In 2013/14 the North Florida Transportation Planning Organization (TPO) created the Bicycle and Pedestrian Plan as a guide for planning improved bicycle and pedestrian accommodation throughout Clay, Duval, Nassau and St. Johns counties. This 2016 Plan tracks the progress made and identifies the next steps.

**GOALS**

The North Florida TPO developed the following goals to guide planning and investment decisions:

- Provide an extensive, connected and convenient on-road network of bicycle and pedestrian facilities throughout the North Florida TPO region.
- Expand the region’s greenways and trails system to create a connected network of greenways and trails within the North Florida TPO region.
- Improve the safety of bicyclists and pedestrians in the North Florida TPO region.
- Improve multi-modal transportation efficiency in the North Florida TPO region.

The TPO conducted a St. Augustine subarea study in 2011 and safety campaign in 2015.
FOCUS AREA STUDIES

A focus area study of St. Augustine was completed in 2011 and served as a pilot project. The 2013 Bicycle and Pedestrian Plan identified more areas for further study and organized them into three priority groups. From Priority Group 1, the Riverside/San Marco, Duval Beaches, Amelia Island, and Orange Park studies have been completed and are highlighted on the following pages.

Future study areas include:

- **Priority Group 2:** University of North Florida/St. Johns Town Center, Ponte Vedra Beach and Yulee
- **Priority Group 3:** Middleburg, Naval Station Mayport, and Naval Air Station Jacksonville

REGIONAL ROUTE NEEDS

As part of the Duval Beaches study, the TPO analyzed routes options for connecting the beaches to downtown Jacksonville. The study considered J. Turner Butler, Beach and Atlantic boulevards, as well as a north route option including Merrill Road, Fort Caroline Road, McCormick Road, Mt. Pleasant Road, and Wonderwood Drive. The J. Turner Butler route was the least feasible due to interchange design connections for many of the grade-separated crossings along the corridor. The other routes can provide safe and operational connectivity between downtown and the beaches with additional improvements.

Corridors for future study include:

- **Clay County:** SR 21, U.S. 17, SR 16
- **Duval County:** SR A1A, U.S. 1, SR 13, U.S. 17 (note: a portion of SR 13 is under study in the Jacksonville Pedestrian and Bicycle Master Plan)
- **Nassau County:** SR A1A, SR 200, U.S. 1, U.S. 1, SR 115
- **St. Johns County:** SR A1A, U.S. 1, SR 13, SR 16, CR 210/Race Track Road

PROJECT INVESTMENT AND DESIGN

The North Florida TPO conducts bicycle and pedestrian planning studies and public education campaigns through the Unified Planning Work Program (UPWP).

The 2040 Long Range Transportation Plan Update (LRTP), adopted December 2014, includes investments in bicycle and pedestrian improvements. This funding comes from federal, state and local revenues as part of bicycle and pedestrian accommodation in road projects, as well as from dedicated revenue for standalone projects. As part of this update, we also developed Context Sensitive Solutions Guidelines. These strategies to enhance livability include those where the automobile is prioritized less than transit, pedestrian and bicycle modes.

You can learn more about the UPWP and LRTP in the Planning & Studies section at northfloridatpo.com.

SAFETY HIGHLIGHTS

In 2015 the TPO hosted 16 law enforcement officers representing 11 agencies to discuss bicycle and pedestrian safety. The officers shared their enforcement strategies, challenges, and needs. Guest speakers presented approaches and training opportunities from across the U.S. All agreed that bicycle and pedestrian safety is an important issue requiring greater education and awareness for all. We also created a safety brochure targeting the most frequent crash-causing behaviors. Future brochures will address pedestrians and motorists.

The TPO partnered with the city of St. Augustine and Flagler College students in 2014 to conduct the Slow Your Roll St. Augustine Bicycle and Pedestrian Safety campaign, which resulted in a 25 percent decrease in bicycle and pedestrian-involved crashes.

Teaming with the Atlantic Beach Police Department, our first safety campaign in 2011 yielded a 71 percent decrease in bicycle and pedestrian-involved crashes at key intersections along Atlantic Boulevard.

Over the next two years, the TPO will focus on increasing awareness and education in key crash hotspots across the region.
2015/16 STUDY HIGHLIGHTS

Focus area studies identify ways to make the most of existing infrastructure through identifying routes that can be marked with wayfinding signs and low-cost improvements such as shared lane markings (Sharrows) and bike lanes.

Pedestrian needs are studied to identify sidewalk connections, conditions and shade requirements. Safety issues are determined through crash analysis.

Public input is sought through stakeholder meetings, public meetings, outreach at community events and online surveys.

Please visit northfloridatpo.com to view the full reports and recommendations.

Riverside/San Marco

Walking and biking between Riverside and San Marco currently requires a trek over the Acosta Bridge through downtown Jacksonville. However, over the next two years the Florida Department of Transportation will begin resurfacing and widening the Fuller Warren Bridge to accommodate a 12-foot shared use lane. The shared use lane will span from Park Street to Palm Avenue and be separated from the interstate traffic by a concrete barrier with a fence on top.

The Riverside/San Marco study identifies connections and potential improvements to the transportation network in the neighborhoods surrounding the landside connections of the improved bridge. The recommendations identify the most comfortable and direct options for travel within these neighborhoods, between the neighborhoods via the Acosta Bridge and proposed Fuller Warren Bridge improvements, and from each neighborhood to downtown Jacksonville.
Duval County Beaches

The Duval County Beaches study encompasses Mayport, Atlantic Beach, Neptune Beach and Jacksonville Beach. These beach communities have relatively dense population and development patterns, as well as many parks and beach access points which make them great places for walking and biking.

On the other hand, individual neighborhoods are typically connected by very busy roadways which do not feature specific bike facilities. Many businesses and entertainment venues are on major roads such as Beach Boulevard, Atlantic Boulevard and 3rd Street/SR A1A. Travel along these major roadways can be challenging due to the high volume of motor vehicles, the wide, multi-lane configurations of the roads, and the lack of specific bicycle facilities.

The recommended routes and facilities identify the most comfortable and direct options for travel between major community destinations within these communities, and the best existing connections between the neighborhoods and to Nassau County to the north, to St Johns County to the south, and to the remainder of Duval County to the west.
Amelia Island

This study reviewed existing conditions for bicycling and walking on Amelia Island, including the City of Fernandina Beach, and recommendations of short-term improvements that can improve mobility around the Island via these modes. The primary recommendation is to develop a network of routes which will guide bicyclists and pedestrians to the most comfortable and direct connections between important community destinations. Improvements include shared lane markings, designated bike lanes and few short pathway connections. The route network connects with and complements two existing popular pathways, the Egan’s Creek Greenway and the Amelia Island Trail.

Pedestrian conditions along these same routes were evaluated, so that needed sidewalk connections, maintenance and shade can be addressed. Recommendations for bike parking and coordinating biking and walking routes with both existing and proposed transit service on the island are also included.

Finally, a safety analysis section reviews crashes involving bicyclists and/or pedestrians to identify trends for targeted crash reduction efforts.

The ultimate network of recommended bicycle and pedestrian wayfinding routes consists of over 55 miles of roadways that provide comprehensive access across the island to a wide variety of important community destinations.
Orange Park

Bounded to the north by Interstate 295, to the east by the St. Johns River, the south by Doctors Lake, and to the west by Blanding Boulevard, this study area incorporates approximately 11 square miles of the Greater Orange Park region.

When most people envision the Orange Park area, images of traffic and congestion abound. The area is bisected multiple times by wide high-traffic thoroughfares and an active rail line. These severe constraints greatly reduce the opportunity to provide a connected pedestrian and bicycle network. This is compounded by being an area that is highly built-out, therefore severely limiting opportunities to develop new infrastructure within the right-of-way.

During this study the consultant team thoroughly reviewed the area by car, bike and foot to gather a greater understanding of current issues within the existing network. This field data was then augmented with crash data reports and public input. Public comments and crash analysis indicate traffic safety concerns and vehicles failing to yield as major issues.

A bicycle and pedestrian network and needed improvements were identified to connect people and places so that they have the alternative to walk and ride their bike to area destinations. The recommendations for this study area include:

- Install 18 miles of shared lane markings
- Add 2.5 miles to the multi-use path network
- Construct 5.5 miles of new sidewalks to fill gaps
- Improve crosswalk striping
- Construct signalized crosswalks
- Install bicycle parking
- Improve land development codes
- Conduct public awareness campaigns
PARTNER AGENCIES

The North Florida TPO works closely with our partner agencies to coordinate study and investment efforts. In addition to performing studies with Clay, Duval, Nassau and St. Johns counties, the TPO works with these counties each year to identify recreation and trail projects for funding. Bicycle and pedestrian needs have a significant focus in our region, evidenced by the depth and breadth of initiatives undertaken across agencies.

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)

FDOT incorporates bicycle and pedestrian needs in roadway planning and provides a variety of resources including an interactive bike-friendly road viewer, complete streets implementation plan, safety campaigns and links to many pedestrian/bicyclist sites.

Please visit dot.state.fl.us/rddesign/BikePed for details.

JACKSONVILLE TRANSPORTATION AUTHORITY (JTA)

JTA’s MobilityCorridors program is funded by the Local Option Gas Tax. The JTA team is looking at transit, pedestrian and bicycling movements within 14 corridors to identify projects such as sidewalks, bike paths, transit accessibility improvements, lighting, bus shelters, landscaping and more.

For more information please visit jtafl.com.*

CITY OF JACKSONVILLE

The City of Jacksonville is conducting a Pedestrian and Bicycle Master Plan Study to be completed by early 2017. Two products of this study will be a Pedestrian Safety Action Plan and a Bicycle Level of Service Assessment.

Study information is available at cojpedbike.com.*

*Please note that partner agency website links were correct at the time of publication, but may change over time. Please contact the agencies with any questions.