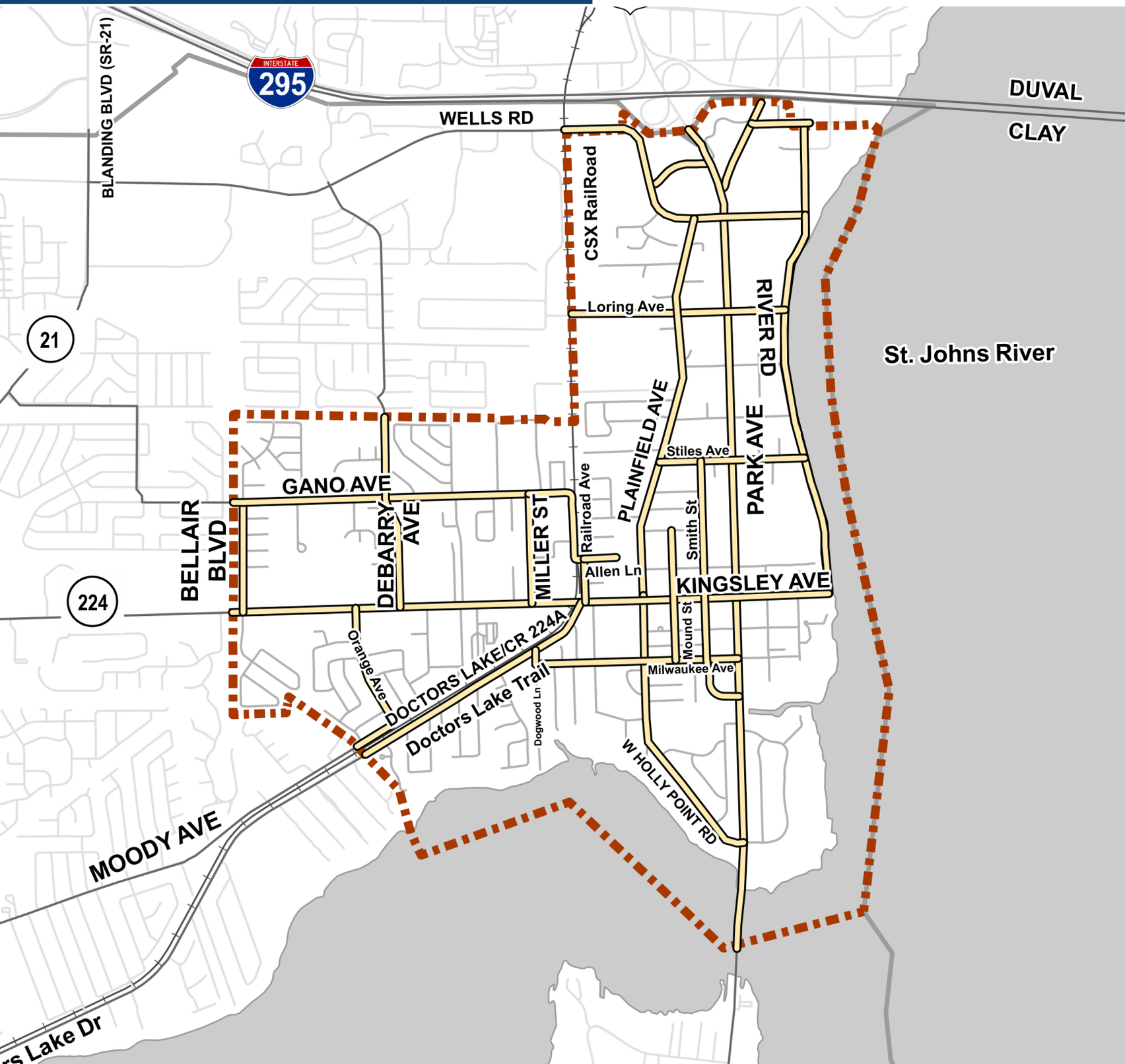
Orange Park Mobility Study
November 2024

NORTH FLORIDA TPO



Orange Park Mobility Study
Final Report

(North Florida TPO UPWP 5.22)

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EXECUTIVE SUMMARY

The Orange Park Mobility Study provides a framework for implementing a multimodal mobility plan for the Town of Orange Park, Florida that could potentially replace concurrency for roads. The purpose of the study is to identify pedestrian and bicyclist needs and potential funding options to help fund infrastructure enhancements across all transportation modes.

The needs identified within the Orange Park Mobility Study focus on filling gaps in the sidewalk and bicycle network, promoting safety and increasing comfort for those who walk and bicycle. These needs build upon recommendations from relevant efforts such as the Town's recent 2040 Vision Plan and Complete Streets Policy, and the Orange Park Traffic Circulation Study (2018) and Bicycle and Pedestrian Subarea Plan (2016). Additionally, the study team developed an inventory of pedestrian and bicycle features to help identify infrastructure needs. Level of traffic stress is a key feature of the inventory that measures comfort level for pedestrians and bicyclists and is defined in the Florida Department of Transportation (FDOT) 2023 Quality/Level of Service Handbook. For this study, level of traffic stress is intended to be a planning tool to guide the Town in identifying pedestrian and bicyclist needs.

The identified needs provide a framework for a plan to construct sidewalks and multiuse paths, to implement complete street studies, to study the extension of the Black Creek Trail north to Jacksonville and to implement other enhancements. To rank the enhancements in the needs list and help guide implementation, the study team developed and applied a methodology. The ranking methodology evaluated pedestrian and bicycle enhancements on their potential to increase comfort, safety, system connectivity, access and mobility.

Ultimately, the following recommendations will facilitate the Town of Orange Park's ability to focus infrastructure enhancements for all modes of travel.

- **Multimodal Mobility Plan**: It is recommended that the needs plan from this study form the basis for a Multimodal Mobility Plan. A Multimodal Mobility Plan would promote safe walking and bicycling conditions by enhancing the Town's Bike/Ped network.

- **Multimodal Funding Options**: The Town of Orange Park should consider opportunities to combine revenue sources, to the extent permissible, and to identify a more consistent and dedicated funding source that will advance the multimodal transportation enhancements through the proposed Multimodal Mobility Plan. Since multimodal transportation enhancements may cross municipal and/or county boundaries, intergovernmental coordination may be required.

Table of Contents

EXECUTIVE SUMMARY i

Table of Contents ii

List of Figures iii

1.0 INTRODUCTION 1

1.1 Background and Purpose 1

1.2 Study Area 1

1.3 Report Content 1

2.0 INVENTORY 4

2.1 Methodology 4

2.2 Sidewalks and Sidewalk Gaps 4

2.3 Pedestrian and Bicycle Level of Traffic Stress 4

2.4 Crash Data 4

2.5 Summary 5

3.0 NEEDS PLAN 12

3.1 Needs List Identification 12

3.2 Needs List Ranking 16

4.0 MULTIMODAL FUNDING OPTIONS 20

4.1 Current Funding Sources 20

4.2 Mobility Fee 20

4.3 Other Potential Funding Sources 21

5.0 RECOMMENDATIONS 22

List of Figures

Figure 1-1 Study Area and Roadways 2
Figure 1-2 Functional Classification in and near the Study Area 3
Figure 2-1 Sidewalk and Sidewalk Gaps 6
Figure 2-2 Initial Pedestrian Level of Traffic Stress 7
Figure 2-3 Overall Pedestrian Level of Traffic Stress 8
Figure 2-4 Initial Bicycle Level of Traffic Stress 9
Figure 2-5 Overall Bicycle Level of Traffic Stress 10
Figure 2-6 Bicyclist and Pedestrian Crashes 11
Figure 3-1 Potential Pedestrian and Bicycle Needs 14
Figure 3-2 Potential Pedestrian and Bicycle Needs (including studies) 15
Figure 3-3 Ranking Criteria for Pedestrian Needs (Diagram) 16
Figure 3-4 Ranking Criteria for Bicycle Needs (Diagram) 16
Figure 3-5 Ranking Scores for Pedestrian Needs (Map) 18
Figure 3-6 Ranking Scores for Bicycle Needs (Map) 19

Appendices

Appendix A – Summary of Relevant Studies, Plans and Policy
Appendix B – Inventory Materials
Appendix C1 – Needs List sorted by Street Name (includes all inventory segments)
Appendix C2 – Needs List sorted by Pedestrian Rank (includes all inventory segments)
Appendix C3 – Needs List sorted by Bicyclist Rank (includes all inventory segments)
Appendix D – Orange Park Building Permits
Appendix E – Potential Funding Sources
Appendix F – Crash Summary by Roadway
Appendix G – Scoring Methodology for Ranking Criteria

INTRODUCTION

1.0 Background and Purpose

The purpose of the Orange Park Mobility Study is to identify pedestrian and bicyclist infrastructure needs and potential funding options to help fund infrastructure enhancements for all transportation modes. This study provides a framework for implementing a mobility plan for the Town of Orange Park that could potentially replace concurrency for roads. The enhancements focus on filling gaps in the sidewalk and bicycle network, promoting safety and increasing comfort for those who walk and bicycle. The study builds on recommendations from relevant efforts such as the Town's recent 2040 Vision Plan and Complete Streets Policy, and the Orange Park Traffic Circulation Study (2018) and Bicycle and Pedestrian Subarea Plan (2016). These and other relevant studies, plans and policies are summarized in Appendix A.

1.2 Study Area

The Town of Orange Park, Florida is located within northeast Clay County, immediately southwest of Jacksonville/Duval County. The area is bounded north by I-295 which provides access to I-95 to the east and I-10 to the north. Major roadways within and adjacent to the Town present challenges to walkability and pedestrian and bicycle safety. With a population density of 2,498 people per square mile[1] and located in an urbanized area, the Town is mostly developed and built-out. The Town is home to 9,089 residents[2], many of whom are older adults. Almost one-quarter of the population is at least 65 years old. The area contains several parks, is host to community activities such as a farmers' market and festivals and contains natural features such as river access and trees that attract residents and tourists.

Figure 1-1 on the following page, illustrates the area and roadways included in the study. The study roadways represent a primary pedestrian and bicyclist network of connections between important community destinations such as parks, schools, shopping, recreation, transit, and civic sites. Study roadways consist of all arterial and collector roadways[3], and other local roadways within the study area. Figure 1-2 illustrates roadway functional classification in and near the study area, as defined by the Federal Highway Administration (FHWA).

1.3 Report Content

This mobility study report documents the methodologies used to develop pedestrian and bicycle enhancements and potential funding sources. A needs plan was created by drawing from relevant Orange Park studies, plans and policies along with analyzing a Bike/Ped inventory (Sections 2-3). A review of funding options summarizes potential multimodal funding sources (Section 4). The report concludes with summary recommendations and next steps for the Town of Orange Park to implement a Mobility Plan and identify funding options. (Section 5).

[1] April 1, 2020 population density, U.S. Census 2023 Quickfacts for Town of Orange Park, Florida
[2] April 1, 2020 population, U.S. Census 2023 Quickfacts for Town of Orange Park, Florida
[3] Federal Highway Administration (FHWA) Functional Classification

Figure 1-1 Study Area and Roadways

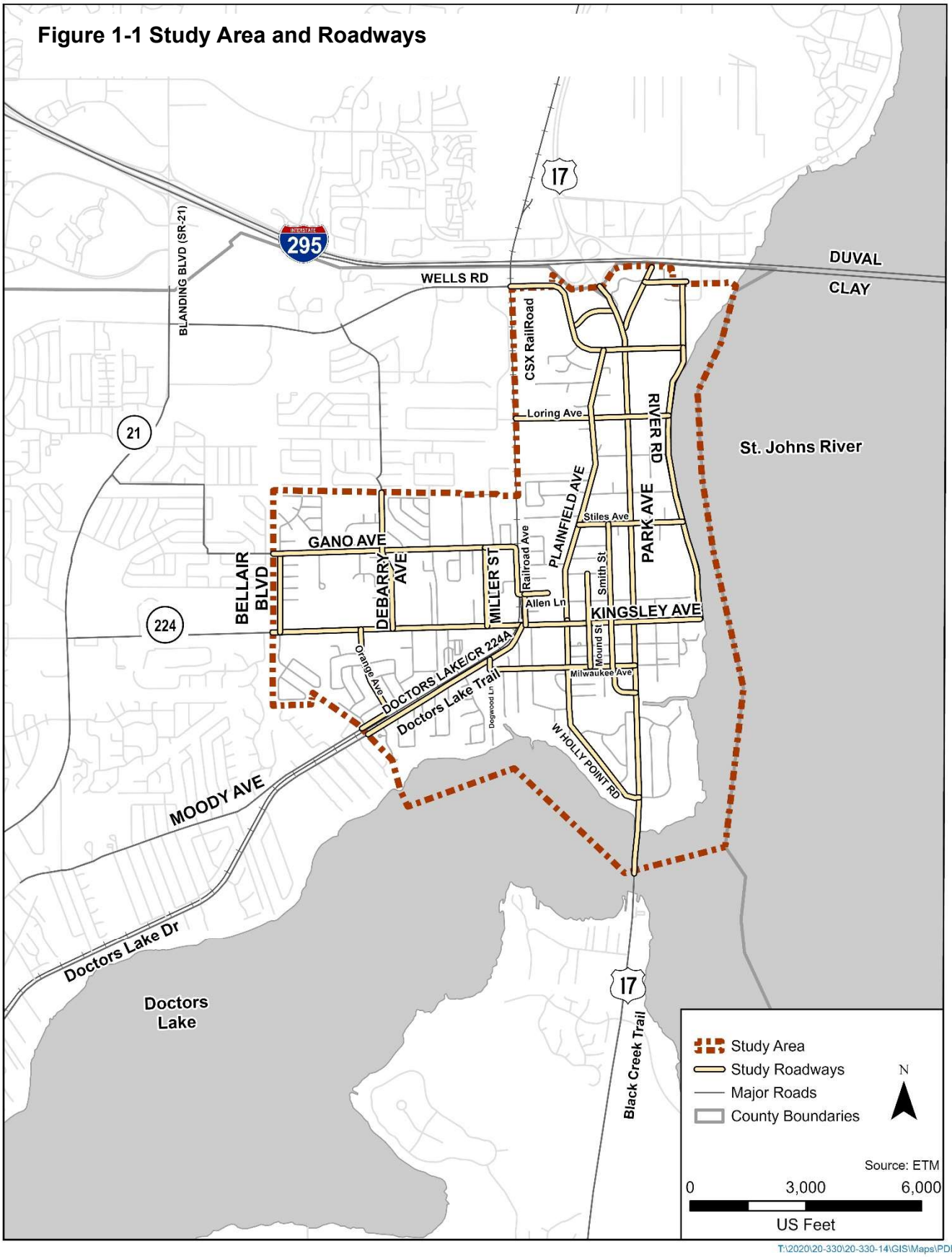

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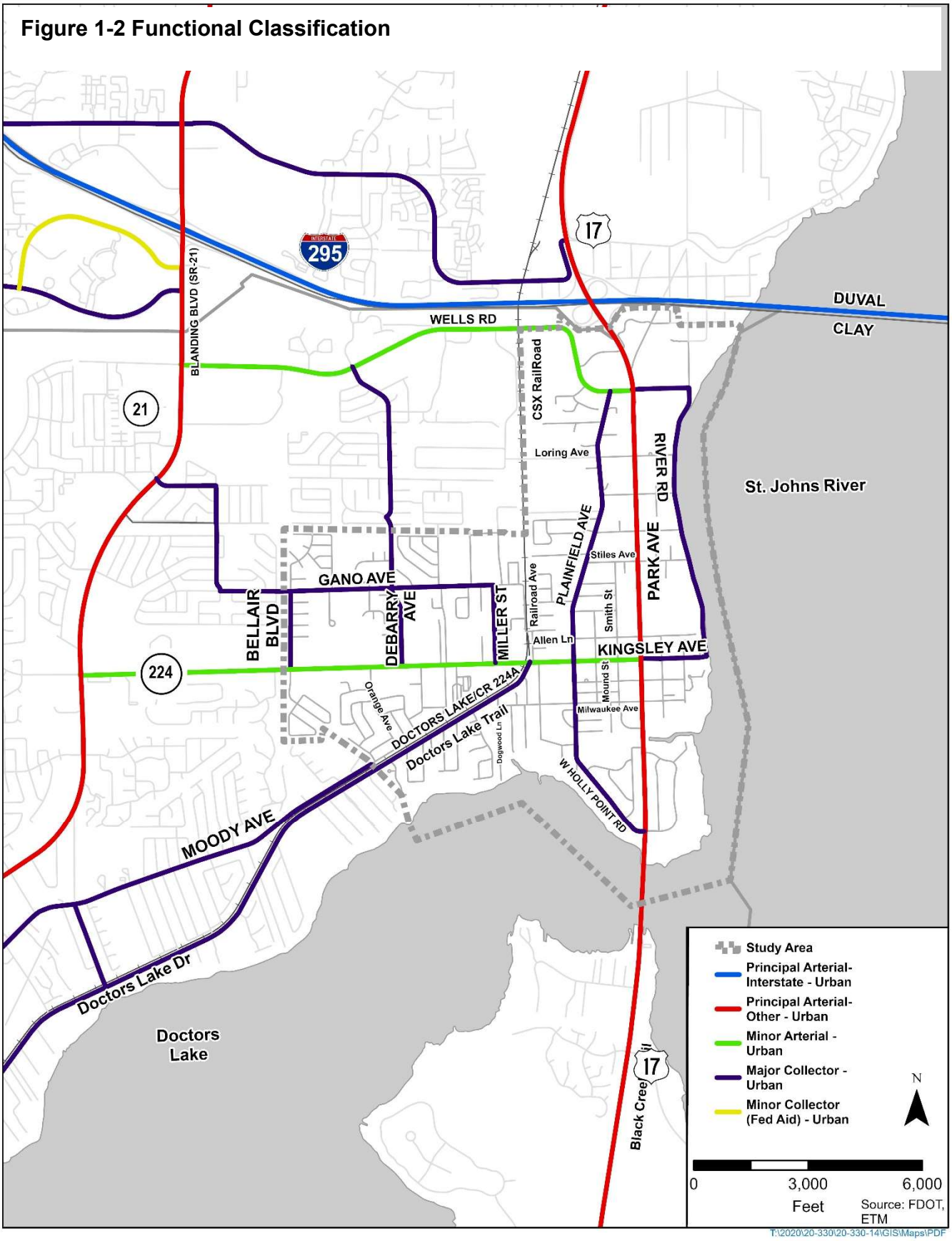
Figure 1-2 Functional Classification



2.0 INVENTORY

2.1 Methodology

An inventory of pedestrian and bicycle features of the study roadways was developed to help identify infrastructure needs. Data included in the inventory consisted of the most recent data available from the Town of Orange Park, Clay County, Florida Department of Transportation (FDOT) and Google Earth. The inventory was developed on a geographic information system (GIS) database which facilitates reviewing the information via a spreadsheet, Google Earth and/or PDF maps. Appendix B displays the inventory's features, data and key local resources (Town of Orange Park Future Land Use Map and street list) for the inventory.

2.2 Sidewalks and Sidewalk Gaps

The inventory describes overall walking and bicycling conditions within the study area. Figure 2-1 illustrates where sidewalks are located along study roadways. US 17/Park Avenue and SR 224/Kingsley Avenue, both major roadways, have sidewalks on both sides of the road. Although many roadway segments contain sidewalks along one side of roadway, study roadways generally contain several sidewalk gaps.

2.3 Pedestrian and Bicycle Level of Traffic Stress

Level of traffic stress (LTS) measures quality of service for pedestrians and bicyclists and is defined in the Florida Department of Transportation (FDOT) 2023 Quality/Level of Service Handbook. The LTS scale is defined by the type of user that finds the roadway facility comfortable. The inventory contains various multimodal roadway characteristics used to determine LTS, such as sidewalk continuity, sidewalk width, separation from motorized vehicle travel lanes, bicycle facility type, bicycle facility width, and land use. For this study, LTS is a planning tool to guide the Town in decision making.

Figures 2-2 to 2-5 illustrate pedestrian and bicycle LTS (PLTS and BLTS) scores, ranging from 1 to 4, where 1 represents users with the lowest stress tolerance (e.g., young children, the elderly and people in wheelchairs) and 4 represents users with the highest stress tolerance. PLTS and BLTS scores were calculated separately for each side of the road, and the higher (more stressful) value was assigned as the overall score for each roadway segment.

2.4 Crash Data

To augment the inventory, crash history was collected from Signal Four Analytics for the inventory segments, for over a five-year period from January 1, 2019 to June 1, 2024. A total of 26 unique pedestrian and bicyclist crashes were reported on the segments: 14 pedestrian and 12 bicyclist crashes. The crash reports were reviewed and crashes not occurring on the segments were identified and removed from the crash summary. The crash reports also confirmed whether the crashes involved pedestrians or bicyclists.

Six of the 14 pedestrian crashes (43%) occurred on SR 224/Kingsley Avenue and another four pedestrian crashes (29%) occurred on US 17/Park Avenue. Nine of the 12 bicyclist crashes (75%) occurred on SR 224/Kingsley Avenue[4]. One-third of the bicyclist and pedestrian crashes occur at/near roadway intersections. Figure 2-6 illustrates the location and severity of the crashes[5]. Severe crashes were identified as fatal and incapacitating injury crashes. Appendix F summarizes the crashes by study roadway.

2.5 Summary

Many study roadways contain sidewalks on at least one side of the road allowing for movement by pedestrians. While the sidewalk network is substantial in places, there are significant gaps in connectivity. Likewise, the study area's two trails (the Doctors Lake and Black Creek Trails) and buffered bicycle lanes along SR 224/Kingsley Avenue have gaps in connectivity and two roadways with bike lanes (SR 224/Kingsley Avenue and Wells Road) scored a BLTS of 4 (i.e., the highest stress level).

[4] Includes two crashes assigned to roadways that intersect with SR 224/Kingsley Avenue.
[5] On Figure 2-6, some crashes along/near Kingsley Avenue (SR 224) are hidden underneath other crashes due to having a similar location.

Figure 2-1 – Sidewalk and Sidewalk Gap Location

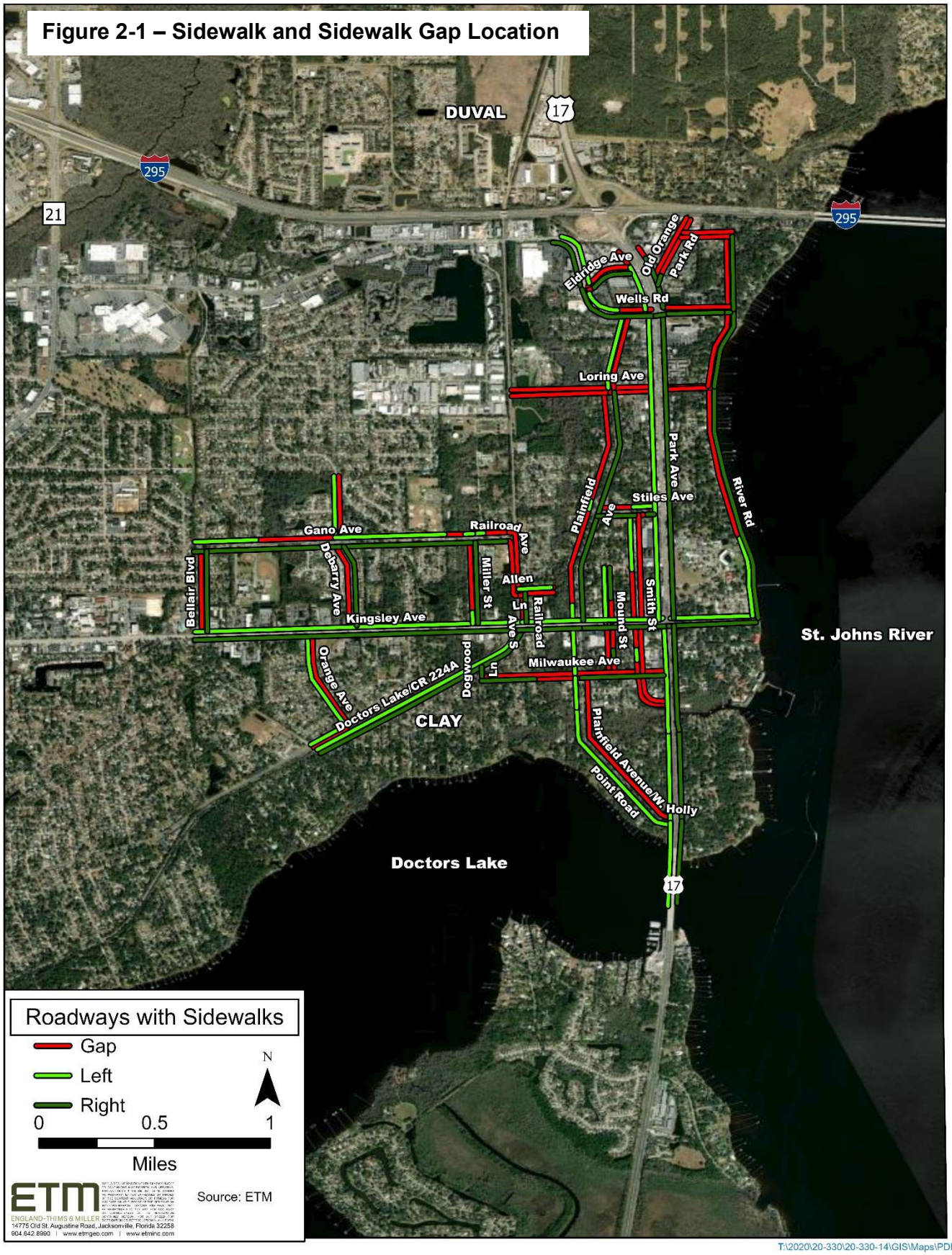


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Figure 2-2 – Initial Pedestrian LTS (score for each side of the street is shown)

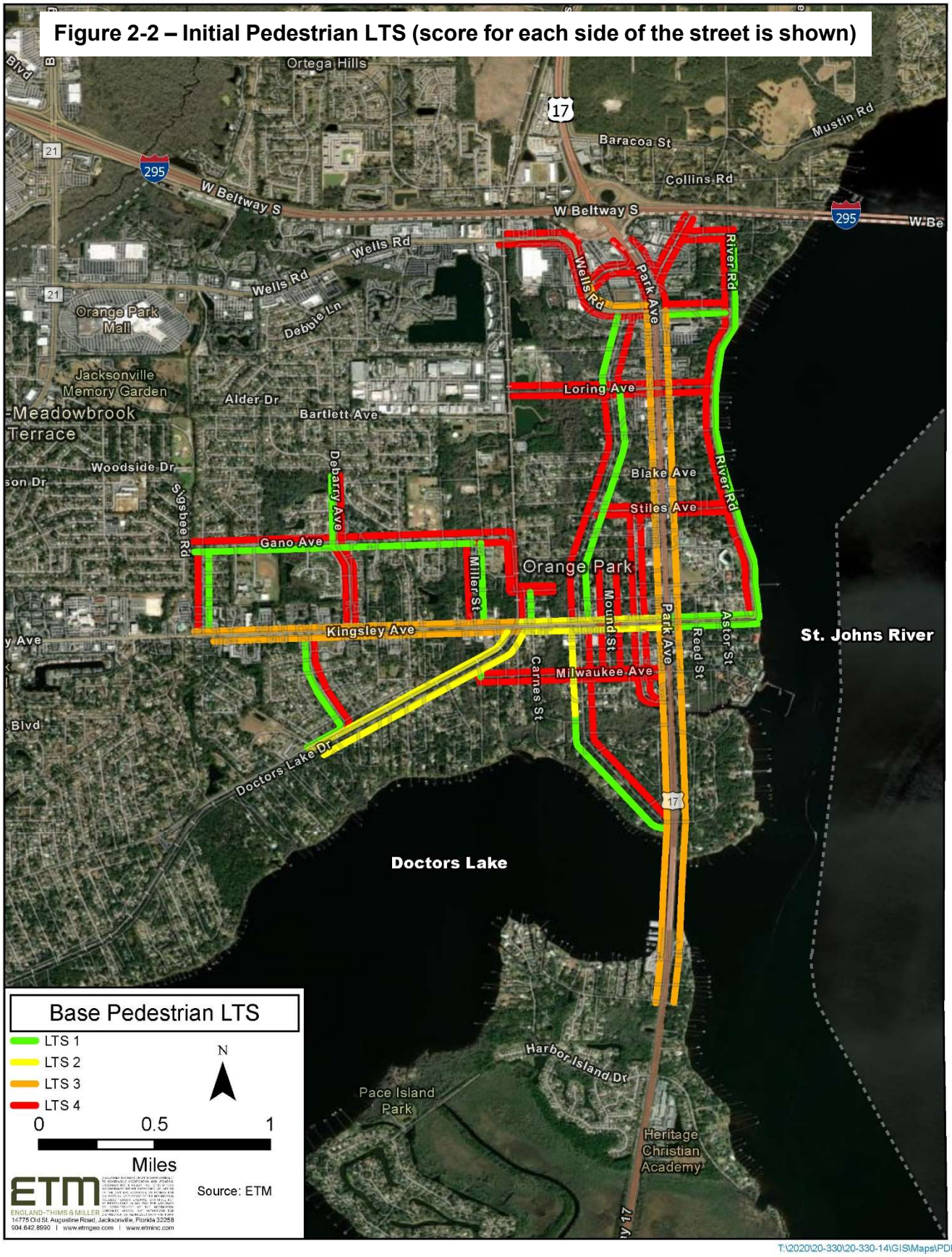

Figure 2-3 – Overall Pedestrian LTS (represents most stressful side of the street

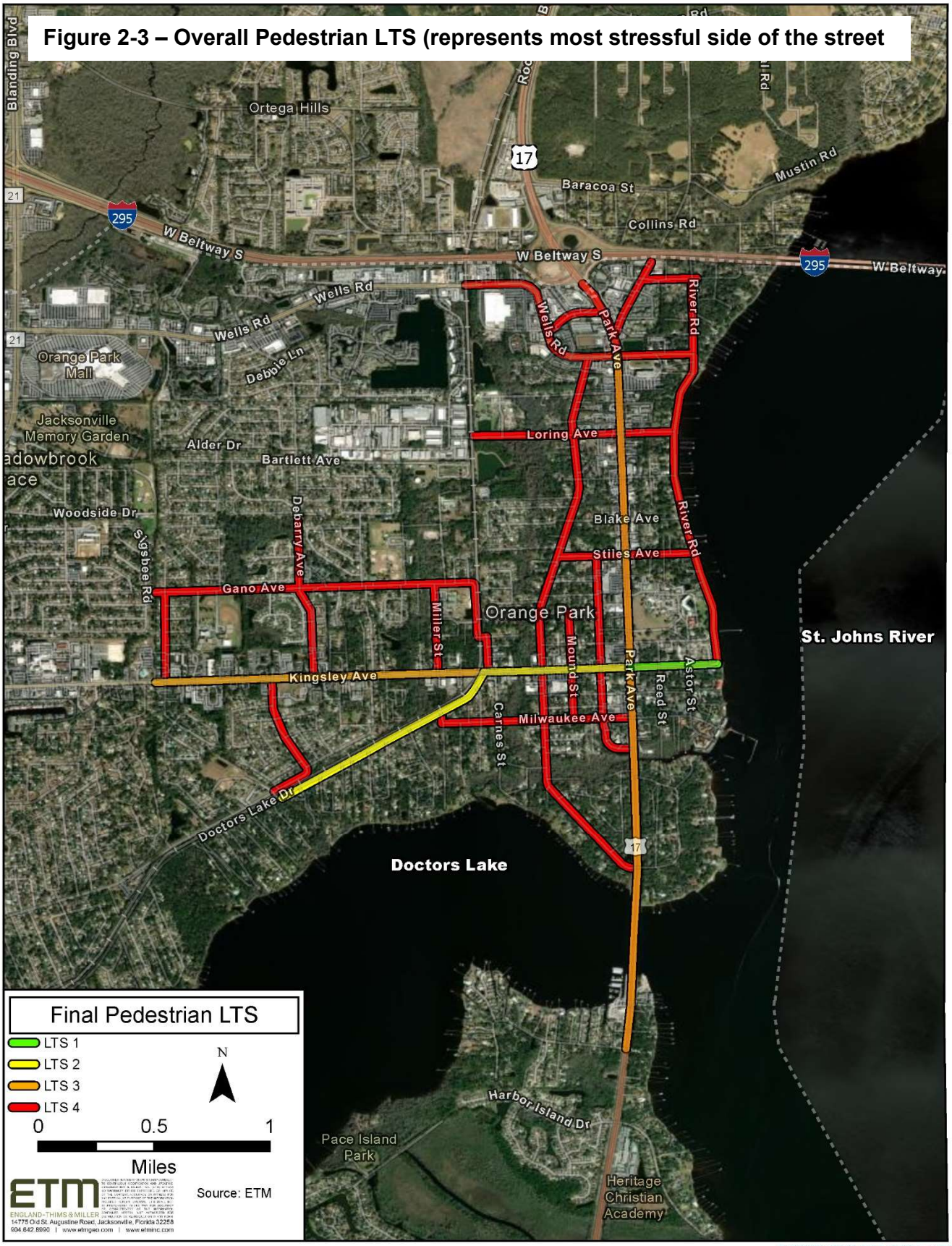

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Figure 2-4 – Initial Bicycle LTS (score for each side of the street is shown)

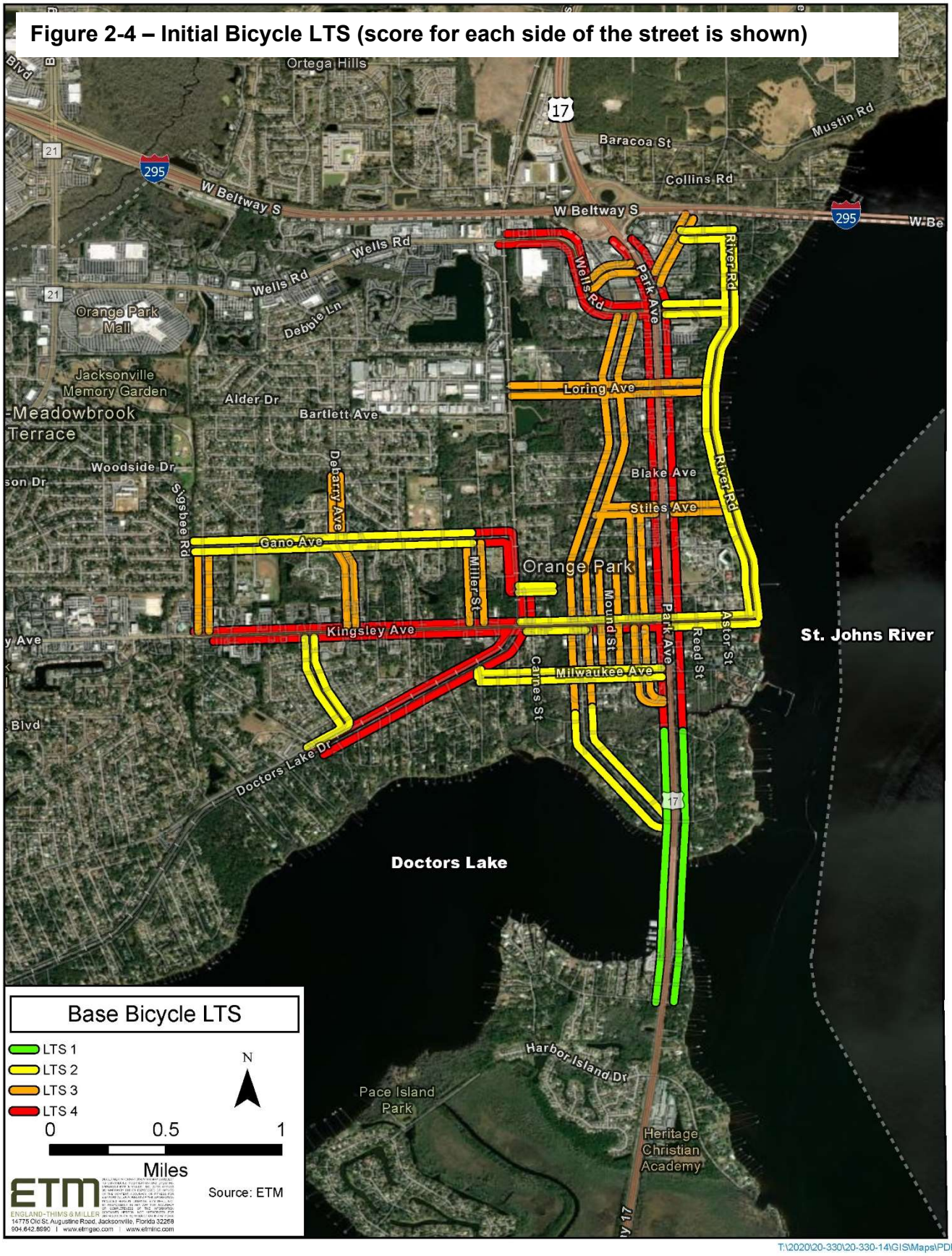

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Figure 2-5 – Overall Bicycle LTS (represents most stressful side of the street

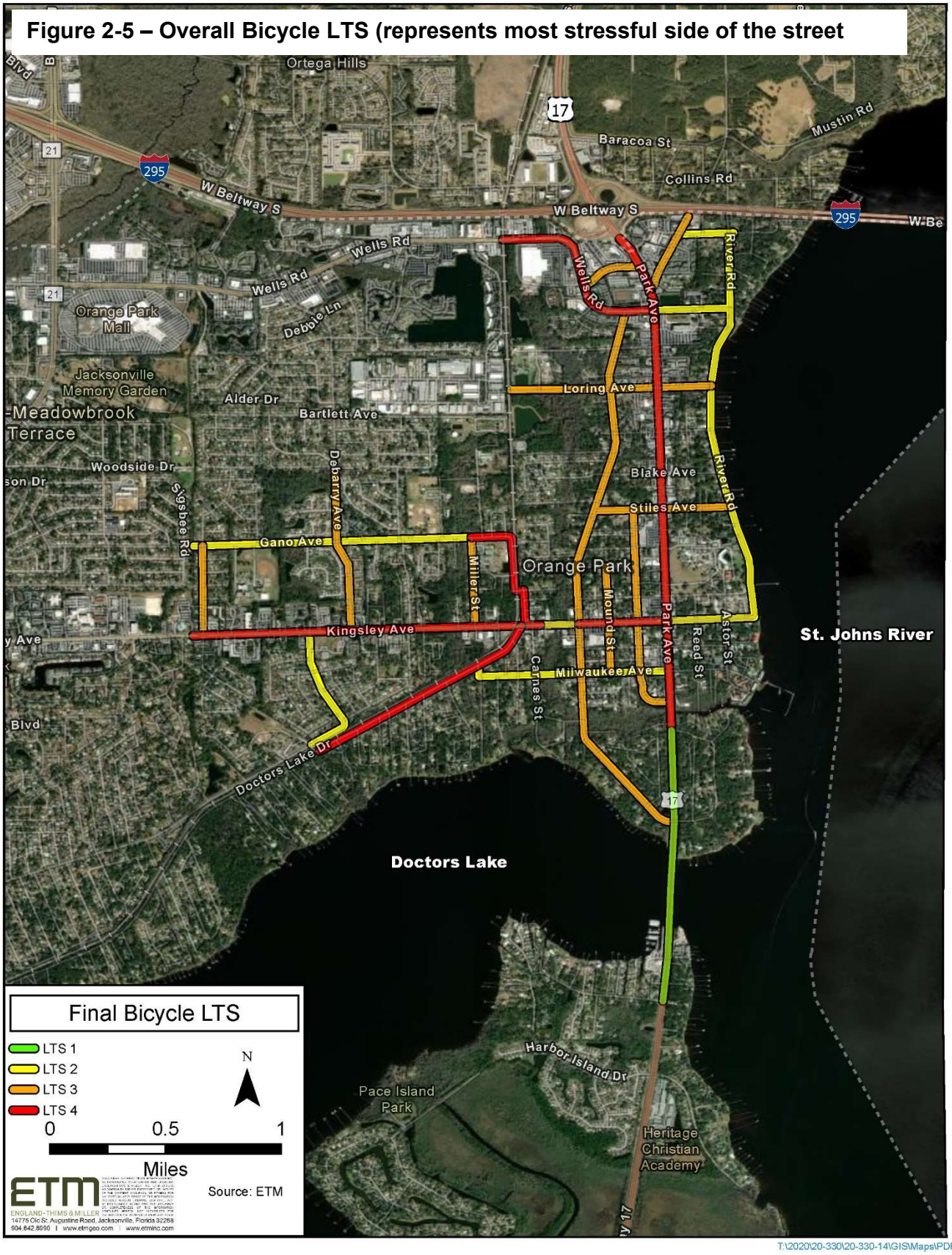
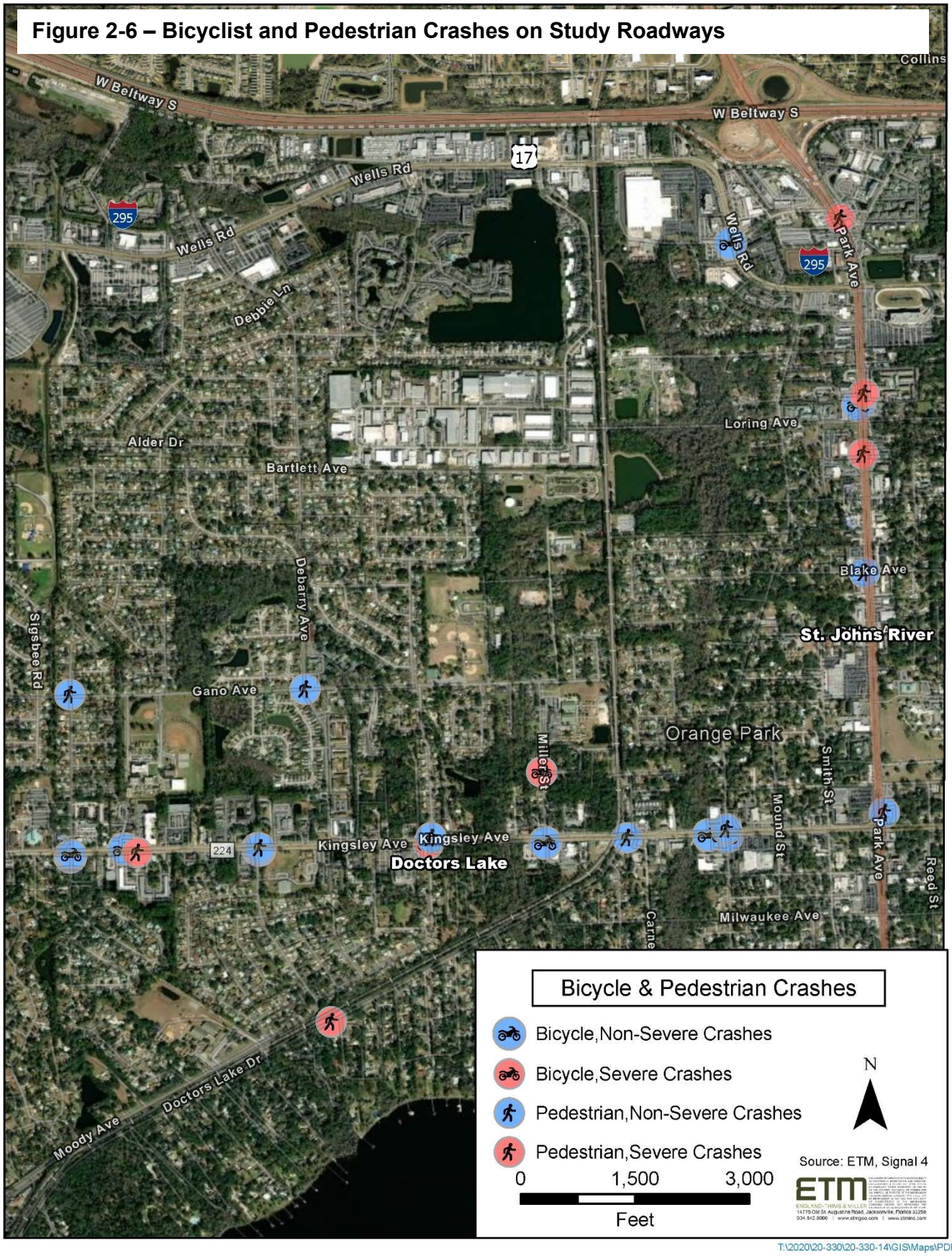


Figure 2-6 – Bicyclist and Pedestrian Crashes on Study Roadways



3.0 NEEDS PLAN

3.1 Needs List Identification

The needs list, located in Appendix C, is proposed to be a 5- to 10-year plan promoting safe walking and bicycling by enhancing the pedestrian and bicycle network within the Town of Orange Park. The plan would primarily be accomplished by constructing sidewalks and multiuse paths. The projects identified are recommended in support of the Town's recent 2040 Vision Plan and Complete Streets Policy, the Transportation Element of Comprehensive Plan, and the previous Traffic Circulation Study and Bike/Ped Subarea Plan, both completed in cooperation with the North Florida TPO.

The needs list may form the basis for the Town's mobility plan. Focus areas from the list are described below.

Sidewalks: Sidewalk connections proposed as part of this study are suggested to close gaps and provide better connections between origins and destinations.

Multiuse Paths: Constructing segments of multiuse pathways to further connect the Bike/Ped and trail system is recommended. As listed in Appendix C, extending the Doctors Lake Trail north a short distance to SR 224/Kingsley Avenue will help make the multiuse facility much more accessible and visible. A major trail connection is also suggested along SR 224/Kingsley Avenue between the new Doctors Lake Trail at SR 224/Kingsley Avenue, following the road to the intersection with US-17/Park Avenue. This trail would then turn south following US-17/Park Avenue, connecting with the Black Creek Trail. This will create a regionally significant trail link and improve connectivity in the area. Currently, Doctors Lake Trail is located along the west side of Doctors Lake Drive and Black Creek Trail is located along the west side of US-17/Park Avenue, south of Smith Street.

Black Creek Trail Study: The Town may want to consider, in coordination with Clay County and the North Florida TPO, a study of the extension of the Black Creek Trail through the Town north to the Naval Air Station (NAS) in Jacksonville. This study is recommended in the North Florida TPO's recent Bicycle and Pedestrian Master Plan Update, completed in 2023. In the TPO's Bicycle and Pedestrian Master Plan Update, this trail study received the second highest ranking of seven recommended trail studies and a 'Priority 2' implementation prioritization signifying medium urgency.

Complete Street Studies: The needs list proposes complete street studies along arterial roadways within the study area (US-17/Park Avenue, SR 224/Kingsley Avenue and Wells Road) and Plainfield Avenue, a major collector that may potentially assist with north-south travel through the Town as it is parallel to US-17/Park Avenue and connects SR 224/Kingsley Avenue and Wells Road. Planning for complete street concepts along Park and Kingsley Avenues, as well as Plainfield Avenue and Wells Road, appear to be in line with key concepts in the Town of Orange Park's 2040 Strategic Vision Plan. These concepts include transformative development of the T shaped zone at SR 224/Kingsley and US-17/Park Avenues, an entry corridor along SR 224/Kingsley Avenue, a secondary

commercial corridor along Plainsfield Avenue, and a bus circulator along SR 224/Kingsley and US-17/Park Avenues and Wells Road.

Furthermore, a higher percentage of pedestrian and bicycle crashes occurred on SR 224/Kingsley Avenue and US-17/Park Avenue. Although Park and Kingsley Avenues and most of Wells Road have sidewalks, and portions of these roadways have bike lanes, the study's LTS scores for these roadways indicate that more enhancements are needed for pedestrians and bicyclists to feel safe and comfortable walking and bicycling. With sidewalk gaps, an incomplete bicycle network, and constrained rights-of-way, the Town may utilize recommendations from complete street and trail studies to expand the pedestrian and bicyclist network.

Special emphasis crosswalk markings: Special emphasis crosswalk markings are encouraged as a safety countermeasure and existing crossings should be regularly maintained.

Figures 3-1 and 3-2 illustrate locations of potential projects and studies in the needs plan. Appendix C1 lists the potential projects and studies by street name.

Figure 3-1 – Potential Pedestrian and Bicyclist Needs

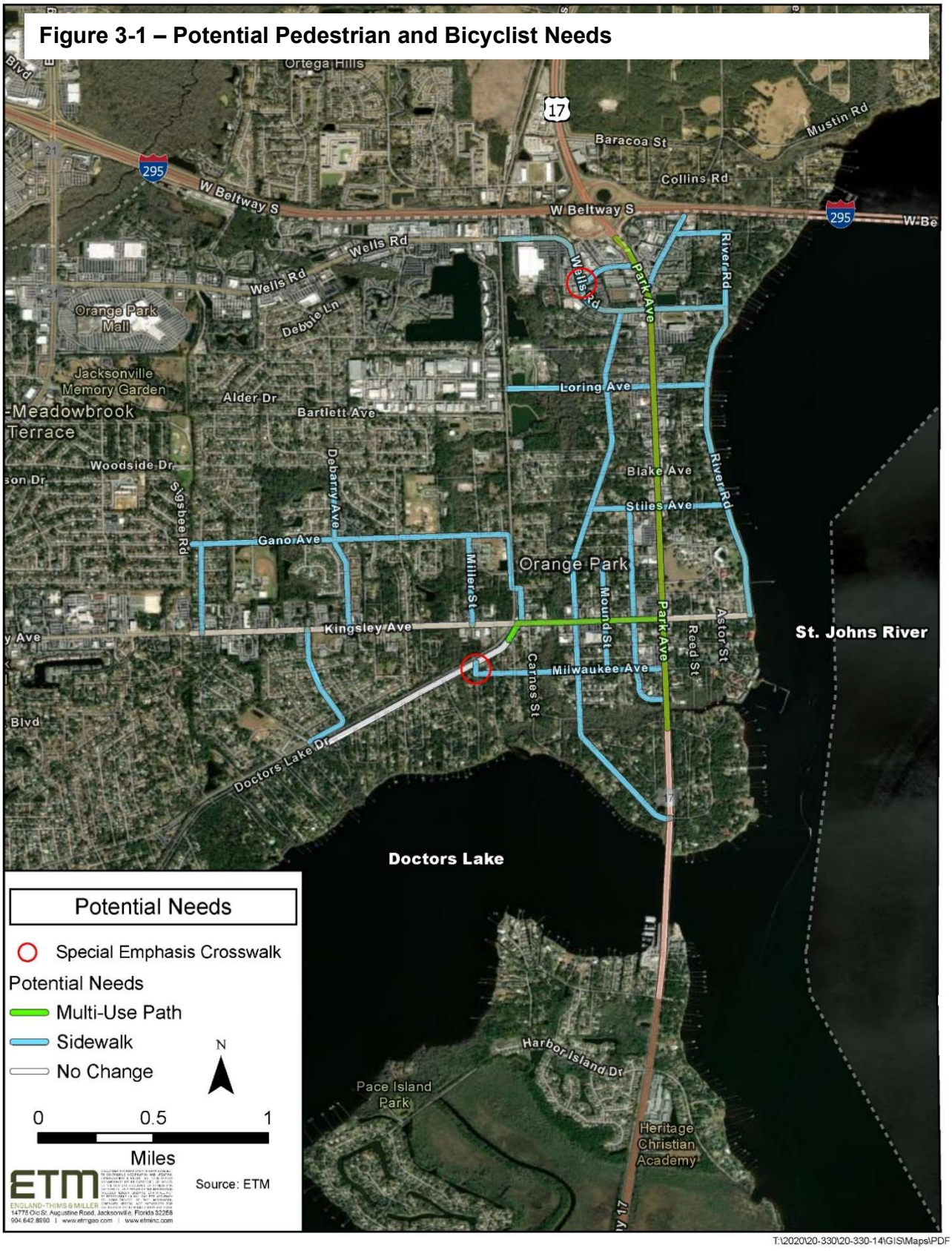


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Figure 3-2 – Potential Pedestrian and Bicyclist Needs (including studies)

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3.2 Needs List Ranking

To rank sidewalk and multiuse path gaps in the needs list, a methodology that considers pedestrian and bicycle level of traffic stress, crash history, roadway jurisdiction, infrastructure gaps and transit proximity was utilized. Two sets of need-based criteria were developed and applied to help the Town of Orange Park rank the needs list: pedestrian criteria and bicyclist criteria. Figures 3-3 and 3-4 illustrate the ranking criteria.

Figure 3-3 – Ranking Criteria for Pedestrian Needs

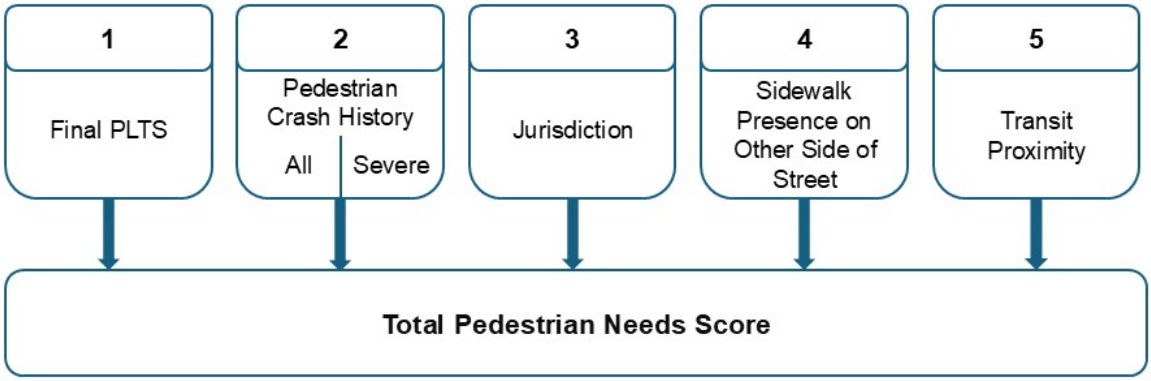
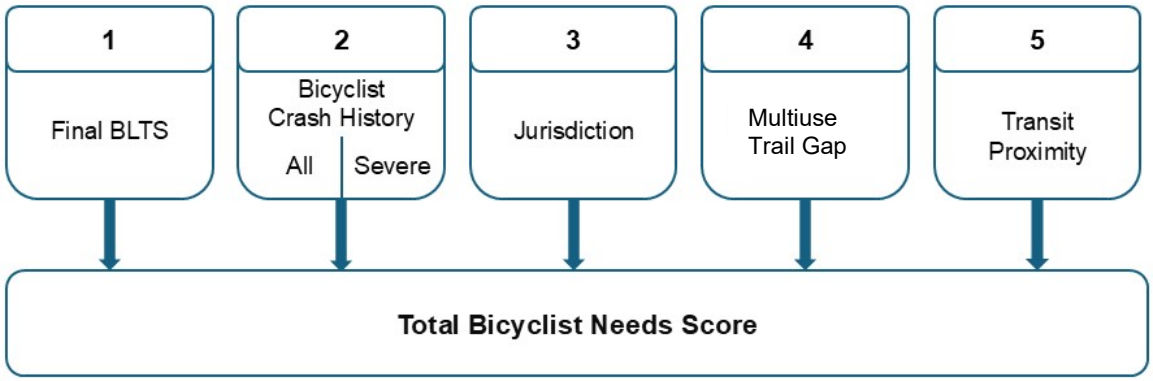


Figure 3-4 – Ranking Criteria for Bicyclist Needs



The criteria address the potential for the pedestrian and bicycle network to accommodate users of varying ability (comfort and quality), safety, system connectivity, access and mobility. The general categories and specific criteria are described below:

- **Comfort and Quality**: Locations that promote comfort and quality of service for pedestrians and cyclists. Criteria include pedestrian and bicycle level of traffic stress.

- **Safety**: Locations with a history of crashes, indicating potentially unsafe conditions. Criteria include pedestrian crash history (for all and severe pedestrian crashes) and bicyclist crash history (for all and severe bicyclist crashes). For this analysis, severe crashes consist of fatal and incapacitating injury crashes.

- **System Connectivity**: Locations where missing pedestrian and bicyclist infrastructure prevent a well-connected multimodal transportation network. Criteria include sidewalk presence on the other side of the street (from the sidewalk gap) and multiuse trail gap.

- **Access and Mobility**: Locations that promote access to neighborhoods within the Town of Orange Park; and locations that facilitate first/last mile solutions to/from public transit. Criteria include roadway jurisdiction, transit proximity, sidewalk presence and multiuse gap. The transit proximity criteria may also indicate demand (locations where walking is encouraged) and equity (locations that may encourage walking and bicycling by individuals that do not drive, such as older or underserved individuals).

A copy of the criteria scoring methodology utilized for this Study is included in Appendix G.

Figures 3-5 and 3-6 map the ranking scores for the pedestrian and bicycle needs, respectively. Appendices C2 and C3 list the potential projects and studies, sorted by pedestrian and bicyclist rank, respectively. The rankings may guide the order of addressing the needs and assist with determining an implementation schedule for the enhancement projects.

Figure 3-5 – Ranking Scores for Pedestrian Needs

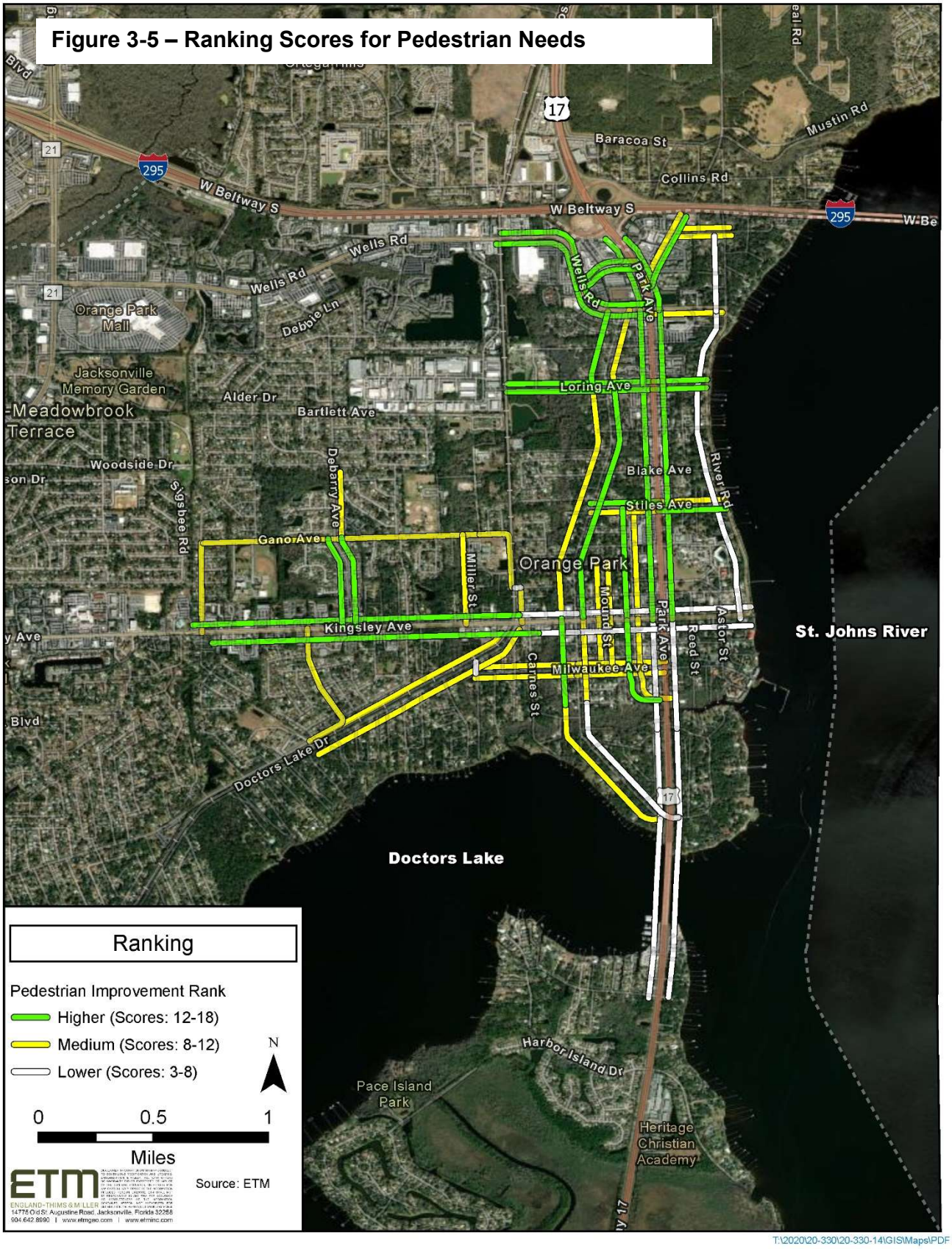


Figure 3-6 – Ranking Scores for Bicyclist Needs

4.0 MULTIMODAL FUNDING OPTIONS

Financial feasibility must be an integral part of any mobility plan to ensure its sustainability. Sources of revenue that may be available to fund multimodal infrastructure enhancements within the Town of Orange Park are described below.

4.1 Current Funding Source

According to the Town of Orange Park's 2040 Comprehensive Plan Transportation Element, most of the Town's bicycle and pedestrian facilities are sidewalks and were constructed through the Town's General Fund. The Town has an ongoing program of reconstructing old sidewalks when needed and providing new bicycle and pedestrian facilities.

4.2 Mobility Fee

A mobility fee, a type of development impact fee in Florida, is a one-time, upfront payment by developers to pay for capital costs needed to serve new development. The fees help municipalities recover growth-related infrastructure and public service costs.

Mobility fees may be utilized for multimodal enhancements only when there is a direct benefit. Like impact fees, mobility fees can be used to pay for off-site services and must meet the requirements of a rational nexus test demonstrating a rational link between the new services (i.e., the multimodal transportation projects) and the fees that developers are asked to pay.

As the Town is mostly built out with minimal development occurring, it is not anticipated that a developer-based mobility fee system would generate enough revenue to fund the Town's multimodal enhancement needs. Furthermore, it would be difficult to estimate the revenue stream associated with the fee and therefore the level of improvements that could be supported by the mobility fee.

A report of the Town's building permits covering the last three years (January 2021 – December 2023), showed six residential permits (totaling 13,898 square feet) and 27 commercial permits (totaling 225,560 square feet). The commercial permits were mostly tenant buildouts in shopping centers or businesses/offices. A new 3,150 square feet commercial office building was permitted on Kinglsey Avenue. Residential development consisted of mostly single-family dwelling unit (SFDU) in-fill lots and a townhouse. There does not appear to be any change of use conversions in standalone buildings. The permit report is in Appendix D.

Given the unpredictable nature of development in a mostly built-out area, it is suggested that the Town consider additional potential funding sources besides a mobility fee associated with development activity/impacts. For example, many complete street, pedestrian and bicycle projects are eligible for state or federal funding from several formula and competitive grant opportunities. Many of these opportunities are authorized under the Bipartisan Infrastructure Law.

4.3 Other Potential Funding Sources

Ultimately, the Town may want to pursue a more consistent and dedicated funding source. One suggestion is to consider an annual assessment or fee to help fund 5-10 years of pedestrian and bicycle enhancements. A dedicated revenue source would be a reliable and potentially sustainable solution.

Additional sources of revenue that may be available to fund projects identified in a Town of Orange Park Mobility Plan include but are not limited to gas, property and sales taxes; county, state and federal grants and funds; special assessments, user fees and parking revenues. A description of these and other potential funding sources is provided in Appendix E.

5.0 RECOMMENDATIONS

The following recommendations will facilitate the Town's ability to focus infrastructure enhancements on all modes of travel including the implementation of complete streets; supplement funding for Bike/Ped, trail and complete streets enhancements; and support first last mile infrastructure needs (sidewalks, bike lanes) for transit.

- **Multimodal Mobility Plan**: It is recommended that the needs plan from this study form the basis for a Town of Orange Park Multimodal Mobility Plan. A Multimodal Mobility Plan would promote safe walking and bicycling conditions by enhancing the Town's Bike/Ped network. The plan would construct sidewalks and multiuse paths and study complete streets and trail options. Special emphasis crosswalk markings are also encouraged. Next steps to formally approve a mobility plan would likely involve finalizing the needs list, amending the Town's Transportation Element of the Comprehensive Plan to incorporate language that is supportive of a mobility plan and approving the Town's mobility plan.

- **Multimodal Funding Options**: The Town should consider opportunities to combine revenue sources, to the extent permissible, to advance the multimodal transportation enhancements through the proposed Multimodal Mobility Plan. Since multimodal transportation enhancements may cross municipal and/or county boundaries, intergovernmental coordination may be required. This is especially true of regional improvements such as the extension of the Black Creek Trail to Jacksonville. Furthermore, regarding funding sources that are collected by Clay County (such as the Clay County Mobility Fee, Local Option Fuel Tax, Ninth-Cent Fuel Tax and Discretionary Sales Surtax), it is suggested that the Town determine whether implementing an interlocal agreement with the County to help fund enhancements within the Town is possible.

Appendix A
(Summary of Relevant Studies, Plans and Policy)

This appendix provides a summary, key findings and recommendations of the following relevant documents, in order of completion or adoption date. Blue font represents content that is particularly relevant to this Orange Park Mobility Study.

Bicycle and Pedestrian Master Plan Update (North Florida TPO, 2023)

Summary: The plan developed a list of future bicycle- and pedestrian-related studies to guide future bicycle and pedestrian planning efforts within the region. The recommendations may serve as a guide for any municipality or agency to conduct as funding becomes available.

Findings:

- Improvement Priority: Survey respondents ranked multi-use paths, sidewalks, bicycle lanes and intersection crossing improvements the highest out of 10 options, when asked to rank in order of importance the type of bicycle and pedestrian improvements they would like to see prioritized over the next 10 years. The highest prioritized improvement was 'Multi-use paths' receiving 67% of the #1 ranked votes and with an average score of 9.36 out of 10. The next three highest prioritized improvements were 'Sidewalks' (7.94), 'Bike lanes' (7.85) and 'Intersection crossing improvements' (7.08).
- Most Preferred Facility Type: 'Multi-Use Path' was the preferred facility for almost half the survey respondents (47%), when asked to select their most preferred bicycle and pedestrian facility type. The second preferred facility type was 'Separated Bike Lane' (25%), followed by 'Buffered Bike Lane' (13%), 'Sidewalks' (12%) and 'Traditional Bike Lane' (3%).

Recommendations:

- The plan recommended seven trail studies (all regional significance), 24 sub-area studies and four other studies.
- One recommendation that is directly relevant to the Orange Park Mobility Study is the Black Creek Trail to Naval Air Station (NAS) Jacksonville study.
- The proposed Black Creek Trail to NAS Jax, located in Clay and Duval County, connects the existing Black Creek trail across county lines to NAS Jax.
- This recommended trail study received the second highest ranking of the seven recommended trail studies and a 'Priority 2' (yellow) implementation prioritization signifying medium urgency.

Clay County Transit Study (Jacksonville Transportation Authority (JTA), July 2023)

Summary: Clay County, in coordination with the JTA identified the need to update a 2017 Clay County Transit Study to meet the needs stemming from rapid growth in the county and to ensure that the transit system is appropriately meeting mobility needs of the community.

Findings: JTA became the Community Transportation Coordinator for Clay County in 2019. In coordination with Clay County, JTA relaunched and rebranded the flex route bus service as Clay Community Transportation (CCT).

Branded as CCT, the bus transit service currently consists of four flex bus routes throughout the county. JTA also provides bus rapid transit (BRT) and express bus services that connect Clay County to Jacksonville in partnership with Clay County.

Highlights of study findings are below:

- The northeast quadrant of Clay County, including the Orange Park area, has the highest concentration of transit propensity and future demand.
- Regional travel and connection to JTA service is highly desired.
- Improved marketing and education would increase ridership and knowledge of the services.
- Expanded service hours and increased frequency are needed.
- Improved access to medical facilities and senior access to transit are needed.
- First and last mile service such as JTA's ReadiRide service would enhance mobility.
- Expanded service to new population and employment centers.

Recommendations: Recommendations feature short- and mid-range preferred alternatives.

Short-range: Expected to begin the last quarter of year 2024, the preferred scenario in the short-range is to update route alignments to provide better service to the high-density portions of Clay County and improve frequency and headway.

Mid-range: Anticipated to begin in the first quarter of year 2026, the preferred mid-range scenario is introducing two new flex routes and consolidating existing routes. One of the new flex routes, the Orange Park Circulator, will circulate around the Orange Park area along Wells Road, Park Avenue, Kingsley Avenue and Blanding Boulevard.

To increase the frequency and decrease the headway of the Blue Route, the loop service it currently provides is discontinued as well as stopping service to NAS Jacksonville. This reduction in service would be picked up by the new flex route, the Orange Park Circulator. This route was requested by the public who used the service previously before being discontinued in 2019. The Magenta Route would change to on-demand service.

Stops previously serviced by the Blue and Red routes on and near Kingsley Avenue, including the Orange Park Senior Center, Orange Park Public Library, and the HCA Florida Orange Park Hospital would be serviced by the Orange Park Circulator.

At the proposed mobility hub at the Orange Park Mall, transfers would be available to the Blue and Red routes (to transfer to destinations further south into Green Cove Springs) and JTA route #31 (to transfer to destinations further north into Duval County).

Town of Orange Park Complete Streets Policy (Resolution 10-22, Adopted December 6, 2022)

Summary: The Town of Orange Park, Florida adopted a Complete Streets Policy on December 6, 2022. The policy initiates the process of developing guidelines, processes and procedures for implementing a Complete Streets Program that calls for streets to be constructed in a way that allows for safe, equitable and convenient access along and across streets for people of all ages and abilities, including pedestrians, cyclists, transit users, wheelchair users, motorists, freight operators and service operators.

Findings:

- As part of several implementation steps, the Complete Streets policy states that:

"*The Economic and Community Development Department shall consider the implementation of a mobility plan and fee approach to improve the Town's Concurrency Management System, incorporating procedures to better fund complete streets and multimodal transportation enhancements*."

"The Town of Orange Park shall continue to identify local, state, and federal funds to implement Complete Streets projects to supplement Town of Orange Park's capital Improvement Program. This will require a continued partnership and coordination with the North Florida TPO, FDOT, and Clay County."

- Supports the Town's 2040 Strategic Vision Plan's goal of Transportation Corridor Redevelopment that will encourage the use of non-motorized modes of transportation.
- Supports the 2016 Orange Park Bicycle and Pedestrian Sub Area Plan and 2018 Orange Park Traffic Circulation Study that identified opportunities to enhance the bicycle/pedestrian network.
- Supports considering and incorporating the policy into future amendments of the Comprehensive Plan and other applicable plans and ordinances.
- Supports projects that fully implement Complete Streets or incrementally implement Complete Streets through a series of smaller projects over time.
- Generally, applies to all project phases.
- Requires the Town's Economic and Community Development Department and Public Works Department staff to evaluate new development and redevelopment projects and require connected pedestrian and bicycle access within the development and connecting to/from the surrounding transportation system for approval.
- Supports land use and context sensitivity including FDOT Complete Streets resources and the new FDOT Design Manual (FDM) when determining Complete Street designs. Identifies several additional design best practice resources.
- Contains several exceptions.
- Contains project selection criteria, implementation steps, performance measures and reporting requirements.

Recommendations / Applicability: The Town of Orange Park will approach every planned project as an opportunity to create a safer and more accessible transportation system for all users.

City of St. Augustine Mobility Plan & Mobility Fee, Technical Report and Technical Report Executive Summary (City of St. Augustine, February 2022)

Summary: The City of St. Augustine's mobility fee is based on multimodal projects in the City's Mobility Plan. The Mobility Plan is a 20-year vision for moving people and providing choices through expansion of the multimodal transportation network. The Mobility Plan and Mobiity Fee Technical Report expands the 2040 Mobility Plan, documents the methodology used to develop a mobility fee and demonstrates that the fee is legally and statutorily compliant.

Findings:

- The 2040 Mobility Plan contains multimodal projects to shift from a transportation system focused on moving cars to a system focused on moving people and providing mobility choices.
- To move toward safer streets, the 2040 Mobiity Plan replaced Road Level-of-Service (LOS) standards, used in transportation concurrency to plan for adding road capacity, with Street Quality of Service Standards (QOS) to encourage slower speeds to make it safer for walking and bicycling.
- In 2020, the City of St. Augustine amended its Comprehensive Plan to integrate mobility into the Transportation Element. The resulting Transportation and Mobility Element (TME) established the legislative intent to develop a Mobility Fee based on multimodal projects established in the Mobiity Plan.
- The City of St. Augustine Comprehensive Plan's TME includes several goals, objectives and policies (GOPs) integrating land use, transportation mobility, parking, fees, and implementation of the City's Mobility Plan and Mobiity Fee. The TME's goals include an Overall Goal, TME Goal 1 Transportation, TME Goal 2 Mobility and TME Goal 3 Mobility Planning.
- TME Policy 3.1.21 lists additional potential funding sources besides the mobility fee.
    - "*A Mobility Fee is one source of revenue to fund the projects identified in the Mobility Plan. Gas, property and sales tax, CRA, County, State and Federal grants and funds, special assessments, higher education student fees, user fees, private party contributions, and parking revenues are all additional sources of revenue that are available to fund projects identified in the Mobility Plan. The City should consider opportunities to combine revenue sources, to the extent permissible, to advance the Mobility Plan, Complete Street, safety and parking management multimodal projects.*"
- The mobility fee must meet legally established dual rational nexus and rough proportionality test established by case law and the requirements of Florida Statutes 163.3180 and 163.31801.

Recommendations: The City of St. Augustine 2040 Mobility Plan consists of four distinct plans (Streets Plan, Walking and Bicycling Plan, Multimodal Ways Plan and Transit Circulator Plan) that include multimodal projects for sidewalks, paths, trails, protected bike lanes, low speed shared streets, complete streets, and multimodal ways. The Mobility Plan proposes converting existing streets to complete streets and low speed streets to encourage mobility through walking, bicycling, and riding microtransit circulators. The Mobility Plan also identifies regional improvements such as water taxis, multimodal connections and future rail service to accommodate the growth in regional travel by means other than just widening roads. According to the Mobility Plan, these multimodal projects meet the demands for new person capacity attributable to new development activity as required by Florida Statute.

Town of Orange Park 2040 Strategic Vision Plan (Deliverable 5, July 1, 2020)

Summary: The Orange Park 2040 Strategic Vision Plan consists of goals, strategies and concepts to provide safety, security and effective services for residents in a viable and sustainable community that preserves and improves the Town's heritage for present and future generations.

Findings:

- The Vision Plan developed a "ReImagine" Strategy and themes with three key goals:
  - Remain sovereign, safe and promote financial stability.
  - Restore small town feel including sense of place, communication, branding and a Town Square.
  - Reconnect residents with a mobility plan to decrease traffic impacts.
- The Vision Plan features concepts illustrated on an Economic Development and Proposed Commercial Corridor map, a Proposed Transportation Improvement map and a proposed Trails, Streetscape and Kayak Route map.
- Key concepts include:
  - Transformative development of the T shaped zone at Kinglsey and Park Avenues.
  - Preserve small-town character by encouraging mixed-use, infill development and discouraging heavy land uses.
  - Encourage multimodal mobility including an extended Black Creek Trail.
  - Develop entry corridors featuring tree-lined streets, buildings fronting the street (along Kingsley Avenue), reduced curb-cuts/shared driveways, more appealing streetscapes and a walkable, mixed-use Town square.
  - Develop community projects that incorporate art, sense of place and water-front access to enhance livability and inspire commitment to the Town.
  - Proposed on-street bike lanes along River Road and Milwaukee Avenue.
  - Secondary commercial corridors along portions of Smith Street, Mound Street and Plainfield Avenue.
  - A bus circulator along Kingsley Avenue and Park Avenue between the Orange Park Medical Center and hotels near a proposed mixed-use entertainment district at Wells Road.

Recommendations:

- Transportation Corridor Redevelopment is an integral strategy of the Vision Plan that encourages the use of non-motorized modes of transportation and contributes directly to the health, safety, economic vitality, environment, aging-in-place and quality of life for the Town.
- On-going implementation that includes annual evaluation and community engagement, with a focus on:
  - A dedicated funding strategy,
  - Capital projects and operational improvements, and
  - Code/regulations updates.
- Develop potential funding strategies/mechanisms to address budget needs including new ad valorem tax, creation of a CRA, bonding or other combination of multiple strategies.

Clay County Mobility Fee Ordinance and Report (Adopted October 27, 2020)

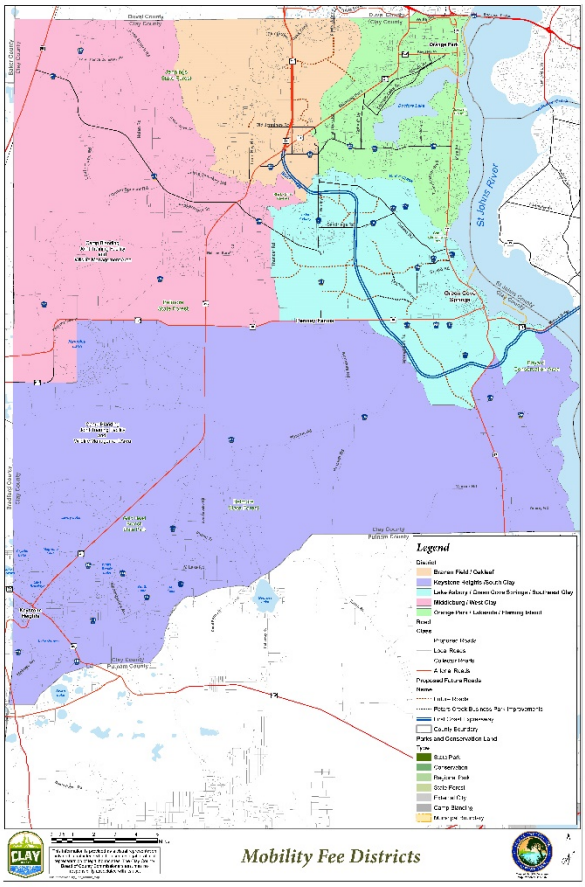
Summary: The Clay County Mobility Plan describes Clay County's mobility fee system (that replaced Clay County's previous concurrency system) and focuses on funding multimodal projects such as bicycle lanes, sidewalks, multi-use trails and transit hubs in addition to roadway corridor projects.

Findings:

There are five Mobility Fee Districts including Orange Park, Lakeside and Fleming Island District (shown in green on the map).

Walking and bicycling infrastructure improvements are planned for all districts, at an estimated cost of $3 million for each district. A few multiuse trail projects are planned; however none are in the Orange Park, Lakeside and Fleming Island District.

Transit mobility hubs are planned for three of five mobility fee districts, including Orange Park, Lakeside and Fleming Island District. The transit mobility hubs are a key tool towards achieving network connectivity goals and facilitating multimodal transportation. The mobility hub in the Orange Park, Lakeside and Fleming Island District would support the anticipated infill and intensification and provide a common location for accessing JTA transit services and future shared mobility services. First and last mile solutions will be based here to complement the growth in active trips on the pedestrian and bicycle network.



As mentioned in the Mobility Plan, Clay County is currently using a complete street design standard as provided for in the County's Land Development Code. As the County's arterial and collector roads are being upgraded or new roads are being designed, they will include bike facilities, either on-road bike lanes or multi-use trails, sidewalks and vehicle travel lanes. In addition, the new local roads in the two master plan areas must include 5-foot-wide sidewalks on both sides of the road and collector roads must incorporate bike lanes and/or a multi-use trail.

Recommendations: Clay County's Mobility Plan projects consist of roadway corridor projects, transit mobility hubs and bicycle and pedestrian projects, including new multi-use trails. The actual locations of the transit mobility hubs are yet to be determined. The roadway improvements are capacity improvements to alleviate traffic congestion, primarily serving growth in the Lake Asbury and Green Cove Springs District. The roadway improvements will continue to facilitate the rapid expansion of the suburban growth pattern currently taking place in those Districts. The Orange Park, Lakeside and Fleming Island District has 10.2% of the total Clay County Mobility Plan expenditures.

Northeast Florida Regional Multi-Use Trail Master Plan (North Florida TPO, 2019)

Summary: The plan's purpose is to guide the development of future trail systems to create an interconnected regional network throughout the four-county area. The plan documents a regional trail network to be used as a tool towards applying for funding opportunities. Projects in this plan were considered in the 2045 LRTP.

Findings:

- The Black Creek Trail is identified as an Opportunity Trail on the Florida Department of Environmental Protection's 2017 statewide system of greenways and trails, known as the Florida Greenways and Trails System (FGTS).
- Opportunity Trails represent existing, planned and conceptual non-motorized multi-use trails, and form a land-based network of regional and state importance.
- Priority Trails on the FGTS allow communities to apply for SUN Trail funding.

Recommendations: The Black Creek Trail to NAS Jax is a trail on the North Florida TPO's trail network, ultimately connecting Green Cove Springs to Duval County along the US 17 corridor (gap at Black Creek Bridge). The trail is currently 10.2 miles in length and would be extended 2.8 miles from Park Avenue (US 17) south of Kingsley Avenue (SR 224) in the Town of Orange Park to Duval County.

Orange Park Traffic Circulation Study (North Florida TPO, 2018)

Summary: The study's analysis revealed opportunities to develop a well-connected, safe and multimodal traffic circulation system.

Findings:

The study area contains:

- Among the highest population and employment densities within Clay County.
- Significant commuting throughout the study area.
- Congested roadways and complaints of cut-through traffic along neighborhood streets.
- Safety concerns due to traffic crashes.

Recommendations: The study's recommendations seek to increase ease of travel and enhance safety, while fostering community character. Recommendations include:

- Traffic engineering and safety modifications along roadways, including enhancements along major corridors and traffic calming along neighborhood streets.
- Enhancements to the Bike/Ped network (from the 2016 Orange Park Bicycle and Pedestrian Sub-Area Plan).
- Enhancements to the transit network and to public transit operations (from the 2017 Clay County Transit Study).
- Land use and development changes to help facilitate a more walkable and multimodal community.
- A proposed comprehensive program to reduce the number of people driving alone to work in their vehicles. This program, called transportation demand management (TDM), is focused on changing the travel behavior or work schedules of commuters traveling through the Orange Park area. The TDM program will require coordination with major employers and regional transportation agencies.

Town of Orange Park 2040 Comprehensive Plan

Transportation Element of Volume II Support Document Adopted December 4, 2018 by Ordinance No. 19-18

Summary: The transportation element supports multimodal planning and enhanced pedestrian and bicycle infrastructure.

Findings: The following information was extracted from the Transportation Element of Volume II Support Document.

- *Looking ahead to future growth goals in the Town of Orange Park, pedestrian movement is encouraged and vehicle transit is secondary to pedestrian activity.*
- *Planning guidelines should continue to encourage walkable retail districts with significant office and residential components, as well as interconnected areas throughout the Town to move people to and from desired destinations such as Clarke Park, the waterfront, Moosehaven, Town Hall and bestbet Orange Park (formerly known as the Orange Park Kennel Club) without the primary mode being personal vehicles.*
- *Financial feasibility must be an integral part of any mixed use, multimodal plan to ensure its sustainability.*
- *Orange Park seeks to make the pedestrian environment a priority in the Town's overall planning process.*
- *Most of the Town's bicycle and pedestrian facilities are sidewalks and were constructed through the General Fund.*
- *Town has an ongoing program of reconstructing old sidewalks when needed and providing new bicycle and pedestrian facilities.*

Recommendations: Based on the assessment contained in the Transportation Element, several roadways could be improved for pedestrian and/or bicyclist use.

Town of Orange Park 2040 Comprehensive Plan

Volume I Goals, Objectives & Policies Adopted December 4, 2018 by Ordinance No. 19-18

Summary: *GOAL 2: THE LONG-TERM END TOWARD WHICH THE TOWN'S TRANSPORTATION PROGRAMS AND ACTIVITIES ARE DIRECTED IS TO ENCOURAGE AND PROMOTE THE SAFE AND EFFICIENT MANAGEMENT, OPERATION, AND DEVELOPMENT OF SURFACE TRANSPORTATION SYSTEMS THAT WILL SERVE THE MOBILITY NEEDS OF PEOPLE AND FREIGHT AND FOSTER ECONOMIC GROWTH AND DEVELOPMENT, WHILE MINIMIZING TRANSPORTATION-RELATED FUEL CONSUMPTION AND AIR POLLUTION.*

Findings: Following are transportation element objectives that support Goal 2 (above).

Objective 2.1 Level of Service. To provide a safe, convenient and energy efficient transportation system.

Objective 2.2 Land Use and Transportation. Coordinate the transportation system with the future land use map and ensure that existing and proposed population densities, housing and employment patterns, and land uses are consistent with the transportation modes and service proposed to serve these areas.

Objective 2.3 Coordination and Consistency. Coordinate the transportation system with the plans and programs of Clay County, the North Florida TPO, the JTA, and the FDOT Adopted Work Program.

Objective 2.4 Public Transportation. Provide efficient public transportation services based upon existing and proposed major trip generators and attractors, safe and convenient public transit facilities, land uses, and accommodation of the special needs of the transportation disadvantaged.

Objective 2.5 Protection of Right-of-Ways. Provide for the protection of existing and future rights-of-way from building encroachment.

Objective 2.6 Ports, Airports, and Rail. Coordinate with responsible agencies involved in the development the surface transportation access to regional ports, airports, rail, or related facilities.

Recommendations: Goals, objectives and policies encourage multimodal transportation planning and infrastructure.

Orange Park Bicycle and Pedestrian Sub-Area Plan (North Florida TPO, 2016)

Summary:

The study analyzed the existing bicycle and pedestrian network and identified numerous areas for improvement.

Findings:

- Established a core network for bicycle and pedestrian movement within Orange Park
- Key features of the plan include:
    - Installation of shared lane markings
    - Expansion of the multi-use path network
    - Infill of sidewalk gaps
    - Improved crosswalk striping
    - Construction of signalized, mid-block crosswalks on Park and Kingsley Avenues
    - Installation of bicycle parking
    - Land development code improvements
    - Public awareness campaigns
    - Traffic calming studies and US 17 Multi-Use Trail Study
    - Bike/Ped facilities on Buckman Bridge
    - Doctors Lake Loop Trail

Recommendations:
Recommendations seek to enhance pedestrian and bicycle connectivity. The sub-area plan recommends linking important community destinations such as parks, schools, shopping, recreation, transit and civic sites, and establishes the need for sidewalk infill, special emphasis crosswalk striping, multi-use path construction, shared-lane markings, possible mid-block crossings with high-intensity activated crosswalk (HAWK) beacons and future studies.

The Town Council approved five priorities from the Subarea Plan:

- 1. Connect Doctors Lake Path to Black Creek Trail (estimated $997,500) - Extend the existing Doctors Lake Trail to Kingsley Avenue; construct a multi-use path from Doctors Lake Trail to Park Avenue on Kingsley Avenue, which includes reducing the width of travel lanes; and extend the trail south along Park Avenue to connect with the Black Creek Trail at Smith Street.
- 2. Path along Railroad North to Naval Air Station Jacksonville – Study the potential to develop a multi-use trail from Doctors Lake Trail along the railroad tracks north into Duval County and then to the naval base.
- 3. Path to Wells Road (Orange Park Mall) – (estimated $494,625) – Construct a multi-use trail from Sigsbee Road north to Wells Road, on the east side of Walter Odum Park to the Orange Park Mall. Note that this project lies entirely outside the Town limits.
- 4. Install HAWK Beacons on Kingsley Avenue at Clarke Park and on Park Avenue at Moosehaven (estimated $400,000) – Provide for pedestrian activated, signalized mid-block crossings to create high visibility crosswalks where the existing traffic signals are spaced far apart.
- 5. Milwaukee Avenue Sidewalk/Boardwalk (estimate $135,000) – Construct a boardwalk and sidewalk on Milwaukee Avenue from Carnes Street to Plainfield Avenue to connect with existing sidewalks on either side, next to Johnson Slough.

Local Comprehensive Plan Research Regarding Funding of Multimodal Transportation

City of St. Augustine: https://www.citystaug.com/204/Comprehensive-Plan
https://www.citystaug.com/DocumentCenter/View/4968/Transportation-and-Mobility-

TME Policy 1.3.9
The City shall ensure that all new development and redevelopment is designed and required to: safely promote increased walking, bicycling, low speed alternative vehicles and a circulator or community transit use while reducing vehicle trip lengths and vehicle miles of travel, as outlined in the Future Land Use and Transportation and Mobility Elements of the Comprehensive Plan. This will also be implemented in the Land Development Code, and potentially funded through either collection of fees or improvements to the multi-modal transportation system that further the achievement of multi-modal performance measures established by the City's Mobility Plan.

TME Policy 2.1.3
The quality of service standards shall also be used to develop multimodal capacities for projects included in the Mobility Plan that will serve as the basis for development of a Mobility Fee to be paid by new development and redevelopment with an increase in person travel demand.

TME Objective 3.1
To develop and implement a 2040 Mobility Plan focused on the movement of people, the provision of multiple multimodal transportation options to move about the community, the pursuit of a park once environment for travel within the City's multimodal district for longer duration visits, and the development of a Mobility Fee, based upon the projects identified in the Mobility Plan, that allows for new development and redevelopment to equitably mitigate its impact to the multimodal transportation system.

TME Policy 3.1.21
A Mobility Fee is one source of revenue to fund the projects identified in the Mobility Plan. Gas, property and sales tax, CRA, County, State and Federal grants and funds, special assessments, higher education student fees, user fees, private party contributions, and parking revenues are all additional sources of revenue that are available to fund projects identified in the Mobility Plan. The City should consider opportunities to combine revenue sources, to the extent permissible, to advance the Mobility Plan, Complete Street, safety and parking management multimodal projects.

TME Policy 3.1.22
The Mobility Plan projects shall serve as the basis for development of a mobility fee. The Mobility Fee shall be a one-time assessment on new development or redevelopment that results in an increase in person travel demand. The Mobility Fee shall be required to meet the dual rational nexus test and shall be reasonably attributable to the person travel demand of new development, infill and redevelopment. Multimodal capacities based upon quality of service standards shall be established to ensure fees are reasonably assignable to the impacts of new development or redevelopment.

TME Policy 3.1.23
The Mobility Fee, consistent with Florida Statute, is intended to replace transportation concurrency and proportionate fair-share contributions, and would be provided in place of a road impact fee.

TME Policy 3.1.24
The Mobility Fee may include provisions to encourage and incentivize new development, infill and redevelopment within the multimodal district and targeted areas of the City. The Mobility Fee may also include provisions to encourage affordable, workforce housing, mixed-use, multimodal supportive development and desired land uses that increase employment and attract economic development consistent with Florida Statutes.

TME Policy 3.1.25
The Mobility Plan and Fee shall be re-evaluated and updated every five years. The Mobility Fee shall be indexed and adjusted for inflation on an annual basis.

Green Cove Springs: https://www.greencovesprings.com/202/Comprehensive-Plan
https://www.greencovesprings.com/DocumentCenter/View/587/2---Transportation-PDF
Future Needs:
Mobility Options. When communities are designed to cater to the automobile only, residents are less likely to use other modes (walk or bike) because it is not safe or convenient to do so and are forced to use a car for even short trips. A strong system of sidewalks, bike lanes/trails, and public transit is necessary to provide a safe way to get around the City without the need for the automobile
Mobility Plan. Rather than continuing to rely on an outdated system of level of service for local roads (concurrency), the City will focus on developing a mobility plan and fee to replace the transportation concurrency management system. Strong coordination with FDOT will be necessary to address expected roadway deficiencies on State roads.

https://www.greencovesprings.com/DocumentCenter/View/171/Element-2---Transportation-PDF
Policy 2.4.7. The City shall seek funds and grant opportunities and private/public partnerships to further the implementation of the Trails Master Plan

Baldwin: https://www.townoforangepark.com/p/government/town-clerk/town-documents

https://library.municode.com/fl/baldwin/codes/code_of_ordinances?nodeId=COOR_CH16PL
Sec. 16-36. - Adopted.
(a)Adopted. The comprehensive plan for the town (Town of Baldwin Comprehensive Growth Management Plan), a copy of which has been filed in the office of the town clerk on July 28, 1992, is hereby approved and amended including revisions to the Future Land Use Map and as submitted to the State Land Planning Agency.
(b)Transmittal of copy. In accordance with Section 163.3184(7), Florida Statutes, the town clerk shall transmit five (5) copies of the adopted comprehensive plan to the State of Florida Department of Community Affairs (State Land Planning Agency). The town clerk shall also transmit a copy of the comprehensive plan to any other unit of local government or governmental agency in the state that has filed a written request with the town for a copy of such plan.

Neptune Beach: https://www.nbfl.gov/home/news/neptune-beach-vision-plan-final-draft-here
https://www.nbfl.gov/sites/g/files/vyhlif3516/f/uploads/nb_community_vision_final_daft_plan_100220_small_1.pdf
POTENTIAL FUNDING SOURCES
This section presents a range of federal, state, and regional funding sources. Currently, there are three factors affecting funding for new mobility:
• Many new mobility projects are excluded from traditional walk, bike, and transit funding sources due to a variety of restrictions that limit the use of funds for non-motorized modes. Often, funding parameters have not been updated to include new technologies.
• Due to COVID-19's impacts on budgets, new funding sources and/or prioritization criteria could materialize that favor Quick Build projects.
• Also in response to COVID-19, there may be infrastructure-related stimulus funds from federal and state transportation agencies
General Fund
Neptune Beach and City of Jacksonville can fund improvements from their General Fund and administered by a Capital Improvements Program (CIP). This is the most accessible and flexible funding source available for local projects. However, since the General Fund is a city's primary source for operations and capital projects, competition is high and due to COVID-19, city revenues have fallen. In Jacksonville, the Mayor must submit a budget to Council by July 15. By law, the final

budget must be approved by the full City Council prior to October 1 each year. Neptune Beach follows a similar process.

Enterprise Funds

Cities can establish enterprise funds for any municipal services which charge a fee and are most typically used for public utilities such as power, water, and sewer. The Beaches Town Center parking program is currently operating as an enterprise fund. Fees collected from the program are used to operate and maintain the Flowbird platform and enforce paid parking.

FAST Act Funds

This program has discretionary funds that are available through a grant process administered by the federal government through 2015 federal legislation that expires in 2020. Congress is currently developing new legislation to replace the FAST ACT. Federal and state statutes require the preparation of a Transportation Improvement Program (TIP). In Neptune Beach, the North Florida TPO is responsible for
developing the TIP. Each spring they update their list of road, transit, airport, seaport, bicycle, and pedestrian projects for the next five years. The 2021 TIP will include funding allotments for programs under 'Transportation Alternatives' and 'Local Initiatives', distributed from the Surface Transportation Block Grant program.

Community Development Block Grants

Neptune Beach participates in the Community Development Block Grant Program (CDBG) from the US Department of Housing and Urban Development (HUD) to support community investment. New mobility projects may be eligible to receive funds through this program. The key uses for this funding include the acquisition, rehabilitation, construction of, and improvements to public facilities. Utility upgrades and street improvements are eligible to utilize CDBG funds. More information about the CDBG program can be found at: https://www.hudexchange.info/resources/documents/Aboutthe-CDBG-Program.pdf

Florida Municipal Loan Council

The Florida League of Cities manages several funding options through the Florida Municipal Loan Council. The FMLC works with a team of professionals and advisers to provide greater market access and lower financing costs for its borrowers. The purpose of the Council is to enable participating governments to finance or refinance projects permitted by the Interlocal Act on a cooperative and cost-effective basis, to benefit from economies of scale and to maximize the benefits derived from the availability of money
provided by the state for funding projects. For more information contact Rodney Walton at 850.701.3620
at the Florida League of Cities.

Jacksonville Beach: https://jacksonvillebeach.org/503/Documents-and-Forms
https://www.jacksonvillebeach.org/DocumentCenter/View/1422/2030-Comprehensive-Plan-Adopted?bidId=

Policy TE 1.9.1

Support and fund mobility improvements that encourage trip reduction and the use of non-vehicular modes of transportation.

Policy TE 1.9.2

The City shall utilize the pedestrian and bicycle network data collected for the Jacksonville Beach Mobility Plan, in addition to conducting a comprehensive bicycle and pedestrian inventory and/or master plan by July 1, 2013 to identify gaps in those networks and needed connections and needed improvements which could be funded through future mobility fee contributions.

Objective TE 2.1

Require provisions for alternate methods of transportation such as bicycle routes and pedestrian facilities, as well as supporting connections to the larger, City-wide network, in new developments and redevelopments in accordance with the principles established in Policies TE 2.1.1, TE 2.1.2, TE 2.1.1 and TE 2.1.2.

Policy TE 2.1.1
The City shall encourage the use of bicycle and other modes of non-motorized vehicular transportation, through the establishment and maintenance of bicycle paths or multiuse greenways within the community. These facilities shall be consistent with the First Coast Regional Greenways and Trails Plan, Sidewalk Master Plan developed in regards to the "Safe Paths to School" program, and a bicycle and pedestrian facilities inventory to be conducted by July 2013, and coordinated with the adjacent Beaches communities of Atlantic and Neptune Beach.
Additionally, the City shall add bicycle facilities on roadway corridors that are being milled, resurfaced, where sufficient right-of-way width exists. Where applicable, any unfunded gaps in the sidewalk coverage as indicated in the Sidewalk Master Plan will be filled utilizing the City's mobility fee funds.
Policy TE 2.1.2
The City shall require new development and redevelopment to provide for bicycle access and parking and supporting multimodal connections, where feasible, to the larger, Citywide network.
Policy LU.1.4.15
Review future land development/redevelopment proposals to promote transit-oriented development patterns at transit stations and at transit centers to provide for easy access to transit service. The design and mix of land uses surrounding transit stations and transit centers should emphasize a pedestrian- and bicycle-oriented environment and support transit use. The inclusion of multifamily residential land use, at densities up to 40 units per acre, into commercial development and redevelopment projects in the Central Business District and in commercial areas within one block of designated transit routes on Beach Boulevard or 3rd Street shall be encouraged, as well as the provision of bicycle parking and storage facilities, and internal and perimeter sidewalks and other pedestrian amenities, through reductions or credits related to mobility fee calculation for those projects.
Objective CI.1.2
Upon adoption of these Comprehensive Plan Elements and throughout the planning period, the City shall manage its fiscal resources to ensure the provision of needed capital improvements already identified and for future development and redevelopment by limiting its general obligation indebtedness, implementing a capital improvement programming and budgeting system; and maintaining efforts to secure grants, joint funding with adjacent communities, or private monies to fund capital needs in accordance with Policies CI.1.2.1, and CI.1.2.2.
https://www.jacksonvillebeach.org/DocumentCenter/View/4639/2050-Comprehensive-Plan---Transmittal?bidId=
Strategy TE 1.2.7 – The City shall review their mobility fee calculation with consideration of incorporating multimodal transportation infrastructure impacts and needs.

Atlantic Beach: https://www.coab.us/494/Comprehensive-Planning
https://www.coab.us/DocumentCenter/View/10525/DRAFT-Transportation-Element
This Transportation Element provides an analysis of transportation and mobility issues within the City of Atlantic Beach. A planning timeframe of twenty years is incorporated into the analysis of future conditions. Traffic data from the Florida Department of Transportation (FDOT), Jacksonville Transportation Authority (JTA) and the City's Department of Public Works has been compiled into this element.
https://www.coab.us/DocumentCenter/View/10523/DRAFT-Capital-Improvements-Element
The City's annual adopted budget, which identifies General Fund and other revenue sources and all fund expenditures, and all governmental debt obligations, (as set forth within the Debt Service Fund) is hereby identified as supporting data and analysis for this Capital Improvements Element.
The annual budget process shall include a review of two years of actual history, an estimate for the current year, the proposed year, then the final approved budget for the following fiscal year. The adopted capital expenditures budget shall be segregated both by program area and by revenue fund type and shall identify existing and projected revenue sources and funding mechanisms.

Appendix B
(Inventory Materials)

Inventory Data Description

Data Item	Description	Source	Year
OBJECTID	Esri Assigned ID Number	Esri	2024
Shape_Length	Esri Calculated Segment Length	Esri	2024
StreetName	Name of Roadway Segment	ETM	2024
From_Street	Limit of Roadway Segment	ETM	2024
To_Street	Limit of Roadway Segment	ETM	2024
BikeFacilityTypes	Bike Facility Type for designated bike lanes	FDOT	2024
StreetSide	Side of Street (right side or left side, going from south to north or west to east)	ETM, Google Earth	2024
FDOTStreetID	FDOT Street ID, if the segment has one	FDOT	2023
BicycleLaneWidths	Bicycle Lane Width	FDOT	2024
PostedSpeeds	Posted Speed	FDOT	2024
SidewalkGapPercentage	Estimated from Sidewalk and Roadway Segment Lengths (shown as a decimal)	ETM	2024
SidewalkWidths	Sidewalk width in feet	FDOT	2024
LateralSeparation	Space or distance between the sidewalk and outside edge of motorized vehicle travel lane (can include bicycle lanes, unmarked shoulders, vertical separation, street furniture, landscaping or utility strips, for example)	FDOT	2024
VerticalSeparation	Vertical separation in the lateral separation that can include tubular markers, islands, on-street parking, rigid barriers and landscaping	ETM, Google Earth	2024
NumberofLanes	Total number of through lanes	FDOT	2024
Funcclass	Federal Functional Classification System	FDOT	2024
RCIContextClassification	FDOT Context Classification for FDOT roadways. Estimated based on land use data for local, non FDOT roadways	ETM, FDOT	2024
AADT	Annual Average Daily Traffic	FDOT	2024

Data Item	Description	Source	Year
ContinuousSidewalk	Segment generally has no gaps in sidewalk (yes indicates continuous sidewalk)	ETM, Google Earth, FDOT	2024
ExistingLandUse	Future Land Use Map 2040 and/or visual assessment of aerial imagery	Town of Orange Park	2021
Maintenance	Responsible Entity	Town, County, FDOT	2024
DividedORUndivided	Divided generally contains median strip between the traffic in opposite directions	ETM, Google Earth	2024
SidewalkAdjacentCurb	Is the sidewalk adjacent to a curb	ETM, Google Earth	2024
BicycleStressLevels	Score for Bicycle Level of Traffic Stress (each side of street)	ETM, FDOT	2023
PedStressLevel	Score for Base Pedestrian Level of Traffic Stress (each side of street)	ETM, FDOT	2023
ClearZone	no data/a placeholder		
FinalBicycleStressLevel	Same as BicycleStressLevels	ETM, FDOT	2023
FinalPedStressLevel	Score for Final Pedestrian Level of Traffic Stress (worst side of street is coded for both sides)	ETM, FDOT	2023
BicycleLateralSeparation	Distance of bike lane from the nearest travel lane	ETM, Esri	2024
SidewalkSegmentLength	Sidewalk Segment Length in feet (digitized using an aerial basemap and the length was calculated within GIS using the Calculate Geometry tool)	ETM	2024
RoadwaySegmentLength	Roadway Segment Length in miles	ETM, Esri	2024
OnStreetParking	Yes or no (none) on-street parking	ETM	2024
UID	ETM Unique ID for parcel matching	ETM	2024

Inventory Data Table (sorted by Object ID)

OBJECTID	Shape_Length	StreetName	From_Street	To_Street	BikeFacilityTypes	StreetSide	FDOTStreetID	icycleLaneWidth	PostedSpeeds	SidewalkGapPercentage
42	1739.330619	Wells Rd	Eldridge Ave	US-17/Park Avenue	None	Left	71000015	None	30	53.8394511869843
44	2898.787521	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	None	Left	No FDOT ID Number	None	25	100
45	5374.059187	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	None	Left	71501000	None	25	89.6379766308048
46	3383.021519	Plainfield Avenue/W. Holly Pc	US-17/Park Avenue	Lakefield Lane	None	Left	71501000	None	25	0
47	6487.327593	Kingsley Ave	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	Both Left and Right Sides Buffered	Left	71130000	4 ft	40	0
48	2040.682312	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	None	Left	71000019	None	25	100
49	5492.410079	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	None	Left	71000018	None	25	35.982619179152
50	2040.709542	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	None	Left	71000018	None	25	84.8417837783799
51	2081.512552	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	None	Left	71000014	None	25	100
52	4974.600849	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	2-way Shared Use Path	Left	71540000	None	35	0
53	2023.704704	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	None	Left	No FDOT ID Number	None	25	100
54	3083.307572	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	None	Left	No FDOT ID Number	None	25	0
55	1354.606518	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	None	Left	No FDOT ID Number	None	5	56.1277542339815
56	263.2451905	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	None	Left	No FDOT ID Number	None	25	100
57	2558.795949	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	None	Left	No FDOT ID Number	None	25	47.1071459767571
58	2055.950875	Railroad Ave	Allen Lane	Gano Avenue	None	Left	No FDOT ID Number	None	25	100
59	114.3102349	Allen Ln	Railroad Avenue	Railroad Avenue S	None	Left	No FDOT ID Number	None	25	0
60	2413.583754	Mound St	Milwaukee Avenue	Ralph Street	None	Left	No FDOT ID Number	None	25	48.5063481091577
61	2059.110613	Park Ave	Holly Point Road E-W	Elbow Road	Marked Shoulder	Left	71020000	6 ft	40	0
63	4108.812663	Park Ave	Town Limits / S (Doctors Lake Brid	Holly Point Road E-W	None	Left	71020000	None	45	0
64	1796.807786	Park Ave	Wells Road	Town Limits / N	None	Left	71020000	None	45	43.7002356537487
65	2503.632376	Park Ave	Elbow Road	Kingsley Avenue (SR 224)	Marked Shoulder	Left	71020000	6 ft	40	0
66	2055.267445	Park Ave	Holly Point Road E-W	Elbow Road	Marked Shoulder	Right	71020000	6 ft	40	0
67	2334.792365	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	Designated	Left	71000015	4 ft	45	0
68	1515.507994	Wells Rd	US-17/Park Avenue	River Rd	None	Left	71000015	None	25	100
69	2334.792365	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	Designated	Right	71000015	4 ft	45	0
71	1751.845703	Kingsley Ave	Plainfield Avenue	US-17/Park Avenue	Left Buffered Only	Left	71130000	4 ft	35	0
72	1709.767912	Kingsley Ave	US-17/Park Avenue	River Rd	None	Left	71130000	None	25	0
73	1163.490199	Kingsley Ave	Doctors Lake Drive	Plainfield Avenue	Both Left and Right Sides Buffered	Left	71130000	4 ft	35	0
74	1503.725759	Debarry Ave	Gano Avenue	Town Limits /N	None	Left	71000014	None	25	0
75	1062.689296	Loring Ave	US-17/Park Avenue	River Road	None	Left	No FDOT ID Number	None	25	100
76	1739.977867	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	None	Left	No FDOT ID Number	None	25	100
77	1794.971678	Plainfield Ave	Loring Avenue	Wells Rd	None	Left	71501000	None	25	0
78	1965.535201	Plainfield Avenue/W. Holly Pc	Lakefield Lane	Kingsley Avenue (SR 224)	None	Left	71501000	None	25	0
79	803.7968102	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	None	Left	No FDOT ID Number	None	25	100
80	5370.658265	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	None	Left	71000016	None	25	68.64376721763085
81	1832.03082	River Rd	Wells Road	Loring Avenue	None	Left	71000016	None	25	100
82	2248.053932	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	None	Left	No FDOT ID Number	None	25	89.3669921156195
83	1342.788907	Stiles Ave	US-17/Park Avenue	River Rd	None	Left	No FDOT ID Number	None	25	100
84	6487.327265	Kingsley Ave	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	Both Left and Right Sides Buffered	Right	71130000	4 ft	40	0
85	7071.221286	Park Ave	Kingsley Avenue (SR 224)	Wells rd	None	Left	71020000	None	40	0
86	5492.410079	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	None	Right	71000018	None	25	0
87	114.3102349	Allen Ln	Railroad Avenue	Railroad Avenue S	None	Right	No FDOT ID Number	None	25	100
88	2040.682312	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	None	Right	71000019	None	25	0
89	2081.512552	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	None	Right	71000014	None	25	2.40280863878207
90	1503.725759	Debarry Ave	Gano Avenue	Town Limits /N	None	Right	71000014	None	25	100
91	4974.600849	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	2-way Shared Use Path on left side	Right	71540000	None	35	0
92	263.2451905	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	None	Right	No FDOT ID Number	None	25	0
93	1751.845703	Kingsley Ave	Plainfield Avenue	US-17/Park Avenue	None	Right	71130000	None	35	0
94	1709.767912	Kingsley Ave	US-17/Park Avenue	River Rd	None	Right	71130000	None	25	0

Inventory Data Table (sorted by Object ID)

OBJECTID	Shape_Length	StreetName	From_Street	To_Street	SidewalkWidths	LateralSeparation	VerticalSeparation	NumberofLanes	Funcclass
42	1739.330619	Wells Rd	Eldridge Ave	US-17/Park Avenue	5 ft	Yes , 2 ft	None	2	Minor Arterial - Urban
44	2898.787521	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	None	None	None	2	Local
45	5374.059187	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	None	None	None	2	Major Collector - Urban
46	3383.021519	Plainfield Avenue/W. Holly Pc	US-17/Park Avenue	Lakefield Lane	6 ft	Yes, 2 ft	None	2	Major Collector - Urban
47	6487.327593	Kingsley Ave	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	5 ft	Yes, 1 ft	None	2	Minor Arterial - Urban
48	2040.682312	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	None	None	None	2	Major Collector - Urban
49	5492.410079	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	6 ft	Yes, 6 ft	None	2	Major Collector - Urban
50	2040.709542	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	5 ft	Yes, 6 ft	None	2	Major Collector - Urban
51	2081.512552	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	None	None	None	1 Lane in a short se	Major Collector - Urban
52	4974.600849	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	None	Yes, 7 ft	None	1 Lane in a short se	Major Collector - Urban
53	2023.704704	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	None	None	None	2	Local
54	3083.307572	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	5 ft	Yes, 3 ft	None	2	Local
55	1354.606518	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	5 ft	Yes, 9 ft	None	2	Local
56	263.2451905	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	None	None	None	2	Local
57	2558.795949	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	9 ft	Yes, 10 ft	None	2	Local
58	2055.950875	Railroad Ave	Allen Lane	Gano Avenue	None	None	None	1	Local
59	114.3102349	Allen Ln	Railroad Avenue	Railroad Avenue S	6 ft	Yes, 3 ft	None	2	Local
60	2413.583754	Mound St	Milwaukee Avenue	Ralph Street	5 ft	Yes, 2 ft	None	2	Local
61	2059.110613	Park Ave	Holly Point Road E-W	Elbow Road	None	Yes, 6 ft	None	3	Principal Arterial - Other - Urban
63	4108.812663	Park Ave	Town Limits / S (Doctors Lake Brid	Holly Point Road E-W	None	Yes, 7 ft	None	3	Principal Arterial - Other - Urban
64	1796.807786	Park Ave	Wells Road	Town Limits / N	5 ft	Yes, 5 ft	None	5	Principal Arterial - Other - Urban
65	2503.632376	Park Ave	Elbow Road	Kingsley Avenue (SR 224)	5 ft	Yes, 3 ft	None	3	Principal Arterial - Other - Urban
66	2055.267445	Park Ave	Holly Point Road E-W	Elbow Road	5 ft	Yes, 7 ft	None	3	Principal Arterial - Other - Urban
67	2334.792365	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	6 ft	Yes, 3 ft	None	2	Minor Arterial - Urban
68	1515.507994	Wells Rd	US-17/Park Avenue	River Rd	None	None	None	2	Major Collector - Urban
69	2334.792365	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	6 ft	None	None	2	Minor Arterial - Urban
71	1751.845703	Kingsley Ave	Plainfield Avenue	US-17/Park Avenue	5 ft	Yes, 1 ft	None	2	Minor Arterial - Urban
72	1709.767912	Kingsley Ave	US-17/Park Avenue	River Rd	6 ft	Yes, 19 ft	Yes	1	Major Collector - Urban
73	1163.490199	Kingsley Ave	Doctors Lake Drive	Plainfield Avenue	5 ft	Yes, 3 ft	None	2	Minor Arterial - Urban
74	1503.725759	Debarry Ave	Gano Avenue	Town Limits /N	6 ft	Yes, 11 ft	None	2	Major Collector - Urban
75	1062.689296	Loring Ave	US-17/Park Avenue	River Road	None	None	None	2	Local
76	1739.977867	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	None	None	None	2	Local
77	1794.971678	Plainfield Ave	Loring Avenue	Wells Rd	5 ft	Yes, 3 ft	None	2	Major Collector - Urban
78	1965.535201	Plainfield Avenue/W. Holly Pc	Lakefield Lane	Kingsley Avenue (SR 224)	6 ft	None	None	2	Major Collector - Urban
79	803.7968102	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	None	None	None	2	Local
80	5370.658265	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	5 ft	Yes, 3 ft	None	2	Major Collector - Urban
81	1832.03082	River Rd	Wells Road	Loring Avenue	None	None	None	2	Major Collector - Urban
82	2248.053932	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	4 ft	Yes, 5 ft	None	2	Local
83	1342.788907	Stiles Ave	US-17/Park Avenue	River Rd	None	None	None	2	Local
84	6487.327265	Kingsley Ave	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	5 ft	Yes, 3 ft	None	2	Minor Arterial - Urban
85	7071.221286	Park Ave	Kingsley Avenue (SR 224)	Wells rd	5 ft	Yes, 3 ft	None	3	Principal Arterial - Other - Urban
86	5492.410079	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	4 ft	Yes, 8 ft	None	2	Major Collector - Urban
87	114.3102349	Allen Ln	Railroad Avenue	Railroad Avenue S	None	None	None	2	Local
88	2040.682312	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	5 ft	Yes, 5 ft	None	2	Major Collector - Urban
89	2081.512552	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	6 ft	Yes, 2 ft	None	section, the rest is 2 Lanes	Major Collector - Urban
90	1503.725759	Debarry Ave	Gano Avenue	Town Limits /N	None	None	None	2	Major Collector - Urban
91	4974.600849	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	5 ft	Yes, 6 ft	None	1 Lane in a short section, the rest is	Major Collector - Urban
92	263.2451905	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	5 ft	Yes, 8 ft	None	2	Local
93	1751.845703	Kingsley Ave	Plainfield Avenue	US-17/Park Avenue	5 ft	Yes, 3 ft	None	2	Minor Arterial - Urban
94	1709.767912	Kingsley Ave	US-17/Park Avenue	River Rd	6 ft	Yes, 19 ft	Yes	1	Major Collector - Urban

Inventory Data Table (sorted by Object ID)

OBJECTID	Shape_Length	StreetName	From_Street	To_Street	RCIContextClassification	AADT	ContiniousSidewalk	ExistingLandUse
42	1739.330619	Wells Rd	Eldridge Ave	US-17/Park Avenue	C3C - Suburban Commerical	22500	No	Commerical High Density
44	2898.787521	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	C3R - Suburban Residential	None	No	Public/Semi Public, Low & Medium Residential Intensity, Med
45	5374.059187	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	C3R - Suburban Residential	2200	No	Public/Semi Public, Low & Medium Residential Intensity, Med
46	3383.021519	Plainfield Avenue/W. Holly Pc	US-17/Park Avenue	Lakefield Lane	C3R - Suburban Residential	2400	Yes	Low Density Residential
47	6487.327593	Kingsley Ave	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	C3C - Suburban Commerical	25000	Yes	Commerical Medium Intensity/ Medium Density Residential
48	2040.682312	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	C3R-Suburban Residential	5900	No	Low Residential Intensity & Commercial Low Intensity
49	5492.410079	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	C3R-Suburban Residential	2300	No	Low/Medium Residential Intensity
50	2040.709542	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	C3R-Suburban Residential	2300	No	Medium Residential Intensity & Commercial Low Intensity
51	2081.512552	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	C3R-Suburban Residential	6700	No	Low/Medium Residential Intensity & Commercial Low Intensity
52	4974.600849	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	C3R - Suburban Residential	11000	Yes	Commerical Low Density & Low Density Residential
53	2023.704704	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	C3R - Suburban Residential	None	No	Low Density Residental
54	3083.307572	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	C3R - Suburban Residential	None	Yes	Low Residential Intensity
55	1354.606518	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	C3R - Subruban Residential	None	No	Low & Medium Residential Density\low Commerical intensity
56	263.2451905	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	C3R - Suburban Residential	None	No	Low Density Residential
57	2558.795949	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	C3C - Suburban Commerical	None	No	Public/Semi Public, Medium Residential Intensity, Medium &
58	2055.950875	Railroad Ave	Allen Lane	Gano Avenue	C3R - Subruban Residential	None	No	Low & Medium Residential Intensity\ Semi Public
59	114.3102349	Allen Ln	Railroad Avenue	Railroad Avenue S	C3R-Suburban Residential	None	Yes	Medium Residential Intensity
60	2413.583754	Mound St	Milwaukee Avenue	Ralph Street	C3R - Suburban Residential	None	No	Medium Commerical Intensity & Low/ Medium Residenial Inte
61	2059.110613	Park Ave	Holly Point Road E-W	Elbow Road	C3C - Suburban Commerical	54000	Yes	Low Density Residential
63	4108.812663	Park Ave	Town Limits / S (Doctors Lake Brid	Holly Point Road E-W	C3C - Suburban Commerical	48,500	Yes	Low Density Residential
64	1796.807786	Park Ave	Wells Road	Town Limits / N	C3C - Suburban Commerical	85000	No	Commerical High Density
65	2503.632376	Park Ave	Elbow Road	Kingsley Avenue (SR 224)	C3C - Suburban Commerical	54000	Yes	Low & Medium Commerical Intensity
66	2055.267445	Park Ave	Holly Point Road E-W	Elbow Road	C3C - Suburban Commerical	54,000	Yes	Low Density Residential
67	2334.792365	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	C3C - Suburban Commerical	22500	Yes	Commerical High Density
68	1515.507994	Wells Rd	US-17/Park Avenue	River Rd	C3C - Suburban Commerical	1600	No	Commerical Low & High Density, Low Density Residential
69	2334.792365	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	C3C - Suburban Commerical	22500	Yes	Commerical High Density
71	1751.845703	Kingsley Ave	Plainfield Avenue	US-17/Park Avenue	C4 - Urban General	27000	Yes	Commerical Medium Intensity
72	1709.767912	Kingsley Ave	US-17/Park Avenue	River Rd	C3R - Suburban Residential	1600	Yes	Medium Density Residental
73	1163.490199	Kingsley Ave	Doctors Lake Drive	Plainfield Avenue	C4 - Urban General	32000	Yes	Commerical low and medium intensity
74	1503.725759	Debarry Ave	Gano Avenue	Town Limits /N	C3R-Suburban Residential	9700	Yes	Low/Medium Residential Intensity & Commercial Low Intensity
75	1062.689296	Loring Ave	US-17/Park Avenue	River Road	C3R - Suburban Residential	None	No	Low & Medium Residential Intensity, High Commerical
76	1739.977867	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	C3R - Suburban Residential	None	No	Low & Medium Residential Density
77	1794.971678	Plainfield Ave	Loring Avenue	Wells Rd	C3R - Suburban Residential	3500	Yes	Commerical High Intensity & Low/ Medium Residential Intensi
78	1965.535201	Plainfield Avenue/W. Holly Pc	Lakefield Lane	Kingsley Avenue (SR 224)	C3R - Suburban Residential	2400	Yes	Low Density Residential\Medium Commerical Intensity
79	803.7968102	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	C3R - Subruban Residential	None	No	Low & Medium Residential Density\Medium Commerical inter
80	5370.658265	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	C3R - Subruban Residential	1600	No	Low Density Residential & Medium Density Residental
81	1832.03082	River Rd	Wells Road	Loring Avenue	C3R - Suburban Residential	1600	No	Low Density Residential
82	2248.053932	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	C3C - Suburban Commerical	None	No	Public/Semi Public, Medium Residential Intensity, Medium &
83	1342.788907	Stiles Ave	US-17/Park Avenue	River Rd	C3R - Subruban Residential	None	No	Low & Medium Residential Density\low Commerical intensity
84	6487.327265	Kingsley Ave	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	C3C - Suburban Commerical	25000	Yes	Commerical Medium Intensity/ Medium Density Residential
85	7071.221286	Park Ave	Kingsley Avenue (SR 224)	Wells rd	C3C - Suburban Commerical	62000	Yes	Low & Medium Residential Intensity, Medium & High Comme
86	5492.410079	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	C3R-Suburban Residential	2300	Yes	Low/Medium Residential Intensity & Commercial Low Intensity
87	114.3102349	Allen Ln	Railroad Avenue	Railroad Avenue S	C3R-Suburban Residential	None	No	Medium Residential Intensity
88	2040.682312	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	C3R-Suburban Residential	5900	Yes	Low Residential Intensity & Commercial Low Intensity
89	2081.512552	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	C3R-Suburban Residential	6700	No	Low/Medium Residential Intensity & Commercial Low Intensity
90	1503.725759	Debarry Ave	Gano Avenue	Town Limits /N	C3R-Suburban Residential	9700	No	Low/Medium Residential Intensity & Commercial Low Intensity
91	4974.600849	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	C3R - Suburban Residential	11000	Yes	Low Density Residential
92	263.2451905	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	C3R - Suburban Residential	None	Yes	Low Density Residential
93	1751.845703	Kingsley Ave	Plainfield Avenue	US-17/Park Avenue	C4 - Urban General	27000	Yes	Commerical Medium Intensity & Public/semi public
94	1709.767912	Kingsley Ave	US-17/Park Avenue	River Rd	C3R - Suburban Residential	1600	Yes	Medium Density Residental

Inventory Data Table (sorted by Object ID)

OBJECTID	Shape_Length	StreetName	From_Street	To_Street	Maintenance	DividedORUndivided	SidewalkAdjacentCurb	BicycleStressLevels	PedStressLevel
42	1739.330619	Wells Rd	Eldridge Ave	US-17/Park Avenue	Town	Divided	No	LTS 4	LTS 4
44	2898.787521	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	Town	Undivided	No	LTS 3	LTS 4
45	5374.059187	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	Town	Undivided	No	LTS 3	LTS 4
46	3383.021519	Plainfield Avenue/W. Holly Pc	US-17/Park Avenue	Lakefield Lane	Town	Yes, Divided at intersection with Park Ave	Yes	LTS 2	LTS 1
47	6487.327593	Kingsley Ave	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	FDOT	Divided	No	LTS 4	LTS 3
48	2040.682312	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	Town	Undivided	No	LTS 3	LTS 4
49	5492.410079	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	Town	Yes, Debarry intersections	No	LTS 2	LTS 4
50	2040.709542	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	Town	Undivided	Yes	LTS 3	LTS 4
51	2081.512552	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	Town	Yes, Divided in portion of road towards Gano	No	LTS 3	LTS 4
52	4974.600849	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	County	Yes, Divided Entering at Birdwood Dr & City limits	No	LTS 4	LTS 2
53	2023.704704	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	Town	Undivided	No	LTS 2	LTS 4
54	3083.307572	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	Town	Undivided	No	LTS 2	LTS 1
55	1354.606518	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	Town	Undivided	Yes	LTS 3	LTS 4
56	263.2451905	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	Town	Undivided	No	LTS 2	LTS 4
57	2558.795949	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	Town	Undivided	No	LTS 3	LTS 4
58	2055.950875	Railroad Ave	Allen Lane	Gano Avenue	Town	Undivided	No	LTS 4	LTS 4
59	114.3102349	Allen Ln	Railroad Avenue	Railroad Avenue S	Town	Undivided	No	LTS 2	LTS 4
60	2413.583754	Mound St	Milwaukee Avenue	Ralph Street	Town	Undivided	No	LTS 3	LTS 4
61	2059.110613	Park Ave	Holly Point Road E-W	Elbow Road	FDOT	Divided	No	LTS 4	LTS 3
63	4108.812663	Park Ave	Town Limits / S (Doctors Lake Brid	Holly Point Road E-W	FDOT	Divided	No	LTS 1	LTS 3
64	1796.807786	Park Ave	Wells Road	Town Limits / N	FDOT	Divided	No	LTS 4	LTS 4
65	2503.632376	Park Ave	Elbow Road	Kingsley Avenue (SR 224)	FDOT	Divided	No	LTS 4	LTS 3
66	2055.267445	Park Ave	Holly Point Road E-W	Elbow Road	FDOT	Divided	No	LTS 1	LTS 3
67	2334.792365	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	Town	Divided	No	LTS 4	LTS 4
68	1515.507994	Wells Rd	US-17/Park Avenue	River Rd	Town	Undivided	No	LTS 2	LTS 4
69	2334.792365	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	Town	Divided	No	LTS 4	LTS 4
71	1751.845703	Kingsley Ave	Plainfield Avenue	US-17/Park Avenue	FDOT	Divided	No	LTS 2	LTS 2
72	1709.767912	Kingsley Ave	US-17/Park Avenue	River Rd	Town	Divided	No	LTS 2	LTS 1
73	1163.490199	Kingsley Ave	Doctors Lake Drive	Plainfield Avenue	FDOT	Divided	No	LTS 2	LTS 2
74	1503.725759	Debarry Ave	Gano Avenue	Town Limits /N	Town	Yes, Divided portion entering from Gano	No	LTS 3	LTS 1
75	1062.689296	Loring Ave	US-17/Park Avenue	River Road	Town	Undivided	No	LTS 3	LTS 4
76	1739.977867	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	Town	Undivided	No	LTS 2	LTS 4
77	1794.971678	Plainfield Ave	Loring Avenue	Wells Rd	Town	Undivided	Yes	LTS 3	LTS 1
78	1965.535201	Plainfield Avenue/W. Holly Pc	Lakefield Lane	Kingsley Avenue (SR 224)	Town	Undivided	Yes	LTS 3	LTS 2
79	803.7968102	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	Town	Undivided	No	LTS 4	LTS 4
80	5370.658265	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	Town	Undivided	No	LTS 2	LTS 4
81	1832.03082	River Rd	Wells Road	Loring Avenue	Town	Undivided	No	LTS 2	LTS 4
82	2248.053932	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	Town	Undivided	No	LTS 3	LTS 4
83	1342.788907	Stiles Ave	US-17/Park Avenue	River Rd	Town	Undivided	No	LTS 3	LTS 4
84	6487.327265	Kingsley Ave	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	FDOT	Divided	No	LTS 4	LTS 3
85	7071.221286	Park Ave	Kingsley Avenue (SR 224)	Wells rd	FDOT	Divided	No	LTS 4	LTS 3
86	5492.410079	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	Town	Yes, Debarry intersections	No	LTS 2	LTS 1
87	114.3102349	Allen Ln	Railroad Avenue	Railroad Avenue S	Town	Undivided	No	LTS 2	LTS 4
88	2040.682312	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	Town	Undivided	No	LTS 3	LTS 1
89	2081.512552	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	Town	Yes, portion of road towards Gano	No	LTS 3	LTS 4
90	1503.725759	Debarry Ave	Gano Avenue	Town Limits /N	Town	Yes, Divided portion entering from Gano	No	LTS 3	LTS 4
91	4974.600849	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	County	Yes, Divided Entering at Birdwood Dr & City limits	No	LTS 1	LTS 2
92	263.2451905	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	Town	Undivided	Yes	LTS 2	LTS 1
93	1751.845703	Kingsley Ave	Plainfield Avenue	US-17/Park Avenue	FDOT	Divided	No	LTS 4	LTS 2
94	1709.767912	Kingsley Ave	US-17/Park Avenue	River Rd	Town	Divided	No	LTS 2	LTS 1

Inventory Data Table (sorted by Object ID)

OBJECTID	Shape_Length	StreetName	From_Street	To_Street	FinalBicycleStressLevel	FinalPedStressLevel	BicycleLateralSeparation	SidewalkSegmentLength
42	1739.330619	Wells Rd	Eldridge Ave	US-17/Park Avenue	LTS 4	LTS 4	None	724.481080082553
44	2898.787521	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	LTS 3	LTS 4	None	None
45	5374.059187	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	LTS 3	LTS 4	None	624.232365530939
46	3383.021519	Plainfield Avenue/W. Holly Pc	US-17/Park Avenue	Lakefield Lane	LTS 2	LTS 4	None	3328.36104758957
47	6487.327593	Kingsley Ave	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	LTS 4	LTS 3	3	6466.00139251561
48	2040.682312	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	LTS 3	LTS 4	None	None
49	5492.410079	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	LTS 2	LTS 4	None	5490.6641259138
50	2040.709542	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	LTS 3	LTS 4	None	303.729676925072
51	2081.512552	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	LTS 3	LTS 4	None	None
52	4974.600849	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	LTS 4	LTS 2	7	4907.59619001763
53	2023.704704	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	LTS 2	LTS 4	None	None
54	3083.307572	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	LTS 2	LTS 4	None	3083.51442547262
55	1354.606518	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	LTS 3	LTS 4	None	578.420824241674
56	263.2451905	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	LTS 2	LTS 4	None	None
57	2558.795949	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	LTS 3	LTS 4	None	1326.05063003119
58	2055.950875	Railroad Ave	Allen Lane	Gano Avenue	LTS 4	LTS 4	None	691.978924150073
59	114.3102349	Allen Ln	Railroad Avenue	Railroad Avenue S	LTS 2	LTS 4	None	516.507319392424
60	2413.583754	Mound St	Milwaukee Avenue	Ralph Street	LTS 3	LTS 4	None	1242.05542286353
61	2059.110613	Park Ave	Holly Point Road E-W	Elbow Road	LTS 4	LTS 3	0	2077.10544661462
63	4108.812663	Park Ave	Town Limits / S (Doctors Lake Brid	Holly Point Road E-W	LTS 1	LTS 3	0	4078.05406228017
64	1796.807786	Park Ave	Wells Road	Town Limits / N	LTS 4	LTS 4	None	1096.35791985826
65	2503.632376	Park Ave	Elbow Road	Kingsley Avenue (SR 224)	LTS 4	LTS 3	None	2490.90841883104
66	2055.267445	Park Ave	Holly Point Road E-W	Elbow Road	LTS 1	LTS 3	0	2075.98341630943
67	2334.792365	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	LTS 4	LTS 4	0	1271.94612442234
68	1515.507994	Wells Rd	US-17/Park Avenue	River Rd	LTS 2	LTS 4	None	None
69	2334.792365	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	LTS 4	LTS 4	0	1219.99311185768
71	1751.845703	Kingsley Ave	Plainfield Avenue	US-17/Park Avenue	LTS 2	LTS 2	3	1650.64592640974
72	1709.767912	Kingsley Ave	US-17/Park Avenue	River Rd	LTS 2	LTS 1	None	1664.52814222321
73	1163.490199	Kingsley Ave	Doctors Lake Drive	Plainfield Avenue	LTS 2	LTS 2	3	1146.23728881403
74	1503.725759	Debarry Ave	Gano Avenue	Town Limits /N	LTS 3	LTS 4	None	1491.10607762649
75	1062.689296	Loring Ave	US-17/Park Avenue	River Road	LTS 3	LTS 4	None	None
76	1739.977867	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	LTS 2	LTS 4	None	None
77	1794.971678	Plainfield Ave	Loring Avenue	Wells Rd	LTS 3	LTS 4	None	1716.01120179273
78	1965.535201	Plainfield Avenue/W. Holly Pc	Lakefield Lane	Kingsley Avenue (SR 224)	LTS 3	LTS 4	None	1965.77621907422
79	803.7968102	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	LTS 4	LTS 4	None	None
80	5370.658265	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	LTS 2	LTS 4	None	5358.24986037747
81	1832.03082	River Rd	Wells Road	Loring Avenue	LTS 2	LTS 4	None	1833.66401019465
82	2248.053932	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	LTS 3	LTS 4	None	231.65674328733
83	1342.788907	Stiles Ave	US-17/Park Avenue	River Rd	LTS 3	LTS 4	None	None
84	6487.327265	Kingsley Ave	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	LTS 4	LTS 3	3	6401.12079348802
85	7071.221286	Park Ave	Kingsley Avenue (SR 224)	Wells rd	LTS 4	LTS 3	None	7067.94959514757
86	5492.410079	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	LTS 2	LTS 4	None	3511.98196860476
87	114.3102349	Allen Ln	Railroad Avenue	Railroad Avenue S	LTS 2	LTS 4	None	None
88	2040.682312	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	LTS 3	LTS 4	None	1965.26963006973
89	2081.512552	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	LTS 3	LTS 4	None	1949.66220352571
90	1503.725759	Debarry Ave	Gano Avenue	Town Limits /N	LTS 3	LTS 4	None	None
91	4974.600849	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	LTS 1	LTS 2	7	4962.28553507578
92	263.2451905	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	LTS 2	LTS 4	None	223.839691592558
93	1751.845703	Kingsley Ave	Plainfield Avenue	US-17/Park Avenue	LTS 4	LTS 2	3	1736.5904054641
94	1709.767912	Kingsley Ave	US-17/Park Avenue	River Rd	LTS 2	LTS 1	None	1725.53801049302

Inventory Data Table (sorted by Object ID)

OBJECTID	Shape_Length	StreetName	From_Street	To_Street	RoadwaySegmentLength	OnStreetParking	UID
42	1739.330619	Wells Rd	Eldridge Ave	US-17/Park Avenue	0.329419355384853	None	Wells RdLeftEldridge AveUS-17/Park Avenue
44	2898.787521	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	0.549013758657502	None	Loring AveLeftTown Limits / W (RR track)US-17/Park Avenue
45	5374.059187	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	1.01781615124125	None	Plainfield AveLeftKingsley Avenue (SR 224)Loring Ave
46	3383.021519	Plainfield Avenue/W. Holly Pc	US-17/Park Avenue	Lakefield Lane	0.640725105104027	None	Plainfield Avenue/W. Holly Point RoadLeftUS-17/Park AvenueLakefield Lane
47	6487.327593	Kingsley Ave	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	1.22865983005233	None	Kingsley AveLeftTown Limits / W (Bellair Blvd)Doctors Lake Drive
48	2040.682312	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	0.386492025925406	None	Bellair BlvdLeftKingsley Avenue (SR 224)Gano Avenue
49	5492.410079	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	1.04022833259733	None	Gano AveLeftTown Limits / W (Bellair Blvd)Railroad Avenue
50	2040.709542	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	0.386498262177079	None	Miller StLeftKingsley Avenue (SR 224)Gano Avenue
51	2081.512552	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	0.394225601379574	None	Debarry AveLeftKingsley Avenue (SR 224)Gano Avenue
52	4974.600849	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	0.942159375214681	None	Doctors Lake/CR 224ALeftTown Limits / SKingsley Avenue (SR 224)
53	2023.704704	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	0.38327786558608	None	Milwaukee AveLeftDogwood LanePlainfield Avenue
54	3083.307572	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	0.5839989442183	None	Orange AveLeftMoody AvenueKingsley Avenue (SR 224)
55	1354.606518	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	0.256554831215425	None	Stiles AveLeftPlainfield AvenueUS-17/Park Avenue
56	263.2451905	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	0.0500000000000	None	Dogwood LnLeftMilwaukee AvenueDoctors Lake Drive
57	2558.795949	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	0.484621545542177	None	Smith StLeftKingsley Avenue (SR 224)Stiles Avenue
58	2055.950875	Railroad Ave	Allen Lane	Gano Avenue	0.389385006833768	None	Railroad AveLeftAllen LaneGano Avenue
59	114.3102349	Allen Ln	Railroad Avenue	Railroad Avenue S	0.113459440442495	None	Allen LnLeftRailroad AvenueRailroad Avenue S
60	2413.583754	Mound St	Milwaukee Avenue	Ralph Street	0.457119046993857	None	Mound StLeftMilwaukee AvenueRalph Street
61	2059.110613	Park Ave	Holly Point Road E-W	Elbow Road	0.389984097643619	None	Park AveLeftHolly Point Road E-WElbow Road
63	4108.812663	Park Ave	Town Limits / S (Doctors Lake Brid	Holly Point Road E-W	0.778186231761689	None	Park AveLeftTown Limits / S (Doctors Lake Bridge)Holly Point Road E-W
64	1796.807786	Park Ave	Wells Road	Town Limits / N	0.340305305066238	None	Park AveLeftWells RoadTown Limits / N
65	2503.632376	Park Ave	Elbow Road	Kingsley Avenue (SR 224)	0.474174033175201	None	Park AveLeftElbow RoadKingsley Avenue (SR 224)
66	2055.267445	Park Ave	Holly Point Road E-W	Elbow Road	0.389256223268502	None	Park AveRightHolly Point Road E-WElbow Road
67	2334.792365	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	0.442196175509769	None	Wells RdLeftTown Limits / W (RR track)Eldridge Ave
68	1515.507994	Wells Rd	US-17/Park Avenue	River Rd	0.287028848533344	None	Wells RdLeftUS-17/Park AvenueRiver Rd
69	2334.792365	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	0.442196175509769	None	Wells RdRightTown Limits / W (RR track)Eldridge Ave
71	1751.845703	Kingsley Ave	Plainfield Avenue	US-17/Park Avenue	0.331789671231987	None	Kingsley AveLeftPlainfield AvenueUS-17/Park Avenue
72	1709.767912	Kingsley Ave	US-17/Park Avenue	River Rd	0.323820659860022	Yes	Kingsley AveLeftUS-17/Park AvenueRiver Rd
73	1163.490199	Kingsley Ave	Doctors Lake Drive	Plainfield Avenue	0.220358302447787	None	Kingsley AveLeftDoctors Lake DrivePlainfield Avenue
74	1503.725759	Debarry Ave	Gano Avenue	Town Limits /N	0.284796324673297	None	Debarry AveLeft Gano AvenueTown Limits /N
75	1062.689296	Loring Ave	US-17/Park Avenue	River Road	0.201267470996215	None	Loring AveLeftUS-17/Park AvenueRiver Road
76	1739.977867	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	0.329541974971396	None	Milwaukee AveLeftPlainfield AvenueUS-17/Park Avenue
77	1794.971678	Plainfield Ave	Loring Avenue	Wells Rd	0.33995746800307	None	Plainfield AveLeftLoring AvenueWells Rd
78	1965.535201	Plainfield Avenue/W. Holly Pc	Lakefield Lane	Kingsley Avenue (SR 224)	0.372261092911381	None	Plainfield Avenue/W. Holly Point RoadLeftLakefield LaneKingsley Avenue (SR 224)
79	803.7968102	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	0.173574899134214	None	Railroad Ave SLeftKingsley Avenue (SR 224)Allen Lane
80	5370.658265	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	1.01717341171344	None	River RdLeftLoring AvenueKingsley Avenue (SR 224)
81	1832.03082	River Rd	Wells Road	Loring Avenue	0.346976623520902	None	River RdLeftWells RoadLoring Avenue
82	2248.053932	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	0.425790695104807	None	Smith StLeftUS-17/Park AvenueKingsley Avenue (SR 224)
83	1342.788907	Stiles Ave	US-17/Park Avenue	River Rd	0.254316816498089	None	Stiles AveLeftUS-17/Park AvenueRiver Rd
84	6487.327265	Kingsley Ave	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	1.2286600080665	None	Kingsley AveRightTown Limits / W (Bellair Blvd)Doctors Lake Drive
85	7071.221286	Park Ave	Kingsley Avenue (SR 224)	Wells rd	1.33924984713451	None	Park AveLeftKingsley Avenue (SR 224) Wells rd
86	5492.410079	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	1.04022833259733	None	Gano AveRightTown Limits / W (Bellair Blvd)Railroad Avenue
87	114.3102349	Allen Ln	Railroad Avenue	Railroad Avenue S	0.113459440442495	None	Allen LnRightRailroad AvenueRailroad Avenue S
88	2040.682312	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	0.386492025925406	None	Bellair BlvdRightKingsley Avenue (SR 224)Gano Avenue
89	2081.512552	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	0.394225601379574	None	Debarry AveRightKingsley Avenue (SR 224)Gano Avenue
90	1503.725759	Debarry Ave	Gano Avenue	Town Limits /N	0.284796324673297	None	Debarry AveRight Gano AvenueTown Limits /N
91	4974.600849	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	0.942159375214681	None	Doctors Lake/CR 224ARightTown Limits / SKingsley Avenue (SR 224)
92	263.2451905	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	0.0500000000000	None	Dogwood LnRightMilwaukee AvenueDoctors Lake Drive
93	1751.845703	Kingsley Ave	Plainfield Avenue	US-17/Park Avenue	0.331789671231987	None	Kingsley AveRightPlainfield AvenueUS-17/Park Avenue
94	1709.767912	Kingsley Ave	US-17/Park Avenue	River Rd	0.323820659860022	Yes	Kingsley AveRightUS-17/Park AvenueRiver Rd

Inventory Data Table (sorted by Object ID)

OBJECTID	Shape_Length	StreetName	From_Street	To_Street	BikeFacilityTypes	StreetSide	FDOTStreetID	icycleLaneWidth	PostedSpeeds	SidewalkGapPercentage
95	1163.490199	Kingsley Ave	Doctors Lake Drive	Plainfield Avenue	Both Left and Right Sides Buffered	Right	71130000	4 ft	35	0
96	2898.787521	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	None	Right	No FDOT ID Number	None	25	100
97	1062.689296	Loring Ave	US-17/Park Avenue	River Road	None	Right	No FDOT ID Number	None	25	100
98	2040.709542	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	None	Right	71000018	None	25	0
99	2023.704704	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	None	Right	No FDOT ID Number	None	25	47.1117911330748
100	1739.977867	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	None	Right	No FDOT ID Number	None	25	5.35042928940242
101	2413.583754	Mound St	Milwaukee Avenue	Ralph Street	None	Right	No FDOT ID Number	None	25	53.5665476326385
102	3083.307572	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	None	Right	No FDOT ID Number	None	25	100
103	4108.812663	Park Ave	Town Limits / S (Doctors Lake Brid	Holly Point Road E-W	None	Right	71020000	None	45	0
104	2503.632376	Park Ave	Elbow Road	Kingsley Avenue (SR 224)	Marked Shoulder	Right	71020000	4 ft	40	0
105	7071.221286	Park Ave	Kingsley Avenue (SR 224)	Wells rd	None	Right	71020000	None	40	0
106	1796.807786	Park Ave	Wells Road	Town Limits / N	None	Right	71020000	None	45	33.8745610845498
107	5374.059187	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	None	Right	71501000	None	25	0
108	1794.971678	Plainfield Ave	Loring Avenue	Wells Rd	None	Right	71501000	None	25	100
109	1965.53522	Plainfield Avenue/W. Holly Pc	Lakefield Lane	Kingsley Avenue (SR 224)	None	Right	71501000	None	25	100
110	3383.572831	Plainfield Avenue/W. Holly Pc	US-17/Park Avenue	Lakefield Lane	None	Right	71501000	None	25	100
111	2055.950875	Railroad Ave	Allen Lane	Gano Avenue	None	Right	No FDOT ID Number	None	25	100
112	803.7968102	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	None	Right	No FDOT ID Number	None	25	0
113	5370.658265	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	None	Right	71000016	None	25	0
114	1832.03082	River Rd	Wells Road	Loring Avenue	None	Right	71000016	None	25	0
115	2558.795949	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	None	Right	No FDOT ID Number	None	25	100
116	2248.053932	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	None	Right	No FDOT ID Number	None	25	100
117	1354.606518	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	None	Right	No FDOT ID Number	None	5	100
118	1342.788907	Stiles Ave	US-17/Park Avenue	River Rd	None	Right	No FDOT ID Number	None	25	19.4177168557311
119	1739.330619	Wells Rd	Eldridge Ave	US-17/Park Avenue	None	Right	71000015	None	30	0
121	1515.507994	Wells Rd	US-17/Park Avenue	River Rd	None	Right	71000015	None	25	0
122	1709.891059	River Rd	Wells Rd	Eldridge Ave	None	Left	71000016	None	25	100
125	1081.343023	Eldridge Ave	Old Orange Park Rd	Dead End	None	Left	No FDOT ID Number	None	25	100
126	1807.951443	Old Orange Park Rd	Park Ave	Dead End	None	Left	No FDOT ID Number	None	25	100
132	1807.951443	Old Orange Park Rd	Park Ave	Dead End	None	Right	No FDOT ID Number	None	25	75.71709354462257
134	1709.891059	River Rd	Wells Rd	Eldridge Ave	None	Right	71000016	None	25	0
137	1077.093887	Eldridge Ave	Old Orange Park Rd	Dead End	None	Right	No FDOT ID Number	None	25	100
138	1145.633932	Eldridge Ave	Park Ave	Wells Rd	No	Left	No FDOT ID Number	No	25	100
139	1145.633932	Eldridge Ave	Park Ave	Wells Rd	No	Right	No FDOT ID Number	No	25	100

Inventory Data Table (sorted by Object ID)

OBJECTID	Shape_Length	StreetName	From_Street	To_Street	SidewalkWidths	LateralSeparation	VerticalSeparation	NumberofLanes	Funcclass
95	1163.490199	Kingsley Ave	Doctors Lake Drive	Plainfield Avenue	5 ft	Yes, 3 ft	None	2	Minor Arterial - Urban
96	2898.787521	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	None	None	None	2	Local
97	1062.689296	Loring Ave	US-17/Park Avenue	River Road	None	None	None	2	Local
98	2040.709542	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	5 ft	Yes, 6 ft	None	2	Major Collector - Urban
99	2023.704704	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	5 ft	Yes, 3 ft	None	2	Local
100	1739.977867	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	6 ft	Yes, 4 ft	None	2	Local
101	2413.583754	Mound St	Milwaukee Avenue	Ralph Street	5 ft	None	None	2	Local
102	3083.307572	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	None	None	None	2	Local
103	4108.812663	Park Ave	Town Limits / S (Doctors Lake Brid	Holly Point Road E-W	5 ft	Yes,13 ft	None	3	Principal Arterial - Other - Urban
104	2503.632376	Park Ave	Elbow Road	Kingsley Avenue (SR 224)	5 ft	Yes, 3 ft	None	3	Principal Arterial - Other - Urban
105	7071.221286	Park Ave	Kingsley Avenue (SR 224)	Wells rd	5 ft	Yes, 3 ft	None	3	Principal Arterial - Other - Urban
106	1796.807786	Park Ave	Wells Road	Town Limits / N	None	None	None	5	Principal Arterial - Other - Urban
107	5374.059187	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	5 ft	Yes, 5 ft	None	2	Major Collector - Urban
108	1794.971678	Plainfield Ave	Loring Avenue	Wells Rd	None	None	None	2	Major Collector - Urban
109	1965.53522	Plainfield Avenue/W. Holly Pc	Lakefield Lane	Kingsley Avenue (SR 224)	None	None	None	2	Major Collector - Urban
110	3383.572831	Plainfield Avenue/W. Holly Pc	US-17/Park Avenue	Lakefield Lane	None	None	None	2	Major Collector - Urban
111	2055.950875	Railroad Ave	Allen Lane	Gano Avenue	None	None	None	1	Local
112	803.7968102	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	5 ft	Yes, 5 ft	None	2	Local
113	5370.658265	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	6 ft	Yes, 5 ft	None	2	Major Collector - Urban
114	1832.03082	River Rd	Wells Road	Loring Avenue	6 ft	Yes, 2 ft	None	2	Major Collector - Urban
115	2558.795949	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	None	None	None	2	Local
116	2248.053932	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	None	None	None	2	Local
117	1354.606518	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	7 ft	Yes, 7 ft	None	2	Local
118	1342.788907	Stiles Ave	US-17/Park Avenue	River Rd	None	None	None	2	Local
119	1739.330619	Wells Rd	Eldridge Ave	US-17/Park Avenue	6 ft	None	None	2	Minor Arterial - Urban
121	1515.507994	Wells Rd	US-17/Park Avenue	River Rd	6 ft	None	None	2	Major Collector - Urban
122	1709.891059	River Rd	Wells Rd	Eldridge Ave	None	None	None	2	Local
125	1081.343023	Eldridge Ave	Old Orange Park Rd	Dead End	None	None	None	2	Local
126	1807.951443	Old Orange Park Rd	Park Ave	Dead End	None	None	None	2	Local
132	1807.951443	Old Orange Park Rd	Park Ave	Dead End	6 ft	Yes, 10 ft	None	2	Local
134	1709.891059	River Rd	Wells Rd	Eldridge Ave	None	None	None	2	Local
137	1077.093887	Eldridge Ave	Old Orange Park Rd	Dead End	None	None	None	2	Local
138	1145.633932	Eldridge Ave	Park Ave	Wells Rd	None	None	No	2	Local
139	1145.633932	Eldridge Ave	Park Ave	Wells Rd	None	None	No	2	Local

Inventory Data Table (sorted by Object ID)

OBJECTID	Shape_Length	StreetName	From_Street	To_Street	RCIContextClassification	AADT	ContiniousSidewalk	ExistingLandUse
95	1163.490199	Kingsley Ave	Doctors Lake Drive	Plainfield Avenue	C4 - Urban General	32000	Yes	Commerical low and medium intensity
96	2898.787521	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	C3R - Suburban Residential	None	No	Public/Semi Public, Low & Medium Residential Intensity, Med
97	1062.689296	Loring Ave	US-17/Park Avenue	River Road	C3R - Suburban Residential	None	No	Low & Medium Residential Intensity, High Commerical
98	2040.709542	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	C3R-Suburban Residential	2300	Yes	Medium Residential Intensity & Commercial Low Intensity
99	2023.704704	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	C3R - Suburban Residential	None	No	Low Density Residental
100	1739.977867	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	C3R - Suburban Residential	None	No	Low & Medium Residential Density
101	2413.583754	Mound St	Milwaukee Avenue	Ralph Street	C3R - Suburban Residential	None	No	Medium Commerical Intensity & Low/ Medium Residenial Inte
102	3083.307572	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	C3R - Suburban Residential	None	No	Low Residential Intensity
103	4108.812663	Park Ave	Town Limits / S (Doctors Lake Brid	Holly Point Road E-W	C3C - Suburban Commerical	48,500	Yes	Low Density Residential
104	2503.632376	Park Ave	Elbow Road	Kingsley Avenue (SR 224)	C3C - Suburban Commerical	54000	Yes	Low & Medium Commerical Intensity
105	7071.221286	Park Ave	Kingsley Avenue (SR 224)	Wells rd	C3C - Suburban Commerical	62000	Yes	Low & Medium Residential Intensity, Medium & High Commer
106	1796.807786	Park Ave	Wells Road	Town Limits / N	C3C - Suburban Commerical	85000	No	Commerical High Density
107	5374.059187	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	C3R - Suburban Residential	2200	Yes	Public/Semi Public, Low & Medium Residential Intensity, Med
108	1794.971678	Plainfield Ave	Loring Avenue	Wells Rd	C3R - Suburban Residential	3500	No	Commerical High Intensity & Low/ Medium Residential Intensi
109	1965.53522	Plainfield Avenue/W. Holly Pc	Lakefield Lane	Kingsley Avenue (SR 224)	C3R - Suburban Residential	2400	No	Low Density Residential\Medium Commerical Intensity
110	3383.572831	Plainfield Avenue/W. Holly Pc	US-17/Park Avenue	Lakefield Lane	C3R - Suburban Residential	2400	No	Low Density Residential\semi Public
111	2055.950875	Railroad Ave	Allen Lane	Gano Avenue	C3R - Subruban Residential	None	No	Low & Medium Residential Intensity\ Semi Public
112	803.7968102	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	C3R - Subruban Residential	None	Yes	Low & Medium Residential Density\Medium Commerical inter
113	5370.658265	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	C3R - Subruban Residential	1600	Yes	Low Density Residential & Medium Density Residental
114	1832.03082	River Rd	Wells Road	Loring Avenue	C3R - Suburban Residential	1600	Yes	Low Density Residential
115	2558.795949	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	C3C - Suburban Commerical	None	No	Public/Semi Public, Medium Residential Intensity, Medium &
116	2248.053932	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	C3C - Suburban Commerical	None	No	Public/Semi Public, Medium Residential Intensity, Medium &
117	1354.606518	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	C3R - Subruban Residential	None	No	Low & Medium Residential Density\low Commerical intensity
118	1342.788907	Stiles Ave	US-17/Park Avenue	River Rd	C3R - Subruban Residential	None	No	Low & Medium Residential Density\low Commerical intensity
119	1739.330619	Wells Rd	Eldridge Ave	US-17/Park Avenue	C3C - Suburban Commerical	22500	Yes	Commerical High Density
121	1515.507994	Wells Rd	US-17/Park Avenue	River Rd	C3C - Suburban Commerical	1600	Yes	Commerical Low & High Density, Low Density Residential
122	1709.891059	River Rd	Wells Rd	Eldridge Ave	C3R - Suburban Residential	1600	None	Low Density Residential & Medium Density Residental
125	1081.343023	Eldridge Ave	Old Orange Park Rd	Dead End	C3R - Suburban Residential	None	None	Low Density Residential & Medium Density Residental
126	1807.951443	Old Orange Park Rd	Park Ave	Dead End	C3C - Suburban Commerical	None	None	Commerical High Density
132	1807.951443	Old Orange Park Rd	Park Ave	Dead End	C3R - Suburban Residential	None	None	Low Density Residential & Medium Density Residental
134	1709.891059	River Rd	Wells Rd	Eldridge Ave	C3R - Suburban Residential	1600	Yes	Low Density Residential & Medium Density Residental
137	1077.093887	Eldridge Ave	Old Orange Park Rd	Dead End	C3R - Suburban Residential	None	None	Low Density Residential & Medium Density Residental
138	1145.633932	Eldridge Ave	Park Ave	Wells Rd	C3C - Suburban Commercial	None	No	Commercial High Intensity
139	1145.633932	Eldridge Ave	Park Ave	Wells Rd	C3C - Suburban Commercial	None	No	Commercial High Intensity

Inventory Data Table (sorted by Object ID)

OBJECTID	Shape_Length	StreetName	From_Street	To_Street	Maintenance	DividedORUndivided	SidewalkAdjacentCurb	BicycleStressLevels	PedStressLevel
95	1163.490199	Kingsley Ave	Doctors Lake Drive	Plainfield Avenue	FDOT	Divided	No	LTS 2	LTS 2
96	2898.787521	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	Town	Undivided	No	LTS 3	LTS 4
97	1062.689296	Loring Ave	US-17/Park Avenue	River Road	Town	Undivided	No	LTS 3	LTS 4
98	2040.709542	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	Town	Undivided	Yes	LTS 3	LTS 1
99	2023.704704	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	Town	Undivided	No	LTS 2	LTS 4
100	1739.977867	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	Town	Undivided	No	LTS 2	LTS 4
101	2413.583754	Mound St	Milwaukee Avenue	Ralph Street	Town	Undivided	No	LTS 3	LTS 4
102	3083.307572	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	Town	Undivided	No	LTS 2	LTS 4
103	4108.812663	Park Ave	Town Limits / S (Doctors Lake Brid	Holly Point Road E-W	FDOT	Divided	No	LTS 4	LTS 2
104	2503.632376	Park Ave	Elbow Road	Kingsley Avenue (SR 224)	FDOT	Divided	No	LTS 4	LTS 3
105	7071.221286	Park Ave	Kingsley Avenue (SR 224)	Wells rd	FDOT	Divided	No	LTS 4	LTS 3
106	1796.807786	Park Ave	Wells Road	Town Limits / N	FDOT	Divided	No	LTS 4	LTS 4
107	5374.059187	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	Town	Undivided	Yes	LTS 3	LTS 1
108	1794.971678	Plainfield Ave	Loring Avenue	Wells Rd	Town	Undivided	No	LTS 3	LTS 4
109	1965.53522	Plainfield Avenue/W. Holly Pc	Lakefield Lane	Kingsley Avenue (SR 224)	Town	Undivided	No	LTS 3	LTS 4
110	3383.572831	Plainfield Avenue/W. Holly Pc	US-17/Park Avenue	Lakefield Lane	Town	Yes, Divided at intersection with Park Ave	No	LTS 2	LTS 4
111	2055.950875	Railroad Ave	Allen Lane	Gano Avenue	Town	Undivided	No	LTS 4	LTS 4
112	803.7968102	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	Town	Undivided	Yes	LTS 4	LTS 1
113	5370.658265	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	Town	Undivided	No	LTS 2	LTS 1
114	1832.03082	River Rd	Wells Road	Loring Avenue	Town	Undivided	No	LTS 2	LTS 1
115	2558.795949	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	Town	Undivided	No	LTS 3	LTS 4
116	2248.053932	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	Town	Undivided	No	LTS 3	LTS 4
117	1354.606518	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	Town	Undivided	Yes	LTS 3	LTS 4
118	1342.788907	Stiles Ave	US-17/Park Avenue	River Rd	Town	Undivided	No	LTS 3	LTS 4
119	1739.330619	Wells Rd	Eldridge Ave	US-17/Park Avenue	Town	Divided	Yes	LTS 4	LTS 3
121	1515.507994	Wells Rd	US-17/Park Avenue	River Rd	Town	Undivided	No	LTS 2	LTS 1
122	1709.891059	River Rd	Wells Rd	Eldridge Ave	Town	Unidivided	No	LTS 2	LTS 4
125	1081.343023	Eldridge Ave	Old Orange Park Rd	Dead End	Town	Unidivided	No	LTS 2	LTS 4
126	1807.951443	Old Orange Park Rd	Park Ave	Dead End	Town	Unidivided	No	LTS 3	LTS 4
132	1807.951443	Old Orange Park Rd	Park Ave	Dead End	Town	Unidivided	No	LTS 2	LTS 4
134	1709.891059	River Rd	Wells Rd	Eldridge Ave	Town	Unidivided	No	LTS 2	LTS 1
137	1077.093887	Eldridge Ave	Old Orange Park Rd	Dead End	Town	Unidivided	No	LTS 2	LTS 4
138	1145.633932	Eldridge Ave	Park Ave	Wells Rd	Town	Undivided	No	LTS 3	LTS 4
139	1145.633932	Eldridge Ave	Park Ave	Wells Rd	Town	Undivided	No	LTS 3	LTS 4

Inventory Data Table (sorted by Object ID)

OBJECTID	Shape_Length	StreetName	From_Street	To_Street	FinalBicycleStressLevel	FinalPedStressLevel	BicycleLateralSeparation	SidewalkSegmentLength
95	1163.490199	Kingsley Ave	Doctors Lake Drive	Plainfield Avenue	LTS 2	LTS 2	3	1208.41815330147
96	2898.787521	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	LTS 3	LTS 4	None	None
97	1062.689296	Loring Ave	US-17/Park Avenue	River Road	LTS 3	LTS 4	None	None
98	2040.709542	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	LTS 3	LTS 4	None	1966.98043484641
99	2023.704704	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	LTS 2	LTS 4	None	1055.25421851362
100	1739.977867	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	LTS 2	LTS 4	None	1592.10801660836
101	2413.583754	Mound St	Milwaukee Avenue	Ralph Street	LTS 3	LTS 4	None	932.716349202213
102	3083.307572	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	LTS 2	LTS 4	None	None
103	4108.812663	Park Ave	Town Limits / S (Doctors Lake Brid	Holly Point Road E-W	LTS 4	LTS 2	0	4114.7155433568
104	2503.632376	Park Ave	Elbow Road	Kingsley Avenue (SR 224)	LTS 4	LTS 3	None	2487.09985131324
105	7071.221286	Park Ave	Kingsley Avenue (SR 224)	Wells rd	LTS 4	LTS 3	None	7068.18483539194
106	1796.807786	Park Ave	Wells Road	Town Limits / N	LTS 4	LTS 4	None	1181.00100083936
107	5374.059187	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	LTS 3	LTS 4	None	5457.72458660871
108	1794.971678	Plainfield Ave	Loring Avenue	Wells Rd	LTS 3	LTS 4	None	None
109	1965.53522	Plainfield Avenue/W. Holly Pc	Lakefield Lane	Kingsley Avenue (SR 224)	LTS 3	LTS 4	None	None
110	3383.572831	Plainfield Avenue/W. Holly Pc	US-17/Park Avenue	Lakefield Lane	LTS 3	LTS 4	None	None
111	2055.950875	Railroad Ave	Allen Lane	Gano Avenue	LTS 4	LTS 4	None	205.639432423524
112	803.7968102	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	LTS 4	LTS 4	None	948.667818857185
113	5370.658265	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	LTS 2	LTS 4	None	1833.03791225185
114	1832.03082	River Rd	Wells Road	Loring Avenue	LTS 2	LTS 4	None	None
115	2558.795949	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	LTS 3	LTS 4	None	None
116	2248.053932	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	LTS 3	LTS 4	None	None
117	1354.606518	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	LTS 3	LTS 4	None	None
118	1342.788907	Stiles Ave	US-17/Park Avenue	River Rd	LTS 3	LTS 4	None	1037.48401193322
119	1739.330619	Wells Rd	Eldridge Ave	US-17/Park Avenue	LTS 4	LTS 4	None	1795.23533058988
121	1515.507994	Wells Rd	US-17/Park Avenue	River Rd	LTS 2	LTS 4	None	433.968882758248
122	1709.891059	River Rd	Wells Rd	Eldridge Ave	LTS 2	LTS 4	None	None
125	1081.343023	Eldridge Ave	Old Orange Park Rd	Dead End	LTS 2	LTS 4	None	None
126	1807.951443	Old Orange Park Rd	Park Ave	Dead End	LTS 3	LTS 4	None	None
132	1807.951443	Old Orange Park Rd	Park Ave	Dead End	LTS 3	LTS 4	None	316.28
134	1709.891059	River Rd	Wells Rd	Eldridge Ave	LTS 2	LTS 4	None	None
137	1077.093887	Eldridge Ave	Old Orange Park Rd	Dead End	LTS 2	LTS 4	None	None
138	1145.633932	Eldridge Ave	Park Ave	Wells Rd	LTS 3	LTS 4	No	None
139	1145.633932	Eldridge Ave	Park Ave	Wells Rd	LTS 3	LTS 4	No	877.089088

Inventory Data Table (sorted by Object ID)

OBJECTID	Shape_Length	StreetName	From_Street	To_Street	RoadwaySegmentLength	OnStreetParking	UID
95	1163.490199	Kingsley Ave	Doctors Lake Drive	Plainfield Avenue	0.220358302447787	None	Kingsley AveRightDoctors Lake DrivePlainfield Avenue
96	2898.787521	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	0.549013758657502	None	Loring AveRightTown Limits / W (RR track)US-17/Park Avenue
97	1062.689296	Loring Ave	US-17/Park Avenue	River Road	0.201267470996215	None	Loring AveRightUS-17/Park AvenueRiver Road
98	2040.709542	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	0.386498262177079	None	Miller StRightKingsley Avenue (SR 224)Gano Avenue
99	2023.704704	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	0.38327786558608	None	Milwaukee AveRightDogwood LanePlainfield Avenue
100	1739.977867	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	0.329541974971396	None	Milwaukee AveRightPlainfield AvenueUS-17/Park Avenue
101	2413.583754	Mound St	Milwaukee Avenue	Ralph Street	0.457119046993857	None	Mound StRightMilwaukee AvenueRalph Street
102	3083.307572	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	0.5839989442183	None	Orange AveRightMoody AvenueKingsley Avenue (SR 224)
103	4108.812663	Park Ave	Town Limits / S (Doctors Lake Brid	Holly Point Road E-W	0.778186231761689	None	Park AveRightTown Limits / S (Doctors Lake Bridge)Holly Point Road E-W
104	2503.632376	Park Ave	Elbow Road	Kingsley Avenue (SR 224)	0.474174033175201	None	Park AveRightElbow RoadKingsley Avenue (SR 224)
105	7071.221286	Park Ave	Kingsley Avenue (SR 224)	Wells rd	1.33924984713451	None	Park AveRightKingsley Avenue (SR 224) Wells rd
106	1796.807786	Park Ave	Wells Road	Town Limits / N	0.340305305066238	None	Park AveRightWells RoadTown Limits / N
107	5374.059187	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	1.01781615124125	None	Plainfield AveRightKingsley Avenue (SR 224)Loring Ave
108	1794.971678	Plainfield Ave	Loring Avenue	Wells Rd	0.33995746800307	None	Plainfield AveRightLoring AvenueWells Rd
109	1965.53522	Plainfield Avenue/W. Holly Pc	Lakefield Lane	Kingsley Avenue (SR 224)	0.372261096371535	None	Plainfield Avenue/W. Holly Point RoadRightLakefield LaneKingsley Avenue (SR 224)
110	3383.572831	Plainfield Avenue/W. Holly Pc	US-17/Park Avenue	Lakefield Lane	0.640829520400283	None	Plainfield Avenue/W. Holly Point RoadRightUS-17/Park AvenueLakefield Lane
111	2055.950875	Railroad Ave	Allen Lane	Gano Avenue	0.389385006833768	None	Railroad AveRightAllen LaneGano Avenue
112	803.7968102	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	0.173574899134214	None	Railroad Ave SRightKingsley Avenue (SR 224)Allen Lane
113	5370.658265	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	1.01717341171344	None	River RdRightLoring AvenueKingsley Avenue (SR 224)
114	1832.03082	River Rd	Wells Road	Loring Avenue	0.346976623520902	None	River RdRightWells RoadLoring Avenue
115	2558.795949	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	0.484621545542177	None	Smith StRightKingsley Avenue (SR 224)Stiles Avenue
116	2248.053932	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	0.425790695104807	None	Smith StRightUS-17/Park AvenueKingsley Avenue (SR 224)
117	1354.606518	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	0.256554831215425	None	Stiles AveRightPlainfield AvenueUS-17/Park Avenue
118	1342.788907	Stiles Ave	US-17/Park Avenue	River Rd	0.254316816498089	None	Stiles AveRightUS-17/Park AvenueRiver Rd
119	1739.330619	Wells Rd	Eldridge Ave	US-17/Park Avenue	0.329419355384853	None	Wells RdRightEldridge AveUS-17/Park Avenue
121	1515.507994	Wells Rd	US-17/Park Avenue	River Rd	0.287028848533344	None	Wells RdRightUS-17/Park AvenueRiver Rd
122	1709.891059	River Rd	Wells Rd	Eldridge Ave	0.323844050275851	None	River RdLeftWells RdElridge Ave
125	1081.343023	Eldridge Ave	Old Orange Park Rd	Dead End	0.204800430580115	None	Eldridge AveLeftOld Orange Park RdDead End
126	1807.951443	Old Orange Park Rd	Park Ave	Dead End	0.342415946450609	None	Old Orange Park RdLeftPark AveDead End
132	1807.951443	Old Orange Park Rd	Park Ave	Dead End	0.342415946450609	None	Old Orange Park RdRightPark AveDead End
134	1709.891059	River Rd	Wells Rd	Eldridge Ave	0.323844050275851	None	River RdRightWell RdElrigde Ave
137	1077.093887	Eldridge Ave	Old Orange Park Rd	Dead End	0.203995667250624	None	Eldridge AveRightOld Orange Park RdDead End
138	1145.633932	Eldridge Ave	Park Ave	Wells Rd	0.216976571467447	None	
139	1145.633932	Eldridge Ave	Park Ave	Wells Rd	0.216976571467447	None	

LEGEND

	Town Limits
LDR	Low Density Residential
MDR	Medium Density Residential
CLI	Commercial Low Intensity
CMI	Commercial Medium Intensity
CHI	Commercial High Intensity
I	Industrial
MU	Mixed Use
P	Public / Semi-Public
	Conservation (Overlay)

Duval County

Clay County

295

St. Johns River

Doctors Lake

17

P:\115038.01\GIS\OP FLU 24x36.mxd

Source: Town of Orange Park

Future Land Use Map 2040

Figure A.2

0 600 1,200 Feet

Revised February 8, 2021
October 8, 2020
Project No. 115038.01

Town of Orange Park Streets

Allen Ln
Allen Mac Ct
Anna Av
Arbor Cir
Arden Av
Ash St
Astor St
Azalea Ln
Bay Cir
Bellair Blvd
Berrier St
Betty Ct
Birdwood Dr
Black Gum Ct
Blake Av
Bobolink Ln
Bristol Pl
Campbell Av
Candy Ln
Canopy Ct
Carnes St
Carrington Ct
Cedar Key Ct
Chablis Ct
Chateau Pl
Chelsea Pl
Chickadee Ln
Claire Ln
Clinton Dr
Clover Av
Corduroy Ct
Crepe Myrtle Ct
Crosby Ln
DeBarry Av
(1809 – 1922)
Doctors Lake Dr
(2015 – 2271)
Dog Fennel Ct
Dogwood Ln
Dolphin Ct
Dolphin St
Egremont Dr
Elbow Rd
Eldridge Av
(319,323,335,350,
450, 3815, 3823,
4032 4120, 4132,
4133, 4137,4180)
Eldridge Lp
Elk Ct
Elm St
Fatio Ln
Filmore Ln
Floyd Cir
Freckles Ct
Frog Hollow Rd
Fromhart St
(1006-1085)
Furma St
Gabriel Dr
Gano Av
(915 -1564)
Gladiolus Av
Glenn St
Grace Ln
Grasshopper Ln
Grove Park Dr
(1167-1940)
The Grove Rd
Hickory Ln
Holly Ln
Holly Leaf Ln
Holly Point Rd
Hopkins St
Hurley St
Jenmar Ct
Judson Cir
Kensington Ln
Kingsley Av
(12 – 1605)
Lakefield Ln
Lakeview Dr
Larhaz Ct
Laurel Ln
Laurel Grove Ln
Leestan Ct
Loblolly Ct
Loring Av
Loring Ct
Loring Village Ct
Loumat Ct
Marcel Dr
Marcia Ct
Marcia Dr
McDower Ln
McIntosh Av
Miller St
Milwaukee Av
Moody Av
(2349 – 2379)
Morgan Cir
Morgan St
Mound St
Navarra Av (8610)
Nelson Dr
Newport Dr
Oak Ct
Old Orange Park Rd
Orange Av
Orange Cir
Park Av - US Hwy 17
(100 – 2301)
Pine Forest Tr
Plainfield Av
Preble Ct
Raft Ct
Railroad Av
Ralph St
Red Bud Ct
Red Fox Rd
Red Maple Ct
Reed St
River Ct
River Rd
(47 – 1520)
Rodan Ct
Rusmor St
San Robar Dr
Sandpiper Ln
Sandy Ct
Sapling Ct
Settlers Ct
Shaw St
Sheffield Pl
Silver Wing Cir
Slash Pine Ct
Smith St
Solomon St
Spanish Needle Ct
St. Francis Dr
Stafford Dr
Stiles Av
Stiles Ln
Stowe Av
Sylvan Chase
Upchucks Ln
Via Tisdelle
Village Way
Wells Landing Dr
Wells Rd
(100 – 805)
Whippoorwill Ln
Wild Flower Dr
Willow Ln
Willow Oak Ln
Winfred Dr
Winfred Pl
Winterbourne Dr
Winterbourne St
Wyndegate Dr

7/24/2017

Appendix C1
(Needs List: Sorted by Street Name - includes all inventory segments)

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed alphabetically by Street Name)

Needs List	ObjectID	Street Name [1]	From Street	To Street	Street Side	Project / Enhancement	Estimated Gap Distance (miles)	Approximated Sidewalk/Multiuse Path Cost [2] [3]	PEDESTRIAN Rank (Score)	BICYCLE Rank (Score)
X	59	Allen Ln	Railroad Avenue	Railroad Avenue S	Left	Extend Sidewalk @ RR crossing	0.01	$3,000	12	6
X	87	Allen Ln	Railroad Avenue	Railroad Avenue S	Right	Construct Sidewalk	0.03	$9,000	8	6
X	48	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	Left	Construct Sidewalk	0.38	$114,300	12	11
	88	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	Right			$0	16	11
	74	Debarry Ave	Gano Avenue	Town Limits /N	Left			$0	14	7
X	90	Debarry Ave	Gano Avenue	Town Limits /N	Right	Construct Sidewalk	0.28	$84,200	10	7
X	51	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	Left	Construct Sidewalk	0.38	$114,300	14	9
X	89	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	Right	Fill/Construct Sidewalk Gap at Kingsley Ave	0.01	$3,000	16	9
X	52	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	Left	Extend Doctor's Lake multi-use path/trail to Kingsley Ave (approx. from Holly Leaf Ln to Kingsley Ave); Add a new special emphasis crosswalk connection at Dogwood Ln, a direct conection to the town core; add pedestrian-scale lighting along the trail.	0.08	$45,100	10	12
X	91	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	Right	New special emphasis crosswalk connection at Dogwood Ln intersection, at a direct connection to the town core.		$0	10	4
X	56	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	Left	Fill/Construct Sidewalk Gap	0.05	$15,000	8	6

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed alphabetically by Street Name)

Needs List	ObjectID	Street Name [1]	From Street	To Street	Street Side	Project / Enhancement	Estimated Gap Distance (miles)	Approximated Sidewalk/Multiuse Path Cost [2] [3]	PEDESTRIAN Rank (Score)	BICYCLE Rank (Score)
	92	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	Right			$0	12	6
X	125	Eldridge Ave	Old Orange Park Rd	River Rd	Left	Fill/Construct Sidewalk Gap	0.18	$54,100	12	6
X	137	Eldridge Ave	Old Orange Park Rd	River Rd	Right	Fill/Construct Sidewalk Gap	0.18	$54,100	12	6
X	138	Eldridge Ave	Park Ave	Wells Rd	Left	Fill/Construct Sidewalk Gap	0.22	n/a - Existing Project (FDOT I-295 Interchange Improvement)	18	11
X	139	Eldridge Ave	Park Ave	Wells Rd	Right	Fill/Construct Sidewalk Gap	0.05	n/a - Existing Project (FDOT I-295 Interchange Improvement)	18	11
X	49	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	Left	Fill/Construct Sidewalk Gap	0.5	$150,400	10	8
	86	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	Right			$0	12	8
X	72	Kingsley Ave	US-17/Park Avenue	River Rd	Left	Complete Streets Corridor Study		$0	8	8
X	94	Kingsley Ave	US-17/Park Avenue	River Rd	Right	Complete Streets Corridor Study		$0	8	8
X	73	Kingsley Ave *	Doctors Lake Drive	Plainfield Avenue	Left	Complete Streets Corridor Study		$0	8	8
X	95	Kingsley Ave *	Doctors Lake Drive	Plainfield Avenue	Right	Complete Streets Corridor Study; Construct multi-use path from Doctors Lake Trail to Park Ave	0.22	$66,200	8	12

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed alphabetically by Street Name)

Needs List	ObjectID	Street Name [1]	From Street	To Street	Street Side	Project / Enhancement	Estimated Gap Distance (miles)	Approximated Sidewalk/Multiuse Path Cost [2] [3]	PEDESTRIAN Rank (Score)	BICYCLE Rank (Score)
X	71	Kingsley Ave *	Plainfield Avenue	US-17/Park Avenue	Left	Complete Streets Corridor Study		$0	8	8
X	93	Kingsley Ave *	Plainfield Avenue	US-17/Park Avenue	Right	Complete Streets Corridor Study; Construct multi-use path from Doctors Lake Trail to Park Ave	0.33	$186,100	8	14
X	47	Kingsley Ave *	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	Left	Complete Streets Corridor Study		$0	13	14
X	84	Kingsley Ave *	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	Right	Complete Streets Corridor Study		$0	13	14
X	44	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	Left	Fill/Construct Sidewalk Gap	0.55	$165,400	14	11
X	96	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	Right	Fill/Construct Sidewalk Gap	0.55	$165,400	14	11
X	75	Loring Ave	US-17/Park Avenue	River Road	Left	Fill/Construct Sidewalk Gap	0.20	$60,100	14	11
X	97	Loring Ave	US-17/Park Avenue	River Road	Right	Fill/Construct Sidewalk Gap	0.20	$60,100	14	11
X	50	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	Left	Fill/Construct Sidewalk Gap	0.32	$96,200	10	13
	98	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	Right			$0	12	13
X	53	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	Left	Fill/Construct Sidewalk Gap/Boardwalk	0.38	$114,300	10	6

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed alphabetically by Street Name)

Needs List	ObjectID	Street Name [1]	From Street	To Street	Street Side	Project / Enhancement	Estimated Gap Distance (miles)	Approximated Sidewalk/Multiuse Path Cost [2] [3]	PEDESTRIAN Rank (Score)	BICYCLE Rank (Score)
X	99	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	Right	Fill/Construct Sidewalk Gap/Boardwalk	0.18	$54,100	12	6
X	76	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	Left	Fill/Construct Sidewalk Gap	0.33	$99,200	10	6
X	100	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	Right	Fill/Construct Sidewalk Gap	0.06	$18,000	12	6
X	60	Mound St	Milwaukee Avenue	Ralph Street	Left	Fill/Construct Sidewalk Gap	0.22	$66,700	12	9
X	101	Mound St	Milwaukee Avenue	Ralph Street	Right	Fill/Construct Sidewalk Gap	0.25	$75,200	12	9
X	126	Old Orange Park Rd	Park Ave	Eldridge Ave.	Left	Fill/Construct Sidewalk Gap	0.25	$75,200	12	9
X	132	Old Orange Park Rd	Park Ave	Eldridge Ave.	Right	Fill/Construct Sidewalk Gap	0.25	$75,200	14	9
	54	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	Left	---	0	$0	16	10
X	102	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	Right	Fill/Construct Sidewalk Gap	0.58	$174,400	12	10
X	65	Park Ave*	Elbow Road	Kingsley Avenue (SR 224)	Left	New multi-use path/trail from Smith St to Kingsley Ave to extend Black Creek Trai (on left side only); Complete Streets Corridor Study; Black Creek Trail Study	0.35	$197,300	7	10
X	104	Park Ave*	Elbow Road	Kingsley Avenue (SR 224)	Right	Complete Streets Corridor Study; Black Creek Trail Study		$0	7	10

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed alphabetically by Street Name)

Needs List	ObjectID	Street Name [1]	From Street	To Street	Street Side	Project / Enhancement	Estimated Gap Distance (miles)	Approximated Sidewalk/Multiuse Path Cost [2] [3]	PEDESTRIAN Rank (Score)	BICYCLE Rank (Score)
X	61	Park Ave*	Holly Point Road E-W	Elbow Road	Left	Complete Streets Corridor Study		$0	3	0
X	66	Park Ave*	Holly Point Road E-W	Elbow Road	Right	Complete Streets Corridor Study		$0	3	0
X	85	Park Ave*	Kingsley Avenue (SR 224)	Wells Rd	Left	Complete Streets Corridor Study; Black Creek Trail Study		$0	13	14
X	105	Park Ave*	Kingsley Avenue (SR 224)	Wells Rd	Right	Complete Streets Corridor Study; Black Creek Trail Study		$0	13	14
X	63	Park Ave*	Town Limits / S (Doctors Lake Bridge)	Holly Point Road E-W	Left	Complete Streets Corridor Study		$0	3	0
X	103	Park Ave*	Town Limits / S (Doctors Lake Bridge)	Holly Point Road E-W	Right	Complete Streets Corridor Study		$0	3	0
X	64	Park Ave*	Wells Road	Town Limits / N	Left	Construct sidewalk approx. 0.15 miles to I-295 EB off ramp; Complete Streets Corridor Study; Black Creek Trail Study	0.148143	n/a - Existing Project (FDOT I-295 Interchange Improvement)	14	12
X	106	Park Ave*	Wells Road	Town Limits / N	Right	Construct sidewalk approx. 0.12 miles to I-295 EB on ramp; Complete Streets Corridor Study; Black Creek Trail Study	0.11526	n/a - Existing Project (FDOT I-295 Interchange Improvement)	14	12
X	45	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	Left	Fill/Construct Sidewalk Gap; Complete Streets Corridor Study	0.91	$274,800	12	11
X	107	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	Right	Complete Streets Corridor Study		$0	14	11
X	77	Plainfield Ave	Loring Avenue	Wells Rd	Left	Complete Streets Corridor Study		$0	14	9

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed alphabetically by Street Name)

Needs List	ObjectID	Street Name [1]	From Street	To Street	Street Side	Project / Enhancement	Estimated Gap Distance (miles)	Approximated Sidewalk/Multiuse Path Cost [2] [3]	PEDESTRIAN Rank (Score)	BICYCLE Rank (Score)
X	108	Plainfield Ave	Loring Avenue	Wells Rd	Right	Fill/Construct Sidewalk Gap; Complete Streets Corridor Study	0.34	$102,200	10	9
X	78	Plainfield Avenue/W. Holly Point Road	Lakefield Lane	Kingsley Avenue (SR 224)	Left	Complete Streets Corridor Study		$0	16	11
X	109	Plainfield Avenue/W. Holly Point Road	Lakefield Lane	Kingsley Avenue (SR 224)	Right	Fill/Construct Sidewalk Gap; Complete Streets Corridor Study	0.37	$111,300	12	11
X	46	Plainfield Avenue/W. Holly Point Road	US-17/Park Avenue	Lakefield Lane	Left	Complete Streets Corridor Study		$0	12	6
X	110	Plainfield Avenue/W. Holly Point Road	US-17/Park Avenue	Lakefield Lane	Right	Fill/Construct Sidewalk Gap; Complete Streets Corridor Study	0.64	$192,500	8	7
X	58	Railroad Ave	Allen Lane	Gano Avenue	Left	Consider Constructing sidewalk and adding pedestrian-scale lighting	0.25	$75,200	12	8
	111	Railroad Ave	Allen Lane	Gano Avenue	Right			$0	12	8
X	79	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	Left	Consider Filling/Constructing Sidewalk	0.17	$51,100	12	10
	112	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	Right			$0	16	10
X	80	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	Left	Fill/Construct Sidewalk Gap	0.69	$206,300	8	6
	113	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	Right			$0	10	6

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed alphabetically by Street Name)

Needs List	ObjectID	Street Name [1]	From Street	To Street	Street Side	Project / Enhancement	Estimated Gap Distance (miles)	Approximated Sidewalk/Multiuse Path Cost [2] [3]	PEDESTRIAN Rank (Score)	BICYCLE Rank (Score)
X	122	River Rd	Wells Rd	Eldridge Ave	Left	Fill/Construct Sidewalk Gap	0.32	$96,200	8	6
	134	River Rd	Wells Rd	Eldridge Ave	Right				12	6
X	81	River Rd	Wells Road	Loring Avenue	Left	Fill/Construct Sidewalk Gap	0.35	$105,300	8	6
	114	River Rd	Wells Road	Loring Avenue	Right			$0	12	6
X	57	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	Left	Fill/Construct Sidewalk Gap	0.23	$68,600	14	9
X	115	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	Right	Fill/Construct Sidewalk Gap	0.48	$144,400	12	9
X	82	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	Left	Fill/Construct Sidewalk Gap	0.38	$114,500	14	9
X	116	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	Right	Fill/Construct Sidewalk Gap	0.43	$129,300	12	9
X	55	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	Left	Fill/Construct Sidewalk Gap	0.14	$43,100	14	9
X	117	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	Right	Fill/Construct Sidewalk Gap	0.08	$24,100	12	9
X	83	Stiles Ave	US-17/Park Avenue	River Rd	Left	Fill/Construct Sidewalk Gap	0.25	$75,200	12	9

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed alphabetically by Street Name)

Needs List	ObjectID	Street Name [1]	From Street	To Street	Street Side	Project / Enhancement	Estimated Gap Distance (miles)	Approximated Sidewalk/Multiuse Path Cost [2] [3]	PEDESTRIAN Rank (Score)	BICYCLE Rank (Score)
X	118	Stiles Ave	US-17/Park Avenue	River Rd	Right	Fill/Construct Sidewalk Gap	0.06	$18,000	14	9
X	42	Wells Rd	Eldridge Ave	US-17/Park Avenue	Left	Fill/Construct Sidewalk Gap; Install special emphasis crosswalk at Eldridge Ave; Complete streets corridor study	0.18	$53,600	12	14
X	119	Wells Rd	Eldridge Ave	US-17/Park Avenue	Right	Install special emphasis crosswalk at Eldridge Ave; Complete streets corridor study		$0	14	14
X	67	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	Left	Install special emphasis crosswalk at Eldridge Ave; Complete streets corridor study		$0	12	14
X	69	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	Right	Install special emphasis crosswalk at Eldridge Ave; Complete streets corridor study		$0	12	14
X	68	Wells Rd	US-17/Park Avenue	River Rd	Left	Fill/Construct Sidewalk Gap	0.29	$87,200	10	8
	121	Wells Rd	US-17/Park Avenue	River Rd	Right			$0	14	8

1 – State roadway segments in the Street Name column are listed with an asterisk (*).

$4,368,500

2 – Estimated costs based on FDOT Cost per Mile Models from March 19, 2024. Multi-use path/trail costs based on 12-ft. wide path. Costs do not include structures, additional right-of-way, crosswalks, lighting or studies.

3 – Costs for Complete Street Corridor Studies and Black Creek Trail Study vary by location.

Appendix C2
(Needs List: Sorted by Pedestrian Rank - includes all inventory segments)

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Pedestrian Rank) [1]

									Ranking Criteria	
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Project / Enhancement**	**Estimated Gap Distance (miles)**	**Approximated Sidewalk/Multiuse Path Cost** [3] [4]	**Final PLTS**	**Final PLTS Score**
18	11	Eldridge Ave	Park Ave	Wells Rd	Left	Fill/Construct Sidewalk Gap	0.22	n/a - Existing Project (FDOT I-295 Interchange Improvement)	4	4
18	11	Eldridge Ave	Park Ave	Wells Rd	Right	Fill/Construct Sidewalk Gap	0.05	n/a - Existing Project (FDOT I-295 Interchange Improvement)	4	4
16	11	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	Right				4	4
16	11	Plainfield Avenue/W. Holly Point Road	Lakefield Lane	Kingsley Avenue (SR 224)	Left	Complete Streets Corridor Study		$0	4	4
16	10	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	Left		0	$0	4	4
16	10	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	Right			$0	4	4
16	9	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	Right	Fill/Construct Sidewalk Gap at Kingsley Ave	0.01	$3,000	4	4
14	14	Wells Rd	Eldridge Ave	US-17/Park Avenue	Right	Install special emphasis crosswalk at Eldridge Ave; Complete streets corridor study		$0	4	4
14	12	Park Ave*	Wells Road	Town Limits / N	Left	Construct sidewalk approx. 0.15 miles to I-295 EB off ramp; Complete Streets Corridor Study; Black Creek Trail Study	0.148143	n/a - Existing Project (FDOT I-295 Interchange Improvement)	4	4
14	12	Park Ave*	Wells Road	Town Limits / N	Right	Construct sidewalk approx. 0.12 miles to I-295 EB on ramp; Complete Streets Corridor Study; Black Creek Trail Study	0.11526	n/a - Existing Project (FDOT I-295 Interchange Improvement)	4	4
14	11	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	Left	Fill/Construct Sidewalk Gap	0.55	$165,400	4	4

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Pedestrian Rank) [1]

									Ranking Criteria	
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Project / Enhancement**	**Estimated Gap Distance (miles)**	**Approximated Sidewalk/Multiuse Path Cost** [3] [4]	**Final PLTS**	**Final PLTS Score**
14	11	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	Right	Fill/Construct Sidewalk Gap	0.55	$165,400	4	4
14	11	Loring Ave	US-17/Park Avenue	River Road	Left	Fill/Construct Sidewalk Gap	0.20	$60,100	4	4
14	11	Loring Ave	US-17/Park Avenue	River Road	Right	Fill/Construct Sidewalk Gap	0.20	$60,100	4	4
14	11	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	Right	Complete Streets Corridor Study		$0	4	4
14	9	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	Left	Construct Sidewalk	0.38	$114,300	4	4
14	9	Old Orange Park Rd	Park Ave	Eldridge Ave.	Right	Fill/Construct Sidewalk Gap	0.25	$75,200	4	4
14	9	Plainfield Ave	Loring Avenue	Wells Rd	Left	Complete Streets Corridor Study		$0	4	4
14	9	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	Left	Fill/Construct Sidewalk Gap	0.23	$68,600	4	4
14	9	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	Left	Fill/Construct Sidewalk Gap	0.38	$114,500	4	4
14	9	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	Left	Fill/Construct Sidewalk Gap	0.14	$43,100	4	4
14	9	Stiles Ave	US-17/Park Avenue	River Rd	Right	Fill/Construct Sidewalk Gap	0.06	$18,000	4	4

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Pedestrian Rank) [1]

									Ranking Criteria	
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Project / Enhancement**	**Estimated Gap Distance (miles)**	**Approximated Sidewalk/Multiuse Path Cost** [3] [4]	**Final PLTS**	**Final PLTS Score**
14	8	Wells Rd	US-17/Park Avenue	River Rd	Right			$0	4	4
14	7	Debarry Ave	Gano Avenue	Town Limits /N	Left			$0	4	4
13	14	Kingsley Ave *	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	Left	Complete Streets Corridor Study		$0	3	3
13	14	Kingsley Ave *	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	Right	Complete Streets Corridor Study		$0	3	3
13	14	Park Ave*	Kingsley Avenue (SR 224)	Wells Rd	Left	Complete Streets Corridor Study; Black Creek Trail Study		$0	3	3
13	14	Park Ave*	Kingsley Avenue (SR 224)	Wells Rd	Right	Complete Streets Corridor Study; Black Creek Trail Study		$0	3	3
12	14	Wells Rd	Eldridge Ave	US-17/Park Avenue	Left	Fill/Construct Sidewalk Gap; Install special emphasis crosswalk at Eldridge Ave; Complete streets corridor study	0.18	$53,600	4	4
12	14	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	Left	Install special emphasis crosswalk at Eldridge Ave; Complete streets corridor study		$0	4	4
12	14	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	Right	Install special emphasis crosswalk at Eldridge Ave; Complete streets corridor study		$0	4	4
12	13	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	Right			$0	4	4
12	11	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	Left	Construct Sidewalk	0.38	$114,300	4	4

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Pedestrian Rank) [1]

									Ranking Criteria	
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Project / Enhancement**	**Estimated Gap Distance (miles)**	**Approximated Sidewalk/Multiuse Path Cost** [3] [4]	**Final PLTS**	**Final PLTS Score**
12	11	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	Left	Fill/Construct Sidewalk Gap; Complete Streets Corridor Study	0.91	$274,800	4	4
12	11	Plainfield Avenue/W. Holly Point Road	Lakefield Lane	Kingsley Avenue (SR 224)	Right	Fill/Construct Sidewalk Gap; Complete Streets Corridor Study	0.37	$111,300	4	4
12	10	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	Right	Fill/Construct Sidewalk Gap	0.58	$174,400	4	4
12	10	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	Left	Consider Filling/Constructing Sidewalk	0.17	$51,100	4	4
12	9	Mound St	Milwaukee Avenue	Ralph Street	Left	Fill/Construct Sidewalk Gap	0.22	$66,700	4	4
12	9	Mound St	Milwaukee Avenue	Ralph Street	Right	Fill/Construct Sidewalk Gap	0.25	$75,200	4	4
12	9	Old Orange Park Rd	Park Ave	Eldridge Ave.	Left	Fill/Construct Sidewalk Gap	0.25	$75,200	4	4
12	9	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	Right	Fill/Construct Sidewalk Gap	0.48	$144,400	4	4
12	9	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	Right	Fill/Construct Sidewalk Gap	0.43	$129,300	4	4
12	9	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	Right	Fill/Construct Sidewalk Gap	0.08	$24,100	4	4
12	9	Stiles Ave	US-17/Park Avenue	River Rd	Left	Fill/Construct Sidewalk Gap	0.25	$75,200	4	4

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Pedestrian Rank) [1]

									Ranking Criteria	
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Project / Enhancement**	**Estimated Gap Distance (miles)**	**Approximated Sidewalk/Multiuse Path Cost** [3] [4]	**Final PLTS**	**Final PLTS Score**
12	8	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	Right			$0	4	4
12	8	Railroad Ave	Allen Lane	Gano Avenue	Left	Consider Constructing sidewalk and adding pedestrian-scale lighting	0.25	$75,200	4	4
12	8	Railroad Ave	Allen Lane	Gano Avenue	Right			$0	4	4
12	6	Allen Ln	Railroad Avenue	Railroad Avenue S	Left	Extend Sidewalk @ RR crossing	0.01	$3,000	4	4
12	6	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	Right			$0	4	4
12	6	Eldridge Ave	Old Orange Park Rd	River Rd	Left	Fill/Construct Sidewalk Gap	0.18	$54,100	4	4
12	6	Eldridge Ave	Old Orange Park Rd	River Rd	Right	Fill/Construct Sidewalk Gap	0.18	$54,100	4	4
12	6	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	Right	Fill/Construct Sidewalk Gap/Boardwalk	0.18	$54,100	4	4
12	6	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	Right	Fill/Construct Sidewalk Gap	0.06	$18,000	4	4
12	6	Plainfield Avenue/W. Holly Point Road	US-17/Park Avenue	Lakefield Lane	Left	Complete Streets Corridor Study		$0	4	4

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Pedestrian Rank) [1]

									Ranking Criteria	
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Project / Enhancement**	**Estimated Gap Distance (miles)**	**Approximated Sidewalk/Multiuse Path Cost** [3] [4]	**Final PLTS**	**Final PLTS Score**
12	6	River Rd	Wells Rd	Eldridge Ave	Right				4	4
12	6	River Rd	Wells Road	Loring Avenue	Right			$0	4	4
10	13	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	Left	Fill/Construct Sidewalk Gap	0.32	$96,200	4	4
10	12	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	Left	Extend Doctor's Lake multi-use path/trail to Kingsley Ave (approx. from Holly Leaf Ln to Kingsley Ave); Add a new special emphasis crosswalk connection at Dogwood Ln, a direct conection to the town core; add pedestrian-scale lighting along the trail.	0.08	$45,100	2	2
10	9	Plainfield Ave	Loring Avenue	Wells Rd	Right	Fill/Construct Sidewalk Gap; Complete Streets Corridor Study	0.34	$102,200	4	4
10	8	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	Left	Fill/Construct Sidewalk Gap	0.5	$150,400	4	4
10	8	Wells Rd	US-17/Park Avenue	River Rd	Left	Fill/Construct Sidewalk Gap	0.29	$87,200	4	4
10	7	Debarry Ave	Gano Avenue	Town Limits /N	Right	Construct Sidewalk	0.28	$84,200	4	4
10	6	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	Left	Fill/Construct Sidewalk Gap/Boardwalk	0.38	$114,300	4	4
10	6	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	Left	Fill/Construct Sidewalk Gap	0.33	$99,200	4	4

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Pedestrian Rank) [1]

									Ranking Criteria	
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Project / Enhancement**	**Estimated Gap Distance (miles)**	**Approximated Sidewalk/Multiuse Path Cost** [3] [4]	**Final PLTS**	**Final PLTS Score**
10	6	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	Right			$0	4	4
10	4	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	Right	New special emphasis crosswalk connection at Dogwood Ln intersection, at a direct connection to the town core.		$0	2	2
8	14	Kingsley Ave *	Plainfield Avenue	US-17/Park Avenue	Right	Complete Streets Corridor Study; Construct multi-use path from Doctors Lake Trail to Park Ave	0.33	$186,100	2	2
8	12	Kingsley Ave *	Doctors Lake Drive	Plainfield Avenue	Right	Complete Streets Corridor Study; Construct multi-use path from Doctors Lake Trail to Park Ave	0.22	$66,200	2	2
8	8	Kingsley Ave	US-17/Park Avenue	River Rd	Left	Complete Streets Corridor Study		$0	1	0
8	8	Kingsley Ave	US-17/Park Avenue	River Rd	Right	Complete Streets Corridor Study		$0	1	0
8	8	Kingsley Ave *	Doctors Lake Drive	Plainfield Avenue	Left	Complete Streets Corridor Study		$0	2	2
8	8	Kingsley Ave*	Plainfield Avenue	US-17/Park Avenue	Left	Complete Streets Corridor Study		$0	2	2
8	7	Plainfield Avenue/W. Holly Point Road	US-17/Park Avenue	Lakefield Lane	Right	Fill/Construct Sidewalk Gap; Complete Streets Corridor Study	0.64	$192,500	4	4
8	6	Allen Ln	Railroad Avenue	Railroad Avenue S	Right	Construct Sidewalk	0.03	$9,000	4	4
8	6	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	Left	Fill/Construct Sidewalk Gap	0.05	$15,000	4	4

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Pedestrian Rank) [1]

									Ranking Criteria	
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Project / Enhancement**	**Estimated Gap Distance (miles)**	**Approximated Sidewalk/Multiuse Path Cost** [3] [4]	**Final PLTS**	**Final PLTS Score**
8	6	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	Left	Fill/Construct Sidewalk Gap	0.69	$206,300	4	4
8	6	River Rd	Wells Rd	Eldridge Ave	Left	Fill/Construct Sidewalk Gap	0.32	$96,200	4	4
8	6	River Rd	Wells Road	Loring Avenue	Left	Fill/Construct Sidewalk Gap	0.35	$105,300	4	4
7	10	Park Ave*	Elbow Road	Kingsley Avenue (SR 224)	Left	New multi-use path/trail from Smith St to Kingsley Ave to extend Black Creek Trai (on left side only); Complete Streets Corridor Study; Black Creek Trail Study	0.35	$197,300	3	3
7	10	Park Ave*	Elbow Road	Kingsley Avenue (SR 224)	Right	Complete Streets Corridor Study; Black Creek Trail Study		$0	3	3
3	0	Park Ave*	Holly Point Road E-W	Elbow Road	Left	Complete Streets Corridor Study		$0	3	3
3	0	Park Ave*	Holly Point Road E-W	Elbow Road	Right	Complete Streets Corridor Study		$0	3	3
3	0	Park Ave*	Town Limits / S (Doctors Lake Bridge)	Holly Point Road E-W	Left	Complete Streets Corridor Study		$0	3	3
3	0	Park Ave*	Town Limits / S (Doctors Lake Bridge)	Holly Point Road E-W	Right	Complete Streets Corridor Study		$0	3	3
								$4,368,500		

1 – Colors represent relative pedestrian rank scores, for potential pedestrian related improvements, where higher is green, medium is yellow and blue is lower.

2 – State roadway segments in the Street Name column are listed with an asterisk (*).

3 – Estimated costs based on FDOT Cost per Mile Models from March 19, 2024. Multi-use path/trail costs based on 12-ft. wide path. Costs do not include structures, additional right-of-way, crosswalks, lighting or studies.

4 – Costs for Complete Street Corridor Studies and Black Creek Trail Study vary by location.

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Pedestrian Rank) [1]

						Ranking Criteria									
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Ped Crash History**	**Ped Crash History Score**	**Ped Crash Severity**	**Ped Crash Severity Score**	**Town, County or State**	**Jurisdiction Score**	**Sidewalk Presence on Other Side**	**Sidewalk Presence on Other Side Score**	**Transit Proximity**	**Transit Proximity Score**
18	11	Eldridge Ave	Park Ave	Wells Rd	Left	1	2	1	2	Town	4	No	4	Transit at Intersection	2
18	11	Eldridge Ave	Park Ave	Wells Rd	Right	1	2	1	2	Town	4	No	4	Transit at Intersection	2
16	11	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	Right	2	2	0	0	Town	4	No	4	Transit at Intersection	2
16	11	Plainfield Avenue/W. Holly Point Road	Lakefield Lane	Kingsley Avenue (SR 224)	Left	1	2	0	0	Town	4	No	4	Transit On Partial Segment	2
16	10	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	Left	1	2	0	0	Town	4	No	4	Transit at Intersection	2
16	10	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	Right	1	2	0	0	Town	4	No	4	Transit at Intersection	2
16	9	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	Right	1	2	0	0	Town	4	No	4	Transit at Intersection	2
14	14	Wells Rd	Eldridge Ave	US-17/Park Avenue	Right	0	0	0	0	Town	4	Partial	2	Transit On Full Segment	4
14	12	Park Ave*	Wells Road	Town Limits / N	Left	1	2	1	2	FDOT	0	Partial	2	Transit On Full Segment	4
14	12	Park Ave*	Wells Road	Town Limits / N	Right	1	2	1	2	FDOT	0	Partial	2	Transit On Full Segment	4
14	11	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	Left	0	0	0	0	Town	4	No	4	Transit at Intersection	2

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Pedestrian Rank) [1]

						Ranking Criteria									
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Ped Crash History**	**Ped Crash History Score**	**Ped Crash Severity**	**Ped Crash Severity Score**	**Town, County or State**	**Jurisdiction Score**	**Sidewalk Presence on Other Side**	**Sidewalk Presence on Other Side Score**	**Transit Proximity**	**Transit Proximity Score**
14	11	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	Right	0	0	0	0	Town	4	No	4	Transit at Intersection	2
14	11	Loring Ave	US-17/Park Avenue	River Road	Left	0	0	0	0	Town	4	No	4	Transit at Intersection	2
14	11	Loring Ave	US-17/Park Avenue	River Road	Right	0	0	0	0	Town	4	No	4	Transit at Intersection	2
14	11	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	Right	1	2	0	0	Town	4	Partial	2	Transit at Intersection	2
14	9	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	Left	1	2	0	0	Town	4	Partial	2	Transit at Intersection	2
14	9	Old Orange Park Rd	Park Ave	Eldridge Ave.	Right	0	0	0	0	Town	4	No	4	Transit at Intersection	2
14	9	Plainfield Ave	Loring Avenue	Wells Rd	Left	0	0	0	0	Town	4	No	4	Transit at Intersection	2
14	9	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	Left	0	0	0	0	Town	4	No	4	Transit at Intersection	2
14	9	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	Left	0	0	0	0	Town	4	No	4	Transit On Partial Segment	2
14	9	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	Left	0	0	0	0	Town	4	No	4	Transit at Intersection	2
14	9	Stiles Ave	US-17/Park Avenue	River Rd	Right	0	0	0	0	Town	4	No	4	Transit at Intersection	2

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Pedestrian Rank) [1]

						Ranking Criteria									
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Ped Crash History**	**Ped Crash History Score**	**Ped Crash Severity**	**Ped Crash Severity Score**	**Town, County or State**	**Jurisdiction Score**	**Sidewalk Presence on Other Side**	**Sidewalk Presence on Other Side Score**	**Transit Proximity**	**Transit Proximity Score**
14	8	Wells Rd	US-17/Park Avenue	River Rd	Right	0	0	0	0	Town	4	No	4	Transit at Intersection	2
14	7	Debarry Ave	Gano Avenue	Town Limits /N	Left	1	2	0	0	Town	4	No	4	No Transit	0
13	14	Kingsley Ave *	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	Left	4	4	1	2	FDOT	0	Yes	0	Transit On Full Segment	4
13	14	Kingsley Ave *	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	Right	4	4	1	2	FDOT	0	Yes	0	Transit On Full Segment	4
13	14	Park Ave*	Kingsley Avenue (SR 224)	Wells Rd	Left	4	4	2	2	FDOT	0	Yes	0	Transit On Full Segment	4
13	14	Park Ave*	Kingsley Avenue (SR 224)	Wells Rd	Right	4	4	2	2	FDOT	0	Yes	0	Transit On Full Segment	4
12	14	Wells Rd	Eldridge Ave	US-17/Park Avenue	Left	0	0	0	0	Town	4	Yes	0	Transit On Full Segment	4
12	14	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	Left	0	0	0	0	Town	4	Yes	0	Transit On Full Segment	4
12	14	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	Right	0	0	0	0	Town	4	Yes	0	Transit On Full Segment	4
12	13	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	Right	0	0	0	0	Town	4	Partial	2	Transit at Intersection	2
12	11	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	Left	2	2	0	0	Town	4	Yes	0	Transit at Intersection	2

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Pedestrian Rank) [1]

						Ranking Criteria									
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Ped Crash History**	**Ped Crash History Score**	**Ped Crash Severity**	**Ped Crash Severity Score**	**Town, County or State**	**Jurisdiction Score**	**Sidewalk Presence on Other Side**	**Sidewalk Presence on Other Side Score**	**Transit Proximity**	**Transit Proximity Score**
12	11	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	Left	1	2	0	0	Town	4	Yes	0	Transit at Intersection	2
12	11	Plainfield Avenue/W. Holly Point Road	Lakefield Lane	Kingsley Avenue (SR 224)	Right	1	2	0	0	Town	4	Yes	0	Transit On Partial Segment	2
12	10	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	Right	1	2	0	0	Town	4	Yes	0	Transit at Intersection	2
12	10	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	Left	1	2	0	0	Town	4	Yes	0	Transit at Intersection	2
12	9	Mound St	Milwaukee Avenue	Ralph Street	Left	0	0	0	0	Town	4	Partial	2	Transit at Intersection	2
12	9	Mound St	Milwaukee Avenue	Ralph Street	Right	0	0	0	0	Town	4	Partial	2	Transit at Intersection	2
12	9	Old Orange Park Rd	Park Ave	Eldridge Ave.	Left	0	0	0	0	Town	4	Partial	2	Transit at Intersection	2
12	9	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	Right	0	0	0	0	Town	4	Partial	2	Transit at Intersection	2
12	9	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	Right	0	0	0	0	Town	4	Partial	2	Transit On Partial Segment	2
12	9	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	Right	0	0	0	0	Town	4	Partial	2	Transit at Intersection	2
12	9	Stiles Ave	US-17/Park Avenue	River Rd	Left	0	0	0	0	Town	4	Partial	2	Transit at Intersection	2

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Pedestrian Rank) [1]

						Ranking Criteria									
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Ped Crash History**	**Ped Crash History Score**	**Ped Crash Severity**	**Ped Crash Severity Score**	**Town, County or State**	**Jurisdiction Score**	**Sidewalk Presence on Other Side**	**Sidewalk Presence on Other Side Score**	**Transit Proximity**	**Transit Proximity Score**
12	8	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	Right	2	2	0	0	Town	4	Partial	2	No Transit	0
12	8	Railroad Ave	Allen Lane	Gano Avenue	Left	0	0	0	0	Town	4	No	4	No Transit	0
12	8	Railroad Ave	Allen Lane	Gano Avenue	Right	0	0	0	0	Town	4	No	4	No Transit	0
12	6	Allen Ln	Railroad Avenue	Railroad Avenue S	Left	0	0	0	0	Town	4	No	4	No Transit	0
12	6	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	Right	0	0	0	0	Town	4	No	4	No Transit	0
12	6	Eldridge Ave	Old Orange Park Rd	River Rd	Left	0	0	0	0	Town	4	No	4	No Transit	0
12	6	Eldridge Ave	Old Orange Park Rd	River Rd	Right	0	0	0	0	Town	4	No	4	No Transit	0
12	6	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	Right	0	0	0	0	Town	4	No	4	No Transit	0
12	6	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	Right	0	0	0	0	Town	4	No	4	No Transit	0
12	6	Plainfield Avenue/W. Holly Point Road	US-17/Park Avenue	Lakefield Lane	Left	0	0	0	0	Town	4	No	4	No Transit	0

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Pedestrian Rank) [1]

						Ranking Criteria									
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Ped Crash History**	**Ped Crash History Score**	**Ped Crash Severity**	**Ped Crash Severity Score**	**Town, County or State**	**Jurisdiction Score**	**Sidewalk Presence on Other Side**	**Sidewalk Presence on Other Side Score**	**Transit Proximity**	**Transit Proximity Score**
12	6	River Rd	Wells Rd	Eldridge Ave	Right	0	0	0	0	Town	4	No	4	No Transit	0
12	6	River Rd	Wells Road	Loring Avenue	Right	0	0	0	0	Town	4	No	4	No Transit	0
10	13	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	Left	0	0	0	0	Town	4	Yes	0	Transit at Intersection	2
10	12	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	Left	2	2	1	2	County	2	Yes	0	Transit at Intersection	2
10	9	Plainfield Ave	Loring Avenue	Wells Rd	Right	0	0	0	0	Town	4	Yes	0	Transit at Intersection	2
10	8	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	Left	2	2	0	0	Town	4	Yes	0	No Transit	0
10	8	Wells Rd	US-17/Park Avenue	River Rd	Left	0	0	0	0	Town	4	Yes	0	Transit at Intersection	2
10	7	Debarry Ave	Gano Avenue	Town Limits /N	Right	1	2	0	0	Town	4	Yes	0	No Transit	0
10	6	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	Left	0	0	0	0	Town	4	Partial	2	No Transit	0
10	6	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	Left	0	0	0	0	Town	4	Partial	2	No Transit	0

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Pedestrian Rank) [1]

						Ranking Criteria									
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Ped Crash History**	**Ped Crash History Score**	**Ped Crash Severity**	**Ped Crash Severity Score**	**Town, County or State**	**Jurisdiction Score**	**Sidewalk Presence on Other Side**	**Sidewalk Presence on Other Side Score**	**Transit Proximity**	**Transit Proximity Score**
10	6	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	Right	0	0	0	0	Town	4	Partial	2	No Transit	0
10	4	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	Right	2	2	1	2	County	2	Yes	0	Transit at Intersection	2
8	14	Kingsley Ave *	Plainfield Avenue	US-17/Park Avenue	Right	2	2	0	0	FDOT	0	Yes	0	Transit On Full Segment	4
8	12	Kingsley Ave *	Doctors Lake Drive	Plainfield Avenue	Right	2	2	0	0	FDOT	0	Yes	0	Transit On Full Segment	4
8	8	Kingsley Ave	US-17/Park Avenue	River Rd	Left	1	2	0	0	Town	4	Yes	0	Transit at Intersection	2
8	8	Kingsley Ave	US-17/Park Avenue	River Rd	Right	1	2	0	0	Town	4	Yes	0	Transit at Intersection	2
8	8	Kingsley Ave *	Doctors Lake Drive	Plainfield Avenue	Left	2	2	0	0	FDOT	0	Yes	0	Transit On Full Segment	4
8	8	Kingsley Ave*	Plainfield Avenue	US-17/Park Avenue	Left	2	2	0	0	FDOT	0	Yes	0	Transit On Full Segment	4
8	7	Plainfield Avenue/W. Holly Point Road	US-17/Park Avenue	Lakefield Lane	Right	0	0	0	0	Town	4	Yes	0	No Transit	0
8	6	Allen Ln	Railroad Avenue	Railroad Avenue S	Right	0	0	0	0	Town	4	Yes	0	No Transit	0
8	6	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	Left	0	0	0	0	Town	4	Yes	0	No Transit	0

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Pedestrian Rank) [1]

						Ranking Criteria									
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Ped Crash History**	**Ped Crash History Score**	**Ped Crash Severity**	**Ped Crash Severity Score**	**Town, County or State**	**Jurisdiction Score**	**Sidewalk Presence on Other Side**	**Sidewalk Presence on Other Side Score**	**Transit Proximity**	**Transit Proximity Score**
8	6	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	Left	0	0	0	0	Town	4	Yes	0	No Transit	0
8	6	River Rd	Wells Rd	Eldridge Ave	Left	0	0	0	0	Town	4	Yes	0	No Transit	0
8	6	River Rd	Wells Road	Loring Avenue	Left	0	0	0	0	Town	4	Yes	0	No Transit	0
7	10	Park Ave*	Elbow Road	Kingsley Avenue (SR 224)	Left	1	2	0	0	FDOT	0	Yes	0	Transit at Intersection	2
7	10	Park Ave*	Elbow Road	Kingsley Avenue (SR 224)	Right	1	2	0	0	FDOT	0	Yes	0	Transit at Intersection	2
3	0	Park Ave*	Holly Point Road E-W	Elbow Road	Left	0	0	0	0	FDOT	0	Yes	0	No Transit	0
3	0	Park Ave*	Holly Point Road E-W	Elbow Road	Right	0	0	0	0	FDOT	0	Yes	0	No Transit	0
3	0	Park Ave*	Town Limits / S (Doctors Lake Bridge)	Holly Point Road E-W	Left	0	0	0	0	FDOT	0	Yes	0	No Transit	0
3	0	Park Ave*	Town Limits / S (Doctors Lake Bridge)	Holly Point Road E-W	Right	0	0	0	0	FDOT	0	Yes	0	No Transit	0

1 – Colors represent relative pedestrian rank scores, for potential pedestrian related improvements, where higher is green, medium is yellow and blue is lower.

2 – State roadway segments in the Street Name column are listed with an asterisk (*).

3 – Estimated costs based on FDOT Cost per Mile Models from March 19, 2024. Multi-use path/trail costs based on 12-ft. wide path. Costs do not include structures, additional right-of-way, crosswalks, lighting or studies.

4 – Costs for Complete Street Corridor Studies and Black Creek Trail Study vary by location.

Appendix C3
(Needs List: Sorted by Bicyclist Rank - includes all inventory segments)

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Bicyclist Rank) [1]

									Ranking Criteria	
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Project / Enhancement**	**Estimated Gap Distance (miles)**	**Approximated Sidewalk/Multiuse Path Cost** [3] [4]	**Final BLTS**	**Final BLTS Score**
14	14	Wells Rd	Eldridge Ave	US-17/Park Avenue	Right	Install special emphasis crosswalk at Eldridge Ave; Complete streets corridor study		$0	4	4
13	14	Kingsley Ave *	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	Left	Complete Streets Corridor Study		$0	4	4
13	14	Kingsley Ave *	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	Right	Complete Streets Corridor Study		$0	4	4
13	14	Park Ave*	Kingsley Avenue (SR 224)	Wells Rd	Left	Complete Streets Corridor Study; Black Creek Trail Study		$0	4	4
13	14	Park Ave*	Kingsley Avenue (SR 224)	Wells Rd	Right	Complete Streets Corridor Study; Black Creek Trail Study		$0	4	4
12	14	Wells Rd	Eldridge Ave	US-17/Park Avenue	Left	Fill/Construct Sidewalk Gap; Install special emphasis crosswalk at Eldridge Ave; Complete streets corridor study	0.18	$53,600	4	4
12	14	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	Left	Install special emphasis crosswalk at Eldridge Ave; Complete streets corridor study		$0	4	4
12	14	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	Right	Install special emphasis crosswalk at Eldridge Ave; Complete streets corridor study		$0	4	4
8	14	Kingsley Ave *	Plainfield Avenue	US-17/Park Avenue	Right	Complete Streets Corridor Study; **Construct multi-use path from Doctors Lake Trail to Park Ave**	0.33	$186,100	4	4
12	13	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	Right			$0	3	3

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Bicyclist Rank) [1]

									Ranking Criteria	
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name [2]**	**From Street**	**To Street**	**Street Side**	**Project / Enhancement**	**Estimated Gap Distance (miles)**	**Approximated Sidewalk/Multiuse Path Cost [3] [4]**	**Final BLTS**	**Final BLTS Score**
10	13	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	Left	Fill/Construct Sidewalk Gap	0.32	$96,200	3	3
14	12	Park Ave*	Wells Road	Town Limits / N	Left	Construct sidewalk approx. 0.15 miles to I-295 EB off ramp; Complete Streets Corridor Study; Black Creek Trail Study	0.148143	n/a - Existing Project (FDOT I-295 Interchange Improvement)	4	4
14	12	Park Ave*	Wells Road	Town Limits / N	Right	Construct sidewalk approx. 0.12 miles to I-295 EB on ramp; Complete Streets Corridor Study; Black Creek Trail Study	0.11526	n/a - Existing Project (FDOT I-295 Interchange Improvement)	4	4
10	12	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	Left	**Extend Doctor's Lake multi-use path/trail to Kingsley Ave (approx. from Holly Leaf Ln to Kingsley Ave)**; Add a new special emphasis crosswalk connection at Dogwood Ln, a direct conection to the town core; add pedestrian-scale lighting along the trail.	0.08	$45,100	4	4
8	12	Kingsley Ave *	Doctors Lake Drive	Plainfield Avenue	Right	Complete Streets Corridor Study; **Construct multi-use path from Doctors Lake Trail to Park Ave**	0.22	$66,200	2	2
18	11	Eldridge Ave	Park Ave	Wells Rd	Left	Fill/Construct Sidewalk Gap	0.22	n/a - Existing Project (FDOT I-295 Interchange Improvement)	3	3
18	11	Eldridge Ave	Park Ave	Wells Rd	Right	Fill/Construct Sidewalk Gap	0.05	n/a - Existing Project (FDOT I-295 Interchange Improvement)	3	3
16	11	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	Right			$0	3	3
16	11	Plainfield Avenue/W. Holly Point Road	Lakefield Lane	Kingsley Avenue (SR 224)	Left	Complete Streets Corridor Study		$0	3	3
14	11	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	Left	Fill/Construct Sidewalk Gap	0.55	$165,400	3	3

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Bicyclist Rank) [1]

									Ranking Criteria	
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Project / Enhancement**	**Estimated Gap Distance (miles)**	**Approximated Sidewalk/Multiuse Path Cost** [3] [4]	**Final BLTS**	**Final BLTS Score**
14	11	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	Right	Fill/Construct Sidewalk Gap	0.55	$165,400	3	3
14	11	Loring Ave	US-17/Park Avenue	River Road	Left	Fill/Construct Sidewalk Gap	0.20	$60,100	3	3
14	11	Loring Ave	US-17/Park Avenue	River Road	Right	Fill/Construct Sidewalk Gap	0.20	$60,100	3	3
14	11	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	Right	Complete Streets Corridor Study		$0	3	3
12	11	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	Left	Construct Sidewalk	0.38	$114,300	3	3
12	11	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	Left	Fill/Construct Sidewalk Gap; Complete Streets Corridor Study	0.91	$274,800	3	3
12	11	Plainfield Avenue/W. Holly Point Road	Lakefield Lane	Kingsley Avenue (SR 224)	Right	Fill/Construct Sidewalk Gap; Complete Streets Corridor Study	0.37	$111,300	3	3
16	10	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	Left	---	0	$0	2	2
16	10	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	Right			$0	4	4
12	10	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	Right	Fill/Construct Sidewalk Gap	0.58	$174,400	2	2
12	10	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	Left	Consider Filling/Constructing Sidewalk	0.17	$51,100	4	4

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Bicyclist Rank) [1]

									Ranking Criteria	
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Project / Enhancement**	**Estimated Gap Distance (miles)**	**Approximated Sidewalk/Multiuse Path Cost** [3] [4]	**Final BLTS**	**Final BLTS Score**
7	10	Park Ave*	Elbow Road	Kingsley Avenue (SR 224)	Left	**New multi-use path/trail from Smith St to Kingsley Ave to extend Black Creek Trai (on left side only)**; Complete Streets Corridor Study; Black Creek Trail Study	0.35	$197,300	4	4
7	10	Park Ave*	Elbow Road	Kingsley Avenue (SR 224)	Right	Complete Streets Corridor Study; Black Creek Trail Study		$0	4	4
16	9	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	Right	Fill/Construct Sidewalk Gap at Kingsley Ave	0.01	$3,000	3	3
14	9	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	Left	Construct Sidewalk	0.38	$114,300	3	3
14	9	Old Orange Park Rd	Park Ave	Eldridge Ave.	Right	Fill/Construct Sidewalk Gap	0.25	$75,200	3	3
14	9	Plainfield Ave	Loring Avenue	Wells Rd	Left	Complete Streets Corridor Study		$0	3	3
14	9	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	Left	Fill/Construct Sidewalk Gap	0.23	$68,600	3	3
14	9	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	Left	Fill/Construct Sidewalk Gap	0.38	$114,500	3	3
14	9	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	Left	Fill/Construct Sidewalk Gap	0.14	$43,100	3	3
14	9	Stiles Ave	US-17/Park Avenue	River Rd	Right	Fill/Construct Sidewalk Gap	0.06	$18,000	3	3
12	9	Mound St	Milwaukee Avenue	Ralph Street	Left	Fill/Construct Sidewalk Gap	0.22	$66,700	3	3

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Bicyclist Rank) [1]

									Ranking Criteria	
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Project / Enhancement**	**Estimated Gap Distance (miles)**	**Approximated Sidewalk/Multiuse Path Cost** [3] [4]	**Final BLTS**	**Final BLTS Score**
12	9	Mound St	Milwaukee Avenue	Ralph Street	Right	Fill/Construct Sidewalk Gap	0.25	$75,200	3	3
12	9	Old Orange Park Rd	Park Ave	Eldridge Ave.	Left	Fill/Construct Sidewalk Gap	0.25	$75,200	3	3
12	9	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	Right	Fill/Construct Sidewalk Gap	0.48	$144,400	3	3
12	9	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	Right	Fill/Construct Sidewalk Gap	0.43	$129,300	3	3
12	9	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	Right	Fill/Construct Sidewalk Gap	0.08	$24,100	3	3
12	9	Stiles Ave	US-17/Park Avenue	River Rd	Left	Fill/Construct Sidewalk Gap	0.25	$75,200	3	3
10	9	Plainfield Ave	Loring Avenue	Wells Rd	Right	Fill/Construct Sidewalk Gap; Complete Streets Corridor Study	0.34	$102,200	3	3
14	8	Wells Rd	US-17/Park Avenue	River Rd	Right			$0	2	2
12	8	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	Right			$0	2	2
12	8	Railroad Ave	Allen Lane	Gano Avenue	Left	Consider Constructing sidewalk and adding pedestrian-scale lighting	0.25	$75,200	4	4
12	8	Railroad Ave	Allen Lane	Gano Avenue	Right			$0	4	4

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Bicyclist Rank) [1]

									Ranking Criteria	
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Project / Enhancement**	**Estimated Gap Distance (miles)**	**Approximated Sidewalk/Multiuse Path Cost** [3] [4]	**Final BLTS**	**Final BLTS Score**
10	8	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	Left	Fill/Construct Sidewalk Gap	0.5	$150,400	2	2
10	8	Wells Rd	US-17/Park Avenue	River Rd	Left	Fill/Construct Sidewalk Gap	0.29	$87,200	2	2
8	8	Kingsley Ave	US-17/Park Avenue	River Rd	Left	Complete Streets Corridor Study		$0	2	2
8	8	Kingsley Ave	US-17/Park Avenue	River Rd	Right	Complete Streets Corridor Study		$0	2	2
8	8	Kingsley Ave *	Doctors Lake Drive	Plainfield Avenue	Left	Complete Streets Corridor Study		$0	2	2
8	8	Kingsley Ave *	Plainfield Avenue	US-17/Park Avenue	Left	Complete Streets Corridor Study		$0	2	2
14	7	Debarry Ave	Gano Avenue	Town Limits /N	Left			$0	3	3
10	7	Debarry Ave	Gano Avenue	Town Limits /N	Right	Construct Sidewalk	0.28	$84,200	3	3
8	7	Plainfield Avenue/W. Holly Point Road	US-17/Park Avenue	Lakefield Lane	Right	Fill/Construct Sidewalk Gap; Complete Streets Corridor Study	0.64	$192,500	3	3
12	6	Allen Ln	Railroad Avenue	Railroad Avenue S	Left	Extend Sidewalk @ RR crossing	0.01	$3,000	2	2
12	6	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	Right			$0	2	2

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Bicyclist Rank) [1]

									Ranking Criteria	
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name** [2]	**From Street**	**To Street**	**Street Side**	**Project / Enhancement**	**Estimated Gap Distance (miles)**	**Approximated Sidewalk/Multiuse Path Cost** [3] [4]	**Final BLTS**	**Final BLTS Score**
12	6	Eldridge Ave	Old Orange Park Rd	River Rd	Left	Fill/Construct Sidewalk Gap	0.18	$54,100	2	2
12	6	Eldridge Ave	Old Orange Park Rd	River Rd	Right	Fill/Construct Sidewalk Gap	0.18	$54,100	2	2
12	6	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	Right	Fill/Construct Sidewalk Gap/Boardwalk	0.18	$54,100	2	2
12	6	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	Right	Fill/Construct Sidewalk Gap	0.06	$18,000	2	2
12	6	Plainfield Avenue/W. Holly Point Road	US-17/Park Avenue	Lakefield Lane	Left	Complete Streets Corridor Study		$0	2	2
12	6	River Rd	Wells Rd	Eldridge Ave	Right				2	2
12	6	River Rd	Wells Road	Loring Avenue	Right			$0	2	2
10	6	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	Left	Fill/Construct Sidewalk Gap/Boardwalk	0.38	$114,300	2	2
10	6	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	Left	Fill/Construct Sidewalk Gap	0.33	$99,200	2	2
10	6	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	Right			$0	2	2
8	6	Allen Ln	Railroad Avenue	Railroad Avenue S	Right	Construct Sidewalk	0.03	$9,000	2	2

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Bicyclist Rank) [1]

									Ranking Criteria	
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name [2]**	**From Street**	**To Street**	**Street Side**	**Project / Enhancement**	**Estimated Gap Distance (miles)**	**Approximated Sidewalk/Multiuse Path Cost [3] [4]**	**Final BLTS**	**Final BLTS Score**
8	6	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	Left	Fill/Construct Sidewalk Gap	0.05	$15,000	2	2
8	6	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	Left	Fill/Construct Sidewalk Gap	0.69	$206,300	2	2
8	6	River Rd	Wells Rd	Eldridge Ave	Left	Fill/Construct Sidewalk Gap	0.32	$96,200	2	2
8	6	River Rd	Wells Road	Loring Avenue	Left	Fill/Construct Sidewalk Gap	0.35	$105,300	2	2
10	4	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	Right	New special emphasis crosswalk connection at Dogwood Ln intersection, at a direct connection to the town core.		$0	1	0
3	0	Park Ave*	Holly Point Road E-W	Elbow Road	Left	Complete Streets Corridor Study		$0	1	0
3	0	Park Ave*	Holly Point Road E-W	Elbow Road	Right	Complete Streets Corridor Study		$0	1	0
3	0	Park Ave*	Town Limits / S (Doctors Lake Bridge)	Holly Point Road E-W	Left	Complete Streets Corridor Study		$0	1	0
3	0	Park Ave*	Town Limits / S (Doctors Lake Bridge)	Holly Point Road E-W	Right	Complete Streets Corridor Study		$0	1	0
								$4,368,500		

1 – Colors represent relative bicyclist rank scores, for potential bicyclist related improvements, where higher is green, medium is yellow and blue is lower.

2 – State roadway segments in the Street Name column are listed with an asterisk (*).

3 – Estimated costs based on FDOT Cost per Mile Models from March 19, 2024. Multi-use path/trail costs based on 12-ft. wide path. Costs do not include structures, additional right-of-way, crosswalks, lighting or studies.

4 – Costs for Complete Street Corridor Studies and Black Creek Trail Study vary by location.

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Bicyclist Rank) [1]

						Ranking Criteria									
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name [2]**	**From Street**	**To Street**	**Street Side**	**Bike Crash History**	**Bike Crash History Score**	**Bike Crash Severity**	**Bike Crash Severity Score**	**Town, County or State**	**Jurisdiction Score**	**Multiuse Trail Gap (Connect/ Extend Trail)**	**Multiuse Trail Gap Score**	**Transit Proximity**	**Transit Proximity Score**
14	14	Wells Rd	Eldridge Ave	US-17/Park Avenue	Right	1	2	0	0	Town	4	No	0	Transit On Full Segment	4
13	14	Kingsley Ave *	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	Left	7	4	1	2	FDOT	0	No	0	Transit On Full Segment	4
13	14	Kingsley Ave *	Town Limits / W (Bellair Blvd)	Doctors Lake Drive	Right	7	4	1	2	FDOT	0	No	0	Transit On Full Segment	4
13	14	Park Ave*	Kingsley Avenue (SR 224)	Wells Rd	Left	1	2	0	0	FDOT	0	Yes	4	Transit On Full Segment	4
13	14	Park Ave*	Kingsley Avenue (SR 224)	Wells Rd	Right	1	2	0	0	FDOT	0	Yes	4	Transit On Full Segment	4
12	14	Wells Rd	Eldridge Ave	US-17/Park Avenue	Left	1	2	0	0	Town	4	No	0	Transit On Full Segment	4
12	14	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	Left	1	2	0	0	Town	4	No	0	Transit On Full Segment	4
12	14	Wells Rd	Town Limits / W (RR track)	Eldridge Ave	Right	1	2	0	0	Town	4	No	0	Transit On Full Segment	4
8	14	Kingsley Ave *	Plainfield Avenue	US-17/Park Avenue	Right	2	2	0	0	FDOT	0	Yes	4	Transit On Full Segment	4
12	13	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	Right	2	2	1	2	Town	4	No	0	Transit at Intersection	2

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Bicyclist Rank) [1]

						Ranking Criteria									
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name [2]**	**From Street**	**To Street**	**Street Side**	**Bike Crash History**	**Bike Crash History Score**	**Bike Crash Severity**	**Bike Crash Severity Score**	**Town, County or State**	**Jurisdiction Score**	**Multiuse Trail Gap (Connect/ Extend Trail)**	**Multiuse Trail Gap Score**	**Transit Proximity**	**Transit Proximity Score**
10	13	Miller St	Kingsley Avenue (SR 224)	Gano Avenue	Left	2	2	1	2	Town	4	No	0	Transit at Intersection	2
14	12	Park Ave*	Wells Road	Town Limits / N	Left	0	0	0	0	FDOT	0	Yes	4	Transit On Full Segment	4
14	12	Park Ave*	Wells Road	Town Limits / N	Right	0	0	0	0	FDOT	0	Yes	4	Transit On Full Segment	4
10	12	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	Left	0	0	0	0	County	2	Yes	4	Transit at Intersection	2
8	12	Kingsley Ave *	Doctors Lake Drive	Plainfield Avenue	Right	2	2	0	0	FDOT	0	Yes	4	Transit On Full Segment	4
18	11	Eldridge Ave	Park Ave	Wells Rd	Left	1	2	0	0	Town	4	No	0	Transit at Intersection	2
18	11	Eldridge Ave	Park Ave	Wells Rd	Right	1	2	0	0	Town	4	No	0	Transit at Intersection	2
16	11	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	Right	2	2	0	0	Town	4	No	0	Transit at Intersection	2
16	11	Plainfield Avenue/W. Holly Point Road	Lakefield Lane	Kingsley Avenue (SR 224)	Left	2	2	0	0	Town	4	No	0	Transit On Partial Segment	2
14	11	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	Left	1	2	0	0	Town	4	No	0	Transit at Intersection	2

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Bicyclist Rank) [1]

						Ranking Criteria									
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name [2]**	**From Street**	**To Street**	**Street Side**	**Bike Crash History**	**Bike Crash History Score**	**Bike Crash Severity**	**Bike Crash Severity Score**	**Town, County or State**	**Jurisdiction Score**	**Multiuse Trail Gap (Connect/ Extend Trail)**	**Multiuse Trail Gap Score**	**Transit Proximity**	**Transit Proximity Score**
14	11	Loring Ave	Town Limits / W (RR track)	US-17/Park Avenue	Right	1	2	0	0	Town	4	No	0	Transit at Intersection	2
14	11	Loring Ave	US-17/Park Avenue	River Road	Left	1	2	0	0	Town	4	No	0	Transit at Intersection	2
14	11	Loring Ave	US-17/Park Avenue	River Road	Right	1	2	0	0	Town	4	No	0	Transit at Intersection	2
14	11	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	Right	2	2	0	0	Town	4	No	0	Transit at Intersection	2
12	11	Bellair Blvd	Kingsley Avenue (SR 224)	Gano Avenue	Left	2	2	0	0	Town	4	No	0	Transit at Intersection	2
12	11	Plainfield Ave	Kingsley Avenue (SR 224)	Loring Ave	Left	2	2	0	0	Town	4	No	0	Transit at Intersection	2
12	11	Plainfield Avenue/W. Holly Point Road	Lakefield Lane	Kingsley Avenue (SR 224)	Right	2	2	0	0	Town	4	No	0	Transit On Partial Segment	2
16	10	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	Left	2	2	0	0	Town	4	No	0	Transit at Intersection	2
16	10	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	Right	0	0	0	0	Town	4	No	0	Transit at Intersection	2
12	10	Orange Ave	Moody Avenue	Kingsley Avenue (SR 224)	Right	2	2	0	0	Town	4	No	0	Transit at Intersection	2
12	10	Railroad Ave S	Kingsley Avenue (SR 224)	Allen Lane	Left	0	0	0	0	Town	4	No	0	Transit at Intersection	2

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Bicyclist Rank) [1]

						Ranking Criteria									
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name [2]**	**From Street**	**To Street**	**Street Side**	**Bike Crash History**	**Bike Crash History Score**	**Bike Crash Severity**	**Bike Crash Severity Score**	**Town, County or State**	**Jurisdiction Score**	**Multiuse Trail Gap (Connect/ Extend Trail)**	**Multiuse Trail Gap Score**	**Transit Proximity**	**Transit Proximity Score**
7	10	Park Ave*	Elbow Road	Kingsley Avenue (SR 224)	Left	0	0	0	0	FDOT	0	Yes	4	Transit at Intersection	2
7	10	Park Ave*	Elbow Road	Kingsley Avenue (SR 224)	Right	0	0	0	0	FDOT	0	Yes	4	Transit at Intersection	2
16	9	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	Right	0	0	0	0	Town	4	No	0	Transit at Intersection	2
14	9	Debarry Ave	Kingsley Avenue (SR 224)	Gano Avenue	Left	0	0	0	0	Town	4	No	0	Transit at Intersection	2
14	9	Old Orange Park Rd	Park Ave	Eldridge Ave.	Right	0	0	0	0	Town	4	No	0	Transit at Intersection	2
14	9	Plainfield Ave	Loring Avenue	Wells Rd	Left	0	0	0	0	Town	4	No	0	Transit at Intersection	2
14	9	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	Left	0	0	0	0	Town	4	No	0	Transit at Intersection	2
14	9	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	Left	0	0	0	0	Town	4	No	0	Transit On Partial Segment	2
14	9	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	Left	0	0	0	0	Town	4	No	0	Transit at Intersection	2
14	9	Stiles Ave	US-17/Park Avenue	River Rd	Right	0	0	0	0	Town	4	No	0	Transit at Intersection	2
12	9	Mound St	Milwaukee Avenue	Ralph Street	Left	0	0	0	0	Town	4	No	0	Transit at Intersection	2

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Bicyclist Rank) [1]

						Ranking Criteria									
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name [2]**	**From Street**	**To Street**	**Street Side**	**Bike Crash History**	**Bike Crash History Score**	**Bike Crash Severity**	**Bike Crash Severity Score**	**Town, County or State**	**Jurisdiction Score**	**Multiuse Trail Gap (Connect/ Extend Trail)**	**Multiuse Trail Gap Score**	**Transit Proximity**	**Transit Proximity Score**
12	9	Mound St	Milwaukee Avenue	Ralph Street	Right	0	0	0	0	Town	4	No	0	Transit at Intersection	2
12	9	Old Orange Park Rd	Park Ave	Eldridge Ave.	Left	0	0	0	0	Town	4	No	0	Transit at Intersection	2
12	9	Smith St	Kingsley Avenue (SR 224)	Stiles Avenue	Right	0	0	0	0	Town	4	No	0	Transit at Intersection	2
12	9	Smith St	US-17/Park Avenue	Kingsley Avenue (SR 224)	Right	0	0	0	0	Town	4	No	0	Transit On Partial Segment	2
12	9	Stiles Ave	Plainfield Avenue	US-17/Park Avenue	Right	0	0	0	0	Town	4	No	0	Transit at Intersection	2
12	9	Stiles Ave	US-17/Park Avenue	River Rd	Left	0	0	0	0	Town	4	No	0	Transit at Intersection	2
10	9	Plainfield Ave	Loring Avenue	Wells Rd	Right	0	0	0	0	Town	4	No	0	Transit at Intersection	2
14	8	Wells Rd	US-17/Park Avenue	River Rd	Right	0	0	0	0	Town	4	No	0	Transit at Intersection	2
12	8	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	Right	1	2	0	0	Town	4	No	0	No Transit	0
12	8	Railroad Ave	Allen Lane	Gano Avenue	Left	0	0	0	0	Town	4	No	0	No Transit	0
12	8	Railroad Ave	Allen Lane	Gano Avenue	Right	0	0	0	0	Town	4	No	0	No Transit	0

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Bicyclist Rank) [1]

						Ranking Criteria									
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name [2]**	**From Street**	**To Street**	**Street Side**	**Bike Crash History**	**Bike Crash History Score**	**Bike Crash Severity**	**Bike Crash Severity Score**	**Town, County or State**	**Jurisdiction Score**	**Multiuse Trail Gap (Connect/ Extend Trail)**	**Multiuse Trail Gap Score**	**Transit Proximity**	**Transit Proximity Score**
10	8	Gano Ave	Town Limits / W (Bellair Blvd)	Railroad Avenue	Left	1	2	0	0	Town	4	No	0	No Transit	0
10	8	Wells Rd	US-17/Park Avenue	River Rd	Left	0	0	0	0	Town	4	No	0	Transit at Intersection	2
8	8	Kingsley Ave	US-17/Park Avenue	River Rd	Left	0	0	0	0	Town	4	No	0	Transit at Intersection	2
8	8	Kingsley Ave	US-17/Park Avenue	River Rd	Right	0	0	0	0	Town	4	No	0	Transit at Intersection	2
8	8	Kingsley Ave *	Doctors Lake Drive	Plainfield Avenue	Left	2	2	0	0	FDOT	0	No	0	Transit On Full Segment	4
8	8	Kingsley Ave *	Plainfield Avenue	US-17/Park Avenue	Left	2	2	0	0	FDOT	0	No	0	Transit On Full Segment	4
14	7	Debarry Ave	Gano Avenue	Town Limits /N	Left	0	0	0	0	Town	4	No	0	No Transit	0
10	7	Debarry Ave	Gano Avenue	Town Limits /N	Right	0	0	0	0	Town	4	No	0	No Transit	0
8	7	Plainfield Avenue/W. Holly Point Road	US-17/Park Avenue	Lakefield Lane	Right	0	0	0	0	Town	4	No	0	No Transit	0
12	6	Allen Ln	Railroad Avenue	Railroad Avenue S	Left	0	0	0	0	Town	4	No	0	No Transit	0
12	6	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	Right	0	0	0	0	Town	4	No	0	No Transit	0

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Bicyclist Rank) [1]

						Ranking Criteria									
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name [2]**	**From Street**	**To Street**	**Street Side**	**Bike Crash History**	**Bike Crash History Score**	**Bike Crash Severity**	**Bike Crash Severity Score**	**Town, County or State**	**Jurisdiction Score**	**Multiuse Trail Gap (Connect/ Extend Trail)**	**Multiuse Trail Gap Score**	**Transit Proximity**	**Transit Proximity Score**
12	6	Eldridge Ave	Old Orange Park Rd	River Rd	Left	0	0	0	0	Town	4	No	0	No Transit	0
12	6	Eldridge Ave	Old Orange Park Rd	River Rd	Right	0	0	0	0	Town	4	No	0	No Transit	0
12	6	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	Right	0	0	0	0	Town	4	No	0	No Transit	0
12	6	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	Right	0	0	0	0	Town	4	No	0	No Transit	0
12	6	Plainfield Avenue/W. Holly Point Road	US-17/Park Avenue	Lakefield Lane	Left	0	0	0	0	Town	4	No	0	No Transit	0
12	6	River Rd	Wells Rd	Eldridge Ave	Right	0	0	0	0	Town	4	No	0	No Transit	0
12	6	River Rd	Wells Road	Loring Avenue	Right	0	0	0	0	Town	4	No	0	No Transit	0
10	6	Milwaukee Ave	Dogwood Lane	Plainfield Avenue	Left	0	0	0	0	Town	4	No	0	No Transit	0
10	6	Milwaukee Ave	Plainfield Avenue	US-17/Park Avenue	Left	0	0	0	0	Town	4	No	0	No Transit	0
10	6	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	Right	0	0	0	0	Town	4	No	0	No Transit	0
8	6	Allen Ln	Railroad Avenue	Railroad Avenue S	Right	0	0	0	0	Town	4	No	0	No Transit	0

Orange Park Mobility Study - Pedestrian and Bicyclist Needs (listed by Bicyclist Rank) [1]

						Ranking Criteria									
PEDESTRIAN Needs Rank (Score)	**BICYCLE Needs Rank (Score)**	**Street Name [2]**	**From Street**	**To Street**	**Street Side**	**Bike Crash History**	**Bike Crash History Score**	**Bike Crash Severity**	**Bike Crash Severity Score**	**Town, County or State**	**Jurisdiction Score**	**Multiuse Trail Gap (Connect/ Extend Trail)**	**Multiuse Trail Gap Score**	**Transit Proximity**	**Transit Proximity Score**
8	6	Dogwood Ln	Milwaukee Avenue	Doctors Lake Drive	Left	0	0	0	0	Town	4	No	0	No Transit	0
8	6	River Rd	Loring Avenue	Kingsley Avenue (SR 224)	Left	0	0	0	0	Town	4	No	0	No Transit	0
8	6	River Rd	Wells Rd	Eldridge Ave	Left	0	0	0	0	Town	4	No	0	No Transit	0
8	6	River Rd	Wells Road	Loring Avenue	Left	0	0	0	0	Town	4	No	0	No Transit	0
10	4	Doctors Lake/CR 224A	Town Limits / S	Kingsley Avenue (SR 224)	Right	0	0	0	0	County	2	No	0	Transit at Intersection	2
3	0	Park Ave*	Holly Point Road E-W	Elbow Road	Left	0	0	0	0	FDOT	0	No	0	No Transit	0
3	0	Park Ave*	Holly Point Road E-W	Elbow Road	Right	0	0	0	0	FDOT	0	No	0	No Transit	0
3	0	Park Ave*	Town Limits / S (Doctors Lake Bridge)	Holly Point Road E-W	Left	0	0	0	0	FDOT	0	No	0	No Transit	0
3	0	Park Ave*	Town Limits / S (Doctors Lake Bridge)	Holly Point Road E-W	Right	0	0	0	0	FDOT	0	No	0	No Transit	0

1 – Colors represent relative bicyclist rank scores, for potential bicyclist related improvements, where higher is green, medium is yellow and blue is lower.

2 – State roadway segments in the Street Name column are listed with an asterisk (*).

3 – Estimated costs based on FDOT Cost per Mile Models from March 19, 2024. Multi-use path/trail costs based on 12-ft. wide path. Costs do not include structures, additional right-of-way, crosswalks, lighting or studies.

4 – Costs for Complete Street Corridor Studies and Black Creek Trail Study vary by location.

Appendix D
(Orange Park Building Permits)

Town Orange Park

Permit Report

01/01/2021 - 12/31/2023

Permit #	Permit Date	Permit Type	Type of Use	Type of Work	Sq.Ft.	Main Status	Year
20210021	1/12/2021	Building	Commercial	Build-out (Commercial)	1,200	Closed	2021
20210072	1/29/2021	Building	Commercial	Build-out (Commercial)	2,594	Closed	2021
20210085	2/5/2021	Building	Commercial	Build-out (Commercial)	5,666	Closed	2021
20210536	5/12/2021	Building	Commercial	Build-out (Commercial)	4,000	Closed	2021
20210594	6/3/2021	Building	Commercial	Tenant Build-out	5,904	Closed	2021
20210725	7/22/2021	Building	Commercial	Build-out (Commercial)	3,960	Closed	2021
20210787	8/19/2021	Building	Commercial	Build-out (Commercial)	2,652	Closed	2021
20210953	10/26/2021	Building	Commercial	Tenant Build-out	4,246	Closed	2021
20211057	12/10/2021	Building	Commercial	New Office Building	3,150	Ongoing	2021
20211070	12/22/2021	Building	Commercial	Build-out (Commercial)	3,592	Closed	2021
20211076	12/28/2021	Building	Commercial	Build-out (Commercial)	27,368	Closed	2021
20220009	1/4/2022	Building	Commercial	Build-out (Commercial)	3,825	Closed	2022
20220008	1/4/2022	Building	Commercial	Build-out (Commercial)	1,727	Closed	2022
20220088	2/10/2022	Building	Commercial	Build-out (Commercial)	1,144	Closed	2022
20220112	2/23/2022	Building	Commercial	Build-out (Commercial)	44,010	Closed	2022
20220113	2/24/2022	Building	Commercial	Build-out (Commercial)	19,532	Closed	2022
20220156	3/14/2022	Building	Commercial	Build-out (Commercial)	13,958	Closed	2022
20220221	4/5/2022	Building	Commercial	Build-out (Commercial)	11,880	Closed	2022
20220339	5/3/2022	Building	Commercial	Build-out (Commercial)	1,152	Closed	2022
20220355	5/9/2022	Building	Commercial	Build-out (Commercial)	17,011	Closed	2022
20220413	6/1/2022	Building	Commercial	Build-out (Commercial)	3,200	Closed	2022
20220477	6/27/2022	Building	Commercial	Alteration & Repairs	8,000	Closed	2022
20220625	8/12/2022	Building	Commercial	New Building - Church	8,000	Open	2022
20220669	8/24/2022	Building	Commercial	Build-out (Commercial)	3,388	Closed	2022
20220756	9/23/2022	Building	Commercial	Build-out (Commercial)	1,145	Closed	2022
20220847	10/27/2022	Building	Commercial	Build-out (Commercial)	12,000	Closed	2022
20210086	2/5/2021	Building	Public	Build-out (Commercial)	11,256	Closed	2021
20200921	12/14/2020	Building	Residential	New Building - SFDU	2,080	Closed	2020
20200920	12/14/2020	Building	Residential	New Building - SFDU	2,363	Closed	2020
20200933	12/15/2020	Building	Residential	New Building - SFDU	1,515	Closed	2020
20200934	12/15/2020	Building	Residential	New Building - Duplex	1,516	Closed	2020
20210521	5/10/2021	Building	Residential	New Building - SFDU	2,043	Closed	2021
20210520	5/10/2021	Building	Residential	New Building - SFDU	2,040	Closed	2021
20210653	6/25/2021	Building	Residential	New Building - SFDU	2,413	Closed	2021
20220152	3/14/2022	Building	Residential	New Building - Townhome	2,051	Closed	2022
20220151	3/14/2022	Building	Residential	New Building - Townhome	2,051	Closed	2022
20220496	7/5/2022	Building	Residential	New Building - SFDU	3,300	Closed	2022
					246,932		

Total Records: 37

6/11/2024

Appendix E
(Potential Funding Sources)

Funding Options

This appendix describes potential funding sources and grants to help fund multimodal transportation infrastructure. Website links with more information on these potential funding sources are listed at the end of this appendix.

FEDERAL PROGRAMS AND GRANTS

Signed into law November 2021, the **Infrastructure Investment & Jobs Act (IIJA)**, commonly referred to as the **Bipartisan Infrastructure Law (BIL)**, expands funding opportunities for communities, including, but not limited to, opportunities to fund bicycle and pedestrian, trails and complete street related infrastructure improvements. BIL funding is distributed to eligible entities (such as states, metropolitan planning organizations and local governments) and is also available through a wide range of competitive grants.

Transportation Alternatives (TA): TA Set-Aside in the Surface Transportation Block Grant, commonly known as the Transportation Alternatives Program (and previously Transportation Enhancements), is the nation's largest dedicated source of funding for trail and active transportation projects. The U.S. Department of Transportation (USDOT) Federal Highway Administration (FHWA) allocates funding to states where state departments of transportation and metropolitan planning organizations (MPO) administer their own competitive process and deal directly with applicants. Additional aspects of TA funding are listed below.

- Top funding source for active transportation nationally
- Grants awarded by states/regions
- Increased focus on equitable access
- Florida administers this federal funding through a competitive process
- Eligible sponsors/applicants: local governments, regional transportation authorities, transit agencies, tribal governments, other local or regional government entities and nonprofit entities (can partner with any eligible entity)
- Eligible project types: pedestrian and bicycle facilities, safe routes for non-drivers, conversion of abandoned railway corridors to trails, scenic turnouts and overlooks, outdoor advertising management, historic preservation and rehab of historic transportation facilities, vegetation management, archaeological activities, stormwater mitigation and wildlife management

Surface Transportation Block Grant Program (STBG): A federal-aid transportation program, administered by the FHWA, which provides funding used by states and local communities for transportation improvement projects. The STBG program provides flexible funding to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Additional aspects of the program are listed below.

- Funds are available for a variety of projects.
- New eligible activities (under the BIL) include but are not limited to projects to enhance travel and tourism; maintenance and restoration of existing recreational trails; protective features, including natural infrastructure, to enhance resilience of an eligible transportation facility; planning and construction of projects that facilitate intermodal connections between emerging transportation technologies; installation and deployment of current and emerging intelligent transportation technologies; and privately-owned, or majority-privately owned, ferry boats and terminal facilities that, as determined by the Secretary to provide a substantial

public transportation benefit or otherwise meet the foremost needs of the surface transportation system.

Congestion Mitigation & Air Quality Improvement Program (CMAQ): Since 1991, the CMAQ formula program has been a key funding mechanism for helping urban areas meet air quality goals and supporting investments that encourage alternatives to driving alone and improve traffic flow. The BIL continues the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the air quality standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). In addition to improving air quality and reducing congestion, CMAQ projects can improve equitable access to transportation services, improve safety, and promote application of new and emerging technologies. Additional aspects of the CMAQ program are below.

- Theme(s): Climate/Resilience, safety, equity
- Many types of projects are eligible under the CMAQ program including electric vehicles and charging stations, diesel engine replacements and retrofits, transit improvements, bicycle and pedestrian facilities, shared micromobility projects including shared scooter systems, and more.
- Funded transportation projects or programs should have a high level of effectiveness in reducing air pollution and be included in the MPO's current transportation plan and transportation improvement program or the current state transportation improvement program in areas without an MPO.

Recreational Trails Program (RTP): The Recreational Trails Program (RTP) is dedicated to the construction, restoration and maintenance of nonmotorized and motorized recreational trails (paved and unpaved) and trail-related facilities. The USDOT FHWA allocates funding to states. States must use 30% of their funding for motorized trail uses, 30% for nonmotorized use trails, and 40% for diverse trail uses. Additional aspects of RTP funding are listed below.

- Competitive grant program
- Themes: climate, safety, equity
- Non-motorized and motorized trails
- Funds construction and maintenance
- Eligible sponsors/applicants: county governments, municipal governments and non-profit agencies
- Eligible project types: maintenance of existing trails, development and rehabilitation of trailside and trailhead facilities, construction of new trails, acquisition of easements or property for trail usage, accessibility and maintenance assessments of trail conditions, developing and disseminating publications and operation of educational programs for safety and environmental protection and administrative costs (up to 7% of funds)

Safe Streets and Roads for All (SS4A)/Highway Safety Improvement Program (HSIP): The SS4A and HSIP programs focus on preventing and/or reducing traffic deaths and serious injuries. The Highway Safety Improvement Program (HSIP) is a core formula, Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads. The BIL continued the HSIP with several new requirements and increased funding levels. Each State's HSIP apportionment is calculated based on a percentage specified in law.

The SS4A competitive grant program is newly established under the BIL and funds a range of initiatives to prevent death and serious injuries on multimodal roads and streets involving all roadway users. The SS4A program provides funding directly to local governments to support efforts to advance vision zero plans and other improvements, especially for cyclists and pedestrians. The SS4A program provides financial support for planning, infrastructure, behavioral, and operational initiatives.

Additional aspects of the SS4A grant program are below.

- Theme(s): Safety
- Transportation types: Bike/Ped, Transit, Roadway
- Funds two grant types: 1) Planning and demonstration and 2) Implementation
- Eligible Applicants include but are not limited to political subdivisions of a state or territory (e.g., cities, towns, counties, special districts, and similar units of local government under state law); MPOs; and transit authorities.
- Eligible Activities: Planning; construction; equipment and materials; operations and maintenance; technology demonstrations and deployment; technical assistance, workforce development, and training/education; accessibility.
- Contact SS4A@dot.gov

Safe Routes to School (SRTS) Program: Established in 2005, the purpose of the federal SRTS program is to 1) enable and encourage children, including those with disabilities, to walk and bicycle to school; 2) to make bicycle and walking to school safer and more appealing, thereby encouraging a healthy and active lifestyle from an early age; and 3) to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Additional aspects of the federal SRTS grant program are below.

- Theme(s): Safety
- The BIL expanded eligible grades to kindergarten through 12th grade
- SRTS projects are eligible for funds under the TA Set-Aside, STBG and HSIP program's
- Eligible types of infrastructure related projects include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
- Eligible types of non-infrastructure related projects include activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.

Active Transportation Infrastructure Investment Program (ATIIP): The ATIIP proposes to help communities invest in projects that connect active transportation networks, create safe and convenient walking and biking routes to everyday destinations, improve connectivity between active transportation modes and public transportation and fill gaps in trails between communities. A FY 2023 Omnibus Appropriations bill that passed on December 23, 2022, included $45 million of initial funding to launch the ATIIP competitive grant program. In March 2024, FHWA released a Notice of Funding Opportunity, with an amended closing date of July 17, 2024. Awards will range from $100,000 to $15 million. Additional information about the ATIIP is below.

- Themes: safety, efficiency, equity and reliability of active transportation networks and communities

- Funding beyond FY2023 is subject to the availability of appropriations.
- Eligible applicants: Local or regional governmental organizations; multicounty special districts; states; multistate groups of government or an Indian Tribe.
- Provides grants to develop plans for active transportation networks and spines, and to construct safe and connected active transportation facilities in an active transportation network or spine
- For more information: Contact Kenan Hall, Agreement Specialist 202-366-1533; ATIIP@dot.gov.

Carbon Reduction Program (CRP): Established by the BIL, CRP funding is a new formula funding program for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. The CRP requires that states in consultation with MPOs develop a carbon reduction strategy and update the strategy at least every four years. Additional aspects of the CRP program are below.

- Theme(s): Climate/Resilience
- Eligible projects include but are not limited to the construction, planning and design of on-road and off-road trail facilities for pedestrians, bicyclists and other nonmotorized forms of transportation; a project to replace street lighting and traffic control devices with energy-efficient alternatives; an eligible public transportation project; traffic management; alternative fuels; port electrification; and other eligible projects, if a reduction in transportation emissions is demonstrated.
- In Florida, formula funds are distributed to the FDOT
- Contact April Combs, Statewide Planning Coordinator April.Combs@dot.state.fl.us

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program: A new funding program under the BIL that provides both formula funding to states and competitive grants to eligible entities to increase transportation system resilience. Supports planning and construction projects that improve surface transportation and community resilience to natural disasters. This includes making existing infrastructure more resilient, efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters, coastal resilience or evacuation routes. Additional aspects of the PROTECT program are below.

- Theme(s): Climate/Resilience
- Transportation types: Bike/Ped, Transit, Roadway, Maritime
- Eligible Applicants: State governments; local governments; federally recognized tribes and affiliated groups; planning and project organizations (including MPOs; U.S. territories
- Eligible Activities: Planning; construction; operations and maintenance; technology demonstrations and deployment; climate and sustainability; accessibility; security
- Eligible Uses include highway, transit, and certain port projects that include resilience planning, strengthening and protecting evacuation routes, enabling communities to address vulnerabilities and increasing the resilience of surface transportation infrastructure from the impacts of sea level rise, flooding, wildfires, extreme weather events, and other natural disasters.
- Contact PROTECTdiscretionary@dot.gov (for the competitive grant program)

Reconnecting Communities Pilot (RCP) Program: The RCP program is a planning and construction funding opportunity focused on removing barriers to connectivity with a preference for economically disadvantaged communities. RCP is a competitive program that provides dedicated funding to state, local and tribal governments and MPOs for planning, design, demolition, and

reconstruction of street grids, parks, or other infrastructure. The program aims to reconnect communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development. The RCP program also aims to prioritize disadvantaged communities; improve access to daily needs such as jobs, education, healthcare, food and recreation; and foster equitable development and restoration. Additional aspects of the RCP program are listed below.

- Theme(s): Equity and other federal transportation priorities
- Transportation types: Bike/Ped, Transit, Roadway, Bridge, Railway
- Provides funding for two types of grants: 1) Community Planning Grants and 2) Capital Construction Grants
- Eligible applicants:
    - RCP Community Planning Grants include states, local governments, an MPO or a non-profit organization.
    - RCP Capital Construction Grants include either the owner(s) of the eligible facility proposed in the project or a partnership between a facility owner and any eligible RCP planning grant applicant.
- Contact ReconnectingCommunities@dot.gov

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program (formerly TIGER/BUILD): RAISE is a competitive grant program that supports capital investments for surface transportation projects of local and/or regional significance. Applications are evaluated on several criteria including but not limited to safety, environmental sustainability, mobility and community connectivity, and quality of life. Additional aspects of RAISE program funding are listed below.

- Themes: climate, safety, equity
- Transportation types: Bike/Ped, Transit, Roadway, Bridge, Railway, Air, Maritime
- Eligible applicants: State and local Governments; Federally Recognized Tribes and Affiliated Groups; Transportation Providers and Operators; U.S. Territories. Eligible applicants include but are not limited to a special purpose district or public authority with a transportation function, including a port authority; a transit agency and a multi-state or multijurisdictional group of entities that are separately eligible.
- Eligible uses include capital projects and planning projects.
- Contact RAISEgrants@dot.gov

Federal Transit Administration (FTA) Urbanized Area Formula Grant (5307): The FTA Urbanized Formula Funding program makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas. Walking-related projects and programs were eligible under MAP-21 and FAST-ACT (previous surface transportation legislation) as “associated transit improvements” (ATIs) and recipients had to spend at least 1% of received funds on ATIs. According to the statute, ATIs are projects “designed to enhance public transportation service or use and that are physically or functionally related to transit facilities.”

MAP-21 tightened which projects are eligible as ATIs, but they included:

- Bus shelters
- Landscaping and streetscaping
- Pedestrian Access and walkways
- Signage
- Enhanced access for persons with disabilities

Sidewalk projects that support walking to transit and bus shelter relocations that improve access for people with disabilities are potential candidates for such funding. Pursuing FTA funds would likely require a partnership with the Jacksonville Transportation Authority (JTA) and Clay County.

FTA Enhanced Mobility Of Seniors and Individuals with Disabilities (5310): The BIL continues, without change, a formula grant program formerly known as the "New Freedom Initiative" that provides capital and operating costs to provide transportation services and facility improvements that exceed those required by the Americans with Disabilities Act. Examples of pedestrian/accessibility projects funded in other communities through the New Freedom Initiative include installing Accessible Pedestrian Signals (APS), enhancing transit stops to improve accessibility, and establishing a mobility coordinator position. Pursuing FTA funds would likely require a partnership with JTA and Clay County.

Additional Federal Funding: Federal funding opportunities for pedestrian programs and projects are always changing. In addition to USDOT, several federal agencies, including but not limited to the Department of Health and Human Services, the Department of Energy, and the Environmental Protection Agency may offer grant programs amenable to pedestrian planning and implementation.

STATE PROGRAMS AND GRANTS

FDOT Shared-Use Nonmotorized (SUN) Trails Program: The SUN Trails program is for Florida's statewide system of high-priority (strategic) paved trail corridors for bicyclists and pedestrians. The SUN Trail network includes a combination of existing, planned, and conceptual multiple-use trails and is a refined version of the Florida Greenways and Trails System (FGTS) Plan's Land Trails Priority Network. The FGTS is developed and overseen by the Florida Department of Environmental Protection. Although not all trails are within the SUN Trail network, implementing projects in the SUN Trail network increases the reliability of Florida's transportation system. Additional aspects of the SUN Trails program are below.

- SUN Trail funding is limited to geographic areas within the SUN Trail network.
- Funding is for the transportation element of a standard 12-foot-wide paved asphalt multi-use trail (decking on bridges allows for concrete and "diamond grind" design standard finish).
- SUN Trail eligibility criteria are 1) paved multi-use trail within the SUN Trail network; 2) priority of applicable jurisdiction (i.e., MPO or county priority); 3) long-term trail manager (with a formal commitment to the operation and maintenance of the construction project); and 4) project concurrency (consistent with applicable comprehensive plan(s), transportation plan(s), long-term management plan(s) or bicycle and pedestrian safety action plan(s)).
- There are several selection criteria (such as enhances safety, measurable public support, regional/state/national importance, construction readiness, cost savings, system gap closure, etc.).
- Ineligible expenditures include but are not limited to trail furniture, bicycle racks or lockers, buildings or enclosed structures, kiosks, landscaping, parking areas, trailheads or camping areas, playgrounds or playing fields, sculptures, art, water fountains, and promotional, marketing or educational materials.
- The SUN Trail solicitation process will solicit proposals for inclusion in the Tentative Five-Year Work Program development cycle. Applicants must submit a request for funding through the Grant Application Process online system (GAP) during an open solicitation period.

- Contact Robin Birdsong, FDOT Systems Implementation Office (robin.birdsong@dot.state.fl.us) or Amy Roberson in District Two (amy.roberson@dot.state.fl.us).

Florida's Safe Routes to School (SRTS) Program: Florida's SRTS program is a statewide program, funded by the FDOT, whose goal is to make it safer for children to walk and bicycle to school. With a long and successful history, the Florida SRTS program began in the late 1990's before the federal SRTS program was established. Then in 2015, a few years after the federal SRTS program was consolidated into the Transportation Alternatives Program, the FDOT created a stand-alone SRTS program for Florida. Florida funds 100 percent of the costs of SRTS projects due to state highway toll revenue (which replaced the local match requirement).

- Theme(s): Safety, climate/resiliency, health/quality of life
- Florida SRTS funds projects that address unsafe or lack of infrastructure, as well as programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community.
- Between 2007 and 2018, the Florida SRTS program dedicated over $130 million to projects that improve student safety, assisting approximately 52 of Florida's 67 counties that participated in 324 SRTS projects, impacting 665 different schools.
- Contact FDOT District Two, Nick.Hope@dot.state.fl.us

LOCAL FUNDING SOURCES AND STRATEGIES

State and local governments can use local taxes and fees to help fund pedestrian-bicycle infrastructure. Examples described below include gas tax, property tax, sales tax, developer contributions, special assessments, tax increment financing, community redevelopment agency, user fees, parking fees and local partnerships.

Highway Fuel Tax: In Florida, highway fuel taxes for local government use consist of state taxes distributed to local governments and local taxes levied by counties.

The Florida Department of Transportation uses the State Transportation Trust Fund (STTF) toward maintenance and development of the state highway system and other transportation related projects. One of the STTF's primary revenue sources from state taxes and fees is fuel taxes. State fuel taxes that are distributed to local governments include those for either acquisition, construction and maintenance of roads (Constitutional Fuel Tax) or any legitimate county or municipal transportation purpose (County Fuel Tax and Municipal Fuel Tax, respectively).

In addition to the state's excise tax on highway fuel, local taxes charged by counties include the Local Option Fuel Tax (a 1-5 cent Fuel Tax and a 1-6 cent Fuel Tax) and the Ninth-Cent Fuel Tax (1 cent). The Local Option Fuel Tax is generally used for local transportation purposes (small counties may also use these funds for other infrastructure needs), while the Ninth-Cent Fuel Tax is used for any legitimate county or municipal transportation purpose. As of January 1, 2024, Clay County charges all twelve cents per gallon of motor fuel.

Property/Ad Valorem Tax: An ad valorem tax (or property tax) is a tax based on the assessed value of property. In Florida, local governments are responsible for administering property tax.

Sales Tax: A sales tax is generally added to the price of taxable goods or services and collected from the purchaser at the time of sale. Each sale, admission, storage, or rental in Florida is taxable, unless the transaction is exempt. Florida's general state sales tax rate is 6% with a few exceptions.

Discretionary Sales Surtax: Florida counties may charge discretionary sales surtaxes (also called local option county sales taxes), on top of the state sales and use tax rate, as potential revenue sources for county, municipal governments and school districts to pay for local authorized projects. The discretionary sales surtax currently varies from .5% to 1.5%, depending on the county. Some counties do not impose sales surtax. Currently, there are nine statutorily-authorized local option sales surtaxes. Of the nine, only three surtaxes, the Local Government Infrastructure Surtax, the Small County Surtax, and the Emergency Fire Rescue Services and Facilities Surtax, require the proceeds to be shared with municipalities. The two most utilized surtaxes are the Local Government Infrastructure Surtax with 27 counties levying and the Small County Surtax with 30 counties levying.

Clay County imposes a 1% [1 cent] and .5% [1/2 cent] discretionary sales surtax, for a total of 1.5%. The 1% surtax expires in the year 2039 and the .5% expires in year 2050. Based on revenue estimates for the local FY ending September 30, 2024, the distribution percentage to the Town of Orange Park for the 1% surtax is 3.815348, over $1.4 million.

Value Capture Strategies - The following funding approaches can be categorized as value capture strategies, a set of funding mechanisms and tools that capture additional revenue from public investments, such as transportation improvements. These techniques generally take a share of increases in property tax revenues, economic activity, and growth linked to infrastructure investments to help fund current or future improvements.

Mobility Fee: A mobility fee, a type of development fee, is a one-time, up-front payment by the developer to pay for capital costs needed to serve new development. The fees help municipalities recover growth-related infrastructure and public service costs. Mobility fees may be utilized for multimodal enhancements only when there is a direct benefit.

Like impact fees, mobility fees can be used to pay for off-site services and must meet the requirements of a Dual Rationale Nexus Test. The rational nexus test demonstrates a rational link between the new services (i.e., the multimodal transportation projects) and the fees that developers are asked to pay.

Over the last 13 years the Florida Legislature has made transportation concurrency optional for local governments, encouraged local governments to adopt alternative mobility funding systems, such as mobility fees based on a plan of improvements, and required mobility fees to follow the same statutory process requirements as impact fees. Florida legislation for mobility fees is Florida Statute Sections 163.3180 and 163.31801, along with Florida Statute Chapter 380.

Negotiated Exaction: Another type of developer contribution is when a developer makes a direct payment to a local government that can be used to offset development investment costs. Negotiated exactions may be necessary condition(s) before a development is approved (as part of the development approval process) and determined on a project-by-project basis.

Special Assessments: Generally, a special assessment is when a local government or jurisdiction (district or authority) collectively decides to fund an improvement that mutually benefits everyone within the area. The local jurisdiction can create a special assessment district around transportation improvement projects and impose new fees or tax increases on project owners in the area. The special assessment or new revenue can be based on property tax value, sales, special business fees or other measures of value and is generally levied annually to the property owner in the district.

Tax Increment Finance District (TIF): A TIF allows a local jurisdiction (district) to use the incremental increase in property tax revenues and economic activities within defined areas to fund infrastructure improvements. The approach is that all revenue over a capped amount is directed into

the TIF fund. No new taxes are requested, and no existing taxes are used to pay for the project. Communities may want to consider using TIF to incentivize property development/redevelopment in distressed areas as TIF generally allows municipalities to pledge a potion of the property tax increment that results from project investment to reimburse the project developer for certain eligible project costs.

Community Redevelopment Areas (CRA): CRAs help foster and support redevelopment of a targeted area. Under Florida law (Chapter 163, Part III), local governments can designate areas as CRA when certain conditions exist. Since the monies used to finance CRA activities are locally generated, CRAs are not overseen by the state. However, redevelopment plans must be consistent with local government comprehensive plans. Examples of conditions that can support the creation of a CRA include but are not limited to the presence of substandard or inadequate structures, a shortage of affordable housing, inadequate infrastructure, insufficient roadways, and inadequate parking[1].

Special Transportation Utility Fees: Transportation utility fees are periodic fees paid by a property owner or a building occupant to a municipality based on use of the local transportation system (i.e., local streets and bridges, arterials, sidewalks, bike lanes, and other public paths). The fees are generally assessed annually on a property based on the number of trips that property would generate. The charge is generally used for recovering operating and/or maintenance expenses. A community may consider using the fee as local matching share to federal and state grants. Other terms for transportation utility fees may include street maintenance fees, road use fees, street restoration and maintenance fees, etc. The fees are often collected with other municipal utility fees, including water, thus minimizing administration costs.

Transportation utility fees are primarily used to preserve streets. Some municipalities use the fees to upgrade sidewalks and add or improve pedestrian safety features and curbs, as well as comply with the Americans with Disabilities Act of 1990. *In Hillsboro, Oregon, for example, transportation utility fees are used to fund, among other uses, the Bicycle and Pedestrian Capital Improvement Program. The program "prioritizes a list of sidewalk, bike lane, and enhanced crossing projects" to improve bicycling and walking in the city. Phoenix, Oregon, explicitly states in the section of its city code pertaining to its* Transportation utility fees *that 'bicycle and pedestrian facilities, including access for the disabled or handicapped, are an integral part of the transportation network.'*[2]

Parking Fees: The establishment of parking fees may be considered within a district to fund transportation investment such as sidewalks and bicycle infrastructure. Consider using the parking fees to complement the use of TIF and special assessment districts or using them as local matching shares to Federal and state grants.

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[1] City of Jacksonville, Office of Economic Development, Community Redevelopment Agencies https://www.jacksonville.gov/departments/office-of-economic-development/community-redevelopment-agency-(cra).aspx

[2] Sasha Page, Christine Shepherd, IMG Rebel; Thay Bishop, Stefan Natzke, Federal Highway Administration, Transportation Utility Fees: Maintaining Local Roads, Trails, and Other Transportation, Primer Everyday Counts Innovation Initiative, November 2020, USDOT, FHWA. https://www.fhwa.dot.gov/ipd/value_capture/vcsp/fhwa_hin_19_005/default.aspx

Local Fees: Other local fees that can also help fund active transportation and improve safety may include vehicle registration, traffic violation fines, real estate recordation taxes and other fees. For example, some states have used school zone speeding fines to improve school zone safety.

Local Partnerships, Sponsorships or Donations: Community institutions that have a vested interest in community improvements could decide to serve as partners and funding sources. Examples of community institutions include businesses, hospitals and universities. Companies and institutions may also be interested in sponsoring and/or advertising to both enhance the local area and enhance brand recognition for the business/institution. Community members, organizations and/or local companies could also decide to contribute as part of a community or crowdfunding campaign.

Foundations And Nonprofit Sources: Private foundations are an increasingly important source of funds and resources for pedestrian-related planning and implementation projects. Examples include but are not limited to the Reimagining the Civic Commons and the Bloomberg Philanthropies Asphalt Art Initiative.

The following are website links with more information on the various funding sources contained in this appendix.

WEBSITE LINKS

FEDERAL PROGRAMS AND GRANTS[3]

Active Transportation Infrastructure Investment Program (ATIIP)

https://grants.gov/search-results-detail/353043

https://www.railstotrails.org/policy/funding/active-transportation-infrastructure-investment-program/

Bipartisan Infrastructure Law (BIL) / Infrastructure Investment and Jobs Act (IIJA) – Summary/FAQs

BIL https://www.fhwa.dot.gov/bipartisan-infrastructure-law/

BIL FAQs https://www.transportation.gov/bipartisan-infrastructure-law/faq

BIL FL https://www.transportation.gov/briefing-room/bipartisan-infrastructure-law-will-deliver-florida

BIL Grant Listing and Competitive Grant Dashboard

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.cfm

https://www.transportation.gov/bipartisan-infrastructure-law/bipartisan-infrastructure-law-grant-programs

https://www.transportation.gov/grants/dashboard

[3] Listed in alphabetical order

Carbon Reduction Program (CRP)

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm, https://www.fdot.gov/planning/policy/carbon-reduction-strategy (Florida's administration of CRP)

Congestion Mitigation & Air Quality Improvement Program (CMAQ)

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm

Highway Safety Improvement Program (HSIP)

https://highways.dot.gov/safety/hsip/about-hsip

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program

PROTECT Fact Sheet (formula) - https://www.fhwa.dot.gov/bipartisan-infrastructure-law/protect_fact_sheet.cfm

PROTECT Competitive Grant - https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program (formerly TIGER/BUILD) https://www.transportation.gov/RAISEgrants

Reconnecting Communities Pilot (RCP) Program
https://www.transportation.gov/rural/grant-toolkit/reconnecting-communities-pilot-rcp-program

https://www.transportation.gov/sites/dot.gov/files/2023-07/FY23%20RCN%20Final%20NOFO%2007-05-23.pdf

Recreational Trails Program (RTP)

https://www.fhwa.dot.gov/environment/recreational_trails/

Safe Routes to School (SRTS) Program (Federal)

https://www.fhwa.dot.gov/environment/safe_routes_to_school/

Safe Streets and Roads for All (SS4A)

https://www.transportation.gov/rural/grant-toolkit/safe-streets-and-roads-all-ss4a-grant-program

https://www.transportation.gov/sites/dot.gov/files/2023-01/SS4A-FY22-Action-Plan-Grant-Awards-by-State.pdf

Surface Transportation Block Grant Program (STBG) and Transportation Alternatives Set-Aside (TA)

https://www.fhwa.dot.gov/specialfunding/stp/

https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/ta_guidance_2022.pdf

https://www.railstotrails.org/policy/funding/transportation-alternatives/

https://www.fdot.gov/planning/systems/systems-management/tap (Florida's administration of TA)

Federal Transit Administration (FTA) Urbanized Area Formula Grant (5307)

https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307

FTA Enhanced Mobility Of Seniors and Individuals with Disabilities (5310)
https://www.transit.dot.gov/funding/grants/fact-sheet-enhanced-mobility-seniors-and-individuals-disabilities

STATE PROGRAMS AND GRANTS[4]

Florida Department of Environmental Protection (FDEP), Office of Greenways and Trails (OGT)

https://floridadep.gov/parks/ogt/content/grants (includes Florida SUN Trail information)

Florida Safe Routes to School (SRTS) Program

https://www.fdot.gov/projects/floridasrts/home

LOCAL SOURCES

Florida's Transportation Tax Sources, A Primer, Office of Work Program and Budget, FDOT, 2024
https://fdotewp1.dot.state.fl.us/FMSupportApps/Documents/pra/Primer.pdf

Florida Department of Revenue – property
https://floridarevenue.com/property/Pages/Home.aspx

Florida Department of Revenue – sales and use tax
https://floridarevenue.com/taxes/taxesfees/Pages/sales_tax.aspx

Florida Department of Revenue – discretionary sales surtax and local option taxes
https://floridarevenue.com/taxes/taxesfees/Pages/discretionary.aspx

https://floridarevenue.com/taxes/taxesfees/Pages/local_option.aspx

http://edr.state.fl.us/Content/local-government/data/county-municipal/LDSS23-24R1.pdf

[4] State programs and grants listed in alphabetical order

OTHER – PRIVATE FOUNDATION AND NONPROFIT

Bloomberg Philanthropies Asphalt Art Initiative

https://asphaltart.bloomberg.org/

Reimagining the Civic Commons

https://civiccommons.us/

OTHER – FEDERAL HIGHWAY (FHWA) VALUE CAPTURE RESOURCES

FHWA Center for Innovative Finance Support, Office of Performance and Innovative Finance
FHWA - Center for Innovative Finance Support - Value Capture - Development Impact Fees (dot.gov)

Value Capture Strategies Toolkit for Practitioners: Innovative Strategies for Funding, Financing, and Project Delivery for Multimodal Infrastructure Projects, December 2023
https://www.fhwa.dot.gov/ipd/pdfs/value_capture/value-capture-strategies-toolkitfor--practitioners.pdf

Sasha Page, Christine Shepherd, IMG Rebel; Thay Bishop, Stefan Natzke, Federal Highway Administration, Transportation Utility Fees: Maintaining Local Roads, Trails, and Other Transportation, Primer Everyday Counts Innovation Initiative, November 2020, USDOT, FHWA.
https://www.fhwa.dot.gov/ipd/value_capture/vcsp/fhwa_hin_19_005/default.aspx

OTHER – PEDESTRIAN AND BICYCLIST FUNDING OR DEVELOPMENT SOURCES
Funding Information - Florida LTAP Center

ATFF Toolkit - Resources - Bicycle and Pedestrian Program - Environment - FHWA (dot.gov)

Pedestrian and Bicycle Funding Opportunities (dot.gov)

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/guidance_2023.pdf

Community Redevelopment Agency/Special District Examples

Jacksonville Beach Community Redevelopment Agency

Created in 1978, the Jacksonville Beach Community Redevelopment Agency (CRA) oversees the redevelopment of two areas within the city: the Downtown Redevelopment area (185 acres) and the South Beach Redevelopment area (356 acres). The CRA oversees the Downtown and Southend Community Redevelopment Districts, both designated as Tax Increment Districts. The CRA assists with infrastructure, community engagement, economic development and community policing. Most recently the CRA is assisting with the Latham Plaza Redesign, a public art program featuring the formation of a Public Art Advisory Committee (PAAC), and a recently developed grant program to enhance the exterior of buildings in the CBD zone within the CRA.

The CRA's Downtown Property Improvement Grant Program is aimed at revitalizing neighborhoods and attracting new businesses to the community. The grant is a matching, reimbursable grant of up to $100,000. The CRA and Council allocated an annual budget of $500,000 for the program. In FY23, the first year of the program, the CRA awarded 6 façade grants totaling nearly $400,000.

The CRA operates pursuant to the State of Florida Community Redevelopment Act of 1969 (Florida Statutes (FS), Chapter 163, Part III). Pursuant to FS 163.387, a Redevelopment Trust Fund (PDF) was established in 1984.

Source:

Jacksonville Beach Community Redevelopment Agency website:
https://www.jacksonvillebeach.org/344/Community-Redevelopment-Agency

Jacksonville Beach Community Redevelopment Agency 2023 Annual Report:
https://www.jacksonvillebeach.org/DocumentCenter/View/4617/CRA-Annual-Report-2023?bidId=

Sample List of Active CRA/Special Districts

- Keystone Heights Community Redevelopment Agency (in Clay County)
- Jax Beach Community Redevelopment Agency (in Duval County)
- KingSoutel Crossing Community Redevelopment Agency (in Duval County)
- Renew Arlington Community Redevelopment Agency (in Duval County)
- Baymeadows Community Improvement District (special purpose is municipal services and improvements) (in Duval County)
- Fernandina Beach Community Redevelopment Agency (in Nassau County)
- Palatka Downtown Redevelopment Agency (Clay County)

Summary Information for the above special districts

- Revenue Source: Tax Increment Financing (TIF) or assessments. Some have authority to issue bonds.
- Local Governing Authority: The city of their CRA area (i.e., Keystone Hts., Jax Beach, COJ, Fernandina Beach, Palatka, for the above listed districts)
- Status: They are either independent or dependent, depending on the district
- Governing body: Elected or identical to local governing authority or local governing authority appoints
- Creation Method: The above districts are created by local ordinance
- Special Purpose: The special purpose for CRAs is community redevelopment. Other potentially relevant purposes found in the Florida Commerce official list of special districts are: Business Improvement, Capital Improvements, Downtown Development / Improvement, Economic Development, Historic Preservation, Infrastructure Development, Municipal Services and Improvements, Neighborhood Enhancement, Neighborhood Improvement - Local Gov., Neighborhood Improvement - Preserve/Enh, Neighborhood Improvement - Property Own., Neighborhood Improvement - Special, Planning - Coordination, Planning - Land Use and Transportation, Road Maintenance, Safety Enhancement, Street Lighting, Transportation Systems / Services

Source:

Florida Commerce Official List of Special Districts, as listed in a customized list by county created June 27, 2024
https://www.floridajobs.org/community-planning-and-development/special-districts/special-district-accountability-program/official-list-of-special-districts

Appendix F
(Crash Summary by Roadway)

Segment	Total Pedestrian	Total Bicyclist	Severe Pedestrian	Severe Bicyclist
	#	#	#	#
Bellair Blvd	1	0	0	0
Blake Ave	1	0	0	0
Debarry Ave	1	0	0	0
Doctors Lake Dr (SR 224A)	1	0	1	0
Kingsley Ave (SR 224)	6	7	1	1
Miller St	0	1	0	1
Orange Ave	0	1	0	0
Park Ave (US 17)	4	1	2+1	0
Plainfield Ave (N of Kingsley Ave)	0	1	0	0
Wells Rd	0	1	0	0
Total (No Duplicates)	**14**	**12**	**5**	**2**

Red font = Fatal

Purple font = Incapacitating

Total Bike Ped Crashes **26**

Appendix G
(Scoring Methodology for Ranking Criteria)

APPENDIX G: Scoring Methodology for Ranking Criteria (Pedestrian and Bicyclist Criteria)

No[1].	Criteria	Brief Description	Measurement and Data Source	Criteria Scoring
Pedestrian Ranking Criteria				
1	Final / Overall Pedestrian Level of Traffic Stress (PLTS)	Favors gaps/needs/projects along roadway segments with a high level of pedestrian traffic stress	PLTS scores based on FDOT 2023 Multimodal Quality/Level of Service Handbook methodology Data Source: North Florida TPO Orange Park Mobility Study, 2024	PLTS score is 4 – 4 points PLTS score is 3 – 3 points PLTS score is 2 – 2 points PLTS score is 1 – 0 points
2A	Pedestrian Crash History - All Pedestrian Crashes)	Favors gaps/needs/projects along roadway segments with pedestrian crashes	5-year pedestrian crash history along the roadway segment Data Source: UF Geoplan Center, Signal Four Analytics, 1/1/2019 - 6/1/2024	4+ incidences – 4 points 1-3 incidences – 2 points 0 incidence – 0 points
2B	Pedestrian Crash History - Severe Pedestrian Crashes)	Favors gaps/needs/projects along roadway segments with severe (fatal or incapacitating injury crashes	5-year pedestrian crash history along the roadway segment Data Source: UF Geoplan Center, Signal Four Analytics, 1/1/2019 0 6/1/2024	4+ incidences – 4 points 1-3 incidences – 2 points 0 incidence – 0 points

[1] Numbering does not indicate a prioritized or itemized list of criteria

No[1].	Criteria	Brief Description	Measurement and Data Source	Criteria Scoring
3	Jurisdiction	Favors gaps/needs/projects on local, Town of Orange Park roadway segments	The "Maintenance" field of the study inventory (indicates responsible entity and is based on information from the Town, County and FDOT). Data Source: North Florida TPO Orange Park Mobility Study, 2024	Town – 4 points County – 2 points FDOT – 0 points
4	Sidewalk presence on other side of street (from the need/project)	Favors gaps/needs/projects with no sidewalk on the other side of the street	Indicates whether sidewalk is present across the street from the sidewalk gap Data Source: Google Earth and study inventory (North Florida TPO Orange Park Mobility Study, 2024)	Sidewalk NOT present – 4 points Partially present – 2 points Sidewalk is present – 0 points
5	Transit Proximity	Favors gaps/needs/projects located near public transit routes (provides access to public transit service)	Bus route is near the sidewalk gap and/or the gap has a designated bus stop Data Source: Jacksonville Transportation Authority (JTA), Clay Community Transit, 2023	Bus Route on full roadway segment – 4 points Route at one or more intersections of roadway segment – 2 points Route on partial roadway segment – 2 points No Bus Route – 0 points
			Maximum Pedestrian Score>>	**24 points**

No[1].	Criteria	Brief Description	Measurement and Data Source	Criteria Scoring
Bicyclist Ranking Criteria				
1	Final / Overall Bicyclist Level of Traffic Stress (BLTS)	Favors gaps/needs/projects along roadway segments with a high level of bicycle traffic stress	BLTS scores based on FDOT 2023 Multimodal Quality/Level of Service Handbook methodology Data Source: North Florida TPO Orange Park Mobility Study, 2024	BLTS score is 4 – 4 points BLTS score is 3 – 3 points BLTS score is 2 – 2 points BLTS score is 1 – 0 points
2A	Bicyclist Crash History - All Bicyclist Crashes)	Favors gaps/needs/projects along roadway segments with bicyclist crashes	5-year bicyclist crash history along the roadway segment Data Source: UF Geoplan Center, Signal Four Analytics, 1/1/2019 - 6/1/2024	4+ incidences – 4 points 1-3 incidences – 2 points 0 incidence – 0 points
2B	Bicyclist Crash History - Severe Bicyclist Crashes)	Favors gaps/needs/projects along roadway segments with severe (fatal or incapacitating injury crashes	5-year bicyclist crash history along the roadway segment Data Source: UF Geoplan Center, Signal Four Analytics, 1/1/2019 - 6/1/2024	4+ incidences – 4 points 1-3 incidences – 2 points 0 incidence – 0 points
3	Jurisdiction	Favors gaps/needs/projects on local, Town of Orange Park roadway segments	The “Maintenance” field of the study inventory (indicates responsible entity and is based on information from the Town, County and FDOT). Data Source: North Florida TPO Orange Park Mobility Study, 2024	Town – 4 points County – 2 points FDOT – 0 points

No[1].	Criteria	Brief Description	Measurement and Data Source	Criteria Scoring
4	Multiuse Trail Gap	Favors roadway segments with a multiuse trail gap	Indicates whether the roadway segment has a gap in an existing multiuse trail Data Source: Google Earth and previous studies (Orange Park Traffic Circulation Study, 2018 and Orange Park Bicycle and Pedestrian Subarea Plan, 2016)	Yes, gap exists – 4 points No gap – 0 points
5	Transit Proximity	Favors gaps/needs/projects located near public transit routes (provides access to public transit service)	Bus route is near the sidewalk gap and/or the gap has a designated bus stop Data Source: Jacksonville Transportation Authority (JTA), Clay Community Transit, 2023	Bus Route on full roadway segment – 4 points Route at one or more intersections of roadway segment – 2 points Route on partial roadway segment – 2 points No Bus Route – 0 points
			Maximum Bicyclist Score >>	**24 points**