the study were that all posted speed signs were within or below the FDOT limits, but over 40% of streets did not have a posted speed limit. Ten locations were recommended for new speed limit signs. | | X | | | Recommend implementation of the recommended ten locations for speed limit signs, if they have not been added to date. |
| Ahern Complete Streets | 2023 | Presentation on proposed changes to Ahern Street to incorporate proposed Complete Street elements. | | X | | | East Coast Drive to Ocean Avenue segment is under design. Plan is to complete Seminole Road to East Coast Drive in the near future. |
| Atlantic Beach, FL Code of Ordinances | 2022 | Concerns Article II: Stopping, Standing, and Parking on Public Property. | X | | | | Could be useful to set the default as not allowing on-street parking and setting markings/ signage for allowable areas. |
| Public Works Department - 10 yr Schedule of Capital Improvements (2024-2033) | 2023 | Roads and Streets Section contains some of the planned funding for changes to the roadway. | X | | X | | Include or incorporate funding for Complete Street elements and Safety strategies as presented in Chapter 6 of this CSAP. |
| Adaptation Plan | 2021 | Identifies goals and strategies to best minimize risks found within a coastal vulnerability assessment and develops processes to implement those strategies. | X | | | | Little mention of transportation will be affected and only general mentions that EPA Green Street Concepts should be implemented. 2025 Update: City is preparing and update to the Adaptation Plan. |
| Bicycle and Pedestrian Connectivity Plan | 2021 | The purpose of the plan is to identify opportunities for on-street and off-street facilities that create safe and comfortable connections within the city, with particular attention paid to parks, commercial districts, schools, community centers, and the beach. | X | X | | | Recommend implementation of Plan recommendations and the addition of a Monitoring element to evaluate implementation and progress. |
| Roundabout Feasibility Study for the Intersection of Seminole Road, Sherry Drive, and Plaza Drive | 2004 | Feasibility study for a roundabout at the intersection of Seminole Road, Sherry Drive, and Plaza Drive. The study considered safety, operations, impacts, and costs. | | | X | X | The study determined that the installation of a roundabout at the intersection is feasible. 2025 Update: NFIPO is preparing a Feasibility Study. |
| 2045 Comprehensive Plan - Transportation Element | 2024 | Discusses existing conditions and standards that will be used to evaluate the transportation network within the city. The document also includes objectives and policies relating to roadway conditions, construction, and operations. The Transportation Element includes the City's approach to multi-use facilities, coordination with transportation agencies, energy-efficient strategies, and Complete Streets elements. | | | | X | The document could be updated to directly include safety metrics to measure the progress towards safety-adjacent objectives such as multi-use facilities and Complete Streets elements. |
| Complete Streets Implementation Plan; Main Street Corridor | 2022 | The document discusses changes to the Main Street Corridor from W 1st Street to Dutton Island Road to add Complete Streets Elements. The document presents the different options for right-of-way configurations as well as the different elements that can be implemented along the roadway to support the City's Complete Streets Vision. | | | X | | The community did not embrace many of the recommendations from this Plan. This CSAP includes some similar Complete Streets concepts to re-prioritize right-of-way in favor of pedestrians and bicyclists. |

OTHER POLICIES, GUIDELINES, AND STANDARDS

| DOCUMENT | ORGANIZATION | YEAR | DETAIL | EVALUATE | APPLY | REPLICATE | NOTES |
|--|-------------------|------|---|----------|-------|-----------|--|
| Florida Safe Routes to School Toolkit | FDOT | 2013 | The Florida Safe Routes to School Toolkit is meant to provide useful information about how areas can promote walking and biking to schools as well as implement measures that make it safe for children to utilize these methods. | | X | | The city could use this document to foster more students to walk and bike to Atlantic Beach Elementary while implementing some of the suggestions presented to make it safer for students to utilize these transportation methods. |
| Small Town and Rural Multimodal Networks | Other | 2016 | This document is meant to provide useful information and advice to applicable areas to address the issues often presented in these communities and present a guide for the types of facilities that should be used. | | X | | Use the information and recommendations within this document to determine how certain facilities could be optimized to improve transportation and where these facilities would be most appropriate. |
| Duval Schools Walkability Study | North Florida TPO | 2018 | This study conducted a review of the walkability of seven (7) schools in Duval County with the goal of creating a context sensitive school walkability analysis that could be applied to other schools in the region. None of the schools in the study were located within the City of Atlantic Beach, with the closest being Mayport Middle School (located north City limits). Recommendations at this location included construction, repair, or alterations to existing sidewalks as well as identifying locations for a potential multi-use trail. | | X | | Walkability and safety recommendations from this study can be considered near Atlantic Beach Elementary School. |
| Regional System Safety Plan | North Florida TPO | 2019 | This document is an update to the previous plan in 2012 to identify safety issues in the region and provide a resource for addressing safety issues in the 2045 Long Range Transportation Plan. | | X | | Locations within the City of Atlantic Beach are identified on the high crash corridor and pedestrian and bicyclist crash cluster lists. The city could use strategies and countermeasures suggested within the document to address the issues at these areas. |
| North Florida Pedestrian Safety Campaign Final Report | North Florida TPO | 2019 | This study looked at promoting safer streets, with particular emphasis on improving conditions for pedestrians along Beach Blvd from Southside Blvd to I-295. | | X | | Consider bicycle and pedestrian improvements on Atlantic Boulevard from Mayport Road (A1A) to 3rd Street (one of the top 15 pedestrian and bicycle crash clusters identified in the Study). |
| City Council Lunch-n-Learn: JTA Skyway | JTA | 2019 | This presentation discussed the history of the JTA Skyway system, presented issues the system is currently facing, feedback on the next actions that should be taken to improve the system, as well as the plans to be implemented and where they stand currently with the implementation of those plans. | | | | There are currently no planned connections of the JTA Skyway to Atlantic Beach. |
| Transit Concept and Alternatives Review - Skyway Conversion and Brooklyn Extension | JTA | 2019 | This study investigates the improvements and updates the could be made to the JTA Skyway, as well as considers some proposed extensions of the existing system. | | | | There are currently no planned connections of the JTA Skyway to Atlantic Beach. |
| Transit Concept and Alternatives Review - Skyway System Expansion | JTA | 2020 | This study documents the existing paths of the JTA Skyway system and some proposed extensions. Currently, the focus of this system is in Jacksonville and does not extend out to the City of Atlantic Beach. | | | | There are currently no planned connections of the JTA Skyway to Atlantic Beach. |
| Atlantic Blvd and Penman Rd+SID Intersection Safety Improvement | FDOT | 2020 | This presentation shows the results of an analysis of high crash locations on Atlantic Blvd from Mayport Rd to 3rd St and presents suggested countermeasures at several intersections on the eastern half of this segment. | X | X | | Revisit recommendations to ensure that the proposed countermeasures have been implemented (some, such as dotted guiding lines for left turns and retroreflective backplates, have already been installed at some locations) and determine if other intersections could benefit from these improvements based on if they have been effective at these intersections. Continue improvements to new sidewalks/paths on Royal Palms Drive. |
| Atlantic Boulevard and Sherry Drive Changes | FDOT | 2020 | The Atlantic Blvd and Sherry Dr changes were provided suggestions for measures to implement at and in the vicinity of the intersection based on the crash history of that area. | | X | | Consider working with FDOT to implement recommended safety countermeasures, if they have not been implemented already. |
| Florida Pedestrian and Bicycle Strategic Safety Plan | FDOT | 2021 | This document wants to support Florida's vision to eliminate all transportation related fatalities and serious injuries on the roadways by supporting the safety of bicyclists and pedestrians. | | | X | This document could be used as a guide for the City of Atlantic Beach as guideline for how to analyze pedestrian and bicycle crashes within the City and to develop goals and objectives to promote safety for these groups on roadways. |
| Florida State Plan on Aging, 2022-2025 | FDOT | 2021 | This document details plans for Florida to set up appropriate resources as it plans for older residents to constitute a larger portion of its population. | | | X | The City of Atlantic Beach can draw on goals and strategies from the section on Building Quality Places for ways to support aging residents with adequate transportation. |
| Teen Safe Driving Strategic Plan, 2016 - 2021 | FDOT | 2021 | This plan details the statistics regarding the involvement of teen drivers in crashes and details actions that have been taken to promote awareness in the state. | | X | | The City of Atlantic Beach could use some of the tactics presented to promote safe driving amongst teens. |
| Florida Strategic Highway Safety Plan | FDOT | 2021 | The Florida Strategic Highway Safety Plan represents the challenges for the state to meet its goals of zero traffic fatalities and serious injuries on the roadway. It also discusses statistics on the current trends of crashes and traffic safety in Florida as well as the strategies being employed to mitigate these risks. | | X | | The city could utilize this document to understand many of the themes currently facing roadway safety in the state more broadly and the general tools and strategies being employed to combat them. |
| Atlantic and Neptune Beach Smart Parking Plan | North Florida TPO | 2021 | This document was meant to provide recommendations for parking in the Beaches Town Center, which resides with the cities of Neptune Beach and Atlantic Beach. | X | X | | Several recommendations to regulate parking in this area, which should be reviewed by the City for feasibility and to determine which options should be implemented. |
| Beach E-Bike Regulations (Ordinance 2021-14) | Madeira Beach | 2021 | This is an ordinance proposed in Madeira Beach that prohibits electric bicycles, golf carts, micromobility device, mopeds, motorized scooters, or tri-vehicles from being driven on any part of the public beach areas in the city. | | | X | Public Works partnered with Public Safety to develop an E-Bike Policy, which was adopted by ordinance in 2025. |
| Madeira Beach; Micromobility Regulations Code of Ordinances Ch 66 Article V) | Other | 2021 | This article discusses the rules concerning micromobility devices within the city of Madeira Beach. The article discusses where these devices can be operated, where they can be parked, and the regulations regarding selling these devices in Madeira Beach. | | | X | Public Works partnered with Public Safety to develop an E-Bike Policy, which was adopted by ordinance in 2025. |

OTHER POLICIES, GUIDELINES, AND STANDARDS

| DOCUMENT | ORGANIZATION | YEAR | DETAIL | EVALUATE | APPLY | REFUTE | NOTES |
|--|-------------------|------|---|----------|-------|--------|--|
| Strategic Intermodal System Policy Plan | FDOT | 2022 | This plan evaluates updates to Florida's Strategic Intermodal System to accommodate how travel within the state has changed and be better adapted to the current demands of the many travel systems (including sea travel, air travel, and road travel) in Florida. | | | | The Intercoastal Waterway is the only SIS facility within Atlantic Beach. |
| Safe Mobility for Life - Strategic Action Plan, 2022-2025 | FDOT | 2022 | This Strategic Safety Action Plan focuses on how transportation in Florida should address its increasing population of residents aged 65 years and older. The document details several goals related to meet this as well as the strategies to reach these goals and performance measures to determine what progress has been made. | | X | | The City of Atlantic Beach could use this as a framework for actions that could be taken within their community to support aging residents' transportation needs and implement these strategies within desired areas in the community. |
| Beaches East Coast Greenway Feasibility Study | North Florida TPO | 2022 | This study attempted to determine the future routing of the East Coast Greenway through the cities of Atlantic Beach, Jacksonville, Jacksonville Beach, and Neptune Beach. | | X | | The recommended alternative runs along 1st St and Mayport Rd at the southern limits of the City of Atlantic Beach with the portion along 1st St turning left on Plaza St until it connects with the portion running along Mayport Rd. The portion along Mayport Rd continues north until reaching the northern city limit. |
| E-Bike Law Handouts | Other | 2022 | This pamphlet lays out the classifications for e-bicycles and some direction on where they are allowed to be ridden in Florida. | | | X | Public Works partnered with Public Safety to develop an E-Bike Policy, which was adopted by ordinance in 2025. |
| Florida Vulnerable Road User Safety Assessment | FDOT | 2023 | This document details the steps to determine safety performance on Florida roadways for vulnerable road users and suggests strategies that can be used to promote safety for this group. | X | X | | The City can use this framework for to assess safety for vulnerable road users (particularly as it falls within one of Florida's priority counties for pedestrian and bicycle crashes) and consider implementing strategies in the document. |
| Bicycle and Pedestrian Master Plan Update | North Florida TPO | 2023 | This plan develops recommendations for future bicycle and pedestrian planning within Clay, Duval, Nassau, and St. Johns counties. | | X | | Review of the City of Atlantic Beach's Comprehensive Plan found that it had among the fewest bicycle and pedestrian-related policies. Includes six (6) recommended policies that were determined to have been missing in the City's Comprehensive Plan. |
| Florida Driver License Handbook | Other | 2023 | The Florida Driver License Handbook details information concerning driver licenses, vehicle registration and requirements, and driver safety. | | X | | The City of Atlantic Beach could utilize the sections that discuss driving safety, special driving situations, handling emergencies, and sharing the road for local campaigns to promote good driving habits within the community. |
| First Coast Commuter Rail; Transit-Oriented Development Study | JTA | 2023 | The purpose of this study was to evaluate the existing conditions of the First Coast Commuter Rail Transit-Oriented Development and to identify opportunities for expansion that would eventually result in a regional rail system in Northeast Florida. There are currently no connections to or within the City of Atlantic Beach. | | | X | If the City of Atlantic Beach is interested in promoting transit-oriented development, they could utilize some of the concepts found in this study or consider if they would eventually like to have a connection to this existing development. |
| Strategic Safety Plan | North Florida TPO | 2023 | This report detailed the analysis and methods used to develop the Strategic Safety Plan. | X | X | | Consider safety improvements to high-crash corridor identified in the plan: Atlantic Blvd from Penman Rd to SRA1A (3rd St) |
| Target Zero: Mayport Road Safety Improvements from Atlantic Boulevard to Dutton Island Road West | FDOT | 2024 | This presentation was meant to display intended roadway improvements along Mayport Road from Atlantic Boulevard to Dutton Island Road West with particular focus on lane repurposing that provides more space for bicyclists and pedestrians. | X | X | | Consider and implement recommendations from this Target Zero presentation along Mayport Road. |
| Florida Statute 316.20655 Electric Bicycle Regulations | Other | 2024 | This policy sets out the how e-bikes can be regulated in the roadway and what standard the electric bicycles themselves must adhere to. | | | X | Public Works partnered with Public Safety to develop an E-Bike Policy, which was adopted by ordinance in 2025. |
| Green Line Transit Oriented Development (TOD) Study | JTA | 2024 | The purpose of this document was to propose ideas and strategies to determine how the First Coast Flyer Green Line, a bus rapid transit line which runs 10 miles through Jacksonville, could be more effective. Currently there are no connections to or within the City of Atlantic Beach. | | | X | If the City of Atlantic Beach is interested in promoting transit-oriented development, they could utilize some of the concepts found in this study. |
| Recommendations for Atlantic Boulevard and Mayport Road Interchange | FDOT | 2024 | This presentation showed several recommendation to improvements for the interchange of Atlantic Blvd and Mayport Rd based on the recent crash history and to improve visibility of pedestrian facilities in the vicinity. | | X | | Consider working with FDOT to implement recommended safety countermeasures, if they have not been implemented already. |
| Plaza St & Seminole Road & Sherry Dr Roundabout Concept | North Florida TPO | 2025 | This document shows the concept that is planned for a new roundabout at the 5-way intersection between Plaza St, Seminole Rd, and Sherry Dr. | | X | | Promote the implementation of a roundabout as a safety countermeasure at the intersection of Plaza Street, Seminole Road, and Sherry Drive. |
| The Villages; Golf Carts | Other | | This policy dictates how golf carts and low speed vehicles (LSVs)/neighborhood electric vehicles (NEVs) can be operated within the Villages community in Florida. It includes how these vehicles are classified, requirements for operating such vehicles, where the vehicles can be operated, and information about obtaining insurance for such vehicles. | | | X | Replicate the Village's policy as an example of the types of regulations to introduce regulations for low speed vehicles and neighborhood electric vehicles on City roadways. |

CITY OF ATLANTIC BEACH POLICIES, GUIDELINES, AND STANDARDS

| DOCUMENT | YEAR | DETAIL | EXPAND | PRESERVE | RETHINK | UPDATE | NOTES |
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| Sustainability & Resilience Community Action Plan (SRCAP) | 2022 | A community-supported plan with goals, deadlines, and proven strategies to achieve sustainability and resiliency goals. The city also strives for LEED certification and wants to develop performance measurements to track progress. | | X | | | Transportation and Land Use section details goals for improving multi-modal transit, which can have secondary safety benefits. |
| Mayport Road Vision Implementation Plan | 2018 | Discusses the results and input from a Visioning Workshop concerning the Mayport Road Corridor. | | X | | X | The document should be updated to be consistent with the Mayport Road diet and expansion of the East Coast Greenway. |
| Levy Road Sidewalk Enhancements | 2024 | Proposed sidewalks design along the north side of Levy Road from Main St to Mayport Rd. | | X | | | Enhancements were implemented in 2024. |
| Mayor's Council on Health and Well-Being Final Report and Recommendations | 2022 | The report details City staff's finding on several topics concerning health and well-being within the community. The Bicycle and Pedestrian Connectivity Plan is of particular interest and was covered in March of 2022. | | X | | | The findings of the Council suggested that the City should "identify new opportunities and prioritize projects for safe, comfortable walking and bicycling." |
| 2030 Parks Master Plan | 2020 | The document is meant to inform and guide decision-making relative to the oversight of parks, facilities and programming. | X | | | | Include plans for bicycle and pedestrian access and connectivity between facilities. |
| Lower Speed Limits Community Survey Results | 2022 | Results from a community survey regarding speed limits in Atlantic Beach. | | | X | X | Results of the survey indicated a majority of respondents preferred to leave posted speed limits as they were; there was moderate support for lowering speed limits to 20 mph on all roads except Dutton Island Road, Levy Road, Plaza Drive, Royal Palm Drive, and Semorile Road. |
| City of Atlantic Beach Speed Limit Study | 2022 | Study conducted to evaluate existing speed limits and review posted speed limits. The main takeaways from the study were that all posted speed signs were within or below the FDOT limits, but over 40% of streets did not have a posted speed limit. Ten locations were recommended for new speed limit signs. | | X | | | Recommend implementation of the recommended ten locations for speed limit signs, if they have not been added to date. |
| Ahern Complete Streets | 2023 | Presentation on proposed changes to Ahern Street to incorporate proposed Complete Street elements. | | X | | | East Coast Drive to Ocean Avenue segment is under design. Plan is to complete Seminole Road to East Coast Drive in the near future. |
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| Roundabout Feasibility Study for the Intersection of Seminole Road, Sherry Drive, and Plaza Drive | 2004 | Feasibility study for a roundabout at the intersection of Seminole Road, Sherry Drive, and Plaza Drive. The study considered safety, operations, impacts, and costs. | | | X | X | The study determined that the installation of a roundabout at the intersection is feasible. 2025 Update: NFIPO is preparing a Feasibility Study. |
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CITY OF ATLANTIC BEACH POLICIES, GUIDELINES, AND STANDARDS

| DOCUMENT | YEAR | DETAIL | EXPAND | PRESERVE | RETHINK | UPDATE | NOTES |
|---|------|--|--------|----------|---------|--------|--|
| Sustainability & Resilience Community Action Plan (SRCAP) | 2022 | A community-supported plan with goals, deadlines, and proven strategies to achieve sustainability and resiliency goals. The city also strives for LEED certification and wants to develop performance measurements to track progress. | | X | | | Transportation and Land Use section details goals for improving multi-modal transit, which can have secondary safety benefits. |
| Mayport Road Vision Implementation Plan | 2018 | Discusses the results and input from a Visioning Workshop concerning the Mayport Road Corridor. | | X | | X | The document should be updated to be consistent with the Mayport Road diet and expansion of the East Coast Greenway. |
| Levy Road Sidewalk Enhancements | 2024 | Proposed sidewalks design along the north side of Levy Road from Main St to Mayport Rd. | | X | | | Enhancements were implemented in 2024. |
| Mayor's Council on Health and Well-Being Final Report and Recommendations | 2022 | The report details City staff's finding on several topics concerning health and well-being within the community. The Bicycle and Pedestrian Connectivity Plan is of particular interest and was covered in March of 2022. | | X | | | The findings of the Council suggested that the City should "identify new opportunities and prioritize projects for safe, comfortable walking and bicycling. |
| 2030 Parks Master Plan | 2020 | The document is meant to inform and guide decision-making relative to the oversight of parks, facilities and programming. | X | | | | Include plans for bicycle and pedestrian access and connectivity between facilities. |
| Lower Speed Limits Community Survey Results | 2022 | Results from a community survey regarding speed limits in Atlantic Beach. | | | X | X | Results of the survey indicated a majority of respondents preferred to leave posted speed limits as they were; there was moderate support for lowering speed limits to 20 mph on all roads except Dutton Island Road, Levy Road, Plaza Drive, Royal Palm Drive, and Semonile Road. |
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Corridor Project Prioritization

| Corridor Project | TOTAL | Safety | | | Equity | | | Public Input | | Connectivity/ Mobility | |
|---|-------|--|------------------------|--------------------------------------|--------------------------|--------------------------------------|------------------------------------|---------------------------|---------------------|---------------------------|----------------------|
| | | Crash History - Fatal & Serious Injury | Crash History - Injury | Crash History - Vulnerable Road User | Concentration of Elderly | Concentration of Children (under 18) | % of Population Under Poverty Line | PublicCoordinate Feedback | Task Force Feedback | Planning Consistency | Network Connectivity |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| Maximum Points | | 4 | 3 | 2 | 3 | 3 | 3 | 2 | 1 | 1 | 2 |
| Implement leading pedestrian intervals (LPIs) at signalized intersections along Atlantic Boulevard from Mayport Road to Eastern Terminus. | 168 | 16 | 78 | 26 | 10 | 14 | 13 | 10 | 0 | 1 | 0 |
| Review protected left-turn phasing at signalized intersections along Atlantic Boulevard from Mayport Road to Third Street. | 159 | 12 | 72 | 24 | 10 | 14 | 13 | 12 | 1 | 1 | 0 |
| Install edge lines on Plaza from Mayport Road to five-way intersection. | 125 | 0 | 15 | 20 | 1 | 3 | 3 | 80 | 1 | 0 | 2 |
| Implement leading pedestrian intervals (LPIs) at signalized intersections along Mayport Road from Atlantic Boulevard to Dutton Island Road. | 111 | 16 | 24 | 18 | 3 | 9 | 9 | 30 | 1 | 1 | 0 |
| Review protected left-turn phasing at signalized intersections along Mayport Road from Atlantic Boulevard to Dutton Island Road. | 106 | 16 | 24 | 18 | 3 | 9 | 9 | 26 | 0 | 1 | 0 |
| Install high emphasis crosswalk markings at minor street approaches along Mayport Road from Atlantic Boulevard to Dutton Island Road. | 106 | 8 | 36 | 6 | 1 | 3 | 3 | 46 | 0 | 1 | 2 |
| Bidirectional lane repurposing along Mayport Road from Atlantic Boulevard to Dutton Island Road. | 101 | 4 | 27 | 8 | 1 | 3 | 3 | 52 | 0 | 1 | 2 |
| Review access management along Atlantic Boulevard from Mayport Road to Third Street. | 77 | 4 | 18 | 6 | 1 | 3 | 3 | 40 | 1 | 1 | 0 |
| Refresh centerline striping on Atlantic Boulevard from 3rd Street (A1A) to Midway Street. | 63 | 16 | 15 | 14 | 2 | 2 | 1 | 12 | 0 | 1 | 0 |
| Install edge lane roadway treatment on 11th Street from Park Side Drive to Seminole Road. | 23 | 0 | 3 | 2 | 3 | 1 | 2 | 8 | 1 | 1 | 2 |
| Connect sidewalk from Orchid Street to Tideview Preserve. | 13 | 0 | 3 | 0 | 1 | 3 | 3 | 0 | 0 | 1 | 2 |

Point Project Prioritization

| Project | TOTAL | Safety | | | Equity | | | Public Input | | Connectivity/ Mobility | |
|---|-------|--|------------------------|--------------------------------------|--------------------------|--------------------------------------|--------|---------------------------|---------------------|---------------------------|----------------------|
| | | Crash History - Fatal & Serious Injury | Crash History - Injury | Crash History - Vulnerable Road User | Concentration of Elderly | Concentration of Children (under 18) | Income | PublicCoordinate Feedback | Task Force Feedback | Planning Consistency | Network Connectivity |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| Maximum Points | | 4 | 3 | 2 | 3 | 3 | 3 | 2 | 1 | 1 | 2 |
| Delineate lanes at intersection of Plaza and Seminole Road and Sherry Drive. | 53 | 0 | 6 | 8 | 3 | 1 | 2 | 32 | 0 | 1 | 0 |
| Install roundabout at intersection of Plaza and Seminole Road and Sherry Drive. | 51 | 0 | 3 | 8 | 3 | 1 | 2 | 32 | 1 | 1 | 0 |
| Trim vegetation at intersection of Plaza and Seminole Road and Sherry Drive. | 51 | 0 | 3 | 8 | 3 | 1 | 2 | 32 | 1 | 1 | 0 |
| Relocate eastbound stop bar at intersection of Plaza and Seminole Road and Sherry Drive. | 51 | 0 | 3 | 8 | 3 | 1 | 2 | 32 | 1 | 1 | 0 |
| Install advanced pedestrian warning signs at the intersection of Plaza and Seminole Road and Sherry Drive. | 50 | 0 | 3 | 8 | 3 | 1 | 2 | 32 | 0 | 1 | 0 |
| Convert Atlantic Boulevard and Sherry Drive to directional median opening. | 48 | 8 | 6 | 10 | 3 | 1 | 2 | 16 | 1 | 1 | 0 |
| Prohibit right-turn on red while pedestrian phase is active at Mayport Road and Plaza. | 44 | 0 | 3 | 6 | 1 | 3 | 3 | 26 | 1 | 1 | 0 |
| Install crosswalk on eastern leg of Plaza and Sailfish Drive E. | 26 | 0 | 9 | 4 | 1 | 3 | 3 | 2 | 1 | 1 | 2 |
| Install high emphasis crosswalks at intersection of Plaza and Sailfish Drive E. | 26 | 0 | 9 | 4 | 1 | 3 | 3 | 2 | 1 | 1 | 2 |
| Prohibit right-turn on red while pedestrian phase is active at Atlantic Boulevard and Seminole Road. | 24 | 0 | 12 | 4 | 3 | 1 | 2 | 0 | 1 | 1 | 0 |
| Install reflective strips on stop signs at intersection of Plaza and Sailfish Drive E. | 24 | 0 | 9 | 4 | 1 | 3 | 3 | 2 | 1 | 1 | 0 |
| Improve intersection lighting at intersection of Plaza and Sailfish Drive E. | 24 | 0 | 9 | 4 | 1 | 3 | 3 | 2 | 1 | 1 | 0 |
| Install raised intersection at intersection of Plaza and Sailfish Drive E. | 23 | 0 | 9 | 4 | 1 | 3 | 3 | 2 | 0 | 1 | 0 |
| Install advanced pedestrian warning signs at the intersection of Plaza and Sailfish Drive E. | 23 | 0 | 9 | 4 | 1 | 3 | 3 | 2 | 0 | 1 | 0 |
| Relocate rectangular rapid flashing beacon (RRFB) crosswalk to eastern side of intersection of Plaza and Park Side Drive. | 22 | 0 | 0 | 0 | 3 | 1 | 2 | 12 | 1 | 1 | 2 |
| Install high emphasis crosswalk markings at crosswalks at intersection of Plaza and Park Side Drive. | 22 | 0 | 0 | 0 | 3 | 1 | 2 | 12 | 1 | 1 | 2 |
| Install raised crosswalk for relocated rectangular rapid flashing beacon (RRFB) at Plaza at Parkside Drive. | 22 | 0 | 0 | 0 | 3 | 1 | 2 | 12 | 1 | 1 | 2 |
| Install art crosswalk at Plaza and Park Side Drive. | 22 | 0 | 0 | 0 | 3 | 1 | 2 | 12 | 1 | 1 | 2 |
| Trim vegetation at intersection of Plaza and Sailfish Drive E. | 22 | 0 | 9 | 4 | 1 | 3 | 3 | 2 | 0 | 0 | 0 |
| Install high emphasis crosswalk markings at crosswalks at intersection of Seminole Road and Country Club Lane/East Coast Drive. | 20 | 0 | 3 | 2 | 2 | 2 | 1 | 6 | 1 | 1 | 2 |
| Install "Stop here for pedestrian" signage at crosswalk on Plaza at Park Side Drive. | 20 | 0 | 0 | 0 | 3 | 1 | 2 | 12 | 1 | 1 | 0 |
| Install blank out sign prohibiting left turns from Park Side Drive while rectangular rapid flashing beacon (RRFB) is activated. | 20 | 0 | 0 | 0 | 3 | 1 | 2 | 12 | 1 | 1 | 0 |
| Install high emphasis crosswalk marking at rectangular rapid flashing beacon (RRFB) crosswalk on Plaza at Royal Palms Drive. | 19 | 0 | 0 | 2 | 1 | 3 | 3 | 6 | 1 | 1 | 2 |
| Install raised crosswalk at rectangular rapid flashing beacon (RRFB) on Plaza at Royal Palms Drive. | 19 | 0 | 0 | 2 | 1 | 3 | 3 | 6 | 1 | 1 | 2 |
| Install art crosswalk at rectangular rapid flashing beacon (RRFB) on Plaza at Royal Palms Drive. | 19 | 0 | 0 | 2 | 1 | 3 | 3 | 6 | 1 | 1 | 2 |
| Evaluate rectangular rapid flashing beacon crosswalk at southern leg of intersection of Seminole Road and Country Club Lane/East Coast Drive. | 19 | 0 | 3 | 2 | 2 | 2 | 1 | 6 | 0 | 1 | 2 |
| Install art crosswalk at Seminole Road and 11th Street. | 17 | 0 | 3 | 2 | 3 | 1 | 2 | 2 | 1 | 1 | 2 |
| Install blank out sign prohibiting right turns from Royal Palms Drive while rectangular rapid flashing beacon (RRFB) is activated. | 17 | 0 | 0 | 2 | 1 | 3 | 3 | 6 | 1 | 1 | 0 |
| Add skip edge line striping along Seminole Road at Country Club Lane/East Coast Drive. | 17 | 0 | 3 | 2 | 2 | 2 | 1 | 6 | 0 | 1 | 0 |
| Install "Stop here for pedestrian" signage at crosswalk at Seminole Road and Country Club Lane/East Coast Drive. | 17 | 0 | 3 | 2 | 2 | 2 | 1 | 6 | 0 | 1 | 0 |

| Project | TOTAL | Safety | | | Equity | | | Public Input | | Connectivity/ Mobility | |
|--|-------|--|------------------------|--------------------------------------|--------------------------|--------------------------------------|--------|----------------------------|---------------------|---------------------------|----------------------|
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| Maximum Points | | 4 | 3 | 2 | 3 | 3 | 3 | 2 | 1 | 1 | 2 |
| Install high emphasis crosswalk on northern leg of intersection of Cutlass Drive and Sargo Road. | 16 | 0 | 3 | 2 | 1 | 3 | 3 | 0 | 1 | 1 | 2 |
| Evaluate all-way stop control at Intersection of Plaza and Royal Palms Drive. | 16 | 0 | 0 | 2 | 1 | 3 | 3 | 6 | 0 | 1 | 0 |
| Install passive detection for rectangular rapid flashing beacon (RRFB) at Seminole Road at 11th Street. | 15 | 0 | 3 | 2 | 3 | 1 | 2 | 2 | 1 | 1 | 0 |
| Install high emphasis crosswalk markings at Seminole Road and Selva Marina Drive. | 14 | 0 | 0 | 0 | 3 | 1 | 2 | 4 | 1 | 1 | 2 |
| Install "Stop here for pedestrian" signage at crosswalk on Seminole Road at 11th Street. | 14 | 0 | 3 | 2 | 3 | 1 | 2 | 2 | 0 | 1 | 0 |
| Install high emphasis crosswalks at the intersection of Orchid Street and 6th Street W. | 13 | 0 | 3 | 0 | 1 | 3 | 3 | 0 | 0 | 1 | 2 |
| Trim vegetation at intersection of Sherry Drive and 5th Street. | 13 | 0 | 0 | 0 | 3 | 1 | 2 | 6 | 1 | 0 | 0 |
| Install rectangular rapid flashing beacon (RRFB) crosswalk on the western leg of the intersection of Dutton Island Road W and George Street. | 12 | 0 | 0 | 0 | 1 | 3 | 3 | 2 | 0 | 1 | 2 |
| Install high emphasis crosswalk markings at rectangular rapid flashing beacons (RRFB) crosswalk on Dutton Island Road W at George Street. | 12 | 0 | 0 | 0 | 1 | 3 | 3 | 2 | 0 | 1 | 2 |
| Install striping to define entrance and exit lanes on Selva Marina Drive at Seminole Road. | 12 | 0 | 0 | 0 | 3 | 1 | 2 | 4 | 1 | 1 | 0 |
| Move stop bars on Sargo Road at Cutlass Drive closer to the intersection to increase visibility. | 12 | 0 | 3 | 2 | 1 | 3 | 3 | 0 | 0 | 0 | 0 |
| Install reflective strips on stop signs at intersection of 6th Street W and Orchid Street. | 12 | 0 | 3 | 0 | 1 | 3 | 3 | 0 | 1 | 1 | 0 |
| Add mid-block crossing on Atlantic Boulevard between Seminole Road and Sherry Drive. | 11 | 0 | 3 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 2 |
| Add skip edge line striping along Seminole Road at Selva Marina Drive. | 11 | 0 | 0 | 0 | 3 | 1 | 2 | 4 | 0 | 1 | 0 |
| Install reflective strips on stop signs at intersection of 14th Street W and Main Street. | 11 | 0 | 0 | 0 | 1 | 3 | 3 | 2 | 1 | 1 | 0 |
| Install reflective strips on stop signs at intersection of 9th Street W and Orchid Street. | 11 | 0 | 0 | 0 | 1 | 3 | 3 | 2 | 1 | 1 | 0 |
| Install high emphasis crosswalk markings on West Plaza at Rose Park. | 10 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 1 | 2 |
| Install high emphasis crosswalk on the eastern leg of the intersection of Orchid Street and 3rd Street W. | 10 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 1 | 2 |
| Install "Stop here for pedestrian" signage on Dutton Island Road W at George Street. | 10 | 0 | 0 | 0 | 1 | 3 | 3 | 2 | 0 | 1 | 0 |
| Install reflective strips on stop signs at intersection of Levy Road and Main Street. | 9 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 1 | 1 | 0 |
| Install reflective strips on stop signs at intersection of 9th Street W and Main Street. | 9 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 1 | 1 | 0 |
| Install reflective strips on stop signs at intersection of 6th Street W and Main Street. | 9 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 1 | 1 | 0 |
| Install reflective strips on stop signs at intersection of 3rd Street W and Main Street. | 9 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 1 | 1 | 0 |
| Install reflective strips on stop signs at intersection of 14th Street W and Rose Street. | 8 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 1 | 0 | 0 |
| Install reflective strips on stop signs at intersection of 14th Street W and Orchid Street. | 8 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 1 | 0 | 0 |
| Install all-way stop control at Ahern Street and East Coast Drive. | 7 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 1 | 0 |

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