



Moncrief Road Corridor Study

13th Street to US 1/New Kings Road

Jacksonville, FL (Duval County)

May 2025



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Jacksonville, FL (Duval County)

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ACRONYMS

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
aka	Also known as
CIP	Capital Improvement Plan
COJ	City of Jacksonville
CRA	Community Redevelopment Area
DIA	Downtown Investment Authority
FDOT	Florida Department of Transportation
FDM	FDOT Design Manual
JPDD	Jacksonville Planning and Development Department
JTA	Jacksonville Transportation Authority
KSI	Killed/Severely Injured
LF	Linear Feet
LOS	Level of Service
MLK	Martin Luther King, Jr.
mph	Miles per hour
MUTCD	Manual on Uniform Traffic Control Devices
ROW	Right-of-Way
RRFB	Rectangular Rapid Flashing Beacon
RRR	Resurfacing, Restoration and Rehabilitation
S.R.	State Road
TEM	FDOT Traffic Engineering Manual
TPO	Transportation Planning Organization
US	United States Highway
VPD	Vehicles per Day
VPH	Vehicles per Hour

1 INTRODUCTION

1.1 PROJECT DESCRIPTION

The North Florida Transportation Planning Organization (North Florida TPO, the TPO) is partnering with the City of Jacksonville (COJ) and coordinating with the Jacksonville Transportation Authority (JTA) to conduct the Moncrief Road Corridor Study. The purpose of the Study is twofold: 1) identify and analyze existing access-management issues and 2) identify and analyze feasible strategies to improve the corridor safety and performance for all users. Study results and documentation will provide the level of detail necessary to explore grant funding opportunities or move into the initial phase of project implementation.

1.2 PROJECT LOCATION

Figure 1 depicts the Moncrief Road study corridor, which extends from 13th Street on the south to United States Highway (US) 1/New Kings Road on the north. The corridor spans from Durkeeville on the south to Lincoln Villas on the north.

1.3 REPORT DEVELOPMENT

Benesch analyzed the approximately 5.25-mile corridor as six segments, based on urban context, logical termini within the roadway network, streetscapes, land uses, built environment, neighborhood boundaries and roadway design. For each segment, data is compiled and analyzed to develop an understanding of transportation, land use and environmental factors. Benesch also reviewed five years of crash reports to determine corridor trends.

- Segment 1: 13th Street to Martin Luther King, Jr. (MLK) Parkway (Durkeeville neighborhood)
- Segment 2: MLK Parkway to Golfair Boulevard (Moncrief neighborhood)
- Segment 3: Golfair Boulevard to W. 45th Street (Moncrief and Royal Terrace neighborhoods)
- Segment 4: W. 45th Street to State Road (S.R.) 111/Edgewood Avenue. COJ Lane Repurposing Concept. (Moncrief and Royal Terrace neighborhoods)
- Segment 5: S.R. 111/Edgewood Avenue to Soutel Drive (Lake Forest Hills, Edgewood Manor, Ribault Carver Manor, and Harborview neighborhoods)
- Segment 6: Soutel Drive to US 1/New Kings Road (Lincoln Villas neighborhood; within the Soutel-Kings CRA boundaries)

Overall, the body of the report focuses on recommendations and next steps for the Moncrief Road study corridor, developed from background information provided in the appendices. A concept roll plot depicting recommendations is provided as Appendix A, with other supporting documentation provided in Appendix B through E.

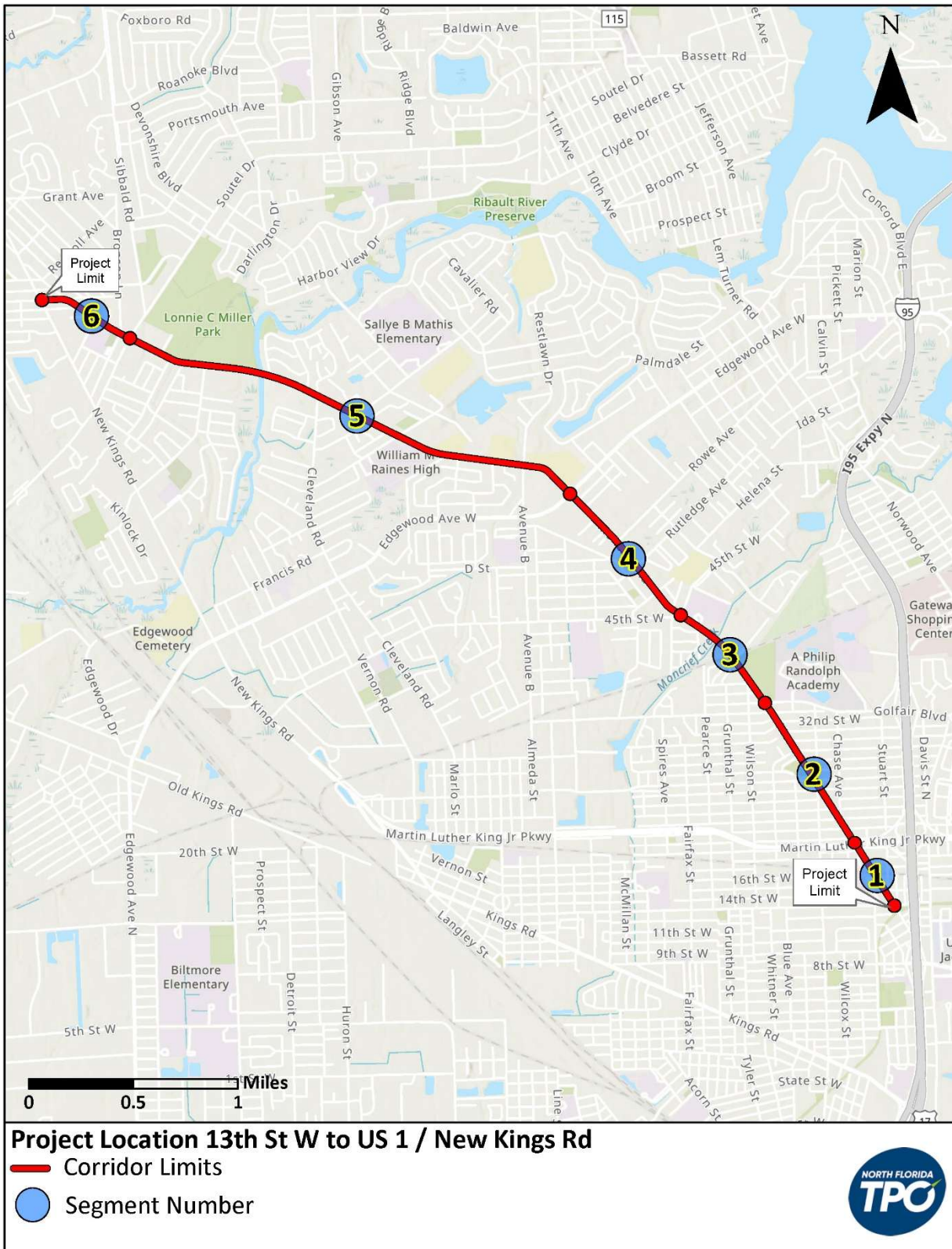


Figure 1 – Moncrief Road Study Corridor

2 STUDY AREA DESCRIPTION

2.1 LAND USE/ZONING

Existing land use in the area surrounding the study corridor is illustrated in Figure 2. Future land use and zoning are depicted in Figure 3 and Figure 4, respectively.

The project incorporates a 5.25-mile-long corridor that is best described as a classic example of “strip”/highway commercial and mixed-use. This pattern evolved from a stated land use strategy of “Radial Development” along established roadway corridors over decades of urban growth in Jacksonville.

Historically large, contiguous rural properties were bisected by Moncrief Road. Over time these rural lands were converted to more defined neighborhoods that often evolved into stand-alone places and communities. As basic infrastructure extended outward from the urban core, municipal and county zoning along the corridor was changed to accommodate more intensive densities and mixed-use activity centers at key arterial and major collector intersections. Those activity centers were typically 5 to 15 acres in size, facilitating unified site planning and access control for shopping centers and other large tract uses.

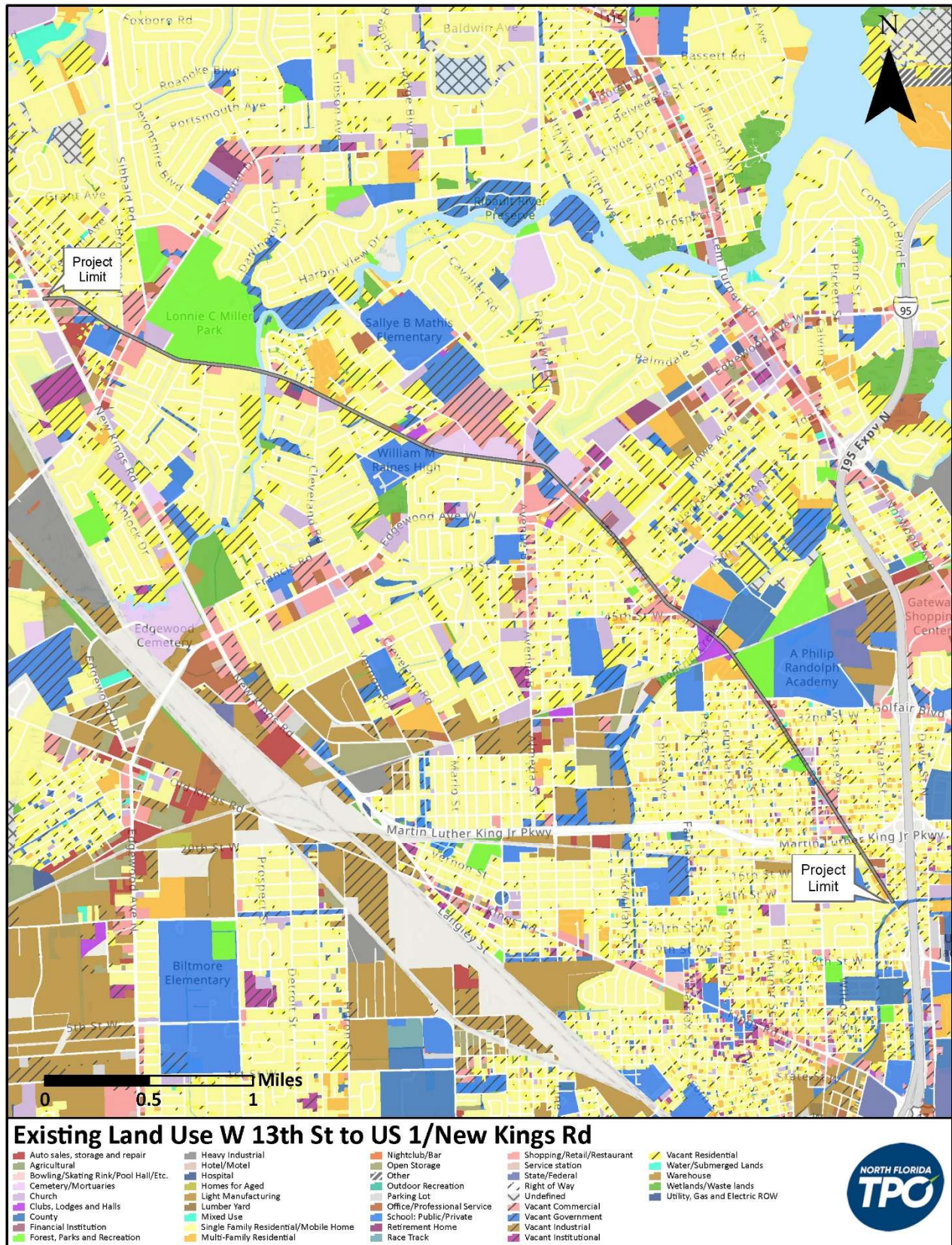
The result of the Radial Development strategy over time has been that infill blocks between those key intersections have also been rezoned to permit traditional small-shop retail commercial uses, personal service businesses and essential public services such as schools, parks, utility infrastructure and government offices. This “strip” pattern of non-residential development occurred on lot depths of 160 to 210 feet, which limited site design and promoted individual driveways and curb cuts for each parcel.

Following Jacksonville/Duval County consolidation in 1969 and consideration of future land use planning, the City’s Future Land Use Map mirrored what had already been approved through earlier, vested zoning. For that reason, the future land use map, existing land use map and zoning map are practically identical.

2.2 COMMUNITY FACILITIES

One hundred twenty three (123) community facilities are located within the study area include libraries (4), schools (50), medical facilities (23), public parks (39), community centers and cemeteries. Their locations are depicted in Figure 5. Examples include:

- S-Line Urban Greenway and Regeneration Park (Segment 1), Simonds-Johnson Park (Segment 2), Clanzel T. Brown Community Center and Park and First Tee of North Florida (Segment 3)
- Stanton College Preparatory School (Segment 1), A. Philip Randolph Career Academies (temporary home of Jean Ribault Middle School) (Segment 2), Northwestern Legends Elementary School (Segment 3), William Raines Senior High School (Segment 5)
- Eartha’s Farm and Market (Segment 3)
- Dr. C.B. McIntosh Community Achievement Center (Segment 5)
- Mt. Olive (Segment 4), Memorial, Pine Hurst and Restlawn Cemeteries (Segment 5)



Date: 3/6/24

Source: FDOR GIS 2023

Figure 2 – Existing Land Use

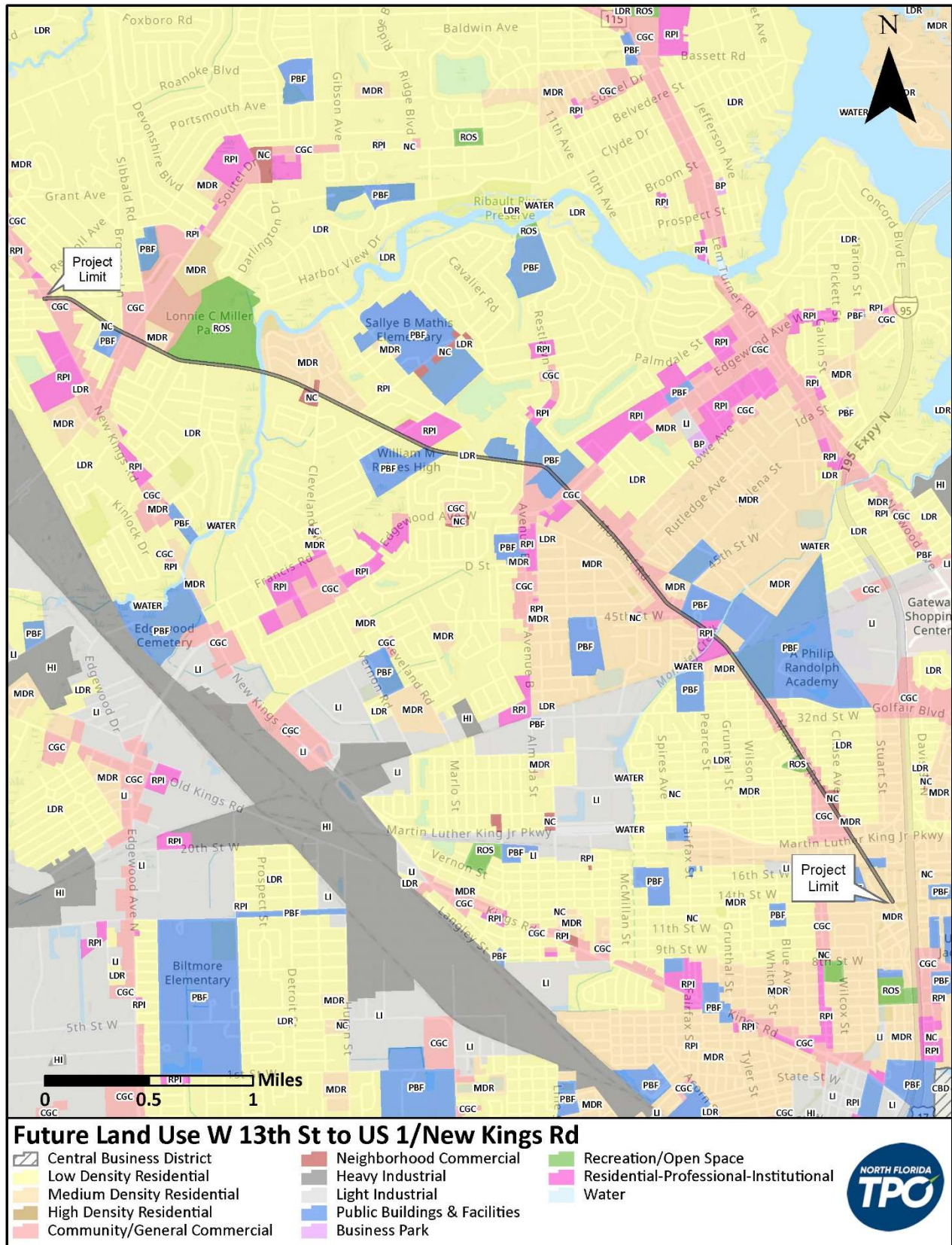


Figure 3 – Future Land Use

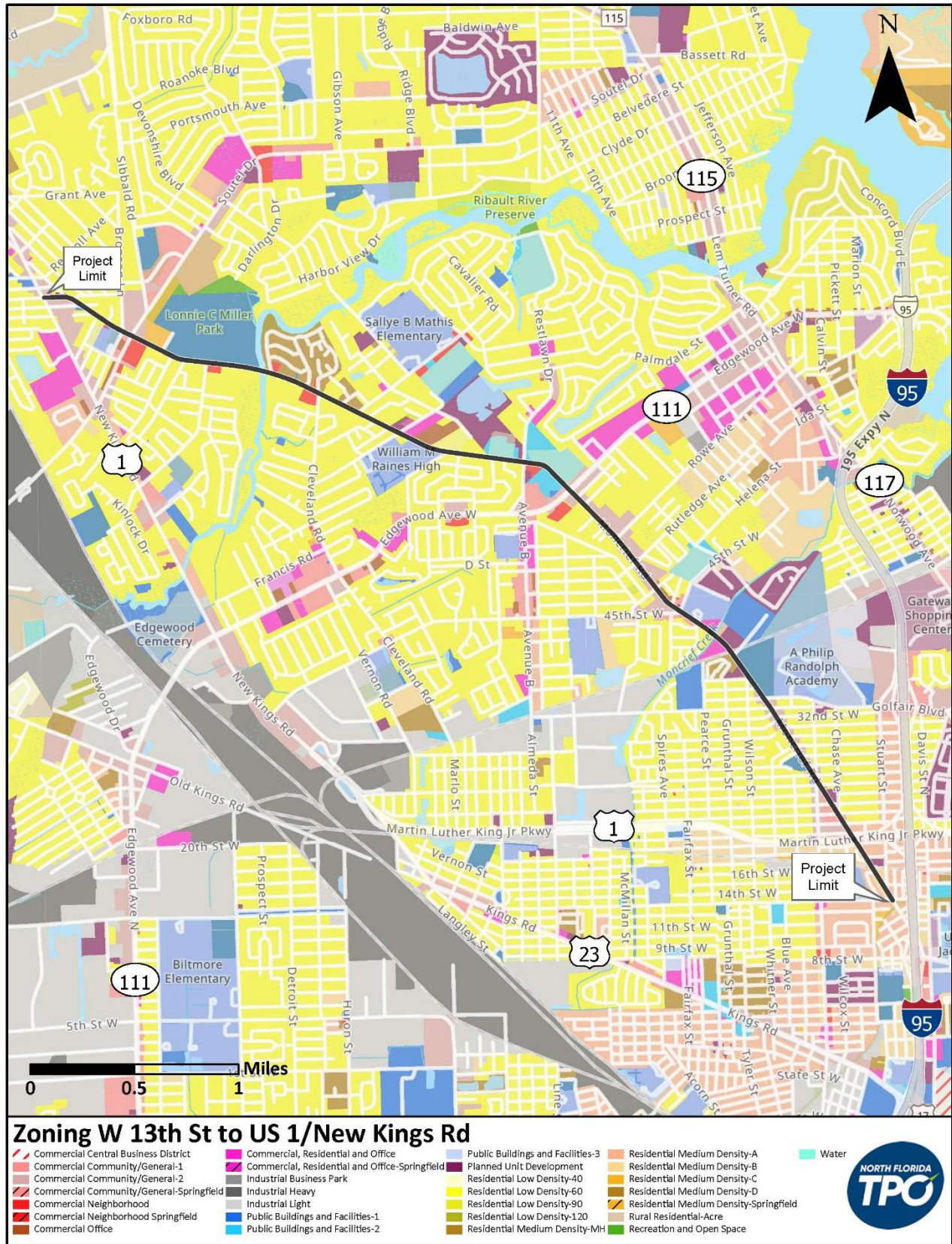


Figure 4 – Zoning

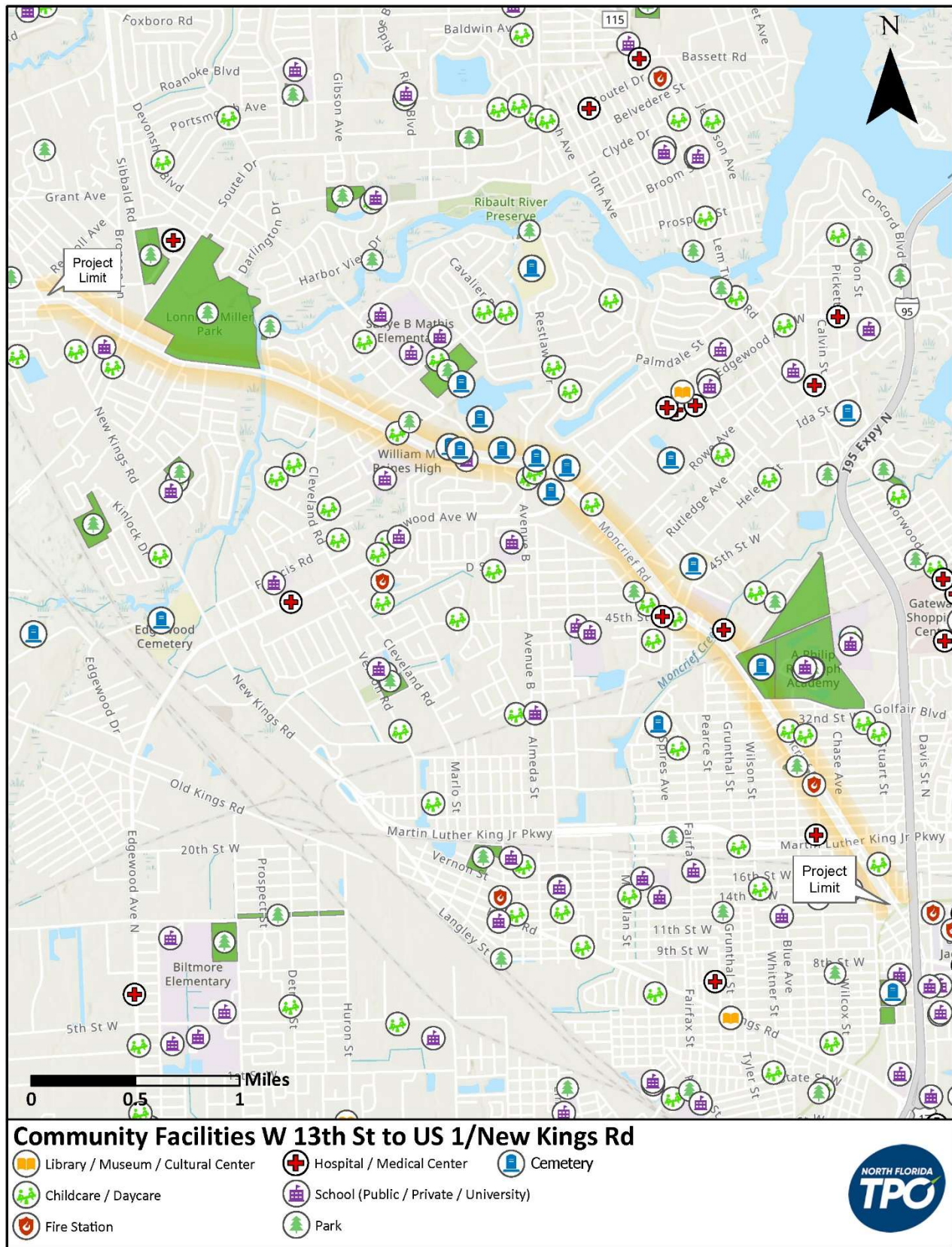


Figure 5 – Community Facilities

2.3 PLANNED PROJECTS

Projects described in the following sections are on or adjacent to the study corridor and funded for construction. Additional projects, such as those identified in JTA's Complete Streets initiative, COJ Mobility Fee projects, recommendations from the City of Jacksonville Pedestrian and Bicycle Master Plan, Downtown Investment Authority (DIA) projects, etc. are planned long-term improvements but are unfunded.

2.3.1 FY 2023-2027 Adopted Capital Improvement Plan (CIP)

Programmed projects in the current adopted CIP that are on the study corridor are identified in Table 1 and Table 2. The projects include infrastructure and parks improvements which will provide new and expanded education and recreation opportunities for the community.

These projects should be considered when making recommendations for multimodal improvements to Moncrief Road. These projects may already include or serve as an opportunity to add such improvements to a programmed project.

2.3.2 FDOT District 2

FDOT District 2 is currently constructing multiple improvements to the S.R. 9/I-95 at S.R. 115/US 1/MLK Parkway interchange and surrounding roadway network to improve safety, reduce conflicts and congestion, and increase operational capacity. The completed project (FM No. 433899-2) will reconstruct the both I-95 and pedestrian bridges over MLK Parkway to widen and increase vertical clearances.

The project will also modify existing ramp configurations, add lanes, and install noise barriers. The lane configuration of MLK Parkway at the Moncrief Road intersection will remain unchanged. New lanes and traffic signals, however, will be added in both the eastbound and westbound directions for the I-95 southbound on/off ramps, approximately 750 linear feet (LF) east of the study corridor.



Interchange improvements at MLK Parkway and I-95 are expected to be complete by the summer of 2026.

2.3.3 Mobility Fee Projects

The 2045 Mobility Plan identifies and prioritizes a list of corridor roadway, bicycle and pedestrian projects in each of the 10 mobility zones. Moncrief Road is in Mobility Zone 9. Projects eligible for Mobility Fee funding are listed in Table 3.

Table 1 – COJ CIP Projects

Department	Project No.	Title	Description	Prior FY	Funding Years	Total	Beyond 5
Public Works	010805	Moncrief Rd. and W. 20th St. Road Improvements	Install cul de sac on 20 th St to remove connection to Moncrief Rd and create parallel parking spaces	-	FY 23-24	\$350,000	-
Park & Recreation	003033	Clanzel T. Brown Park	The project will develop outdoor covered multiuse court/event space.	\$1,650M	-	\$1,950M	\$300,000

Table 2 – COJ CIP Projects (Ongoing)

Project	Project Title	Revised Budget	Actuals	Encumbered	Balance
006346	Moncrief Road Diet	\$50,002.00	\$42,881.78	\$0.00	\$7,120.22
009022	Moncrief Rd Beautification (W. 34 th Street/Golfair Boulevard - W. 45 th Street)	\$3,600,002.00	\$156,543.98	\$314,474.22	\$3,128,983.80
010220	Moncrief Road Pedestrian Bridge	\$1,952,041.00	\$157,672.84	\$211,269.32	\$1,583,098.84
010250	Cemetery Entrance Enhancements	\$1,900,600.00	\$77,849.29	\$38,809.27	\$1,783,941.44

Table 3 – COJ Mobility Fee Projects (Zone 9)

Type	Facility Name	From	To	Improvement	Owner Agency	Link Length (Miles)	Mobility Fee Cost
Motorized	Moncrief Road	MLK Parkway	Edgewood Avenue	Context Sensitive design, enhance the streetscape, add bike lanes, ped facilities.	City	1.08	\$2,073,600
Standalone Bicycle	Moncrief Road	34 th Street	S Line existing trail	Buffered Bike Lanes	City	1.19	\$69,107
	Moncrief Road	Golfair Boulevard	Edgewood Avenue	Protected Bike Lanes	City	1.38	\$79,104
	Moncrief Road	Soutel Drive	Edgewood Avenue	Protected Bike Lanes	City	2.28	\$358,730
Stand Alone Pedestrian	Moncrief Road	Soutel Drive; Rowe Street	Owen Avenue; George R Kearns Boulevard	Sidewalks	City	2.19	\$410,099

3 PLANNING CONCEPT DEVELOPMENT

3.1 DESIGN STANDARDS

The typical section alternatives and concepts developed for this study generally follow the guidelines and standards listed below. Additional guidance for best practices is listed in Appendix B, Section 1.3.

- FDOT Design Manual (FDM) and Standard Plans
- Manual on Uniform Traffic Control Devices (MUTCD)
- FDOT Traffic Engineering Manual (TEM)
- Minimum Standards for Design, Construction, and Maintenance Streets and Highways (AASHTO Greenbook)

3.2 RECOMMENDED TYPICAL SECTION/CORRIDOR PLAN

This study provides recommendations to address access management and to improve the safety and performance of the corridor for all users. Based on the existing facility characteristics described in Appendix C, Benesch focuses the recommendations “between the curbs” to utilize existing infrastructure and leverage the opportunity to make improvements during Resurfacing, Restoration and Rehabilitation (RRR) projects. Safety recommendations, such as midblock crosswalks, are based on field observations and the crash analysis provided in Appendix D.

Benesch reviewed as built plans and historic plat maps to determine existing ROW and typical sections along the corridor. Nine proposed typical sections are described in the following sections with proposed concept layout plans provided in Appendix A. The proposed typicals generally follow corridor segmentation but do not match exactly due to varying right-of-way (ROW) and existing conditions. Lane width recommendations are based on FDM Table 210.2.1 and consider context class and target speed. Although Moncrief Road is under the jurisdiction of the City of Jacksonville, improvements at intersections with FDOT roads (MLK Parkway, S.R. 111/Edgewood Avenue and US 1/New Kings Road) require coordination with District 2.

The concept roll plot generally depicts improvements to the corridor for the following segments:

- 13th Street to Golfair Boulevard/W. 34th Street
- W. 45th Street to north of Spirea Street E

The segment from Golfair Boulevard/W. 34th Street to W. 45th Street is under reconstruction by the City of Jacksonville as part of CIP Project No. 009022 (Moncrief Road Beautification). The 2.3-mile section between Spirea Street E. and US 1/New Kings Road shares a consistent typical section and is depicted only at major intersections with crosswalks and other improvements noted in Sections 3.2.8 and 3.2.9.

- Moncrief Road at Cleveland Road
- Moncrief Road at Soutel Drive
- Moncrief Road at US 1/New Kings Road

The overall improvements are based on a mill and resurfacing (RRR) of Moncrief Road. Multimodal facilities are provided using a combination of lane reallocation and sidewalk widening. Much of the work is accommodated within the existing curb line to limit reconstructing curb and drainage structures. As part of

the design process, an engineering survey and utility coordination should be conducted to establish the ROW line and verify existing conditions.

The corridor wide concept plan estimate includes upgraded lighting fixtures along the corridor. Crash analysis indicates that the number of nighttime crashes minimally exceeds the State average. A lighting study during the design phase should review current levels and recommend appropriate upgrades, particularly for multimodal users.

3.2.1 13th Street to MLK Parkway

Segment 1 is located within the Durkeeville neighborhood. Recommendations are based on a C4 context class and a target speed of 30 mph. The minimum ROW is 60 LF. As depicted in Figure 6, the proposed typical section widens the existing sidewalk on one side of Moncrief Road to an 8 LF shared use path. The path begins at the S-Line Urban Greenway south of W. 13th Street on the west side of Moncrief Road, where there's adequate separation from the travel lane to fit a trail between the ROW line and utility poles. The path extends across the Norfolk Southern rail line and eliminates the existing sidewalk gap.

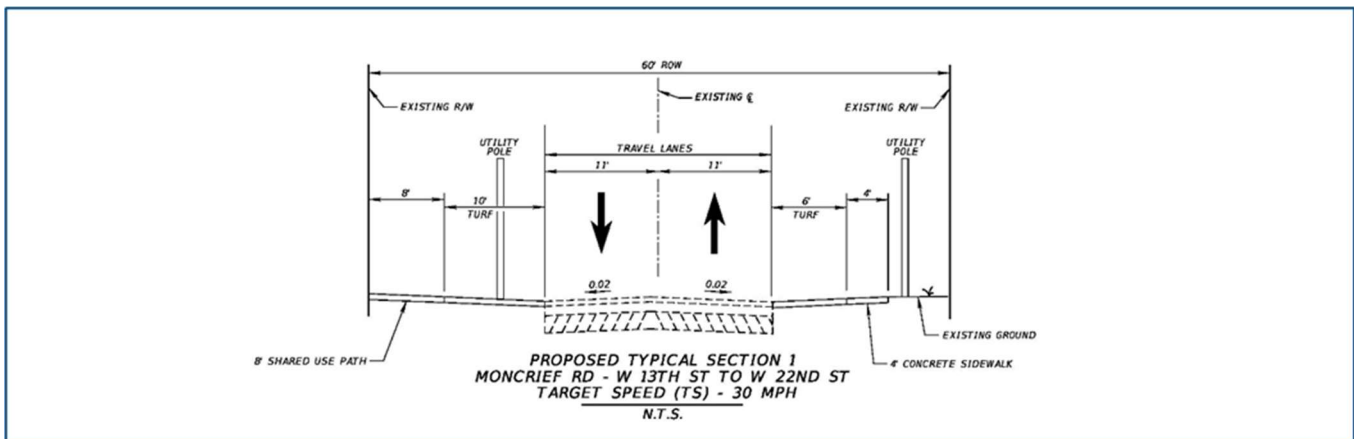
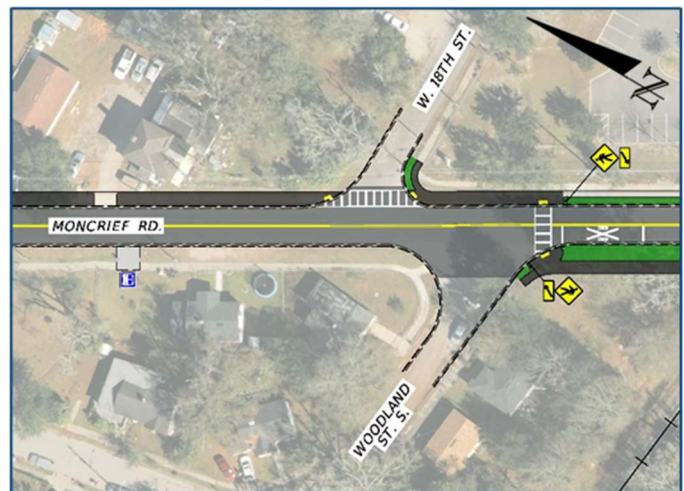


Figure 6 – Proposed Typical Section (13th Street to MLK Parkway)

The ROW begins to widen near MLK Parkway. At Woodland Street S., the path crosses to the east side of the road via a midblock crosswalk, providing cyclists with a low stress location to make the transition before reaching MLK Parkway and the proposed cycle track on the east side of Moncrief Road.

Recommended improvements for Segment 1 are depicted in Figure 7, which details an area from Stuart Street to W. 13th Street (refer to Appendix A for the full roll plot).



The proposed shared use path will cross Moncrief Road from west to east at Woodland Street S.

Spot treatments throughout the segment are identified on the roll plot and include the following:

- Special Emphasis Crosswalks at intersections: W. 13th Street, Stuart Street, W. 16th Street, W. 18th Street, W. 19th Street and MLK Parkway
- Refresh stamped asphalt crosswalks at W. 21st Street and W. 22nd Street
- Midblock crossing at Woodland Street S
- Replace the existing wood tie crossing at the Norfolk Southern rail crossing between W. 16th Street and Woodland Street with a rubberized panel crossing
- Upgrade existing light fixtures to LEDs

The City should conduct outreach with residents, churches, property owners and City Council representatives (District 7 and At Large) regarding the proposed project. The existing verge is used for parking and it appears that some structures and fences may intrude within the ROW. Survey and utility coordination will be key parts of the design and construction process to address this and any impacts to utility poles or underground utilities.

All improvements within the rail ROW require coordination between the City of Jacksonville and Norfolk Southern. The existing rail crossing is skewed and realignment of the sidewalk grade crossing is recommended such that users do not cross the tracks at a narrow angle where the casters of wheelchairs and the wheels of bicycles could fall into and might be constrained in the flangeway gap. Placement of traffic control devices and other physical treatments at the shared use path grade crossing should be determined by a Diagnostic Team during design. Recommended improvements should follow guidance within FDM Section 222.2.4 (At-Grade Rail Crossings) and MUTCD 11th Edition, Chapter 8E, Pathway and Sidewalk Grade Crossings.¹ Other recommendations include:

- Corridor wide lighting upgrades.
- Wayfinding signage at the S Line for those continuing to the Moncrief Trail.
- Crosswalk visibility enhancements and raised crosswalks should be considered where the trail meets 13th Street, 16th Street, 18th Street and 19th Street. Conduct an engineering study to review traffic volumes, pedestrian activity, speeds and drainage modifications needed.



Upper: Looking south, the sidewalk on the east (left) side of Moncrief Road would be widened to 8 LF. Vehicles are parked within the ROW.

Lower: The rail grade crossing north of W. 16th Street is upgraded as part of the corridor improvements, including a shared used path on the east side of Moncrief Road.

¹ MUTCD 11th Edition, Chapter 8E, Pathway and Sidewalk Grade Crossings

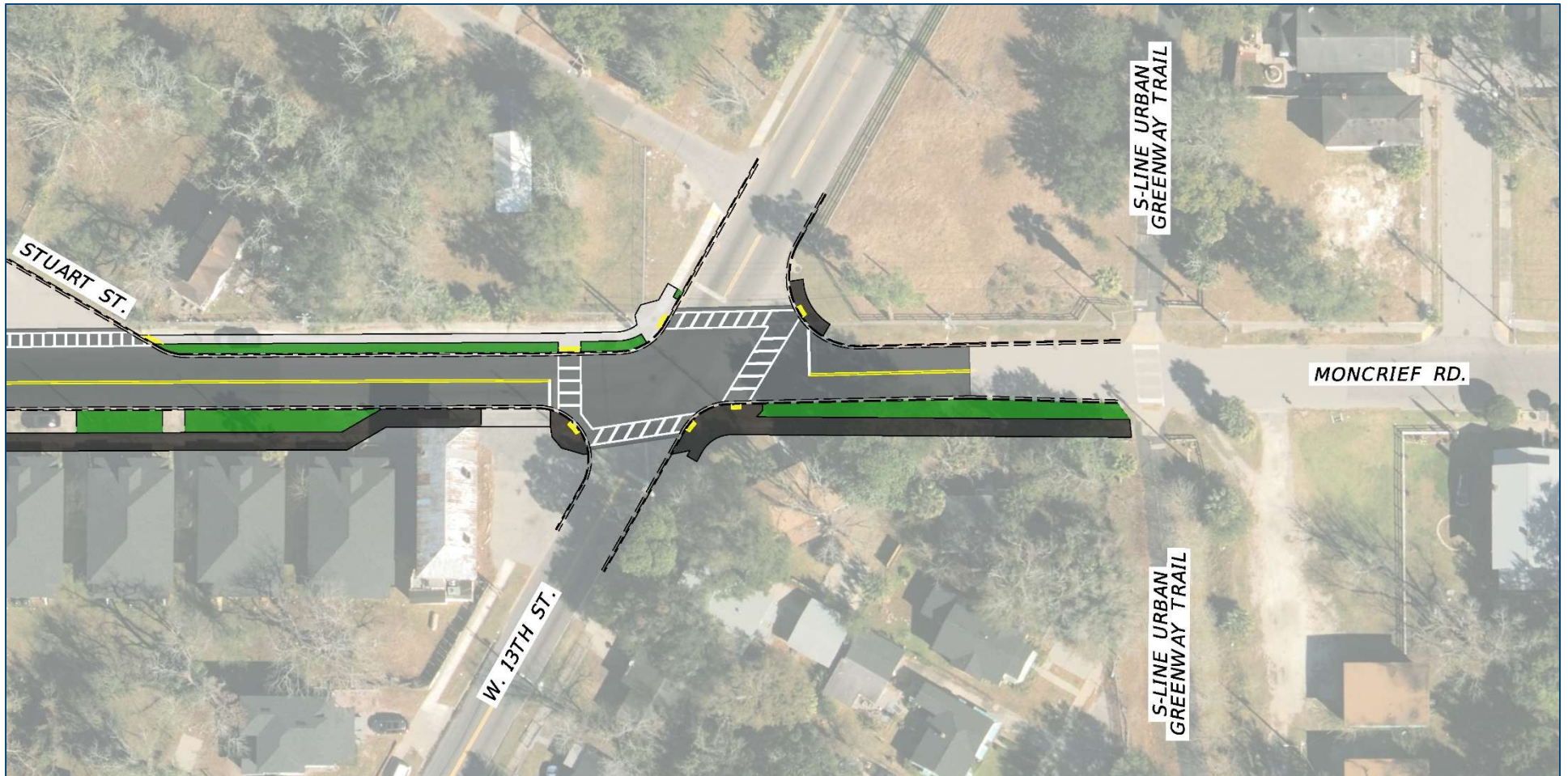


Figure 7 – Detail of Concept Roll Plot (S-Line Trail to Stuart Street)

3.2.2 MLK Parkway to W. 22nd Street

This wide three block segment serves as a transition between recommended typical sections within the Moncrief neighborhood. Recommendations are based on a C4 context class and a target speed of 30 mph.

In the first three blocks of Segment 2, lanes are reduced from 19 LF to 10.5 LF. The remaining pavement width is reallocated to an 8 LF cycle track with modular traffic separator (northbound), such as mountable curbing or Zicla Zipper system, and painted bulb outs (southbound).

Recommended improvements are illustrated in Figure 8, which details the area between MLK Parkway and W. 22nd Street (refer to Appendix A for the full concept roll plot). Spot treatments are identified on the roll plot and include the following:

- Special Emphasis Crosswalks at intersections: W. 20th Street
- Refresh the stamped asphalt crosswalks at W. 21st Street, W. 22nd Street and Case Avenue
- Transverse green bicycle markings across intersections and driveways
- Raised bus platform at JTA stop at W. 22nd Street (northbound)
- Upgrade existing light fixtures to LEDs

Although Moncrief Road in this area is not signed for parking, vehicles were observed parked on both sides adjacent to area businesses. The City should conduct outreach with businesses and City Council representatives (District 10 and At Large) during the design and construction process regarding the perceived loss of parking.

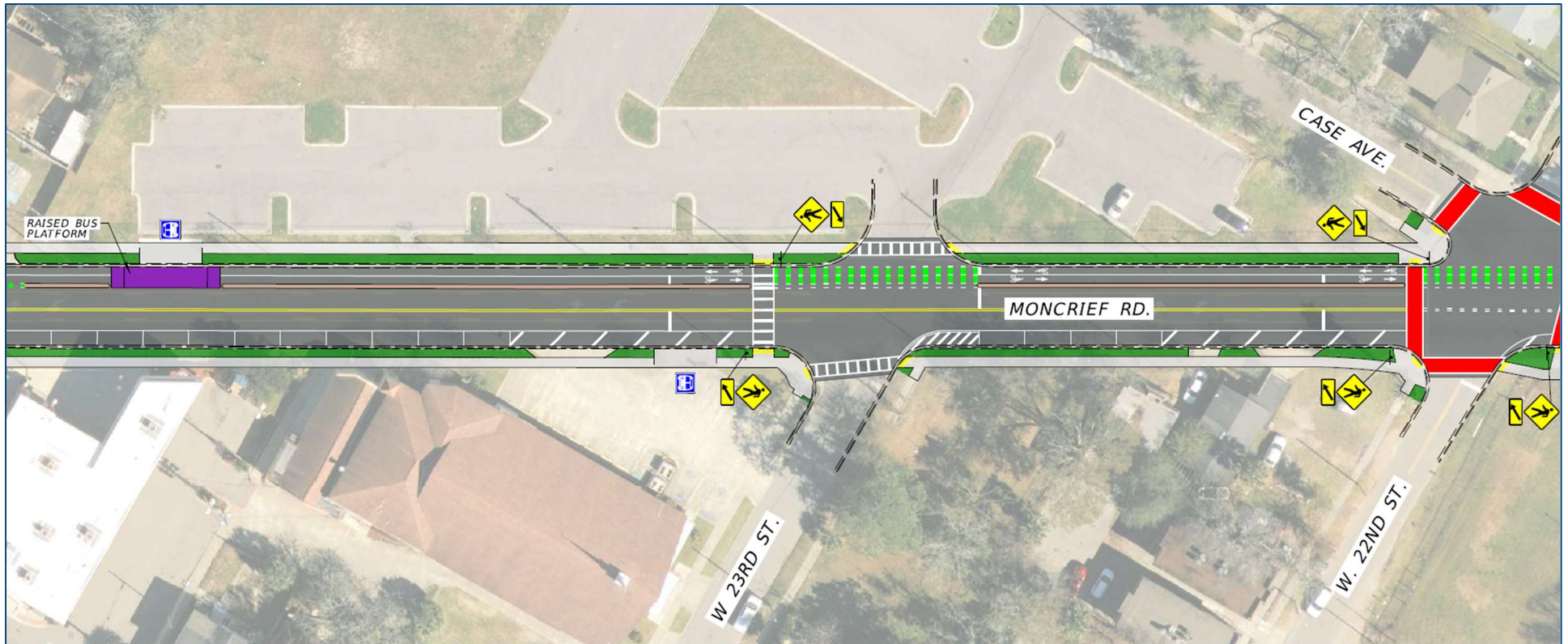


Figure 8 – Detail of Concept Roll Plot (MLK Parkway to W. 22nd Street)

3.2.3 W. 22nd Street to Myrtle Avenue

This four-block section of Segment 2 is located within the Moncrief neighborhood. The minimum ROW is 60 LF. Recommendations are based on a C3R context class and a target speed of 30 mph.

As illustrated in Figure 9, the proposed typical section eliminates the center turn lane, narrows the existing travel lanes from 12 LF to 10.5 LF and reallocates the space to an 8 LF cycle track with modular traffic separator (northbound) and on street parking (southbound).

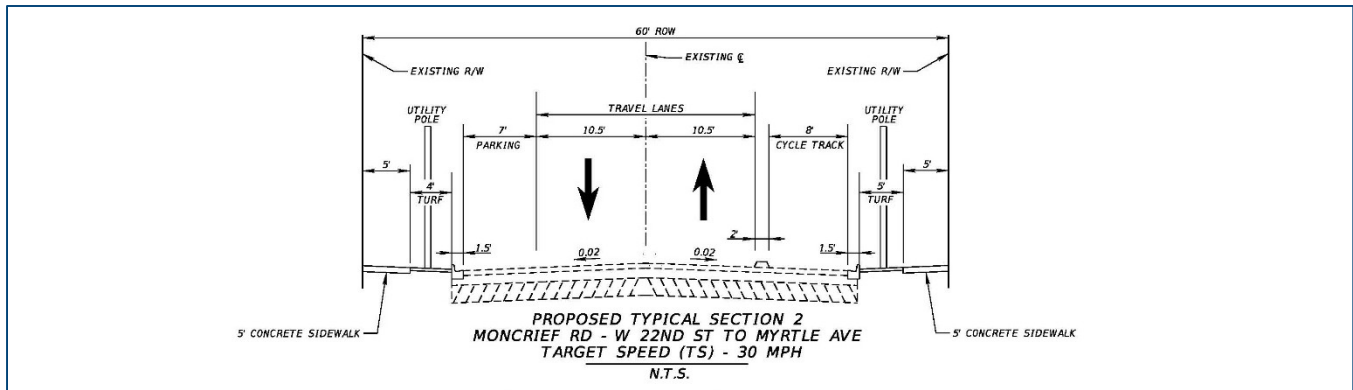


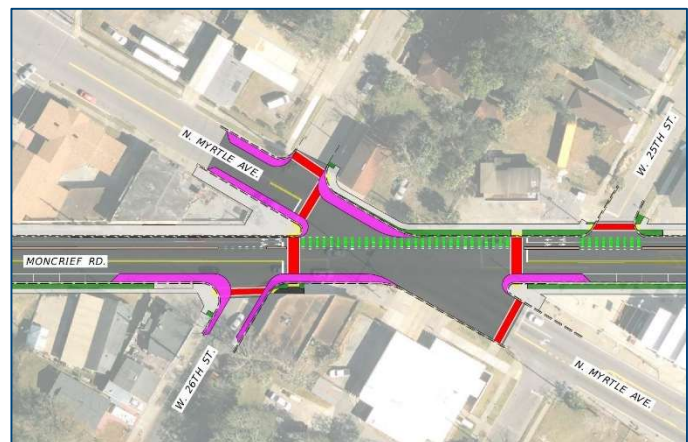
Figure 9 – Proposed Typical Section (W. 22nd Street to Myrtle Avenue)

Recommended improvements are also depicted in Figure 10, which details the area between W. 22nd Street to south of W. 25th Street (refer to Appendix A for the full roll plot).

The intersection of Myrtle Avenue, Moncrief Road, W. 25th and W. 26th Streets (aka “The Point”) was once a commercial hub for the Moncrief neighborhood. Current businesses and services include North Point Town Center, Holley’s BBQ and Jacksonville Fire and Rescue Department Fire Station No. 18. As depicted in the adjacent image, proposed improvements include mountable curb bulb outs and stamped asphalt crosswalks.

Spot treatments are identified on the roll plot and include the following:

- Special Emphasis Crosswalks at intersections: W. 23rd Street
- Refresh the stamped asphalt crosswalks at W. 25th Street, W. 26th Street and Myrtle Avenue
- Midblock crossing at W. 23rd Street
- Transverse green bicycle markings across intersections and driveways
- Bulb outs at the Myrtle Avenue intersection



Proposed improvements at The Point are an opportunity to activate a neglected space and connect neighborhoods and small businesses.

- Raised bus platform at JTA stop south of W. 25th Street (northbound)
- Upgrade existing light fixtures to LEDs

JTA has an alternate concept for the Myrtle Avenue intersection, incorporating a dual or “peanut” roundabout. The recommended configuration minimizes impacts to private properties as compared to a conventional roundabout and eases pedestrian crossings via high emphasis crosswalks and raised islands.

Bulb outs in both concepts offer an opportunity for restaurant or retail seating. Optionally and during design, review the feasibility of adding or Philly Stormwater Bioswale in bulb outs. There may be also opportunities to add bike ramps on the north and south sides of Moncrief Road and widen the sidewalk to a shared use path between the bike ramps and the intersection.



JTA concept for the Myrtle Avenue and Moncrief Road intersection. Source: Roundabout Feasibility Technical Memorandum, November 14, 2023, Haskell.

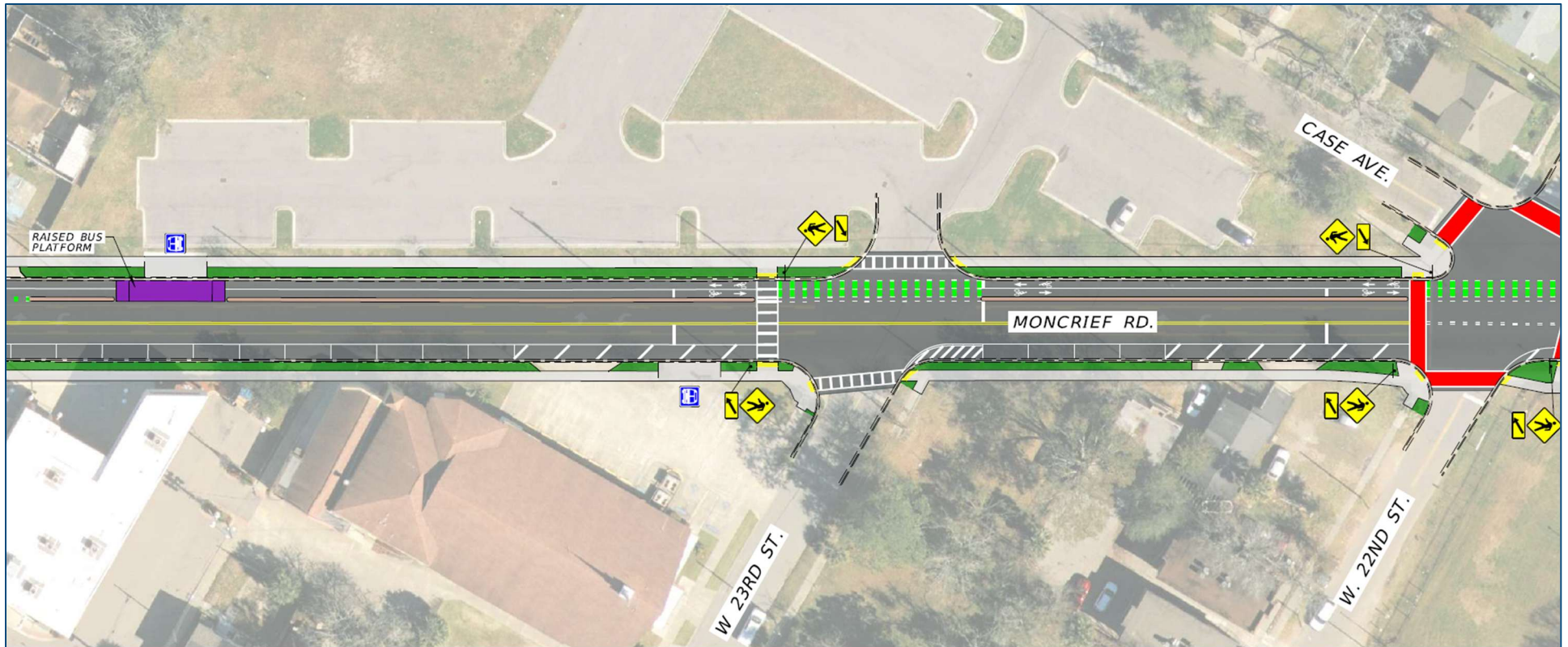


Figure 10 – Detail of Concept Roll Plot (South of W. 25th Street to W. 22nd Street)

3.2.4 Myrtle Avenue to Golfair Boulevard

This approximately 0.5 mile section of Segment 2 is located within the Moncrief neighborhood. Recommendations are based on a C4 context class and a target speed of 30 mph. The minimum ROW is 60 LF.

The existing pavement section is wide (~38 LF). As illustrated in Figure 11, the proposed typical section narrows the existing lanes from 19 LF to 10.5 LF, reallocating the pavement to a 7 LF parking lane on the southbound side and an 8 LF cycle track with modular traffic separator on the northbound side. This reallocation removes on street parking on the northbound (east) side of Moncrief Road. Although Moncrief Road in this area is not signed for parking, vehicles were observed parked on both sides adjacent to area homes, businesses, parks and churches.

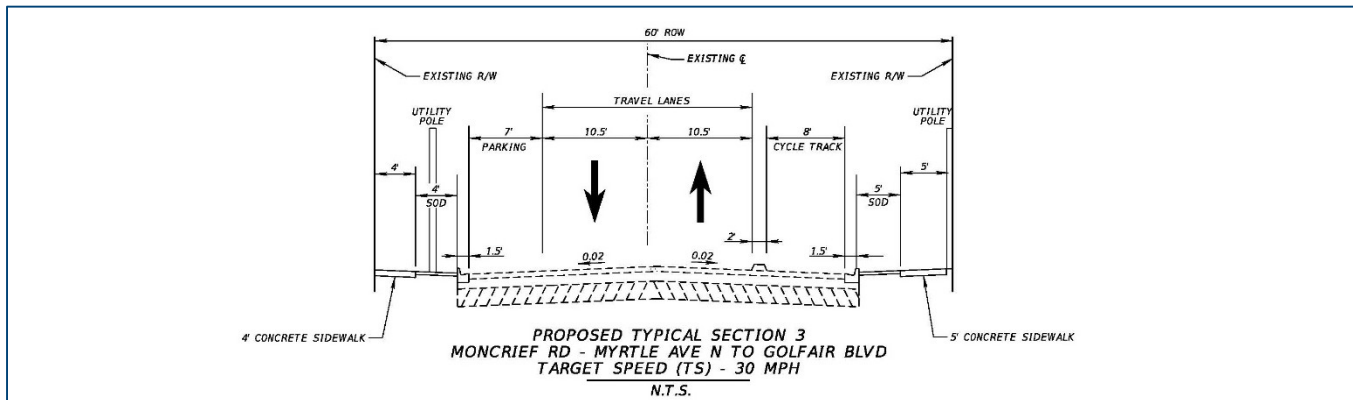


Figure 11 – Proposed Typical Section (Myrtle Avenue to Golfair Boulevard)

An example of the recommended improvements for this segment is provided in Figure 12, which details the area between W. 27th Street and W. 29th Street (refer to Appendix A for the full roll plot). Spot treatments throughout the segment are identified on the roll plot and include the following:

- Special Emphasis Crosswalks at intersections: W. 27th Street, W. 28th Street, Royal Court Lane, W. 29th Street, W. 30th Street, W. 31st Street, Mitchell Street, W. 32nd Street, W. 33rd Street and Golfair Boulevard (W. 34th Street)
- Transverse green bicycle markings across intersections and driveways
- Midblock crossing at W. 27th Street, Mason Avenue/W. 29th Street and Mitchell Street/W. 32nd Street
- Transverse green bicycle markings across intersections



The segment between Golfair Boulevard and W. 33rd Street serves as a transition between the adjacent three and four-lane existing typical sections.

- Raised bus platform at JTA stop north of W. 27th Street (northbound) and between W. 28th Street and W. 29th Street (northbound)
- Painted bulb out (southbound) between W. 33rd Street and Golfair Boulevard
- Upgrade existing light fixtures to LEDs

The City should conduct outreach with businesses, residents and City Council representatives (District 10 and At Large) during the design and construction process regarding the perceived loss of parking.

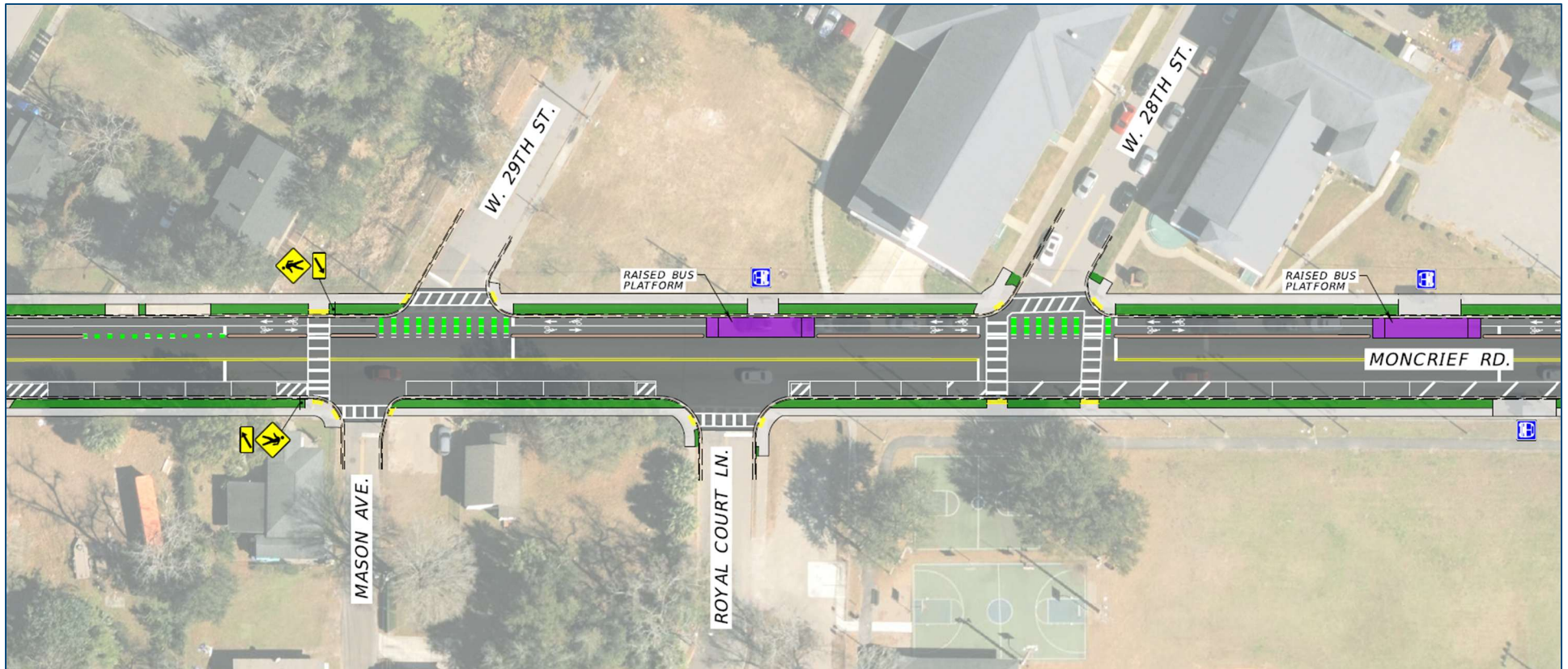


Figure 12 – Detail of Concept Roll Plot (W. 27th Street to W. 29th Street)

3.2.5 Golfair Boulevard/W. 34th Street to W. 45th Street

Segment 3 corresponds to the City of Jacksonville CIP Project No. 009022 (Moncrief Road Beautification) and is currently under design with construction funded in 2026. The project cost is \$6.1 million. The segment is approximately 0.6 miles long and located within the Moncrief and Royal Terrace neighborhoods. This segment has the highest AADT on the corridor (17,100 VPD, FDOT Florida Traffic Online 2023). The minimum ROW is 66 LF.

The existing typical section consists of 4, 11 LF lanes. The proposed typical section, illustrated in Figure 13, is consistent with the City of Jacksonville concept plans for the *Moncrief Road Lane Repurposing Traffic Study Report* (discussed in Section 1.1.7 of the Summary of Transportation Plans, Projects and Studies, located in Appendix B). The proposed improvements consist of a bidirectional two-lane divided roadway with a 16 LF center median that can be used for landscaping or as a two-way turn lane at spot locations. A 10 LF shared use path on the east (northbound) side replaces the existing sidewalk. On the west (southbound) side, the 5 LF sidewalk remains in place.

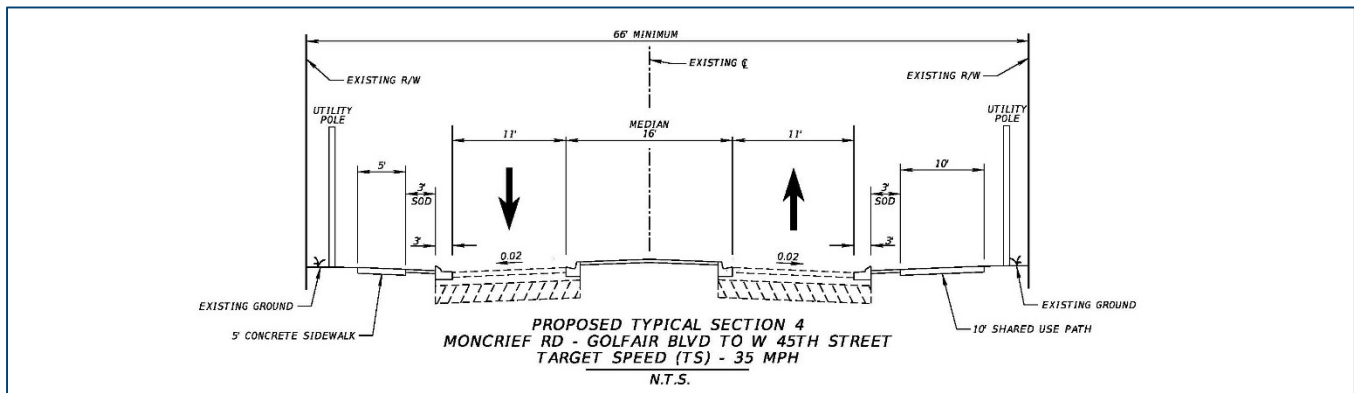


Figure 13 – Proposed Typical Section (Golfair Boulevard to W. 45th Street)

A key feature of the reconstruction is a roundabout at the Moncrief Road and W. 45th Street intersection, which is depicted in Figure 14. The existing pedestrian overpass be demolished.



Looking north at W. 45th Street at the existing pedestrian overpass, which will be demolished as part of the Moncrief Road Beautification project.



Figure 14 – Proposed Roundabout at Moncrief Road and W. 45th Street

3.2.6 W. 45th Street to S.R. 111/Edgewood Avenue

Segment 4 is approximately 0.75 miles long and located within the Moncrief and Royal Terrace neighborhoods. The proposed typical section, illustrated in Figure 15, extends the road diet north from W. 45th Street with the intent to lower the target speed while adding a consistent bike facility the length of the corridor. Recommendations are based on a C3R context class and a target speed of 35 mph. The minimum ROW is 102 LF.

Similar to Segment 4, the proposed typical section reallocates the existing four-lane section (10 LF lanes) to two, 11 LF lanes with an 18 LF center median that can be used for landscaping or as a two-way turn lane at spot locations. At the north leg of the W. 45th Street intersection, the shared use path transitions from the northbound side (east) to southbound (west) side of Moncrief Road. On the east (northbound) side, the 5 LF sidewalk remains in place.

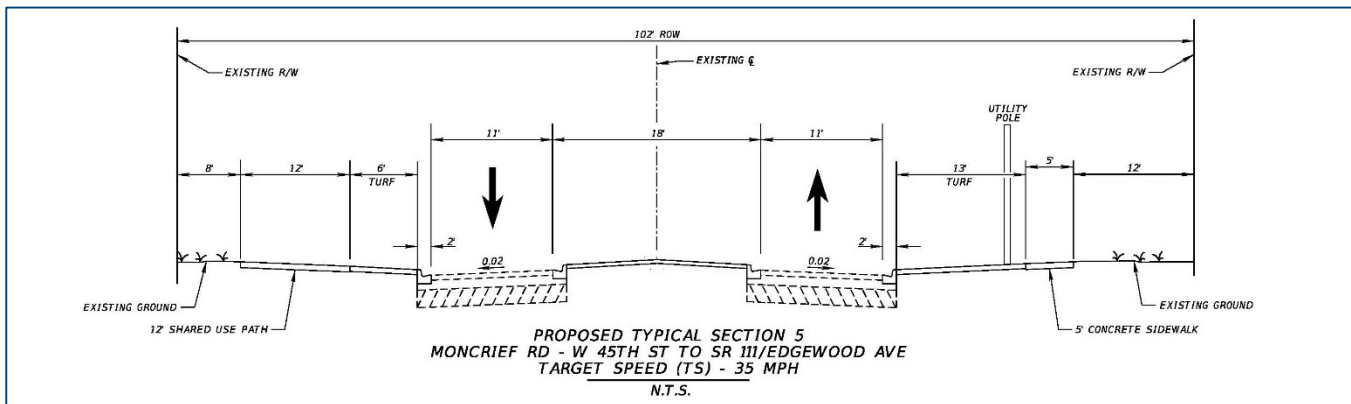


Figure 15 – Proposed Typical Section (W. 45th Street to Edgewood Avenue)

An example of the recommended improvements for this segment is provided in Figure 16 which details the area between W. 27th Street and W. 29th Street (refer to Appendix A for the full roll plot). Spot treatments throughout the segment are identified on the roll plot and include the following:

- Special Emphasis Crosswalks at intersections: Audubon Street, Dean A. Avenue, Edgewood Avenue, Frank E. Avenue, Lentie Road, Meharry Avenue/ Rutledge Avenue, Rowe Avenue and Sycamore Street/Voorhies Road
- Transverse green bicycle markings across intersections and driveways
- Upgrade existing light fixtures to LEDs

At Dean A. Avenue, the new crosswalk is pulled back from the intersection to provide a two-stage crossing. The City should coordinate during design with the property owner and occupant (currently St. Thomas Child Development Center) in the southeast quadrant of Moncrief Road and Dean A. Avenue regarding removal of parking within the right of way.

At Rowe Avenue, an existing midblock crossing with RRFB is removed on the south leg and two-stage crosswalks added at the intersection.

At Meharry Avenue/Rutledge Avenue, crosswalks are added on all four legs of the intersection. The City should coordinate during design with the property owner and occupant in the northwest quadrant of Moncrief Road and Meharry Avenue regarding removal of an unused driveway within the right of way.

Crosswalk visibility enhancements and raised crosswalks should be considered where the trail meets Voorhies Road, Meharry Avenue, Lentie Road and Edgewood Avenue. Conduct an engineering study to review traffic volumes, pedestrian activity, speeds and drainage modifications needed. Coordinate any proposed improvements with FDOT at Edgewood Avenue.



A pedestrian crosswalk with center refuge is added across Moncrief Road at Dean A. Avenue.



Figure 16 – Detail of Concept Roll Plot (Sycamore Street to Audubon Street)

3.2.7 S.R. 111/Edgewood Avenue to Avenue B/Restlawn Drive

This 0.25 mile section of Segment 5 is flanked by Restlawn Cemetery. This section continues the road diet concept but features on street separated bike lanes. Recommendations are based on a C3R context class and a target speed of 35 mph. The minimum ROW is 69 LF.

As illustrated in Figure 17, the proposed typical section reallocates the existing 5-lane pavement section to two, 11 LF lanes with a 16 LF center median and 6 LF separated bike lanes on each side.

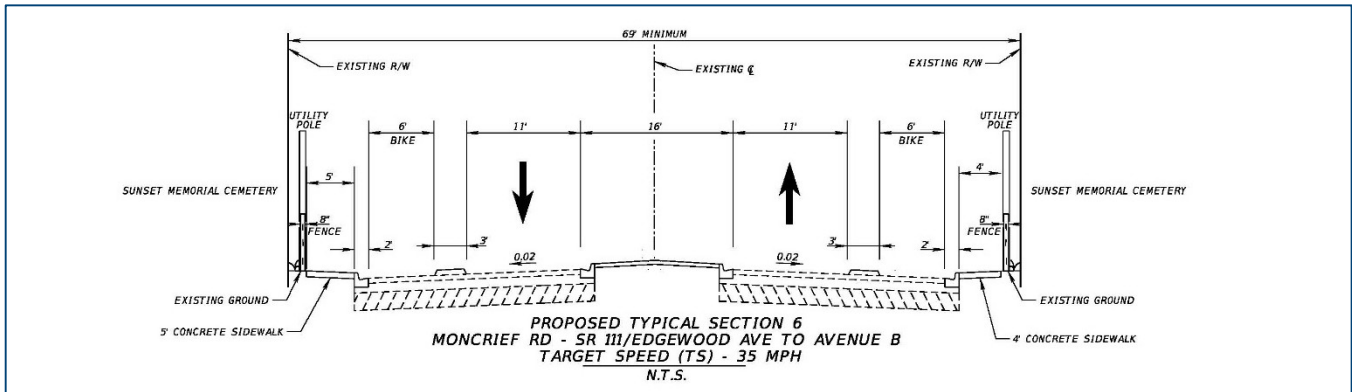
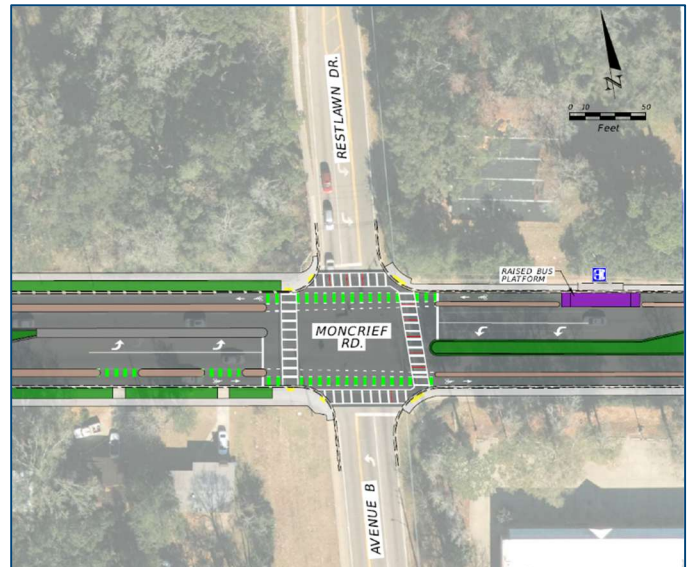


Figure 17 – Proposed Typical Section (Edgewood Avenue to Avenue B)

An example of the recommended improvements for this segment is provided in Figure 18 which details the area between Edgewood Avenue and Avenue B (refer to Appendix A for the full roll plot). Spot treatments throughout the segment include the following:

- Special Emphasis Crosswalks at intersections: Restlawn Drive/Avenue B
- Midblock crossing at Restlawn Cemetery entrance road, with center median refuge island
- Transverse green bicycle markings across intersections and driveways
- Raised bus platform at JTA stop east of Restlawn Drive (northbound) and east of Avenue B (southbound)
- Upgrade existing light fixtures to LEDs



The Restlawn Drive/Avenue B intersection is upgraded with special emphasis crosswalks, transverse green bicycle markings, separated bike lanes and a raised bus platform.

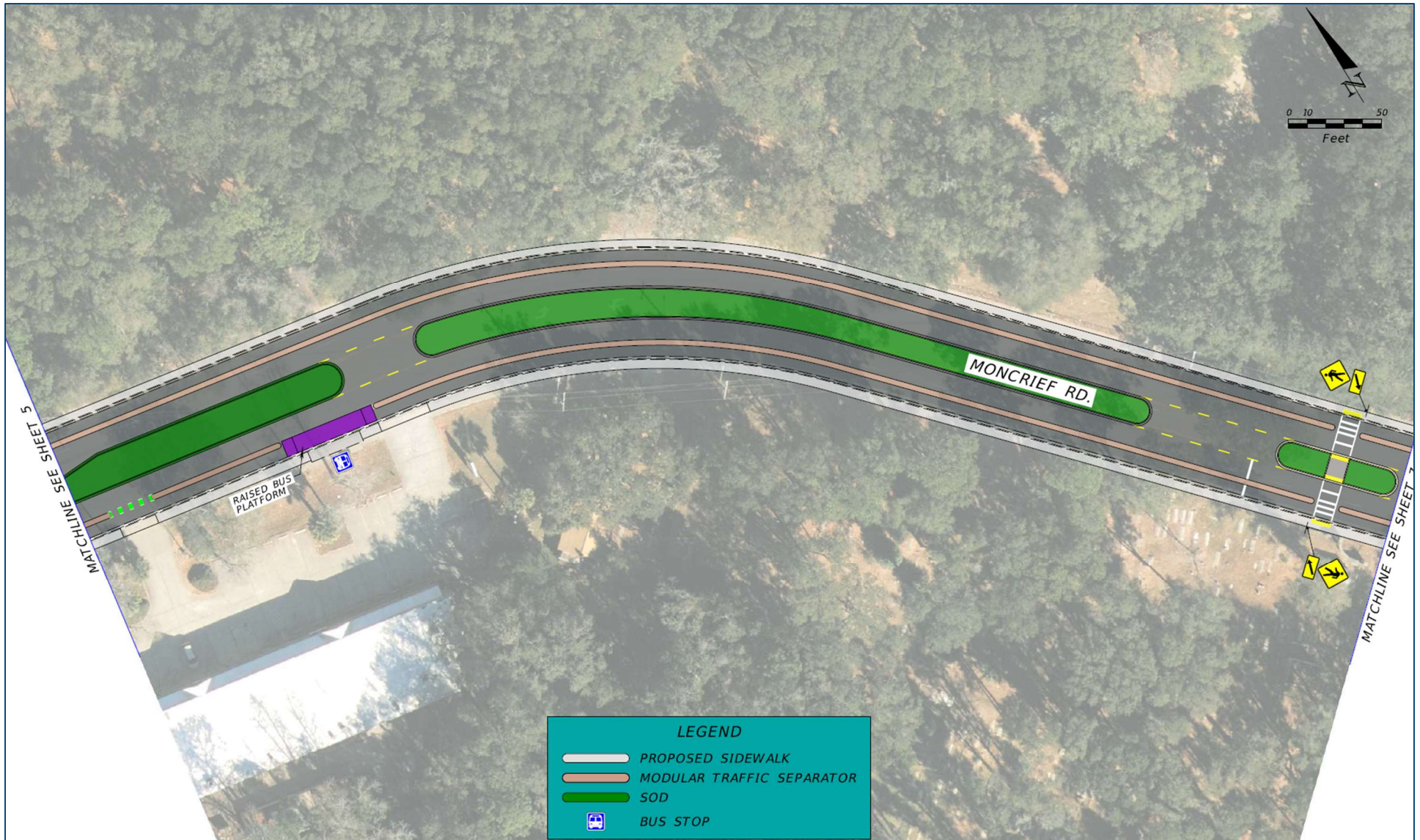


Figure 18 – Detail of Concept Roll Plot (between Edgewood Avenue and Avenue B)

3.2.8 Avenue B to Soutel Drive

This 2-mile section of Segment 5 includes Restlawn Cemetery, William R. Raines Senior High School and Lonnie Miller, Sr. Regional Park. The proposed roadway continues the road diet concept with on street separated bike lanes. Recommendations are based on a C3R context class and a target speed of 35 mph. The minimum ROW is 90 LF and 77 LF on the Rutledge H. Pearson Memorial Bridge.

As illustrated in Figure 19 (roadway) and Figure 20 (bridge), the proposed typical section reallocates the existing 5-lane pavement section to two, 11 LF lanes with a 16 LF center median and 7 LF separated bike lanes on each side.

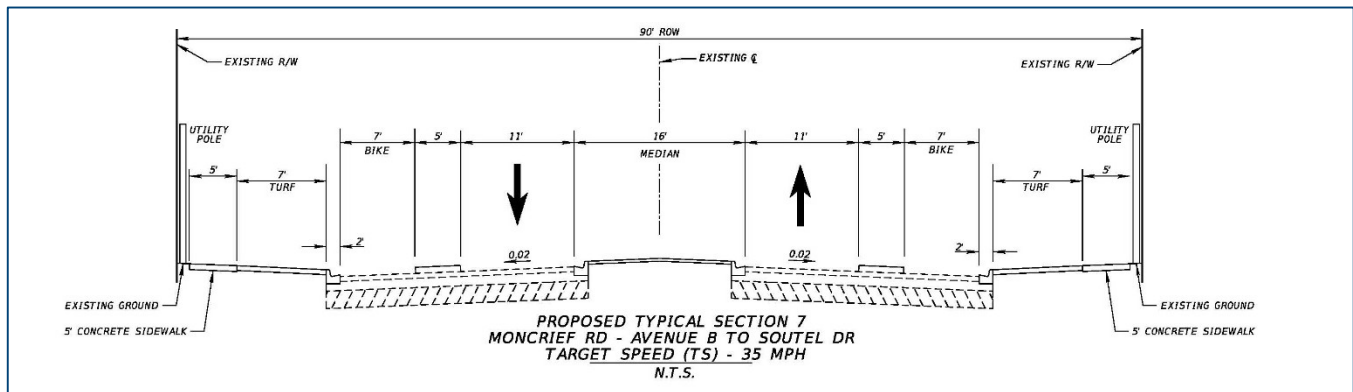


Figure 19 – Proposed Typical Section (Avenue B to Soutel Drive)

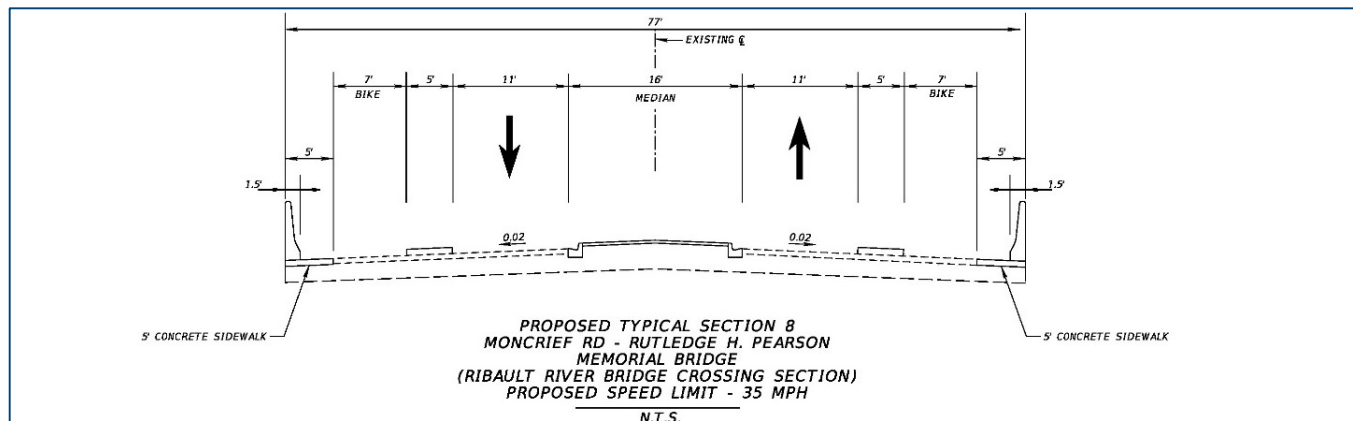


Figure 20 – Proposed Typical Section (Rutledge H. Pearson Memorial Bridge)

A depiction of the recommended improvements at the Cleveland Road and Soutel Drive intersections are provided in Figure 21 and Figure 22 and in the roll plot in Appendix A. Spot treatments throughout the segment are identified on the roll plot and include the following:

- Special Emphasis Crosswalks at intersections: Strawflower Place, Spirea Drive E., Lobelia Street, Raines Avenue, Owen Avenue, Ernjo Road, Gillislee Drive, Robert C. Weaver Drive, Winton Drive, Leonnie Road, Cleveland Road, Ken Knight Drive E., Ken Knight Drive E., Richardson Road, Irving Scott Drive, Dostie Drive E., Ellis Court and Soutel Drive
- Transverse green bicycle markings across intersections and intersections

- Raised bus platform at JTA stop south of Ken Knight Drive E. (northbound) and Soutel Drive (southbound)
- Upgrade existing light fixtures to LEDs

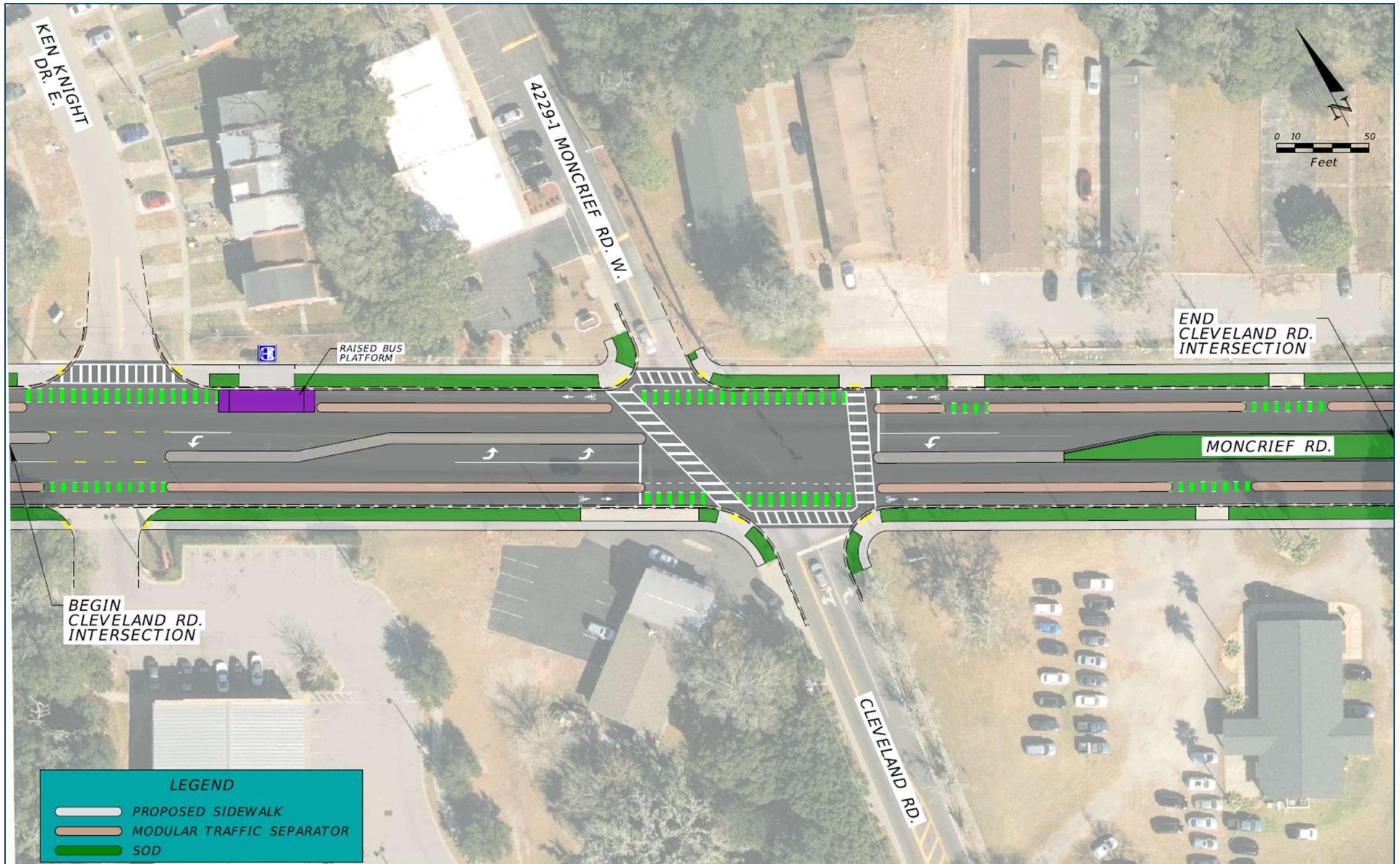


Figure 21 – Detail of Improvements at Cleveland Road

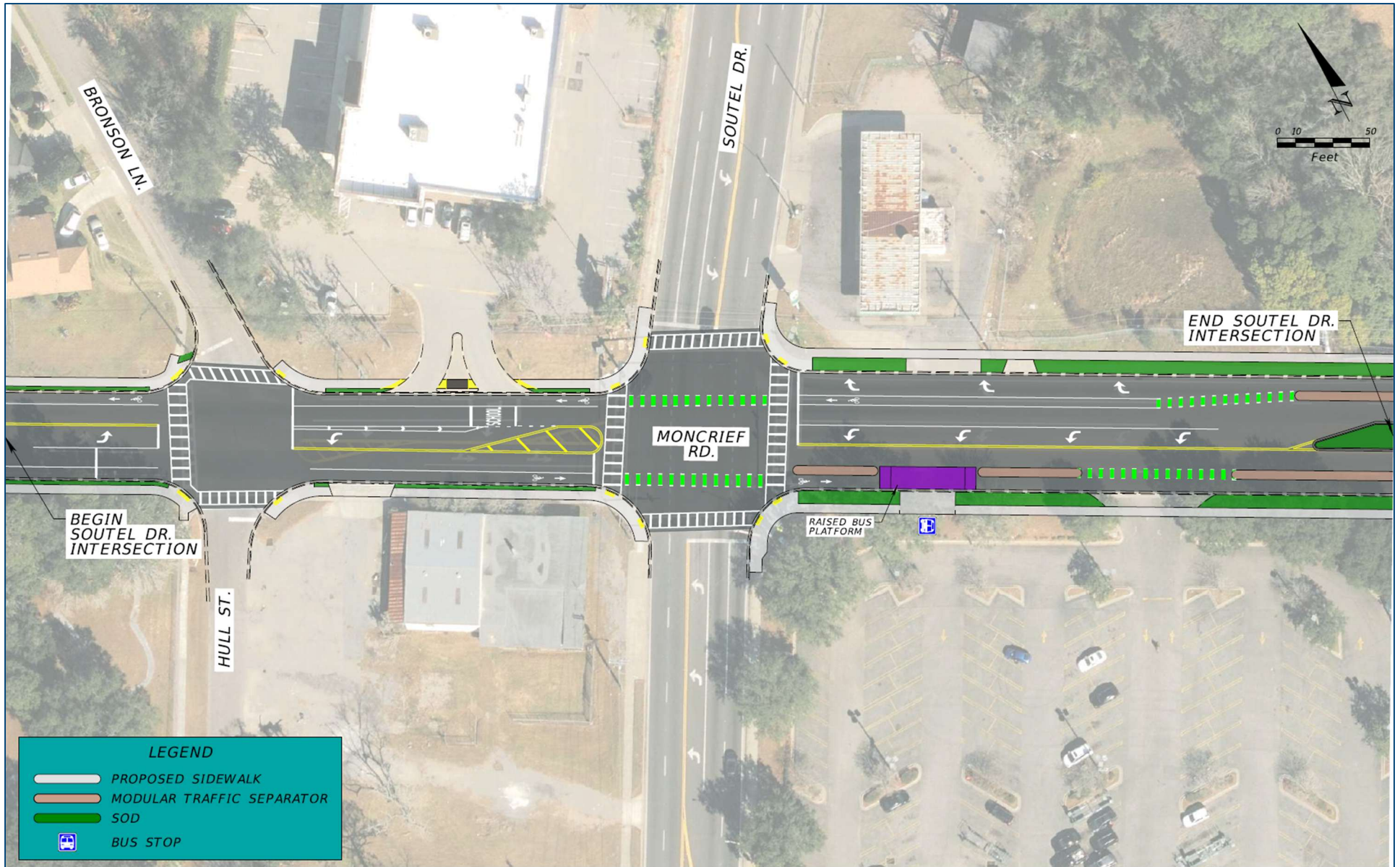


Figure 22 – Detail of Improvements at Soutel Drive

3.2.9 Soutel Drive to US 1/New Kings Road

Segment 6 is approximately a half mile in length, with a minimum ROW of 100 LF. Recommendations are based on a C3R context class and a target speed of 35 mph.

As depicted in Figure 23, the recommended typical section narrows the existing lanes from 12 LF to 11 LF and the center turn lane from 14 LF to 12 LF. The 4 LF is reallocated to provide a 6 LF bike lane on each side. The existing 5 LF sidewalks remain.

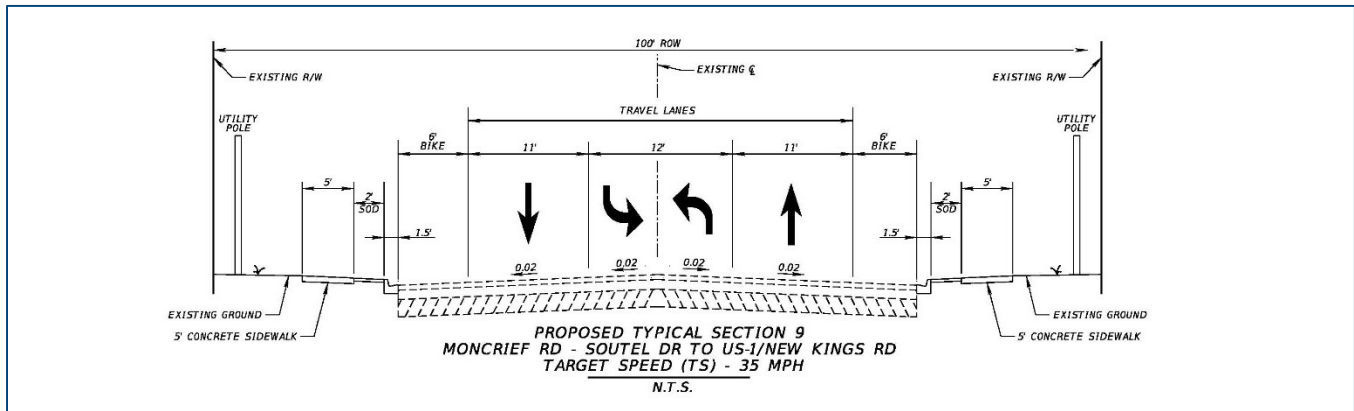


Figure 23 – Proposed Typical Section (Soutel Drive to US 1/New Kings Road)

Recommended spot treatments throughout the segment include the following:

- Special Emphasis Crosswalks at intersections: Bronson Lane/Hull Street, Chappie James Court, Dunmire Avenue, Liston Road and Moncrief Road W.
- Midblock crossing at Liston Road with center median refuge island
- Transverse green bicycle markings across intersections and driveways
- Upgrade existing light fixtures to LEDs

Improvements at the US 1/New Kings Road intersection are currently being studied as part of the KingSoutel Crossing CRA New Kings Road Capital Improvements Project. The Design Build team developed a 30% roundabout concept plan for the intersection, which is illustrated in Figure 24. US 1/New Kings Road is a designated truck route and a feasibility study is underway to determine if traffic volumes are suitable for a roundabout at this location and, if not, to develop alternative improvements. The roundabout concept as shown will require extensive FDOT permitting/approvals and minor right of way acquisition.



Figure 24 – Proposed Roundabout at US 1/New Kings Rd and Moncrief Road

Potential interim improvements at the intersection are provided in Figure 25. Recommendations include adding Special Emphasis crosswalks on the east and south approaches of the intersection. Should the roundabout concept not be feasible due to traffic volumes or other issues, coordinate with FDOT to consider the following improvements:

- Reconstruct the intersection to eliminate the northbound and southbound right turn slip lanes.
- Add bike ramps on the north and south sides of Moncrief Road and widen the sidewalk to a shared use path between the bike ramps and the intersection.
- Upgrade the pedestrian signals, signage and equipment.

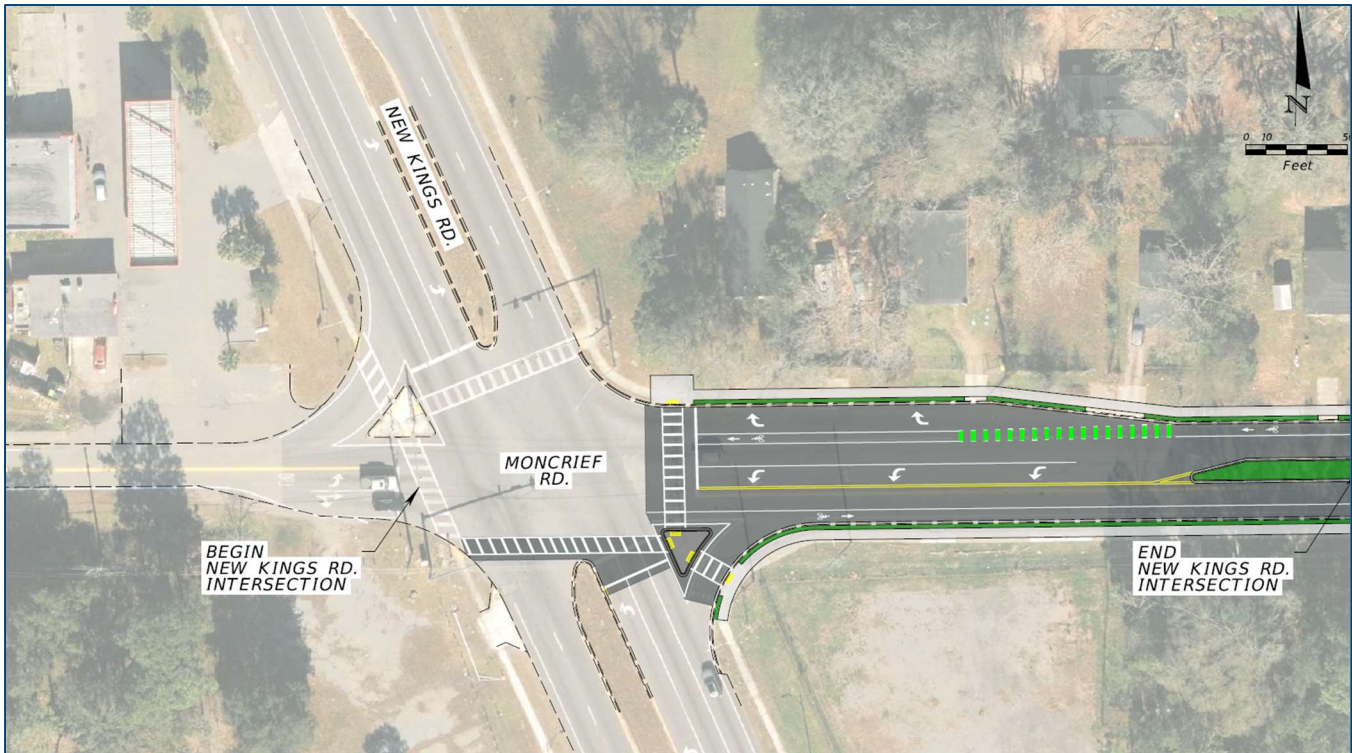


Figure 25 – Detail of Improvements at US 1/New Kings Road

3.3 COST ESTIMATES

As part of the implementation plan development, Benesch developed a concept level construction cost estimate for the identified potential improvements on the corridor, exclusive of Segment 3 which is funded for construction in 2026 as COJ CIP Project No. 009022 (Moncrief Road Beautification). Table 4 provides a summary of the estimated costs. The overall project is estimated to cost approximately \$19.2 million. The cost estimate is provided in Appendix E.

Pay item costs are based on the FDOT 12 Month Moving Market Area Averages (04/01/2024 through 03/31/2025). The cost estimate is based on the concept plan for planning purposes only and may be updated following additional evaluation, engineering feasibility and design. Additional factors which are not included and will be further evaluated include ROW acquisition, utility relocation and design. Also, environmental permitting is not included and should be added once design is underway.

Table 4 – Construction Cost Estimate^{1, 2}

Component	%	Segment					Total
		1	2	4	5	6	
Roadway		\$288,323	\$699,748	\$1,267,294	\$7,137,888	\$740,331	\$10,453,561
Signing & Pavement Marking		\$34,233	\$118,079	\$50,554	\$104,524	\$35,185	\$322,818
Lighting		\$40,093	\$104,125	\$89,456	\$258,128	\$52,811	\$568,745
Rail Crossing		\$80,000					\$80,000
Subtotal		\$442,649	\$921,952	\$1,407,303	\$7,500,641	\$828,327	\$11,425,124
Mobilization	10%	\$44,265	\$92,195	\$140,730	\$750,054	\$82,833	\$1,142,512
MOT	10%	\$44,265	\$92,195	\$140,730	\$750,054	\$82,833	\$1,142,512
Subtotal		\$531,179	\$1,106,343	\$1,688,764	\$9,000,649	\$993,992	\$13,710,149
Contingency	10%	\$53,118	\$110,634	\$168,876	\$900,065	\$99,399	\$1,371,015
Construction Total		\$584,297	\$1,216,977	\$1,857,640	\$9,900,714	\$1,093,391	\$15,081,164
CEI	15%	\$79,677	\$165,951	\$253,315	\$1,350,097	\$140,909	\$2,056,522
PE	15%	\$79,677	\$165,951	\$253,315	\$1,350,097	\$140,909	\$2,056,522
Environmental Permitting ³		-	-	-	-	-	
Subtotal		\$159,354	\$331,903	\$506,629	\$2,700,195	\$298,198	\$4,113,045
PROJECT TOTAL		\$743,651	\$1,548,880	\$2,364,269	\$12,600,909	\$1,391,589	\$19,194,208

¹ Slight variations in totals due to rounding

² FDOT Area 5 (Duval County) 12-Month Moving Market Area Averages (4/1/2024 –3/31/2025)

³ Environmental permitting is not included and should be considered once design is underway

3.4 PRIORITIZATION

Benesch prioritized recommended improvements by segment, based on the analysis and coordination with the area councilperson. The highest priority is Segment #3 (Golfair Boulevard to 45th Street). This link is already identified in the CIP and is funded in the COJ budget (Project #009022). The next tier should include one or more of the following segments:

- Segment #5 – Edgewood Avenue to Soutel Drive (includes the cemetery from Edgewood Avenue to Avenue B)
- Segment #2 – MLK Parkway to Golfair Boulevard (includes Myrtle/Moncrief intersection)
- Segment #4 – W. 45th Street to Edgewood Avenue

Lower priority projects include the first and last segments:

- W. 13th Street to MLK Parkway
- Soutel Drive to US 1/New Kings Road

If the US 1/New Kings Road and Moncrief Road intersection improvement is funded, consider coordinating improvements on Moncrief Road as a “goes with” project with FDOT and the KingSoutel Crossing CRA.

The overall improvements are based on a mill and resurfacing (RRR) of Moncrief Road. During the concept study and design phase, the City may opt to investigate the feasibility of reconstructing some roadway segments and intersections to achieve more extensive multimodal improvements.

Opportunities for study include:

- Reconstruct Moncrief Road so that the two-way cycle track is adjacent to the sidewalk and physically separated from the vehicle lane by a grass verge. An example of this treatment is Bryant Avenue S., 42nd Street to 50th Street in Minneapolis, MN.
- Protected intersection at Moncrief Road and Soutel Drive: Reconstruct the roadway to remove keyhole bike lanes and provide elements to physically reduce conflict points between drivers and bicyclists by separating the two modes.
- Crosswalk visibility enhancements and raised crosswalks along shared use path: Conduct an engineering study to review traffic volumes, pedestrian activity, speeds and drainage modifications needed.

For all improvements, an analysis of traffic conditions and civil engineering impacts must be performed to determine feasibility of design options and consider safety needs against operational tradeoffs. Multimodal facilities are provided using a combination of lane reallocation and sidewalk widening. As part of the design process, an engineering survey and utility coordination should be conducted to establish the ROW line and verify existing conditions.

4 NEXT STEPS

This study identifies opportunities to improve access-management and corridor safety and performance for all users of Moncrief Road. Implementing potential improvements along the Moncrief Road corridor will require effective coordination and collaboration between various jurisdictions, government agencies and departments and community stakeholders.

Key players along Moncrief Road include:

- North Florida TPO
- City of Jacksonville
- Jacksonville Transportation Authority (JTA)
- Florida Department of Transportation (FDOT)
- Local businesses and residents

To help facilitate the project, the Jacksonville Planning and Development Department (JPDD) should coordinate internally with Public Works to implement the recommendations as a potential RRR resurfacing project, where feasible. The City can also utilize Zone 9 Mobility Fees.

Districts 7 and 10 City Councilpersons will be key allies in this process to establish funding and support of residents and businesses. Additional recommendations for next steps include:

- Conduct survey and utility coordination to address impacts to adjacent properties, structures, fences, etc., as well as impacts to utility poles or underground utilities.
- Conduct engagement with area business and residents, particularly from 13th Street to W. 22nd Street and from Myrtle Avenue to Golfair Boulevard, regarding perceived loss of parking, impacts to adjacent properties, and community support.
- Coordinate adjacent projects with the City of Jacksonville, including :
 - Moncrief Beautification Project, 34th Street to 45th Street
 - KingSoutel Crossing CRA New Kings Road Capital Improvements Project (improvements at US 1/New Kings Road)
- Coordinate construction plans with Norfolk Southern to replace the rail crossing surface between W. 16th Street and Woodland Street with a rubberized panel crossing and address path crossing angle.

