

JAX PROFESSIONAL CONSULTANT SERVICES FOR
URBAN TRAILS
BEACH **MASTER PLAN**
PARKS & REC

02-09-2022

STAKEHOLDER MEETING #4
Specific Corridor Overview

City of Jacksonville Beach Parks & Rec Urban Trails Master Plan

SPECIFIC CORRIDOR OVERVIEW

Agenda

- Rules of Engagement
- Introductions
- Presentation
- Q+A

Topics of Discussion

- Penman Road Corridor Concepts
- North Community Connections
 - Connections to Neptune Beach, Seagate Design Concepts
 - Connections to St Johns County
- A1A Crossings and Supporting Trail Network



CHIX AVRES AG

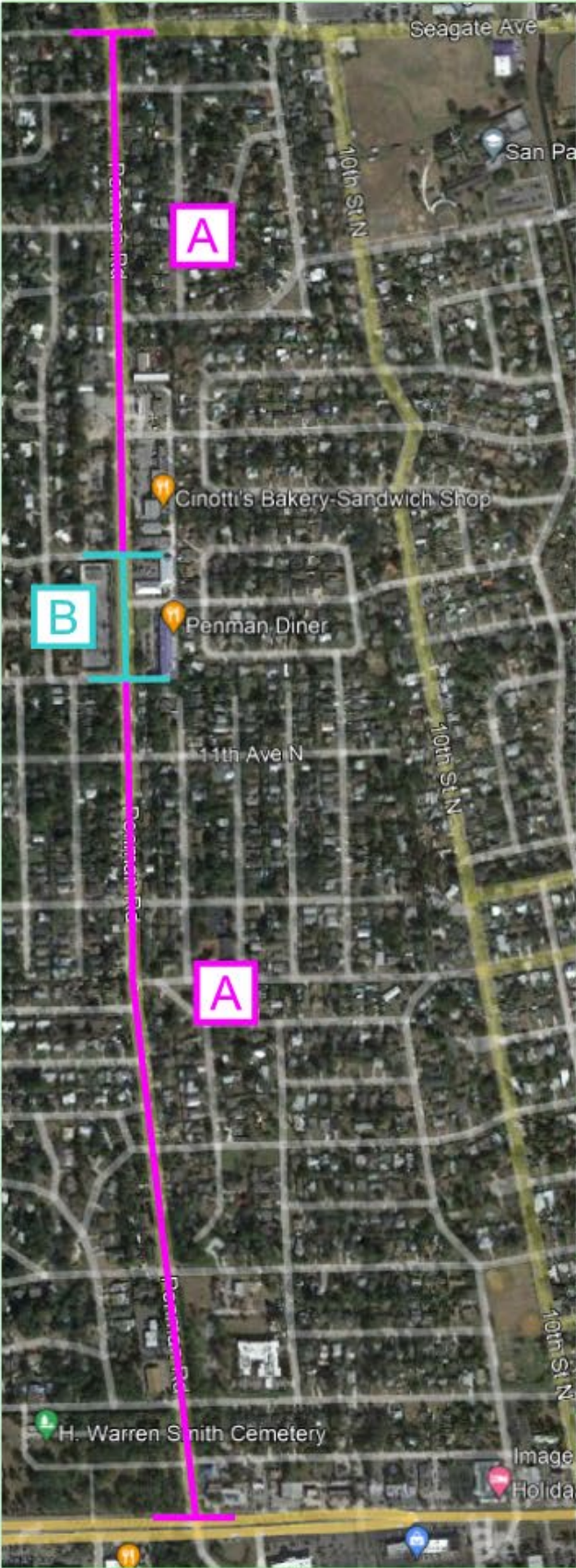
PENMAN ROAD

DESIGN CONCEPTS

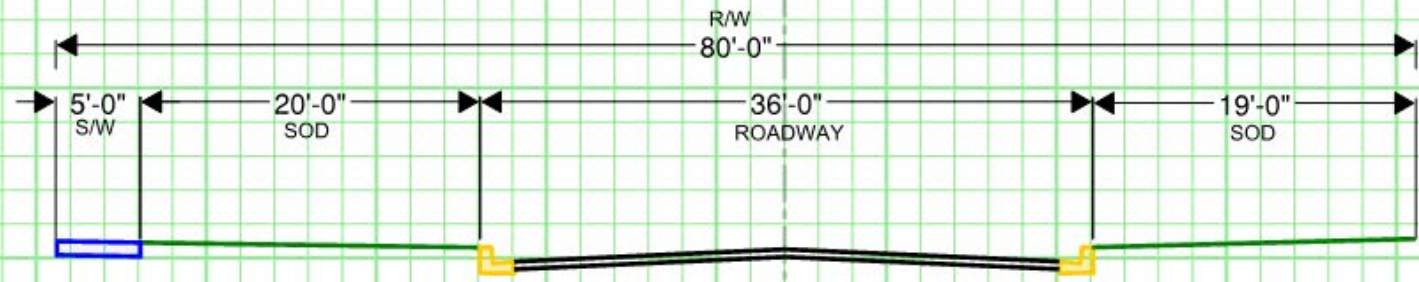
PENMAN ROAD

Complete Streets help create livable communities especially for the most vulnerable people who use our streets, including children, people living with disabilities, older adults, and people who cannot afford or do not have access to a car.

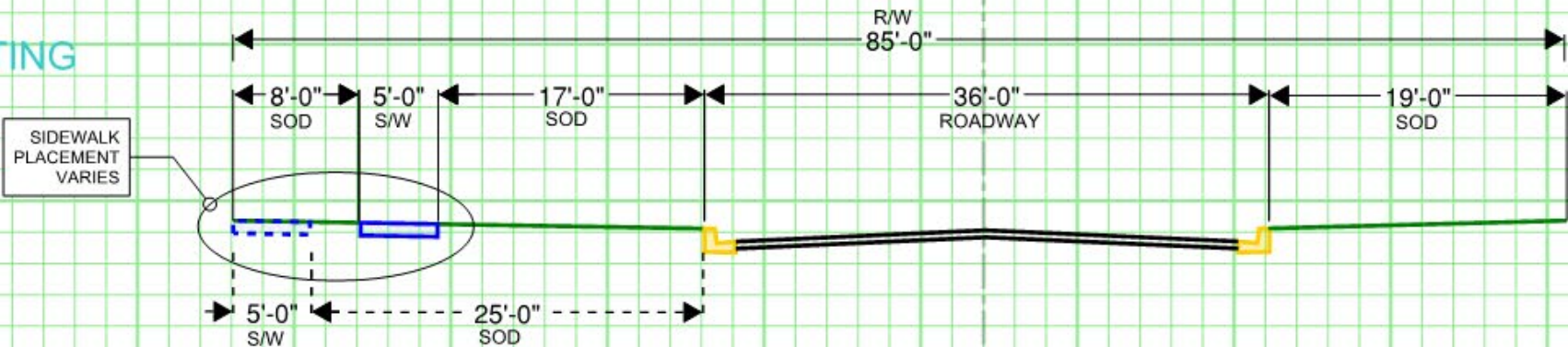
Complete Streets improve equity, safety, and public health, while reducing transportation costs and traffic woes.



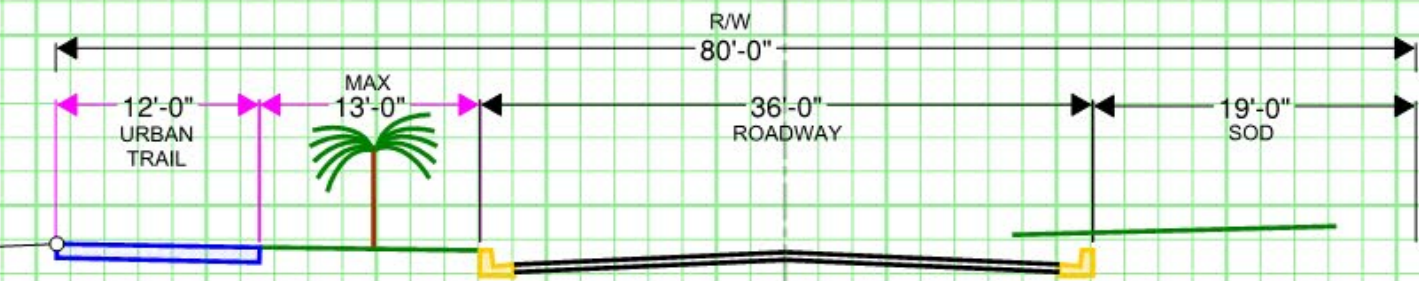
A EXISTING



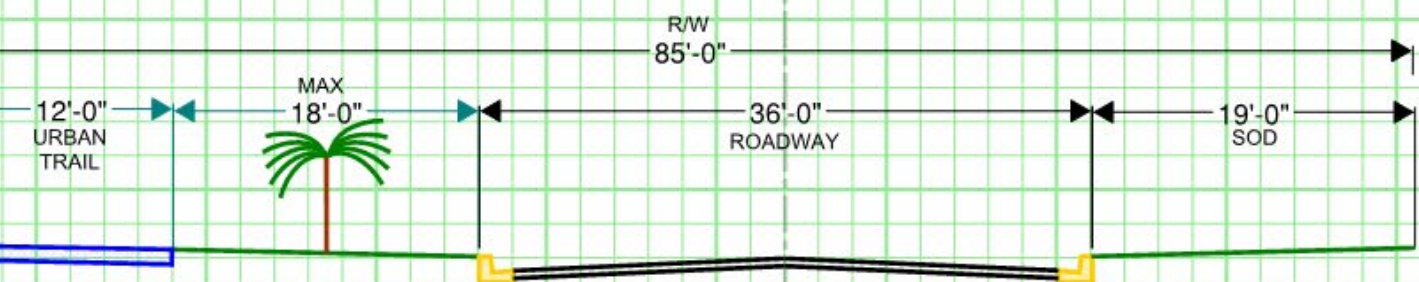
B EXISTING



A PROPOSED



B PROPOSED



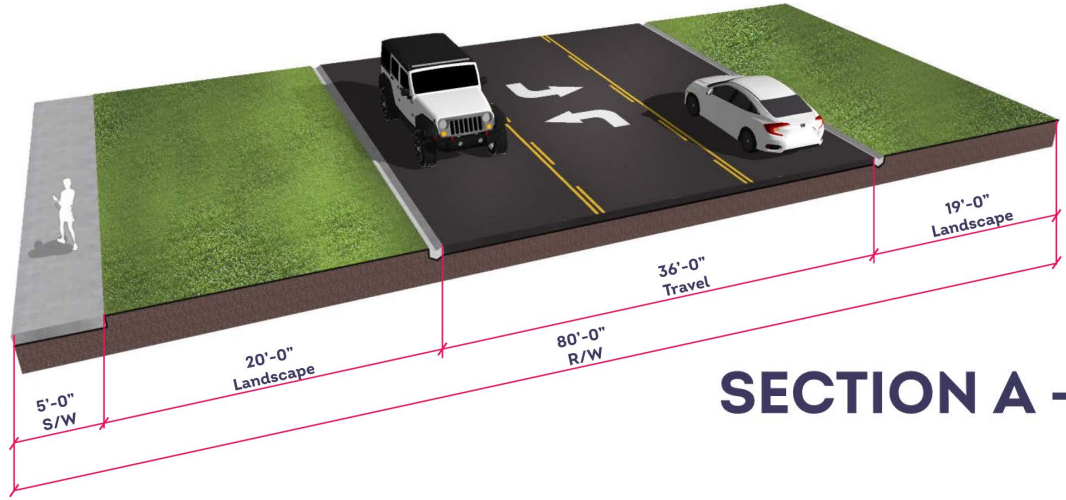
POINT OF DISCUSSION APPROVAL PROCESS

What is the community vision or expectation for the “complete streets” effort?

PENMAN ROAD

DESIGN CONCEPTS

SECTION A - EXISTING



SECTION A - PROPOSED



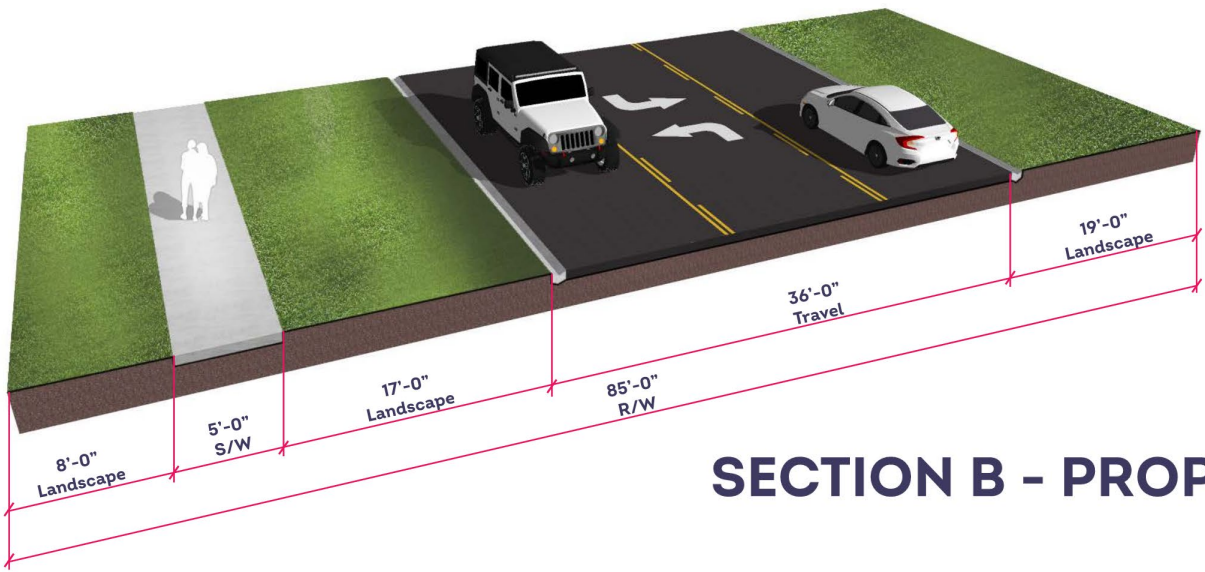
POINT OF DISCUSSION
APPROVAL PROCESS

What is the community vision or expectation for the “complete streets” effort?

PENMAN ROAD

DESIGN CONCEPTS

SECTION B - EXISTING



SECTION B - PROPOSED

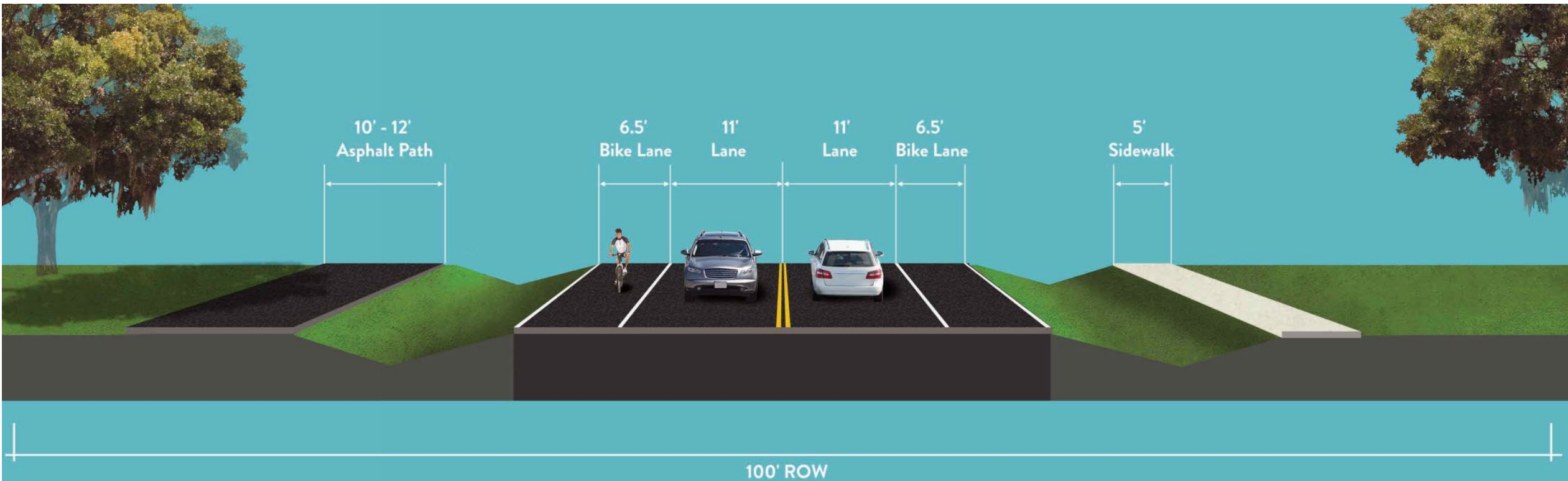
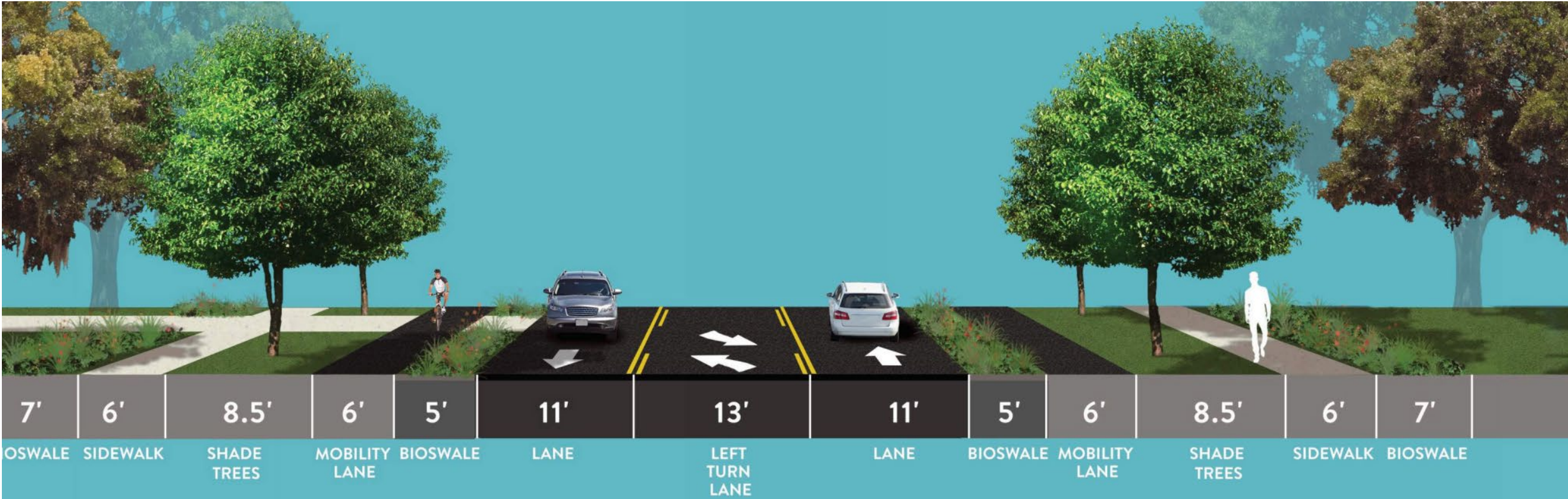


POINT OF DISCUSSION APPROVAL PROCESS

What is the community vision or expectation for the “complete streets” effort?

PENMAN ROAD

DESIGN CONCEPTS



POINT OF DISCUSSION

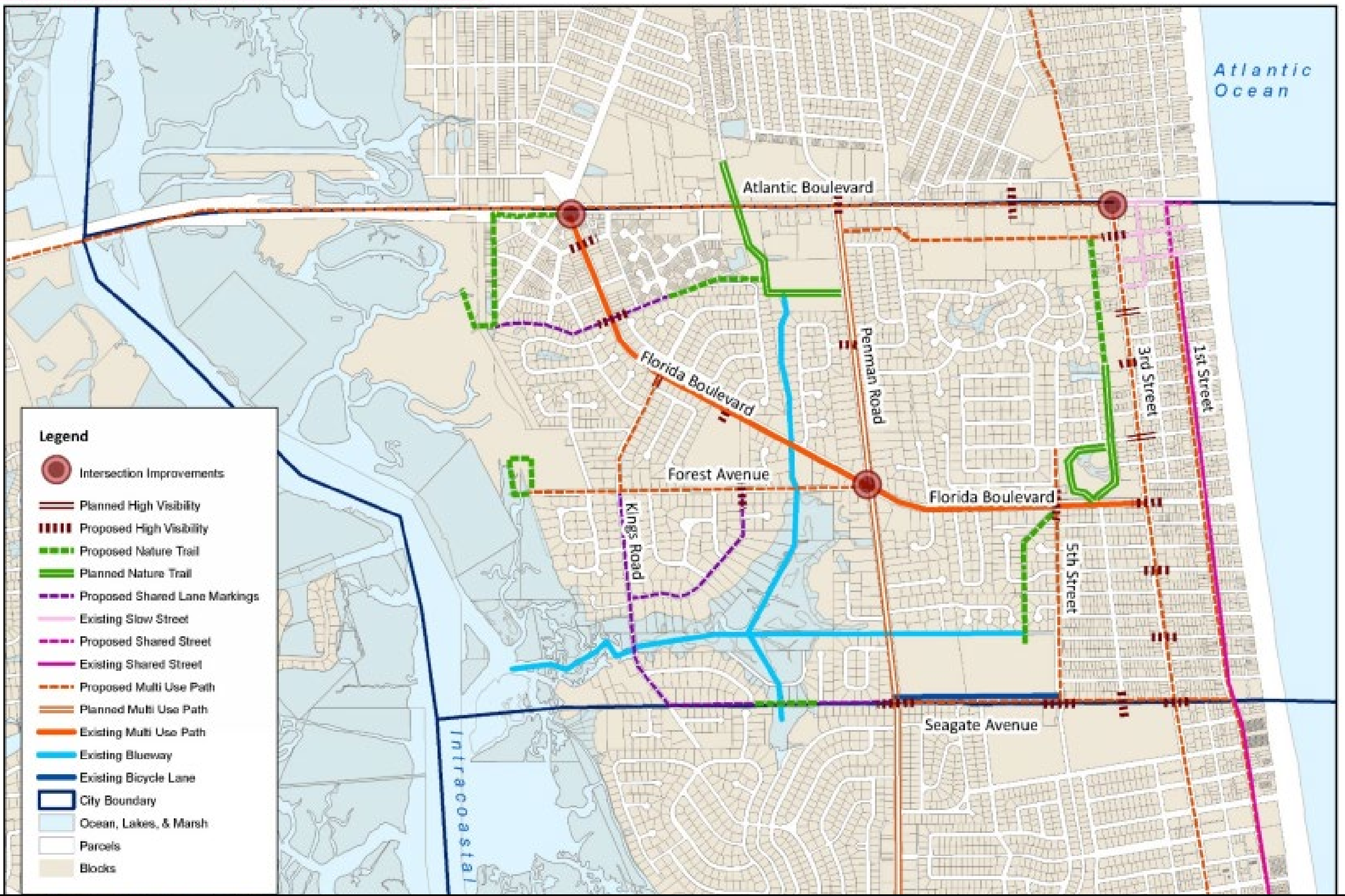
What is the community vision or expectation for the “complete streets” effort?



NORTH COMMUNITY CONNECTIONS

NEPTUNE BEACH – SEAGATE ROAD

MAP B-4: Existing and Future Bicycle Facilities



NORTH COMMUNITY CONNECTIONS

POINT OF DISCUSSION



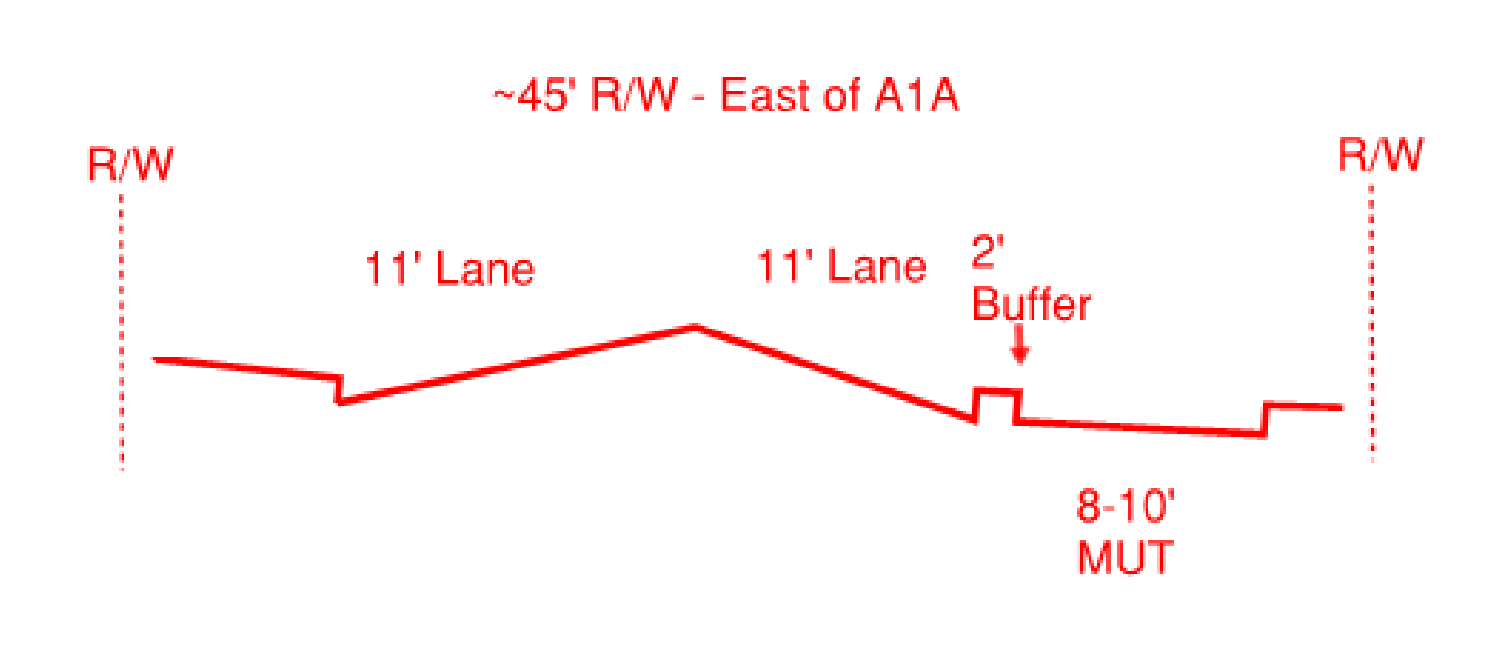
Who has the priority and how is that priority determined?

NORTH COMMUNITY CONNECTIONS

Opportunities / Challenges:

- Limited right-of-way
- Parking in right-of-way, where space is available
- Utility conflicts

SEAGATE AVENUE (LOOKING EAST)



POINT OF DISCUSSION

SEAGATE AVENUE (LOOKING WEST)

NORTH COMMUNITY CONNECTIONS

Opportunities / Challenges:

- Available space on south side of roadway
- Schools on north side of roadway



POINT OF DISCUSSION

The centerline of the road is the dividing line between Neptune and Jacksonville Beach. How would a cooperative implementation work?

SEAGATE AVENUE (LOOKING WEST)

NORTH COMMUNITY CONNECTIONS

Opportunities/ Challenges:

- School access points
- Utility conflicts
- Room for trail with minimal buffer



POINT OF DISCUSSION

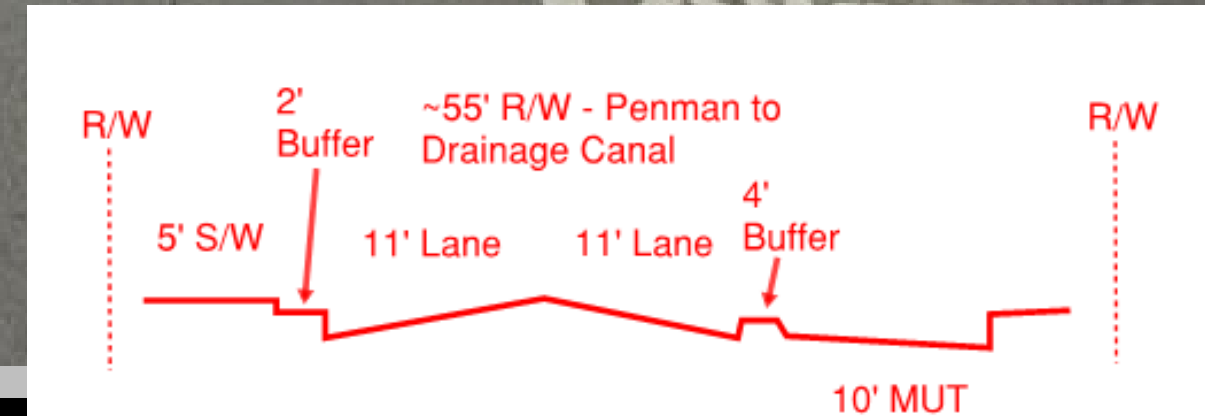
The centerline of the road is the dividing line between Neptune and Jacksonville Beach. How would a cooperative implementation work?

SEAGATE AVENUE (LOOKING WEST)

NORTH COMMUNITY CONNECTIONS

Opportunities / Challenges:

- Available right-of-way on south side of roadway
- “On-street” parking on north side of roadway
- Canal crossing has 7-foot sidewalk



POINT OF DISCUSSION

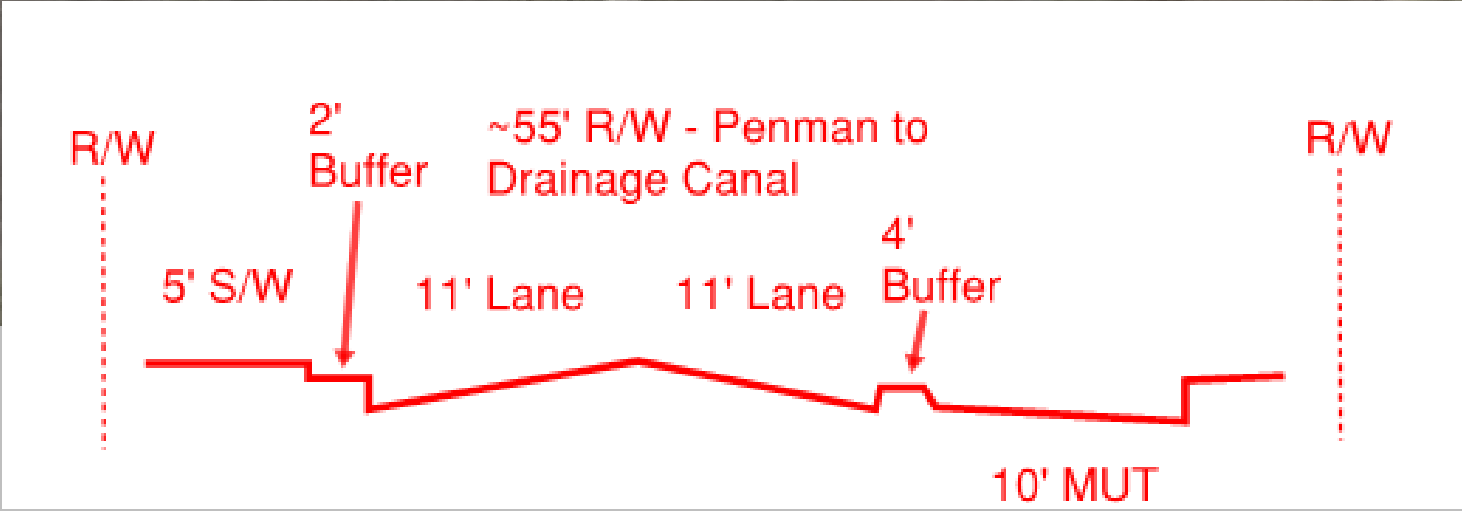
The centerline of the road is the dividing line between Neptune and Jacksonville Beach. How would a cooperative implementation work?

SEAGATE AVENUE (LOOKING WEST)

NORTH COMMUNITY CONNECTIONS

Challenges:

- Crossing at Penman would require shifting trail from south to north



POINT OF DISCUSSION



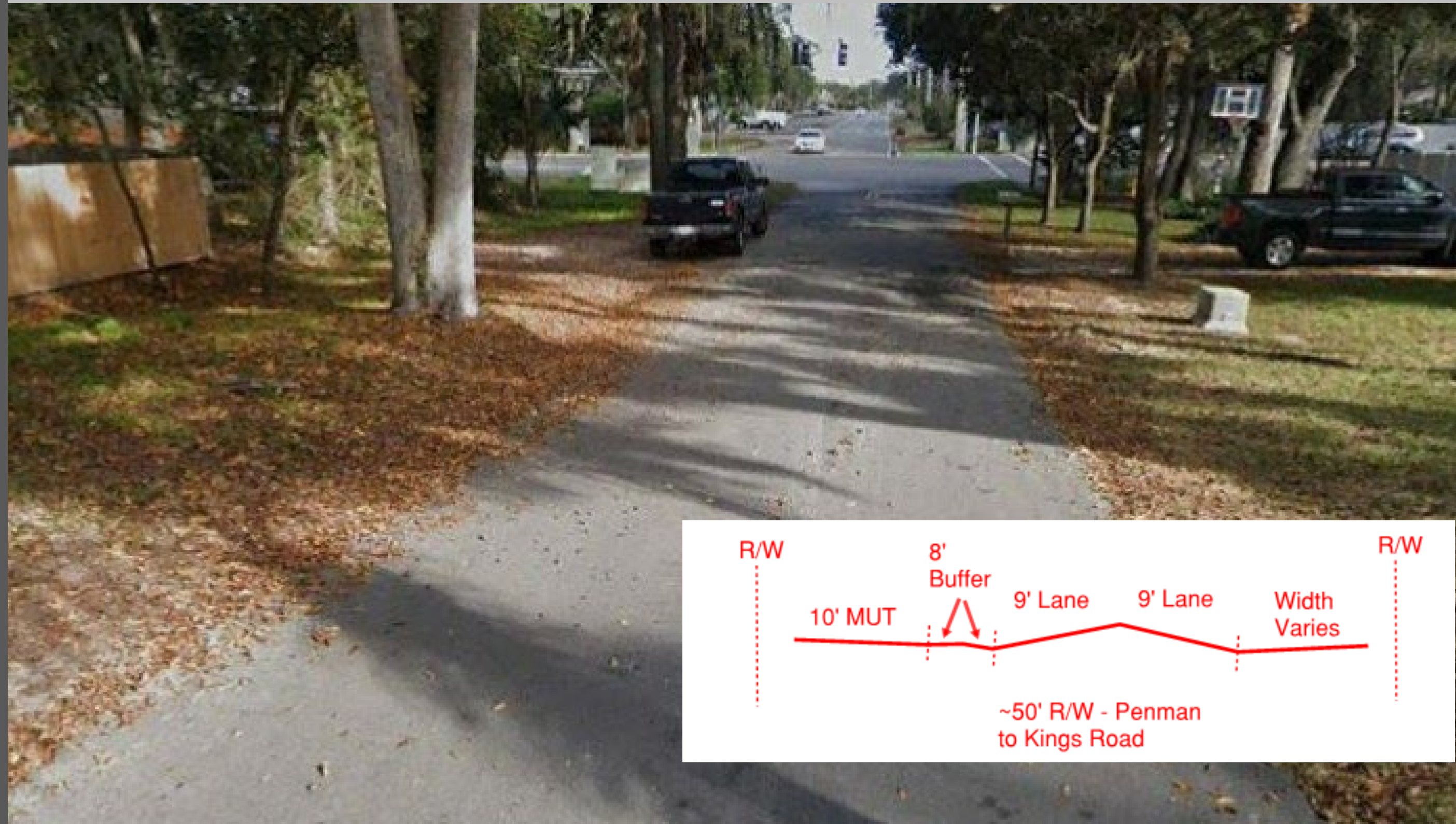
Crossing Penman and the complete streets effort. Is a “trail” phase for the signal acceptable?

SEAGATE AVENUE LOOKING EAST(

NORTH COMMUNITY CONNECTIONS

Opportunities/ Challenges:

- Narrow roadway
- Room on north side of roadway for trail
- Shaded



POINT OF DISCUSSION

The centerline of the road is the dividing line between Neptune and Jacksonville Beach. How would a cooperative implementation work?

SEAGATE AVENUE WATERWAY CROSSING

NORTH COMMUNITY CONNECTIONS

Challenges:

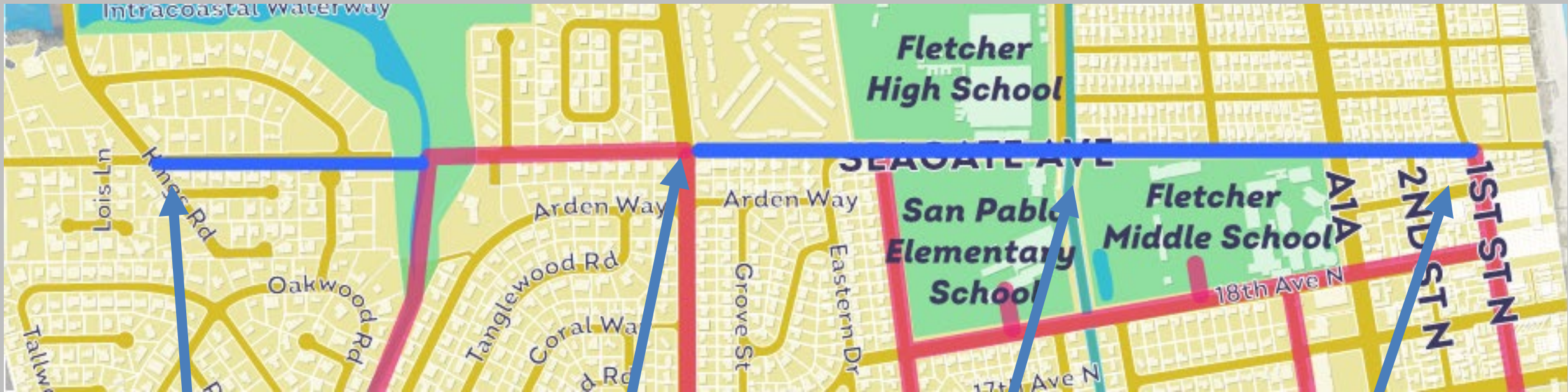
- Long waterway crossing
- Permitting requirements



POINT OF DISCUSSION

Has this waterway crossing been discussed or prioritized by the City Council?

NEPTUNE BEACH SEAGATE ROAD



KINGS ROAD
(requires waterway crossing)

PENMAN ROAD
(currently in design)

5th STREET DRAINAGE CANAL
(potential connection)

1st STREET
(shared street connection
with proposed trail)

NORTH COMMUNITY CONNECTIONS

POINT OF DISCUSSION

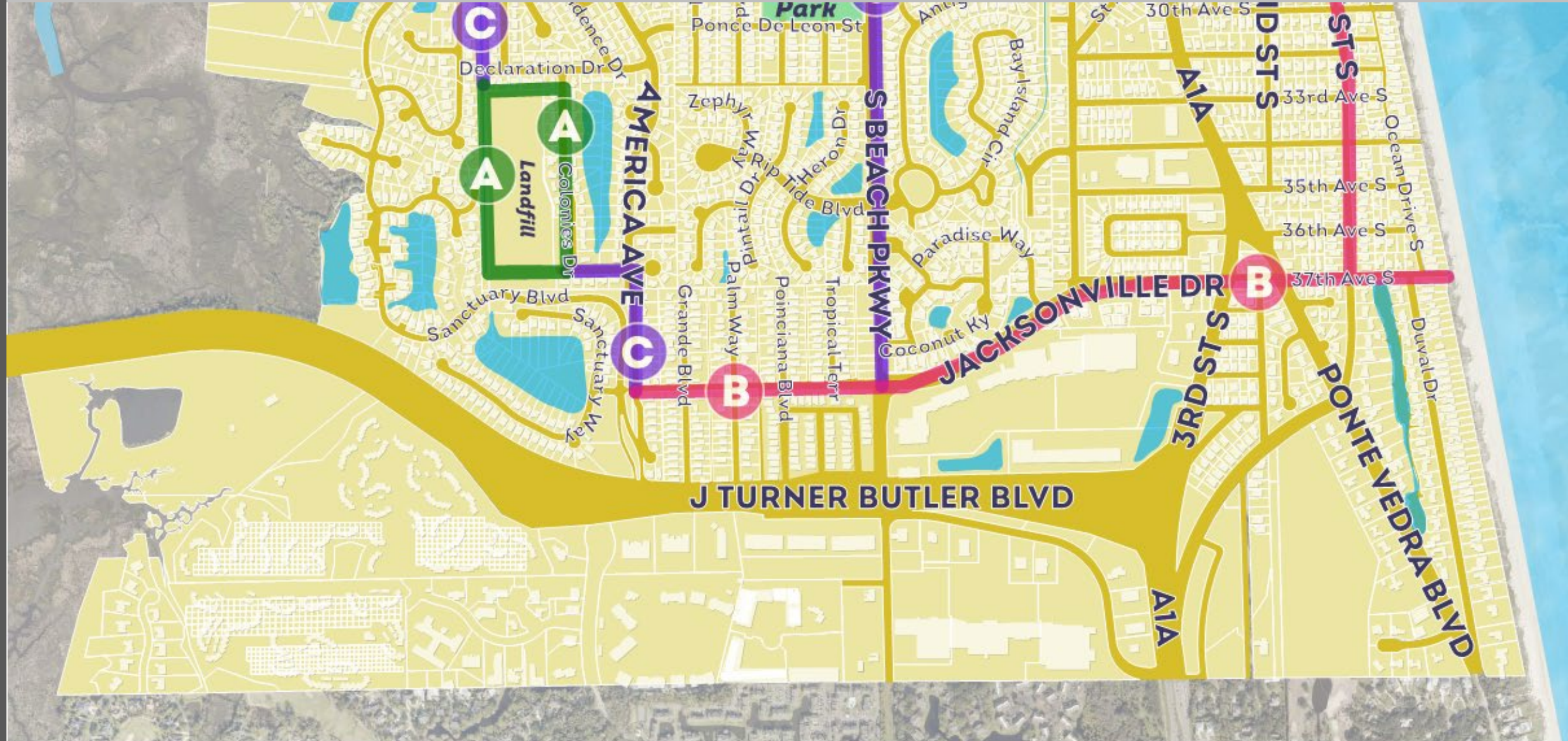
The centerline of the road is the dividing line between Neptune and Jacksonville Beach. How would a cooperative implementation work?

ST. JOHNS COUNTY

NORTH COMMUNITY CONNECTIONS

Opportunities / Challenges:

- S Beach Pkwy underpass has room for access to south of JTB
- Trail routes limited to south



POINT OF DISCUSSION

Due to nature of corridors south of JTB, does the Florida Department of Transportation have funding program to connect JAX Beach to St. Johns County via a trail through/in/next to State right-of-way along J. Turner Butler Blvd?

NORTH COMMUNITY CONNECTIONS

ST. JOHNS COUNTY



POINT OF DISCUSSION

Due to nature of corridors south of JTB, does the Florida Department of Transportation have funding program to connect JAX Beach to St. Johns County via a trail through/in/next to State right-of-way along J. Turner Butler Blvd?

AIA CROSSINGS

A1A CROSSINGS

A1A CROSSING FDOT PROJECTS

Pedestrian Hybrid Beacons

Project 441194-1 that let for construction on 3/31/21

- SR A1A and 2nd Ave N
- SR A1A and 15th Ave N
- SR A1A and Bay St

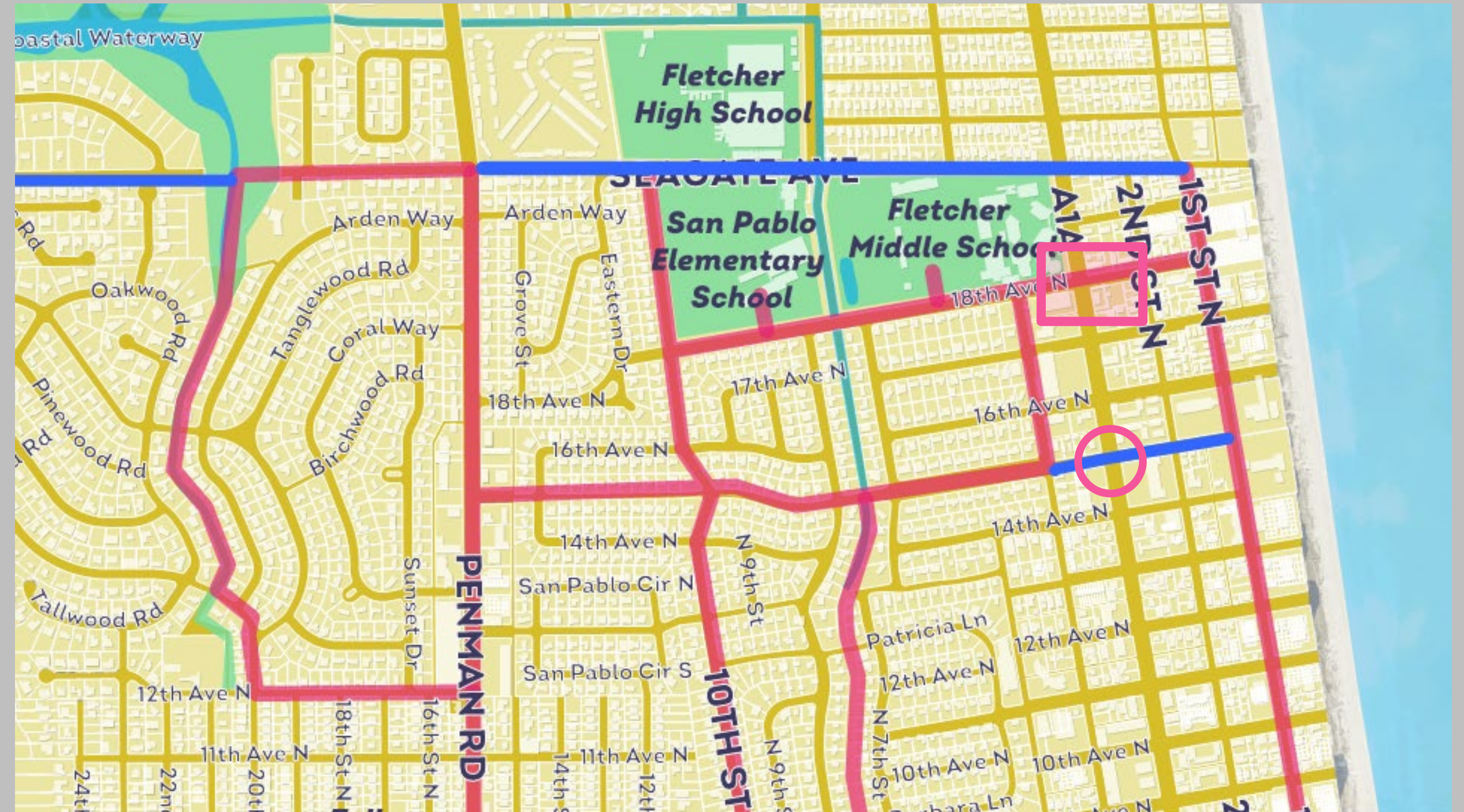
Two locations under design

- SR A1A and 7th Ave N
- SR A1A and 3rd Ave S



A1A CROSSINGS

A1A AT 15TH AVENUE N



POINT OF DISCUSSION

A1A at 15th Avenue N is a Pedestrian Hybrid Beacon. Do we connect the primary trail to this location?

A1A CROSSINGS

A1A AT 7TH AVENUE N



POINT OF DISCUSSION

A1A at 7th Avenue N is a Pedestrian Hybrid Beacon. Do we connect the primary trail to this location? Revise the network?

How will the signalized crossing be changed? Will there be a trail connection to the signal?

A1A CROSSINGS

A1A AT 2ND AVENUE N



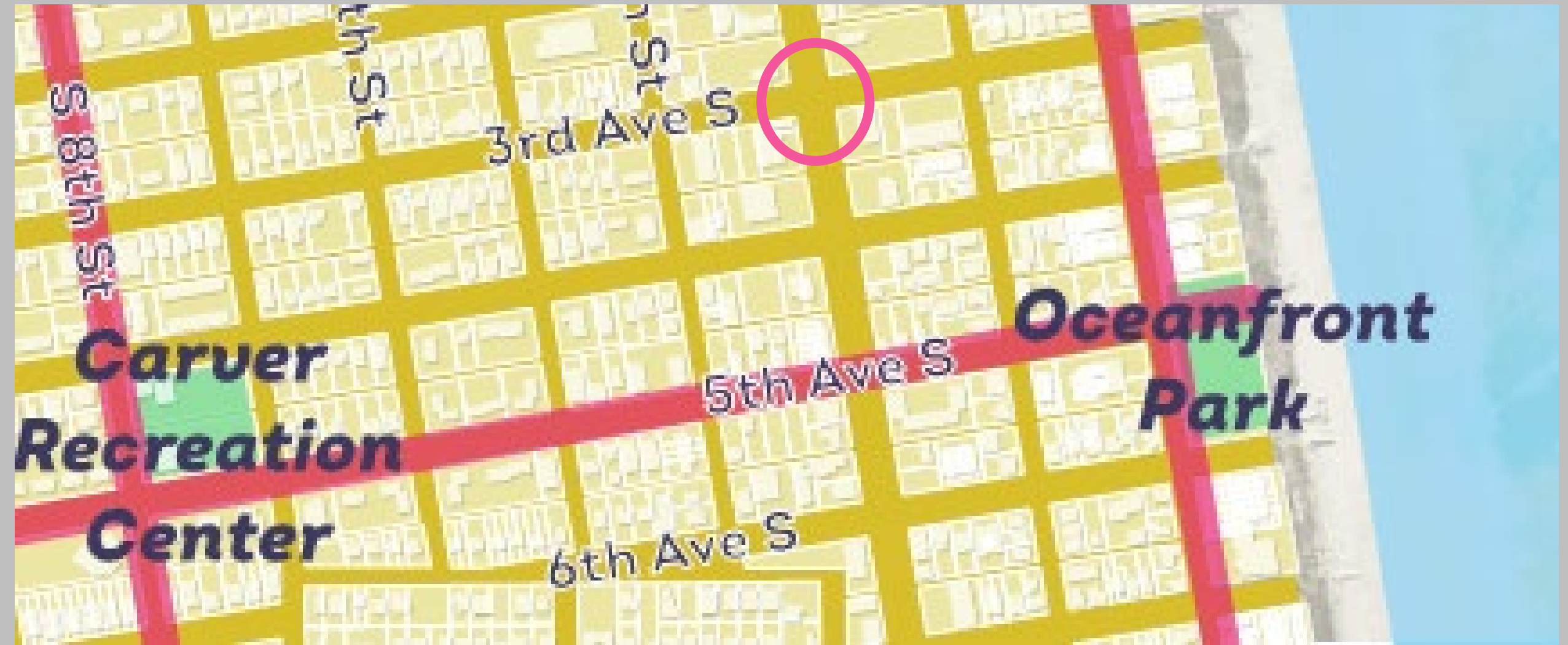
POINT OF DISCUSSION

A1A at 2nd Avenue N is a Pedestrian Hybrid Beacon. Do we connect the primary trail to this location? Revise the network?

How will the signalized crossing be changed? Will there be a trail connection?

A1A CROSSINGS

A1A AT 3RD AVENUE S



POINT OF DISCUSSION

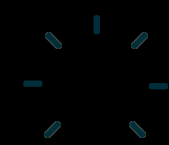
A1A at 3rd Avenue S is a Pedestrian Hybrid Beacon. Do we connect the primary trail to this location? Revise the network?

How will the signalized crossing be changed? Will there be a trail connection to the signal?

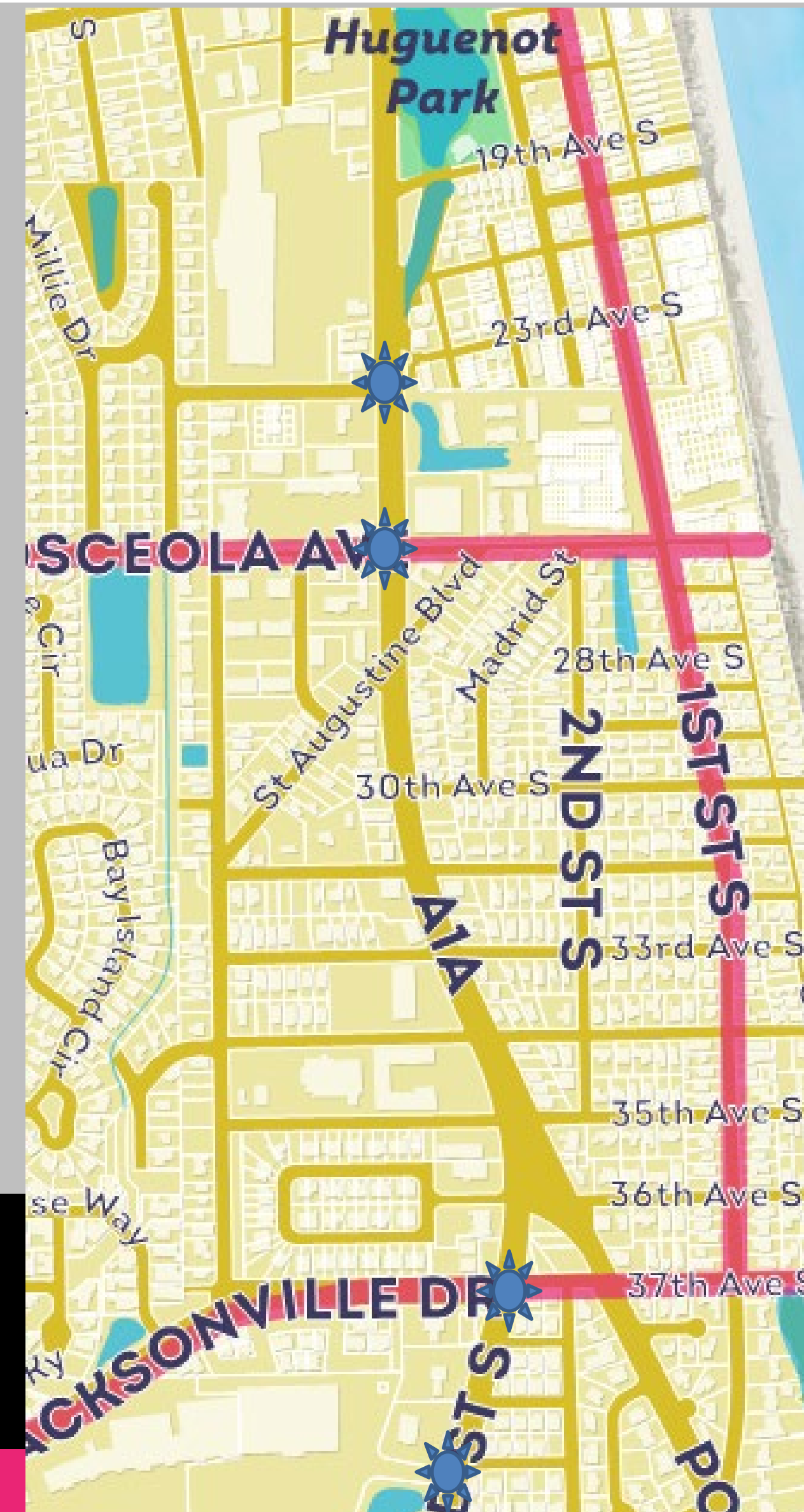
A1A CROSSINGS



A1A CROSSINGS



A1A CROSSINGS



LEVEL OF SERVICE

FHWA MULTI USE TRAIL LEVEL OF SERVICE

A - EXCELLENT

Optimum bike conditions. Ample space to absorb all users.

B - GOOD

Good bike conditions. Significant room to absorb all users.

C - FAIR

Minimum width for demand Basic bike conditions. Pedestrians and skaters diminish result in conflicts.

D - POOR

Minimum width for demand Basic bike conditions. Pedestrians and skaters diminish result in conflicts.

		Trail Width (feet)						
		8	10	12	14	16	18	20
Trail Volume (One Direction per Hour)	25	B	B	B	B	A	A	A
	50	D	C	B	B	A	A	A
	75	D	C	B	B	B	A	A
	100	D	D	B	B	B	A	A
	150	E	D	C	C	B	B	B
	200	F	E	D	C	C	B	B
	250	F	F	D	D	C	C	C
	300	F	F	E	E	D	C	C
	400	F	F	F	F	E	E	E
	500	F	F	F	F	F	F	F
	600	F	F	F	F	F	F	F
	800	F	F	F	F	F	F	F
	1000	F	F	F	F	F	F	F

1 ft = 0.3 m

Table Assumptions

Mode split is 55% adult bicyclists, 20% pedestrians, 10% runners, 10% in-line skaters, and 5% child bicyclists.

An equal number of trail users travel in each direction (the model uses a 50%/50% directional split).

Trail volume represents the actual number of users counted in the field (the model adjusts this volume based on a peak hour factor of 0.85).

Trail has a centerline.

FHWA MULTI USE TRAIL LEVEL OF SERVICE

D – POOR

A functional capacity, with speeds of all user reduced due to crowding.

E – VERY POOR

Travel effected by levels of crowding, User a void use at peak times.

F – FAILING

Facility not effectively serving user groups due to significant conflicts.

		Trail Width (feet)						
		8	10	12	14	16	18	20
Trail Volume (One Direction per Hour)	25	B	B	B	B	A	A	A
	50	D	C	B	B	A	A	A
	75	D	C	B	B	B	A	A
	100	D	D	B	B	B	A	A
	150	E	D	C	C	B	B	B
	200	F	E	D	C	C	B	B
	250	F	F	D	D	C	C	C
	300	F	F	E	E	D	C	C
	400	F	F	F	F	E	E	E
	500	F	F	F	F	F	F	F
	600	F	F	F	F	F	F	F
	800	F	F	F	F	F	F	F
	1000	F	F	F	F	F	F	F

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 Trail has a centerline.

THANK YOU!

**City of
Jacksonville
Beach** Parks & Rec

**Urban Trails
Master Plan**

**STAKEHOLDER MEETING
PRESENTATION**

CHIXI **AYRES** AG