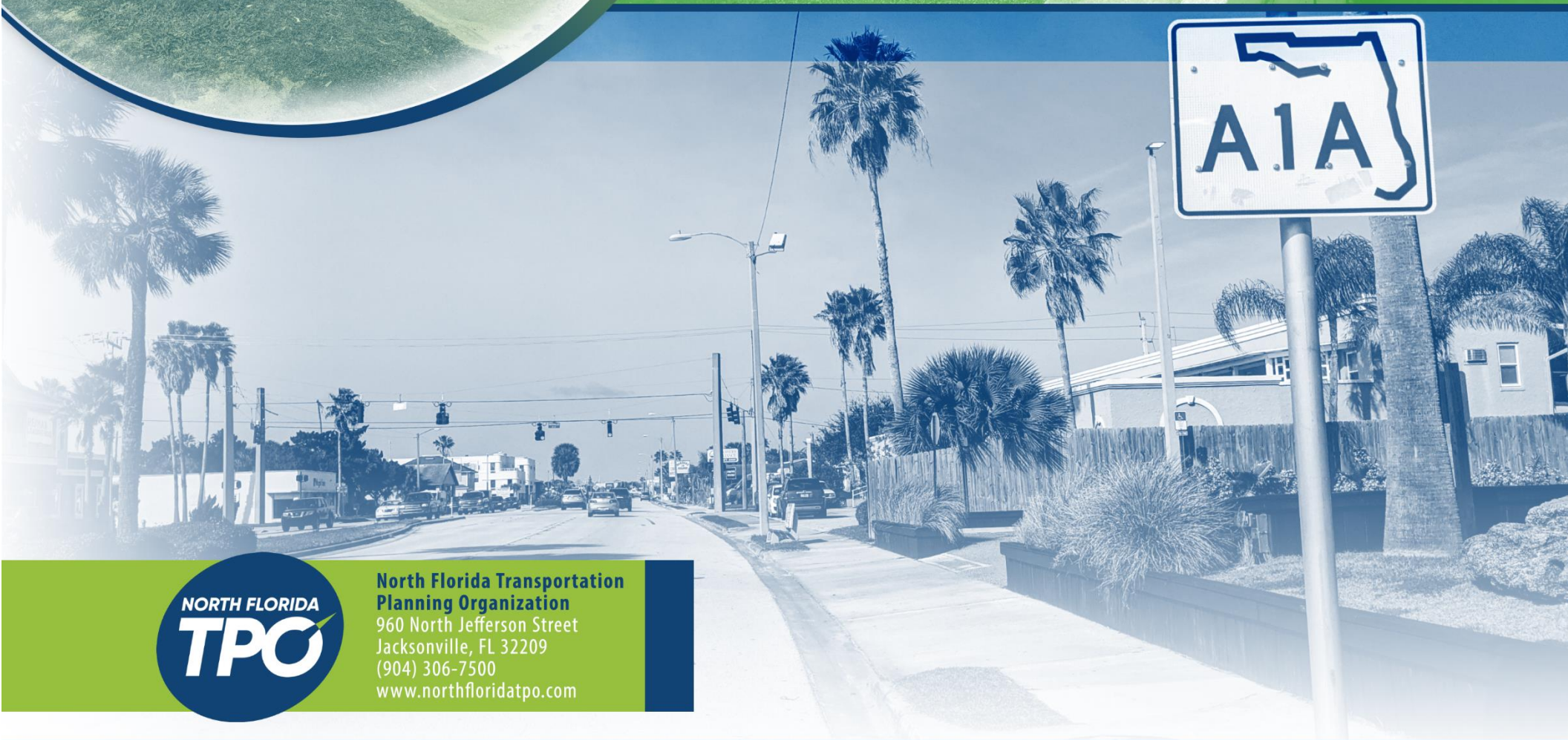




Anastasia Boulevard

Complete Streets Corridor Study



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ACRONYMS

AADT	Annual Average Daily Traffic	TMC	Turning Movement Counts
FDEP	Florida Department of Environmental Protection	TPO	Transportation Planning Organization
FDM	FDOT Design Manual	TSM&O	Transportation Systems Management and Operations
FDOT	Florida Department of Transportation	UF	University of Florida
FGDL	Florida Geographic Data Library		
FGTS	Florida Greenways and Trails System		
FHWA	Federal Highway Administration		
HCM	Highway Capacity Manual		
LOS	Level of Service		
LRTP	Long Range Transportation Plan		
MUT	Median U-Turn		
NACTO	National Association of Transportation Officials		
NRHP	National Register of Historic Places		
PUD	Planned Unit Development		
RCUT	Reduced Conflict U-Turn		
RRFB	Rectangular Rapid Flashing Beacon		
S4	Signal 4 Analytics		
SIS	Strategic Intermodal System		
SJR2C	St. Johns River-to-Sea Loop		
SUN Trail	Shared-Use Nonmotorized Trail		
TIP	Transportation Improvement Plan		

1.0 INTRODUCTION

The North Florida Transportation Planning Organization (TPO) tasked Atkins with conducting a corridor study along the SR A1A (Anastasia Boulevard) corridor from the Bridge of Lions to Red Cox Drive/Old Quarry Road with the goal to analyze the corridor for Complete Streets improvements.

Complete Streets are about people first, whereby, pedestrians, bicyclists, transit riders, and motorists of all ages and abilities can travel safely along streets. Complete Streets provide several benefits in addition to mobility such as public health, economic vitality, safety and environmental quality.

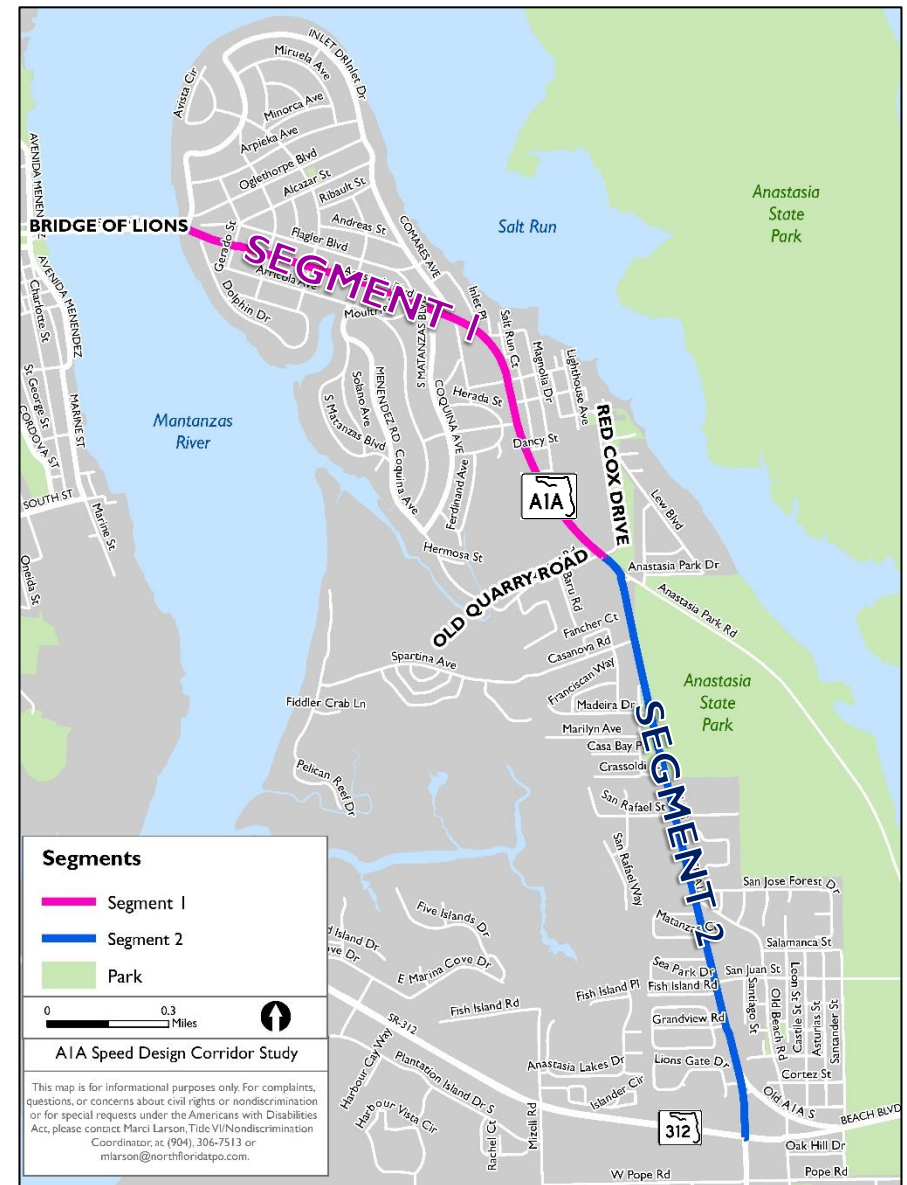
1.1 STUDY PURPOSE

This study identifies context sensitive and complete streets solutions to improve the safety and performance of Anastasia Boulevard for pedestrians, bicyclists and motorists. These improvements are to be consistent with the Florida Department of Transportation's (FDOT) Complete Streets policies.

1.2 CONCURRENT STUDY

This study segment, referred to as "Segment 1", was done concurrently with an adjacent segment of Anastasia Boulevard referred to as "Segment 2" (see Figure 1-1). The limits of Segment 2 are from Red Cox Drive to SR 312. The purpose of the Segment 2 study was to perform a speed design analysis for that corridor versus a complete streets study for Segment 1. Additionally, the contexts and needs for each of these corridors are fundamentally different. For these reasons, two separate studies were executed. More information about the Segment 2 study can be found in the *A1A Speed Design Corridor Study* report.

FIGURE 1-1 SEGMENT MAP



1.3 STUDY BACKGROUND

The study was conducted in partnership with the City of St. Augustine, the Florida Department of Transportation (FDOT) and the North Florida TPO to analyze the corridor and provide recommendations for future mobility improvements that align with the City of St. Augustine's Mobility Master Plan and Comprehensive Plan to better serve the residents and visitors of the City. The end result of this report summarizing study efforts and recommendations to improve the corridor that will set the groundwork to implement future mobility projects.

Complete Streets concepts have been incorporated into the recommended design elements to ensure adequate space for all users and modes of transportation to create a more livable community and sense of place. The term “complete streets” is often used to define roadways that function in a multi-modal fashion, safely accommodating automobiles, transit vehicles and riders, bicyclists, and pedestrians. Streets are how we move, whether by automobile, transit, bicycle, or as a pedestrian. They are also how goods move to and through our communities. Complete streets accommodate all users and are compatible with surrounding land uses and support adjacent land use.

Through analysis, on-site reviews, and discussions with stakeholders, proposed recommendations have been developed to help mitigate some of the corridor's most pressing issues. The proposed recommendations are intended to provide a robust menu of improvements that can be constructed over time as funding becomes available.

1.4 DOCUMENT ORGANIZATION

This document is organized into the following sections:

- ◆ **1.0 Introduction**
- ◆ **2.0 Existing Conditions Analysis**
- ◆ **3.0 Safety Review and Traffic Analysis**
- ◆ **4.0 Public Involvement**
- ◆ **5.0 Conclusion**



Study corridor image. Source: Study Team, January 2021.

2.0 EXISTING CONDITIONS ANALYSIS

The existing conditions analysis included a review of the current infrastructure and transportation system for the corridor. The purpose of this analysis is to determine the adequacy of existing facilities using the following criteria: safety; connectivity; completeness of network; ability to serve commercial freight, recreational and residential uses; barriers and constraints; the needs of all types and users; and proposed City of St. Augustine projects.

2.1 STUDY CORRIDOR DESCRIPTION

Anastasia Boulevard (SR A1A) is a north-south roadway located in St. Johns County, Florida. The study limits are from the Bridge of Lions to Red Cox Drive/Old Quarry Road. It is functionally classified by FDOT as an **Urban Minor Arterial** and is approximately **1.41 miles long**. The local jurisdiction for the study corridor is the City of St. Augustine. See **Figure 2-1** for the project study area limits.



FIGURE 2-1 STUDY AREA



2.2 GENERAL ROADWAY CHARACTERISTICS

The following list summarizes the existing roadway characteristics for the Anastasia Boulevard study corridor:

- ◆ The FDOT functional classification of Anastasia Boulevard is **Urban Minor Arterial**.
- ◆ The facility is within an **Urbanized Area** as classified by the Federal Highway Administration (FHWA).
- ◆ Anastasia Boulevard is a **four-lane, divided** facility.
- ◆ The posted speed limit along the corridor is **30-40 mph**.
- ◆ Annual Average Daily Traffic (AADT) ranges from 17,500 to 20,000.
- ◆ **Sidewalks** are present along the entire length of the corridor.
- ◆ No existing **on-road bicycle facilities** are within the project area.
- ◆ **Two crosswalks** are present along the corridor approximately 0.75 miles apart.
- ◆ **One school zone** is along the corridor.
- ◆ **Street lighting** is present along the corridor.

2.3 FDOT PRELIMINARY CONTEXT CLASSIFICATION

The FDOT preliminary context classification for the segment of Anastasia Boulevard is C4 (Urban General) from the Bridge of Lions to Magnolia Drive and transitions to C3C (Suburban Commercial) from Magnolia Drive to Red Cox Drive (**Figure 2-2**).

2.4 TYPICAL SECTION

The existing roadway configuration (shown in **Figure 2-3**) consists of four 13.5-foot travel lanes, a 13-foot median, a 6.5 to 7-foot parking area, and an approximate 5-foot sidewalk on both sides of the roadway. Drainage is handled through a traditional Type E curb and gutter system on both sides of the corridor.

FIGURE 2-2 FDOT PRELIMINARY CONTEXT CLASSIFICATION

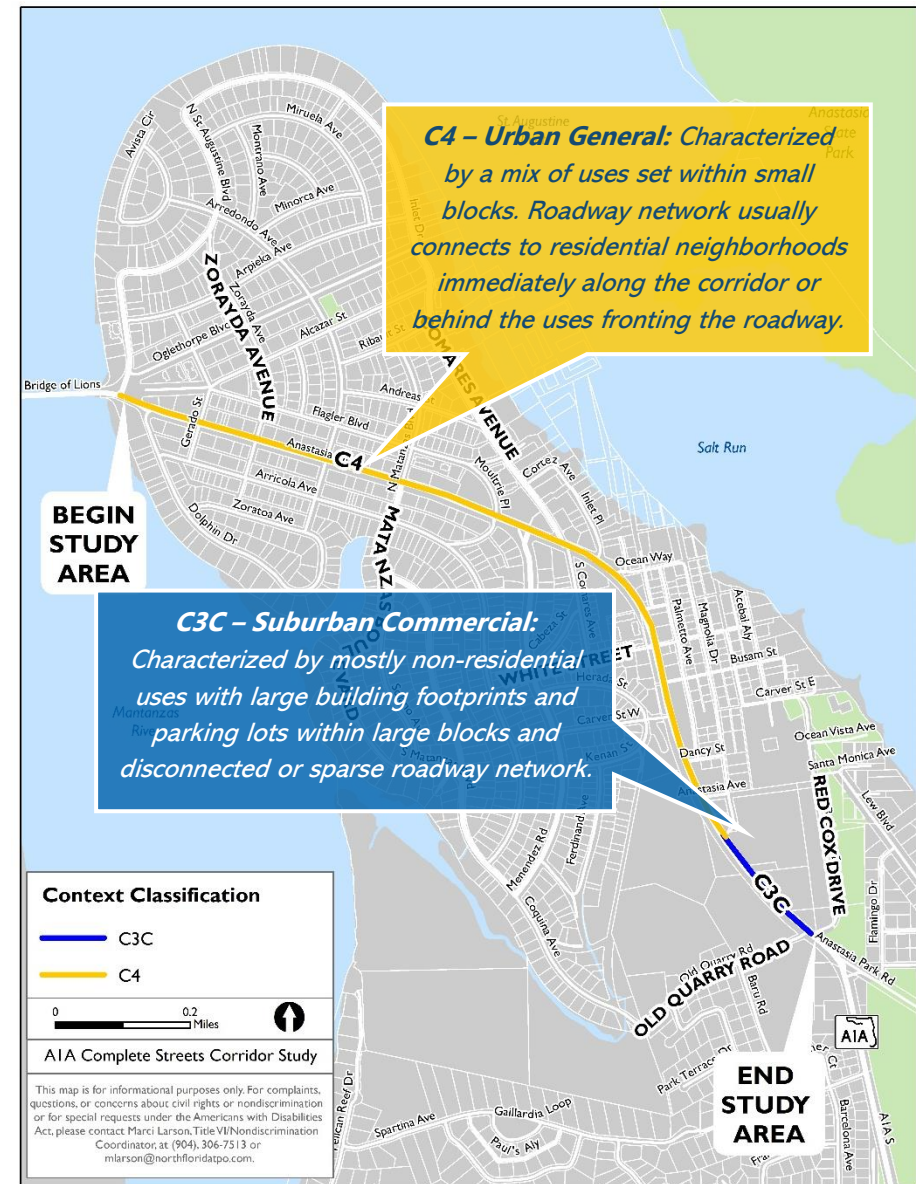
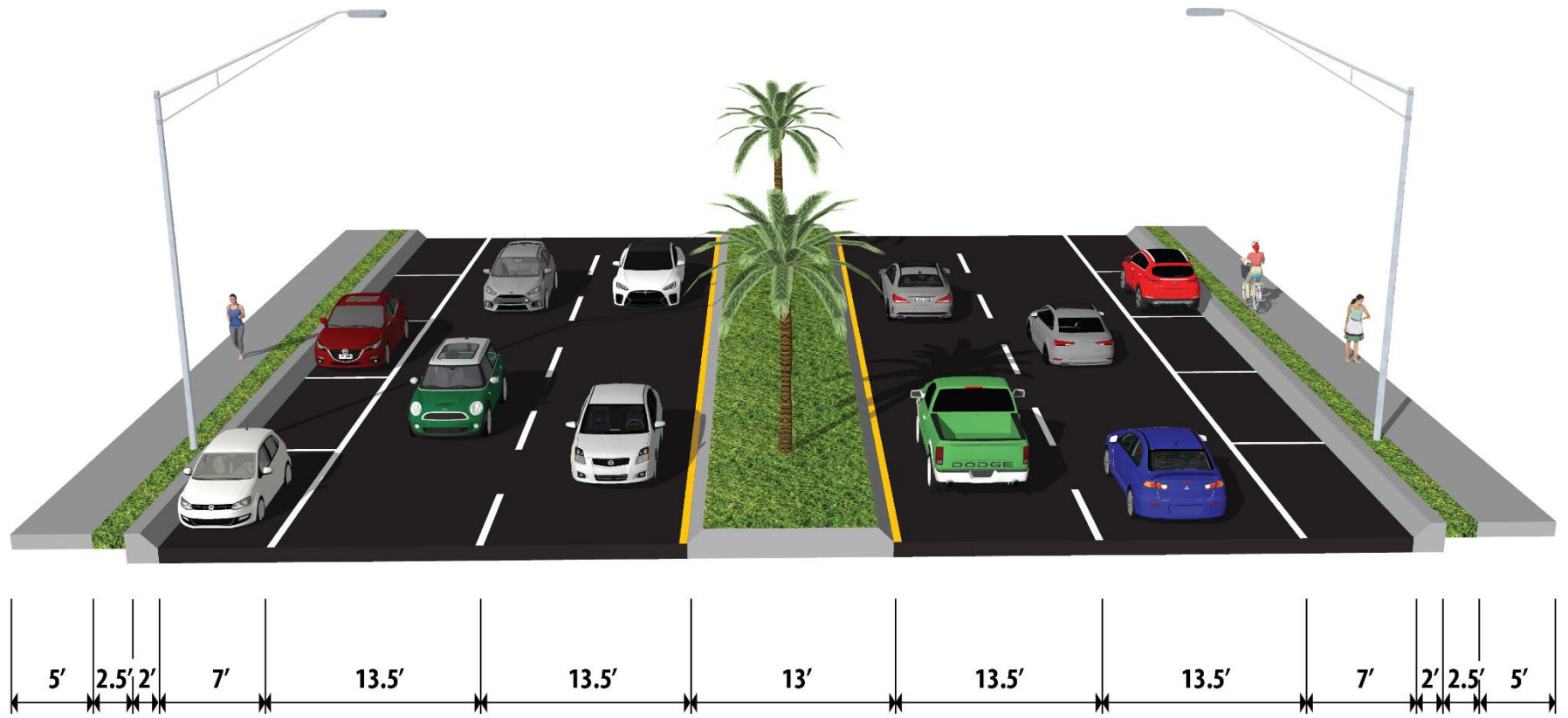


FIGURE 2-3 EXISTING TYPICAL SECTION



2.5 ANNUAL AVERAGE DAILY TRAFFIC

FDOT count stations for Anastasia Boulevard show that the Annual Average Daily Traffic (AADT) in 2020 ranged from 17,500 to 20,000.

2.6 ROADWAY CLASSIFICATIONS AND DESIGNATIONS

Anastasia Boulevard has the following classifications and designations within the study corridor:

- ◆ Functionally classified as an Urban Minor Arterial by FDOT
- ◆ Context Classification of C4 Urban General from the Bridge of Lions to Magnolia Drive and C3C Suburban Commercial from Magnolia Drive to Red Cox Drive
- ◆ Designated evacuation route



FIGURE 2-4 AADT, 2020



2.7 BICYCLE AND PEDESTRIAN FACILITIES

Sidewalks are present along both sides of Anastasia Boulevard throughout the corridor. Two marked crosswalks are along the corridor: one at Matanzas Boulevard and another near the entrance to RB Hunt Elementary School (see **Figure 2-5**). The distance between these crosswalks is approximately 0.75 miles.

There are no designated bike lanes along the corridor. However, bike lanes are on both sides of Anastasia Boulevard beginning south of Red Cox Drive/Old Quarry Road (Segment 2). Share-the-road-arrows ('sharrows') indicate the lane is to be shared with bicycles.



FIGURE 2-5 CROSSWALK LOCATIONS



2.8 SCHOOL ZONES

There is one school zone within the study area, which is for RB Hunt Elementary school located near the southern end of the corridor (shown in yellow in Figure 2-6). The school zone is indicated with pavement markings, a “School Speed Limit 20 mph When Flashing” sign and an overhead flashing beacon.

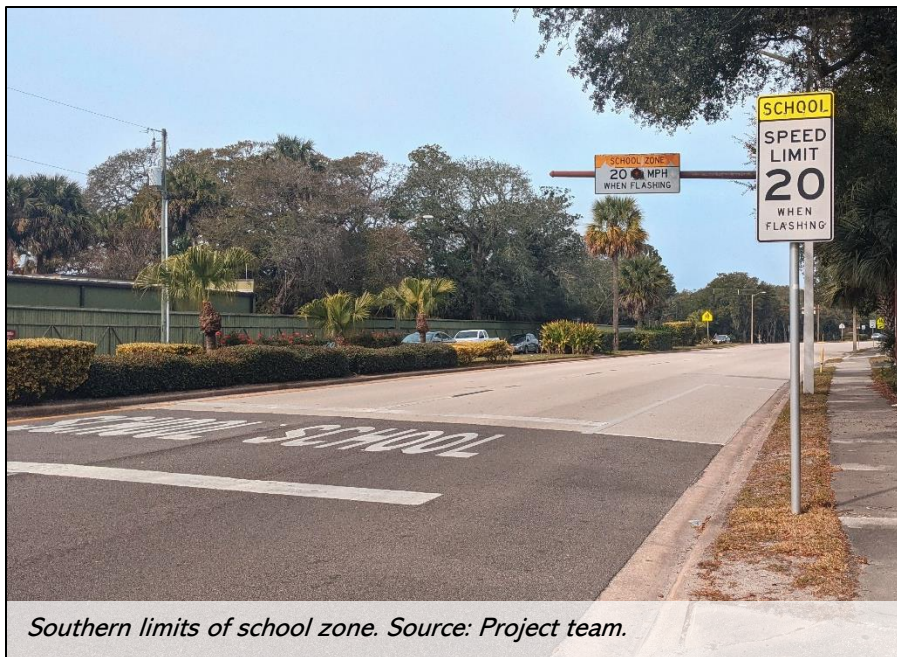


FIGURE 2-6 SCHOOL ZONES



2.9 ON-STREET PARKING

According to data from the City of St. Augustine, 209 delineated on-street parking spaces are along the corridor. All the parking spaces are owned by FDOT and managed by the City of St. Augustine. None of the parking spaces are metered. The longest stretch of parking (49 spaces) is on the west side of the road between Carver Street and Anastasia Avenue/Magnolia Drive. In addition to these designated parking spaces, parking also occurs in unmarked spaces along the corridor. Parking at unmarked spaces causes safety and sight distance issues along the roadway.

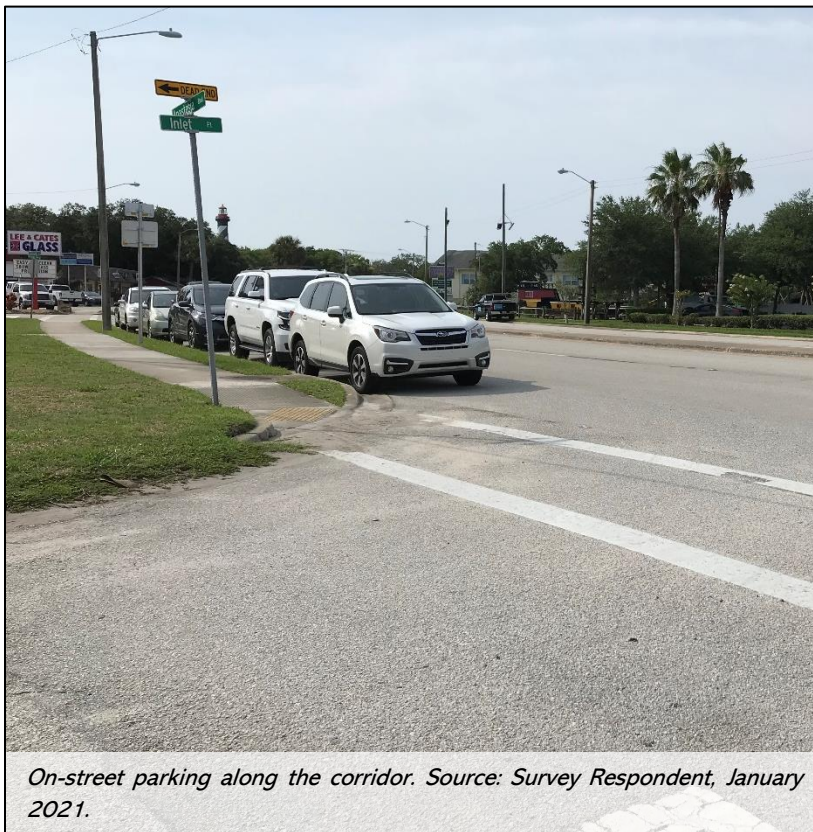


FIGURE 2-7 ON-STREET PARKING



2.10 TRANSIT

The Sunshine Bus Route Red Line runs along the project corridor. The Red Line has two routes: northbound and southbound connecting the Depot on Pope Road to the St. Johns County Government Center located off US 1 and San Sebastian View. The trip duration from one end to the other is approximately 45 minutes. The stops along the Red Line include:

- ◆ St. Johns County Government Center
- ◆ Winn Dixie (US 1)
- ◆ San Marco and May Street
- ◆ San Marco Visitor Center
- ◆ M L King and Post Office
- ◆ Community Center
- ◆ Bridge of Lions
- ◆ Depot

There are currently no bus stops for the Red Line along the project corridor. The bus runs on Monday through Saturday from 6:45 a.m. to 5:50 p.m.



FIGURE 2-8 RED LINE ROUTE MAP



2.11 PLANNED AND PROGRAMMED ROADWAY PROJECTS

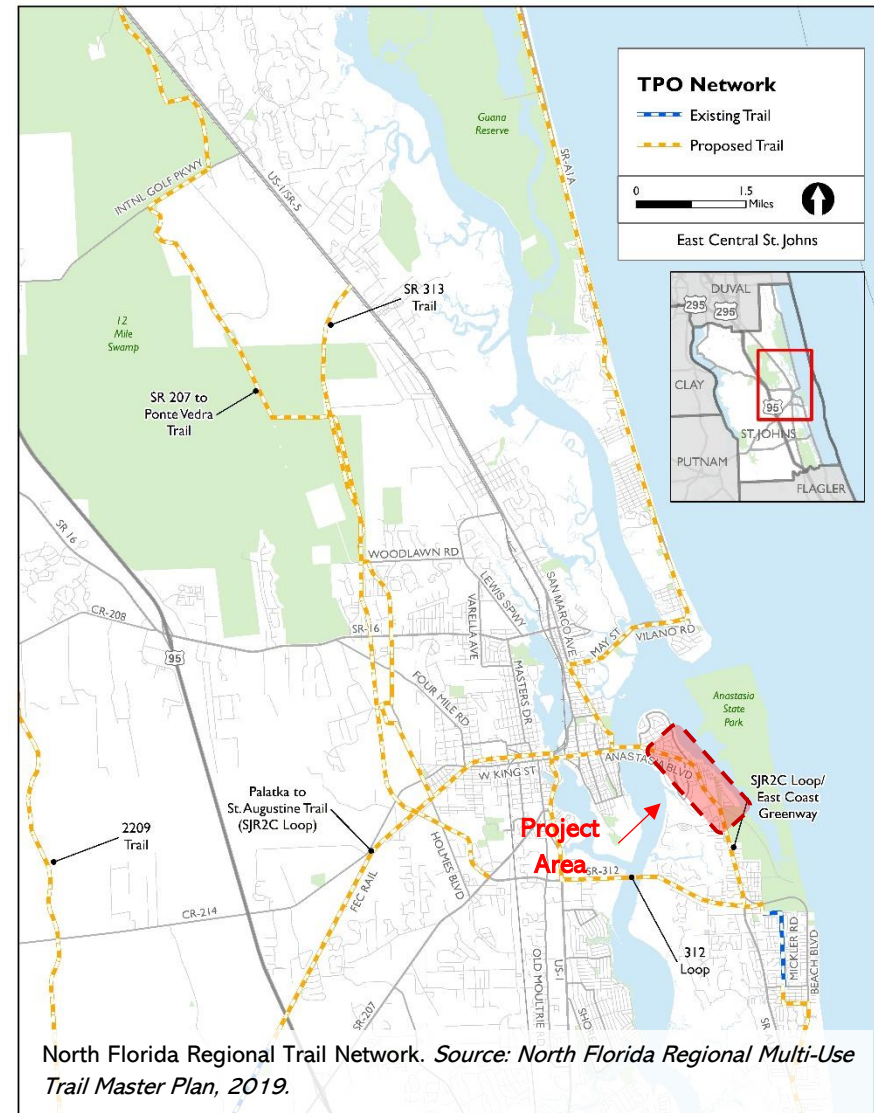
◆ The Florida SUN (Shared-Use Nonmotorized) Trail network is the statewide system of high-priority, strategic trail corridors for bicycles and pedestrians. Currently, the SUN Trail network includes a combination of existing, planned and conceptual multiple-use trails. This network is a refined version of the Florida Greenways and Trails System (FGTS) Plan's Land Trails Priority Network.

A portion of the SUN Trail network traverses the study corridor along Anastasia Boulevard. The specific trail is part of the St. Johns River-to-Sea Loop (SJR2C), which is a planned and partially constructed, paved multi-use path connecting Volusia, Brevard, Putnam, St. Johns and Flagler counties. In September of 2008, the five counties signed a memorandum of agreement emphasizing their commitment to complete this regional trail system. According to the SUN Trail website, approximately 120 miles of trail are open in segments for biking and walking. In March of 2016, the SJR2C Loop was recognized as the top priority for SUN Trail funding by the FDOT (FDOT SUN Trail FAQs, October 2020).

Additionally, the SJR2C Loop was adopted in the North Florida TPO's Long Range Transportation Plan (LRTP) and is recognized as part of the regional trail network by the North Florida TPO.

- ◆ There are no active FDOT projects along the project segment, according to the FDOT Interactive Project Map or within the five-year work program.
- ◆ FDOT has identified a pedestrian crossing project at Zorayda Avenue and a lighting project. Neither of these projects are funded.
- ◆ There are no planned projects along this segment in the North Florida TPO's five-year Transportation Improvement Plan (TIP).

FIGURE 2-9 PLANNED TRAILS



North Florida Regional Trail Network. Source: North Florida Regional Multi-Use Trail Master Plan, 2019.

2.12 RECENTLY COMPLETED STUDIES

Recently completed studies for the Anastasia Boulevard study area include the St. Augustine Safety Assessment completed in July 2017, the SUN Trail – St. Johns River-to-Sea Loop Planning Study completed in September 2019 and a Transportation Network Analysis for the City of St. Augustine completed in 2018. These studies were reviewed for data and recommendations that may be useful in this study.

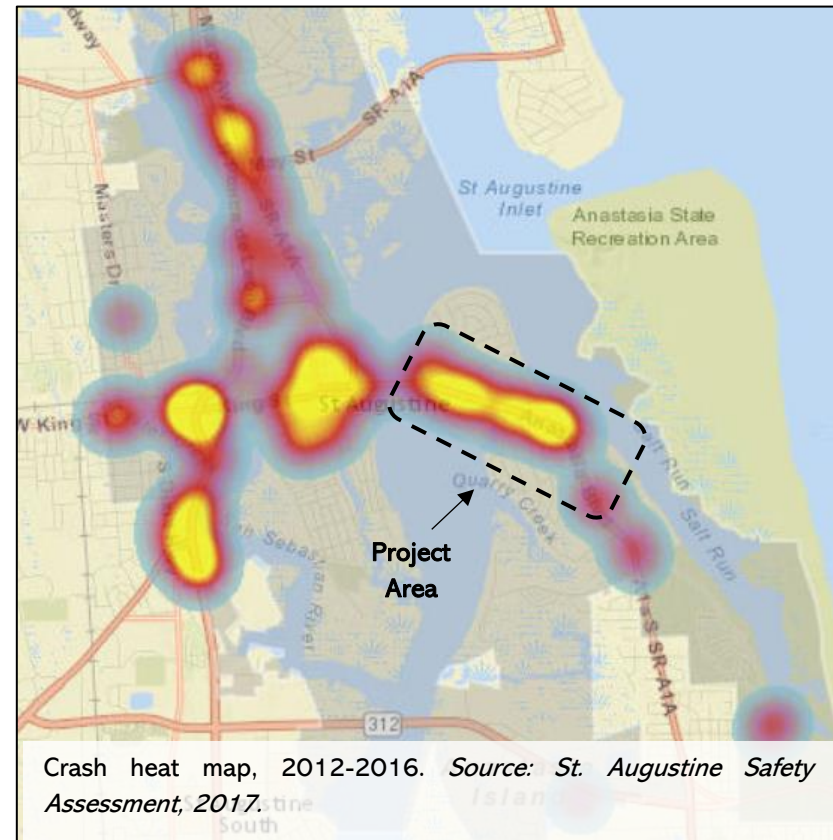
This section provides a summary of each document, a synopsis of the key findings from each study that apply to this current study, and lists recommendations the study made that are relevant to the current Anastasia Boulevard study.

ST. AUGUSTINE SAFETY ASSESSMENT (JULY 2017)

Document Summary: A citywide safety assessment was conducted in 2017 to help improve safety for vulnerable road users (pedestrians and bicyclists). This assessment identified locations with noticeable patterns of bicycle and pedestrian-related crashes, developed probable causes for their occurrence, and recommended solutions.

Key Findings: The safety assessment yielded the following crash statistics and identified causes for crashes along the study corridor:

- ◆ Approximately 33% of bicycle crashes occurred where a person on a bicycle was riding on a sidewalk at a driveway or unsignalized intersection.
- ◆ Almost half (47%) of pedestrian crashes involved a pedestrian attempting to cross the roadway midblock, outside a marked crosswalk.
- ◆ Anastasia Boulevard just south of the Bridge of Lions (within the study area) was identified as a high crash area.
- ◆ Causes of bicycle and pedestrian crashes were identified due to speed, inadequate lighting or lack of adequate facilities.



Applicable Recommendations:

- ◆ Reduce the speed limit to 30 mph between Inlet Place and Zorayda Avenue.
- ◆ Provide bike lanes between Gerado Street and Ocean Way.

SUN TRAIL – ST. JOHNS RIVER-TO-SEA LOOP PLANNING STUDY (2019)

Document Summary: A planning study funded by FDOT to identify viable corridors, determine the feasibility, and recommend a preferred alignment alternative to complete the SJR2C Loop within St. Johns County. The overall SJR2C Loop includes more than 260 miles of trail with nearly 40 miles in St. Johns County. It is one of the two regional trail systems identified on the SUN Trail Program network, making it eligible for targeted trail construction funding.

Key Findings: The preferred alignment comprises the entire study area along Anastasia Boulevard from Red Cox Drive to the Bridge of Lions. **Figure 2-11** displays the trail alignment alternatives within the vicinity of the study area identified in the planning study.

Applicable Recommendations: It is recommended through this study that a shared-use path be constructed along the project corridor to serve as a key connection for the SJR2C Loop.

FIGURE 2-10 SJR2C LOOP OVERALL MAP

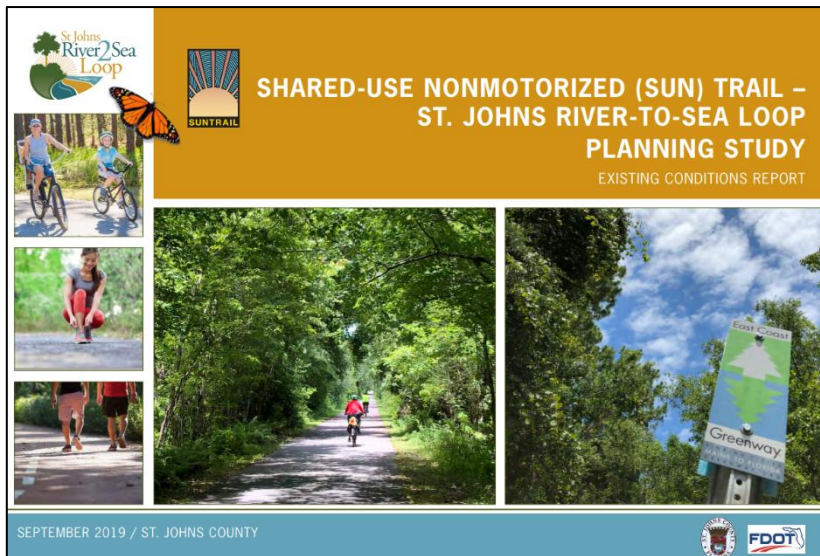
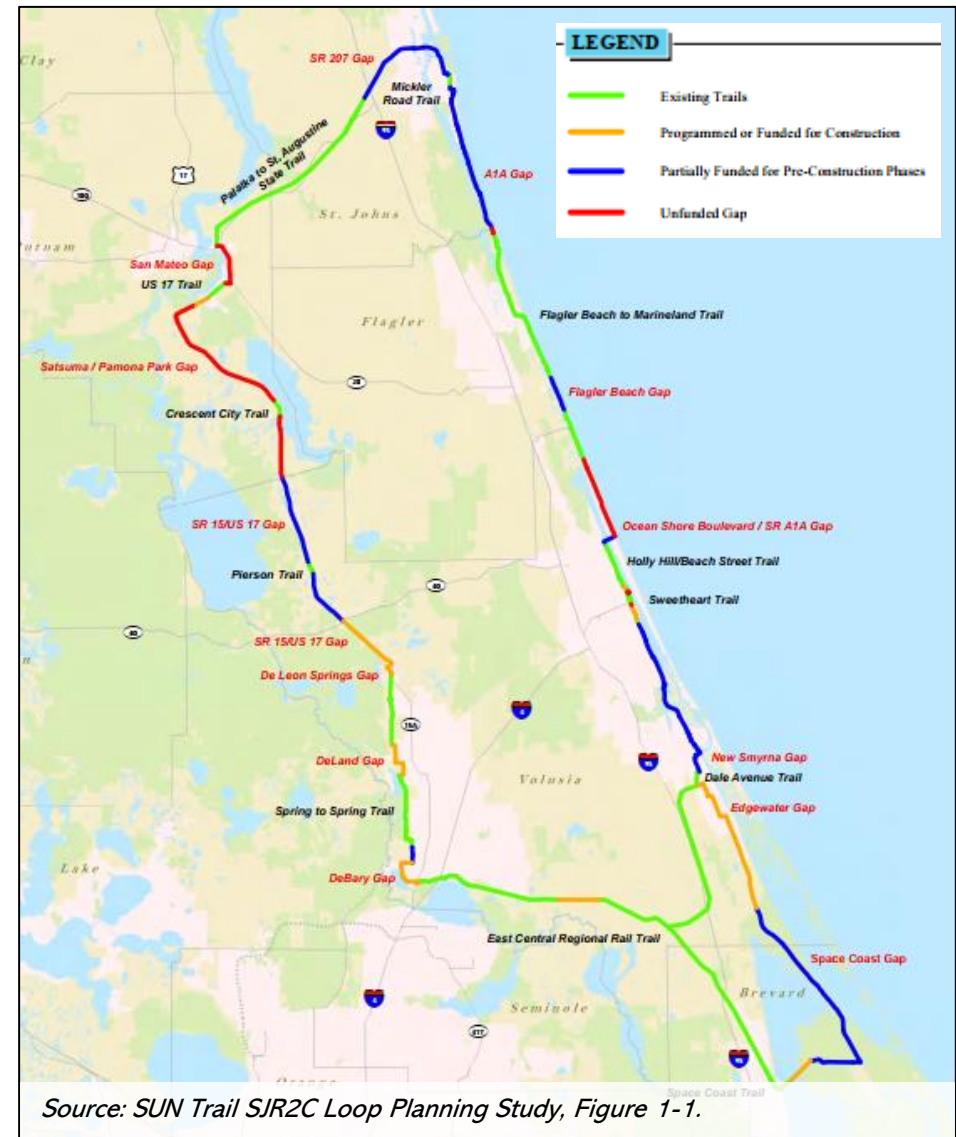
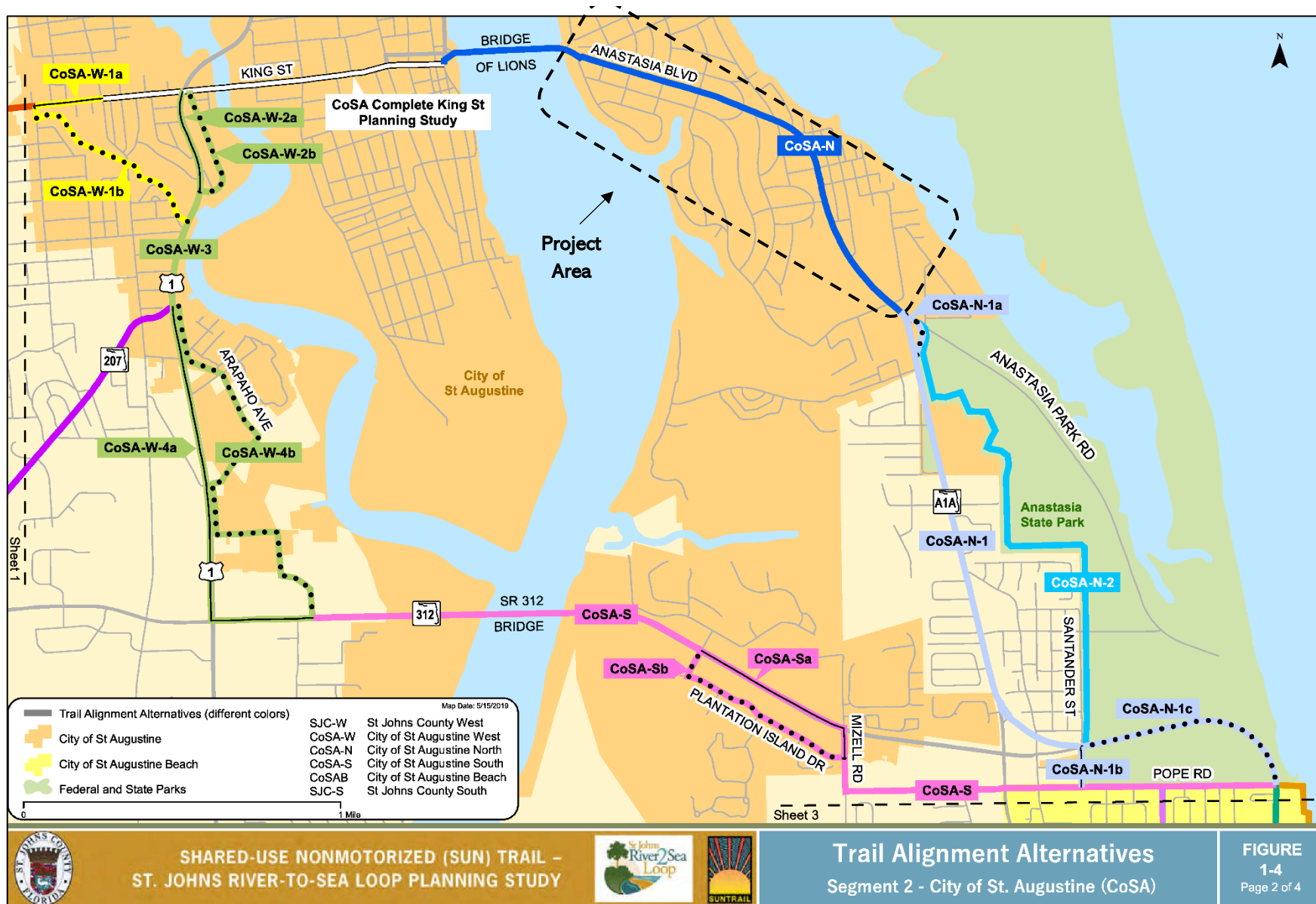


FIGURE 2-11 SJR2C LOOP ALIGNMENT ALTERNATIVES



TRANSPORTATION NETWORK ANALYSIS

Document Summary: A Transportation Network Analysis was conducted for the City of St. Augustine in 2018. This network analysis supplemented previously completed efforts, identified operational deficiencies within the network and developed alternatives to improve mobility throughout the city.

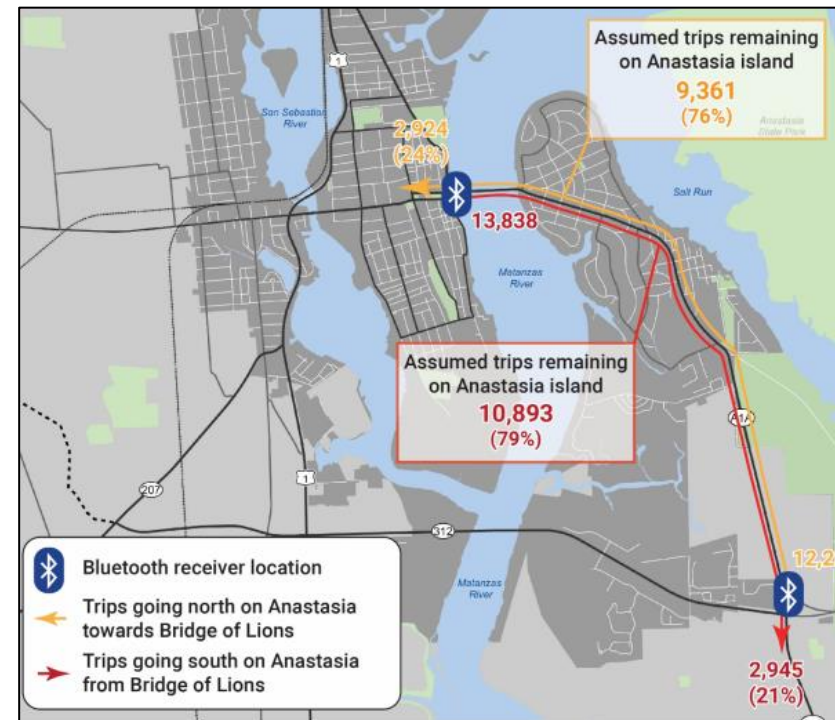
Key Findings: The following trends were identified in the study:

- ◆ 76% of the northbound trips that pass through Anastasia Boulevard (north of SR 312) either had a destination within northern Anastasia Island or did not cross the Bridge of Lions within 30 minutes.
- ◆ 79% of the eastbound trips utilizing the Bridge of Lions either had a destination within northern Anastasia Island or did not make it to the southern end of Anastasia Island within 30 minutes.
- ◆ 76% of the westbound trips at the Bridge of Lions either had a destination within downtown St. Augustine or did not make it out of the City within 30 minutes.

Applicable Recommendations: The following recommendations for Anastasia Boulevard were identified in the study:

- ◆ Reduce the speed limit to 30 mph between Inlet Place and Zorayda Avenue (consistent with the recommendation from the St. Augustine Safety Study from 2017).
- ◆ Remove on-street parking on the south side (eastbound).
- ◆ Reduce the segment of Anastasia Boulevard between Gerado Street to Ocean Way from a 4-lane with on-street parking to the following:
 - ◆ 3-lanes with a two-way center turn lane
 - ◆ Dedicated bike path

- ◆ A local access road with on-street parking on the north side (westbound)
- ◆ Restrict left-turn movements for southbound traffic at the intersections of Inlet Place, Comares Avenue, and Moultrie Place. This will result in right in/right out movements for these intersections. Modifying the turning movements at these intersections will reduce conflicts between southbound left-turning vehicles and westbound vehicles.



Origin-Destination along Anastasia Boulevard. *Source: St. Augustine Transportation Network Analysis, Figure 5-1.*

2.13 EXISTING LAND USE, ZONING, AND FUTURE LAND USE

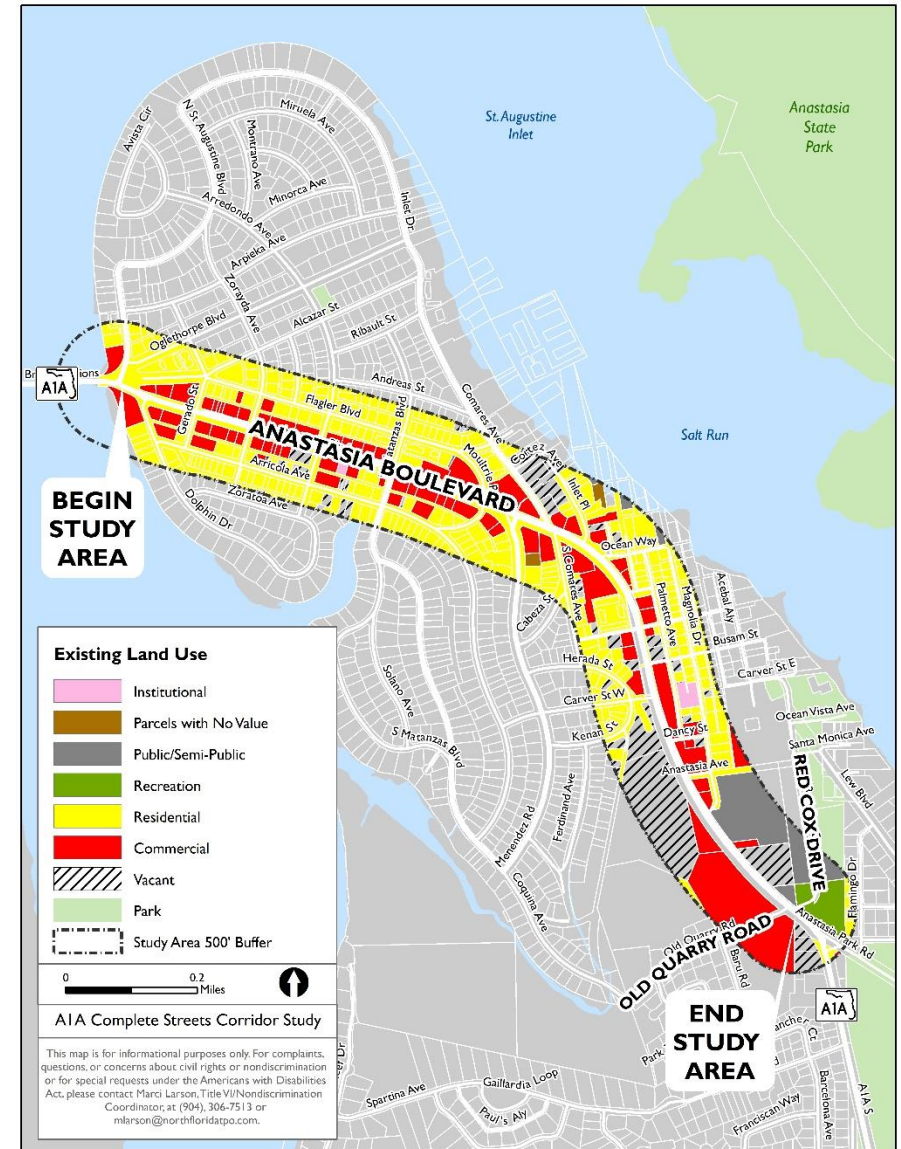
EXISTING LAND USE

The generalized land use was determined using the “Generalized Land Use derived from 2019 Florida Parcels” dataset from the GeoPlan Center. The dataset was created for FDOT and generalizes 99 available land uses into 15 land use classifications.

As displayed in **Figure 2-12**, the corridor generally consists of Residential (yellow) or Commercial (red) land uses. The land uses adjacent to Anastasia Boulevard are primarily commercial uses, while the land uses further back from the roadway are primarily residential.



FIGURE 2-12 EXISTING LAND USE

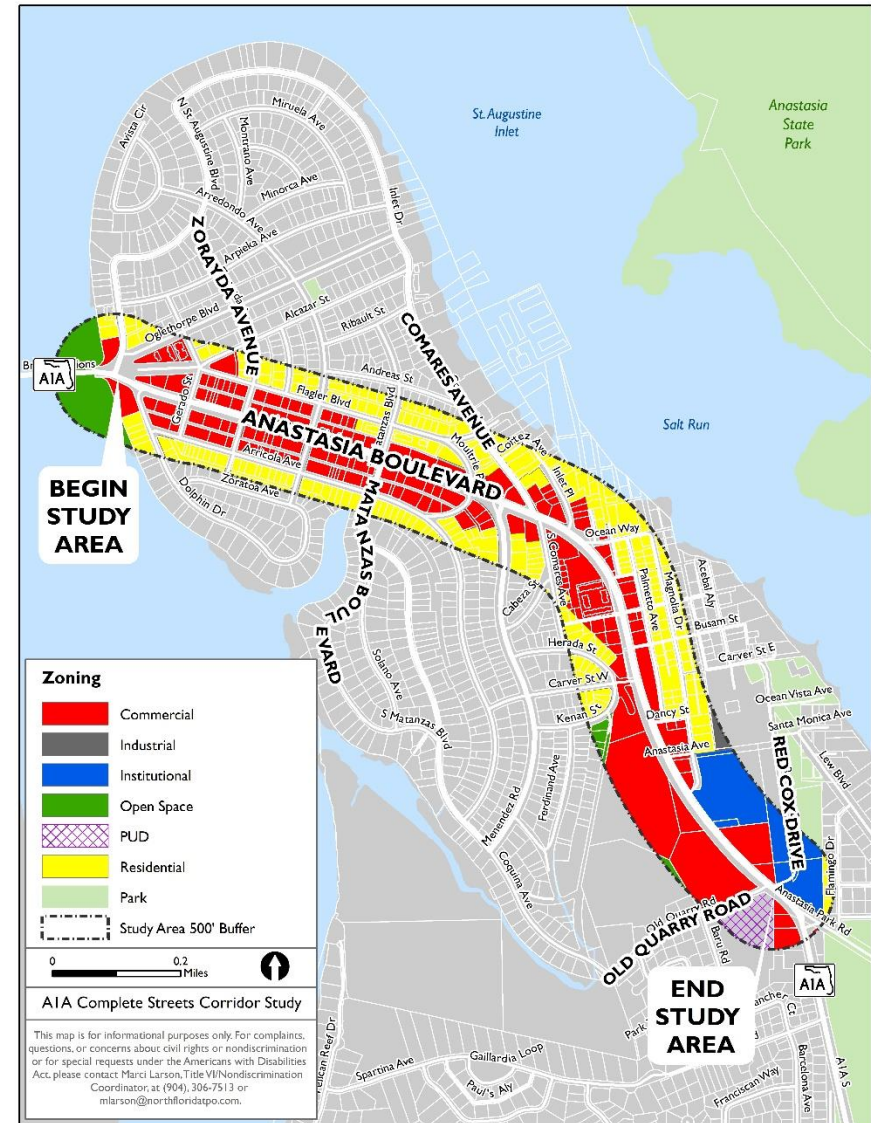
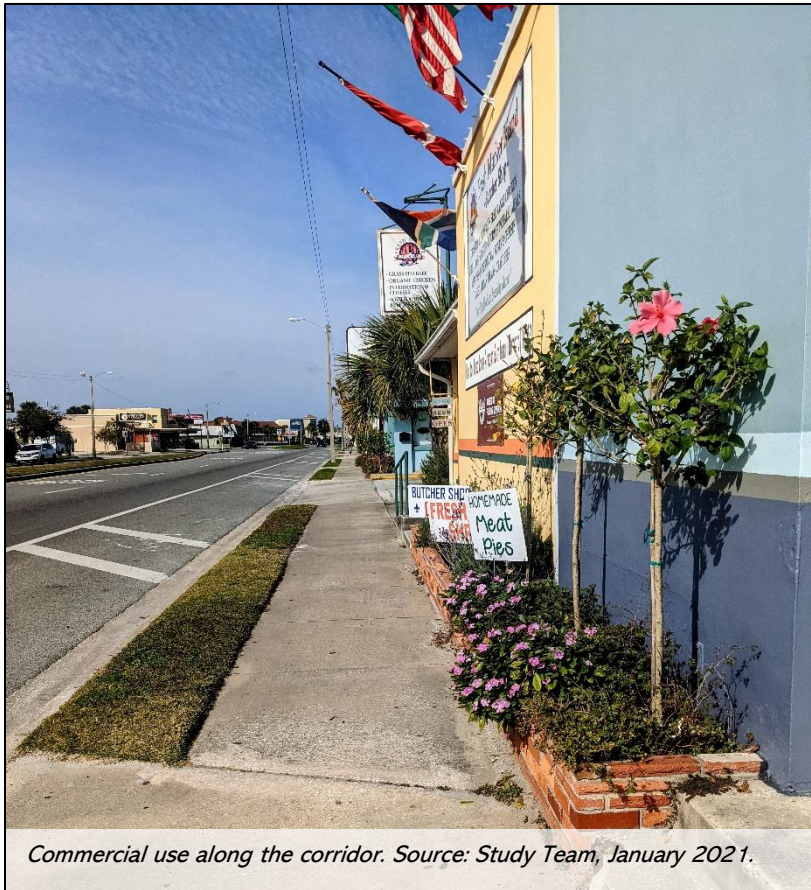


ZONING

The zoning data was obtained from the City of St. Augustine (dated June 2020) and displayed in **Figure 2-13**.

The zoning adjacent to the corridor is primarily commercial (red). The zoning in the surrounding area of the corridor is mostly residential (yellow), institutional (blue), or Planned Unit Development (PUD, purple hatch).

FIGURE 2-13 ZONING



FUTURE LAND USE

The future land use data was obtained from the City of St. Augustine (dated November 2020) and displayed in **Figure 2-14**. Similar to the zoning and existing land use, the future land use along the study corridor is largely commercial (red). In contrast to the zoning and existing land uses, the commercial designations extend further south towards the river from Anastasia Boulevard to the northern portion of Anastasia Boulevard approaching the Bridge of Lions.

2.14 ENVIRONMENTAL JUSTICE

Demographic indicators were summarized using the United States Environmental Protection Agency’s (USEPA) EJSCREEN tool. As described by the USEPA, EJSCREEN is an environmental justice mapping and screening tool that provides EPA with a nationally consistent dataset and approach for combining environmental and demographic indicators.

Six demographic indicators for the corridor were summarized with all indicators below both the state of Florida average as well as the US average with the exception of the Population over age 64. **Figure 2-15** summarizes the demographic indicators.

FIGURE 2-15 ENVIRONMENTAL JUSTICE INDICATORS

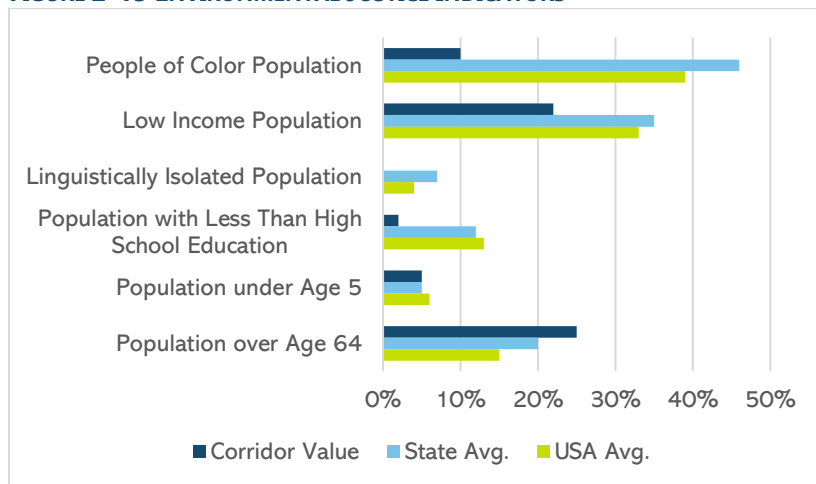
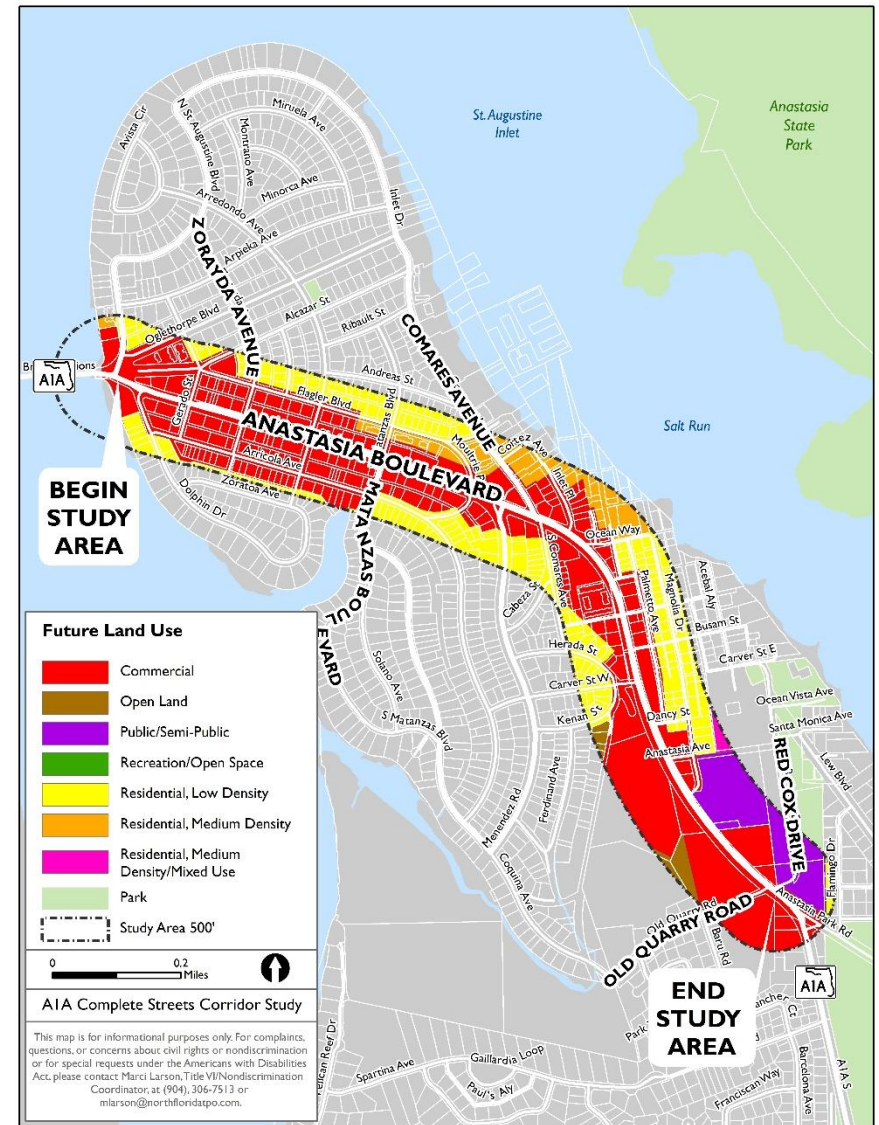


FIGURE 2-14 FUTURE LAND USE



2.15 GENERAL ENVIRONMENTAL CHARACTERISTICS

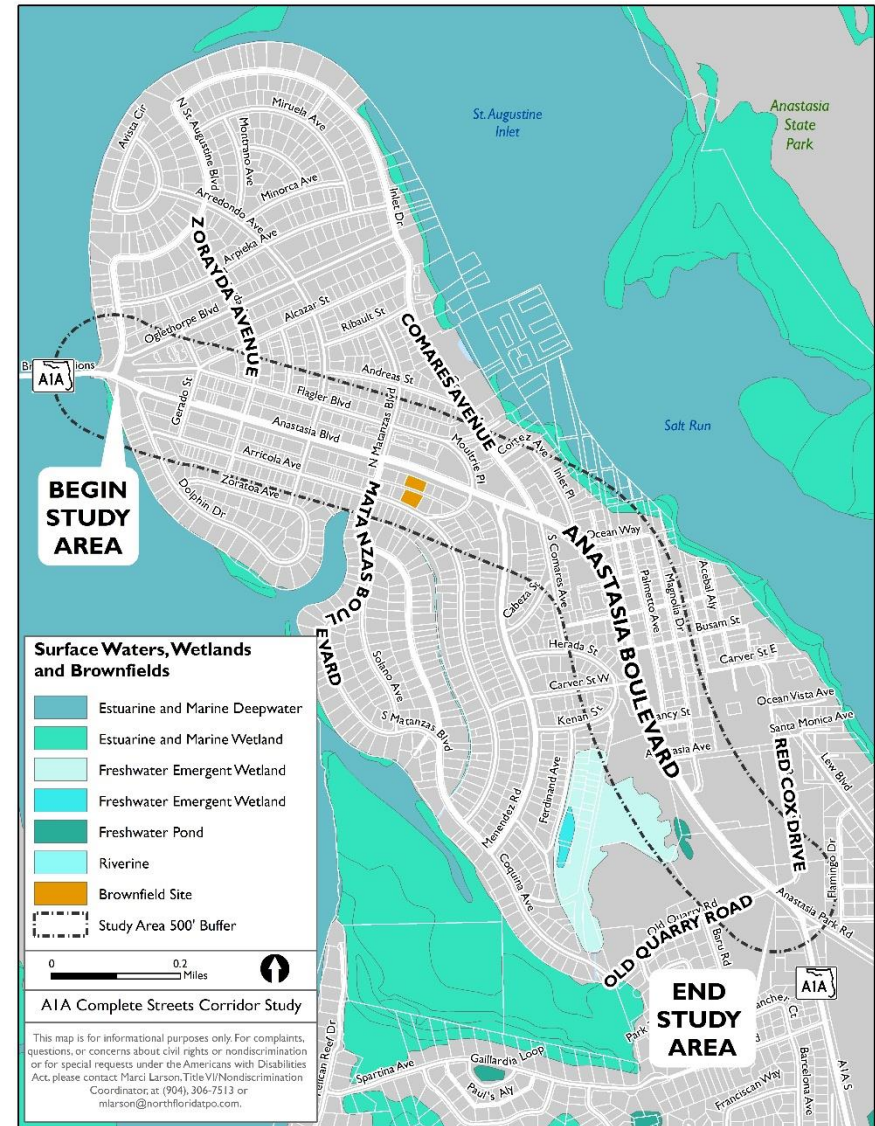
General environmental characteristics for the corridor were documented including surface waters and wetlands, species and habitat, contamination, and cultural historic sites.

- ◆ **Surface Waters and Wetlands:** The surface waters and wetlands within the vicinity of the project area are shown in **Figure 2-16** using the *National Wetlands Inventory Polygons in Florida* dataset from U.S. Fish and Wildlife Services published on the Florida Geographic Data Library (FGDL) dated July 2018.

There are limited wetlands within 500 feet of the study area. Freshwater Pond and Freshwater Emergent/Wetlands are near the southern end of the corridor and Estuarine and Marine wetland along the coast. The corridor is on an island and is generally surrounded by Estuarine and Marine Deepwater.

- ◆ **Species and Habitat:** No identified protected species and habitat within the vicinity of the project area as indicated by the *Species Locations in the State of Florida* dataset from the University of Florida (UF) Geoplan Center published on FGDL, dated November 2013.
- ◆ **Contamination:** One identified brownfield area within the project area as determined using the *Brownfield Areas in Florida* dataset from the Florida Department of Environmental Protection (FDEP) published on FGDL, dated July 2019. The brownfield is named *Former Quality Cleaners Brownfield Site* (Site ID BFF551901001), is located at 409 Anastasia Boulevard and is approximately 0.8 acres in size. **Figure 2-16** shows the location of the brownfield site.

FIGURE 2-16 SURFACE WATERS, WETLANDS AND BROWNFIELDS

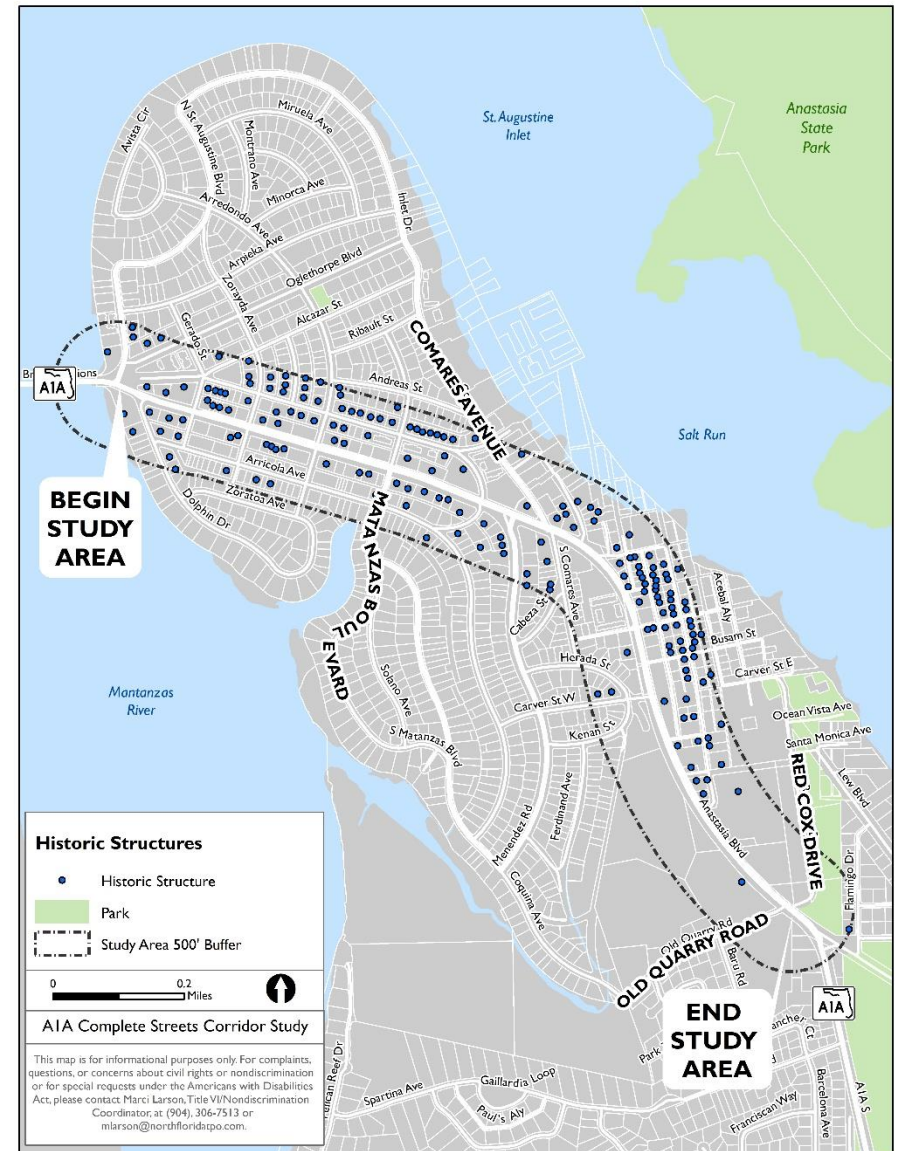


◆ **Cultural Historic Sites:** A significant number of historic structures within the 500-foot study area buffer, some of which are located close to the Anastasia Boulevard right-of-way. Within the project area are **188 identified cultural historic sites** as determined using the *Historical Structure Locations in Florida* dataset from the Bureau of Archaeological Research published on FGDL, dated April 2020. The locations of these structures are displayed in **Figure 2-15** and summarized below.

- ◆ A majority of the structures (71%) are private residences or apartments. Many were built between the 1920s and 1960s.
- ◆ Seven (7) of the structures (4%) are classified as eligible for the National Register of Historic Places (NRHP).
- ◆ 142 of the structures (76%) are classified as a potential contributor to a National Register District.



FIGURE 2-17 HISTORIC STRUCTURES



3.0 SAFETY REVIEW AND TRAFFIC ANALYSIS

3.1 SPEED SAFETY REVIEW

This study identifies context-sensitive, complete street solutions to improve the safety of Anastasia Boulevard for all users. The first step in this process was to create a baseline utilizing existing speed data on the corridor. To accomplish this, speed data was recorded along Anastasia Boulevard west of Moultrie Place and east of Zorayda Avenue.

This data was collected over two days in October 2020. Speed data from both locations are summarized in **Tables 3-1** and **3-2**. As shown in the tables, the average speed is lower than the posted speed limit of 30 mph or 40 mph.



TABLE 3-1 SPEED SUMMARY EAST OF ZORAYDA AVENUE

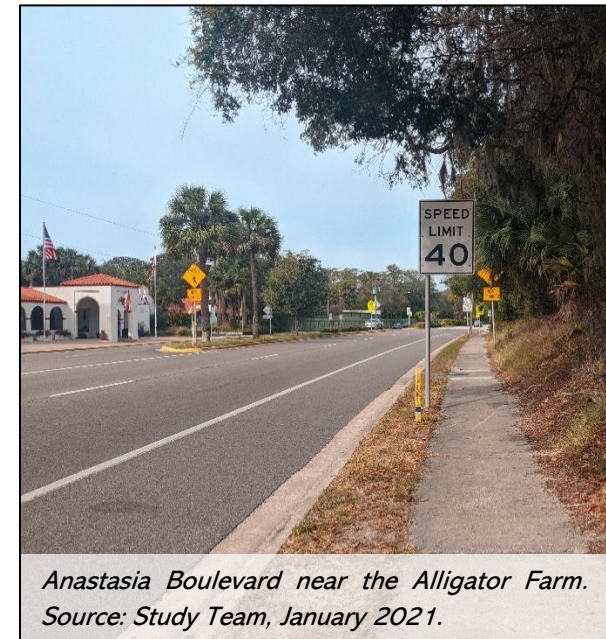
Description	Eastbound	Westbound	Average (Both Directions)
85th Percentile Speed	33	32	33
15th Percentile Speed	22	6	14
10 MPH Pace Speed (26-35 MPH, % of Total Vehicles)	73.0%	43.9%	58.5%
Average Speed	28	21	25

* Posted Speed 30 mph

TABLE 3-2 SPEED SUMMARY WEST OF MOULTRIE PLACE

Description	Eastbound	Westbound	Average (Both Directions)
85th Percentile Speed	33	35	34
15th Percentile Speed	21	17	19
10 MPH Pace Speed (26-35 MPH, % of Total Vehicles)	65.7%	46.7%	56.2%
Average Speed	28	27	28

* Posted speed 40 mph



3.2 HISTORICAL SAFETY REVIEW (CRASH ANALYSIS)

A historical safety review was conducted in the form of a crash analysis using the Signal 4 Analytics (S4) database to summarize corridor-wide and intersection crash trends from the previous five years (2015 to 2019). General crash trends are summarized below and further detailed in this section.

- ◆ **293 total** crashes occurred ranging between 54 and 65 crashes per year.
- ◆ Three crashes resulted in **fatalities** (1%) and 61 of the crashes resulted in **injuries** (21%).
- ◆ Six **bicycle** crashes and one **pedestrian** crash.
- ◆ 30% of the crashes occurred between **2 p.m. and 5 p.m.**
- ◆ The top three **crash intersections** along the corridor were Matanzas Boulevard, Red Cox/Old Quarry Road and Zorayda Avenue.
- ◆ The top three known **crash types** were rear end, off road and side swipe.
- ◆ Most crashes occurred during clear weather conditions, on dry roads in the daylight.

BICYCLE AND PEDESTRIAN CRASHES

As noted above, six bicycle crashes and one pedestrian crash between 2015 and 2019 (see **Figure 3-1**). Two of the bicycle crashes occurred at the intersection of Anastasia Boulevard and Matanzas Boulevard. Four bicycle crashes were reported to be intersection-related. One bicycle crash resulted in a fatality and the pedestrian crash resulted in a fatality. The fatal crashes are further detailed in the Crash Severity section.

FIGURE 3-1 CRASH MODE

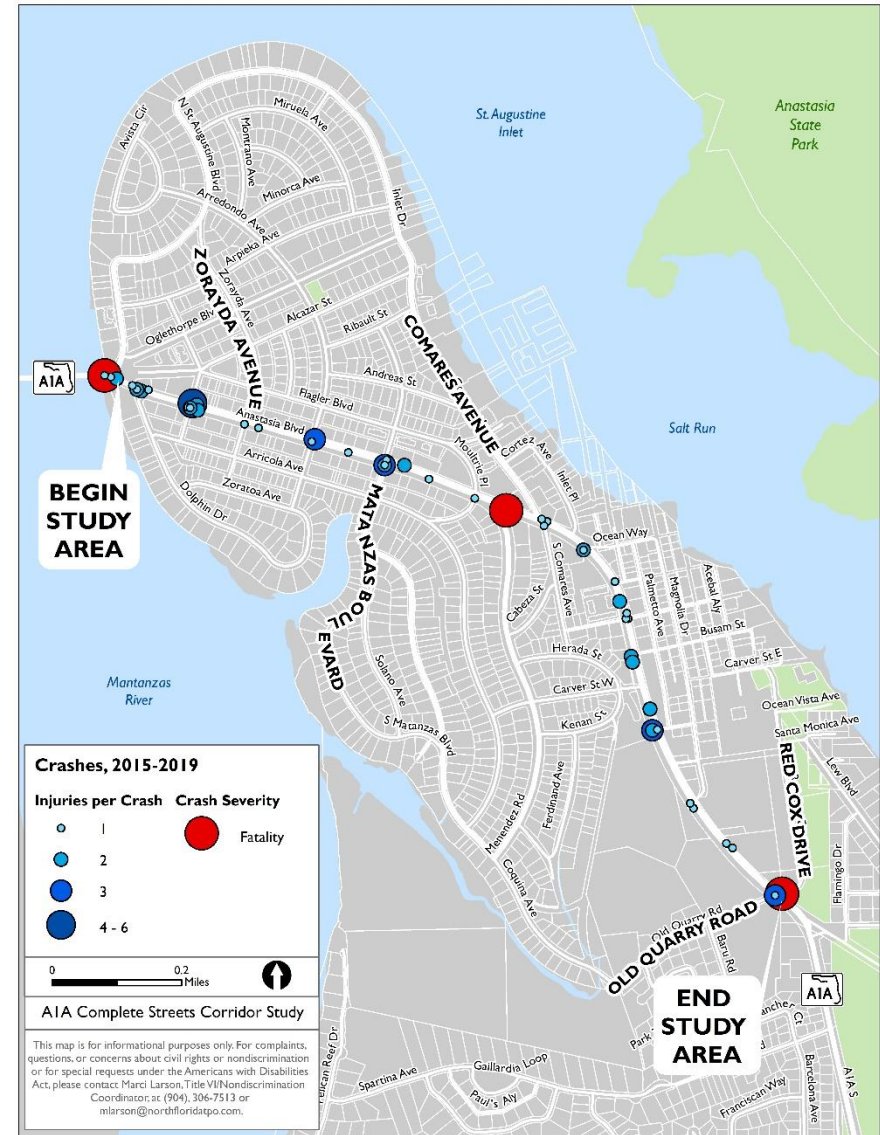


CRASH SEVERITY

Of the 293 crashes, three resulted in fatalities (shown in red in Figure 3-2). The details of these three fatal crashes are summarized below.

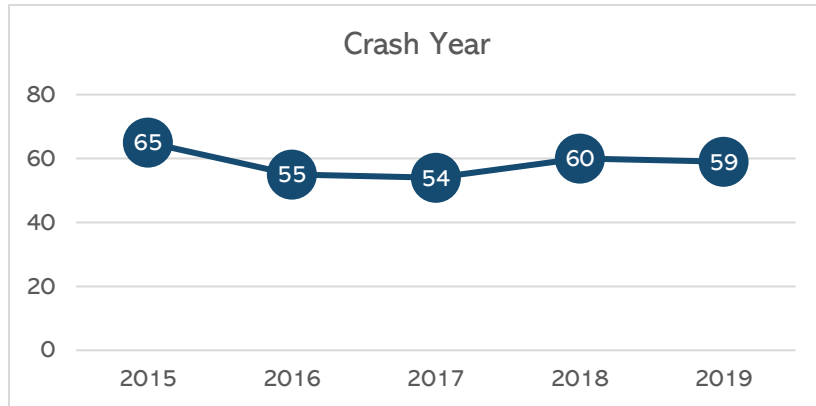
- ◆ Crash involving a bicycle at Anastasia Boulevard/Red Cox Drive, at 6:25 p.m. Vehicle and bicycle crossed paths at sign-controlled intersection. It is unknown if the bicycle stopped at the stop sign before heading into traffic
- ◆ Crash involving a pedestrian near Anastasia Boulevard and Menendez Drive at 8 a.m. Pedestrian was listed as riding a skateboard through travel lanes while crossing the street outside a crosswalk area and traveled from the motorist’s left.
- ◆ Crash involving a vehicle and motorcycle at Anastasia Boulevard and North St. Augustine Boulevard at 2:22 a.m. The crash was classified as alcohol-related.

FIGURE 3-2 CRASH SEVERITY



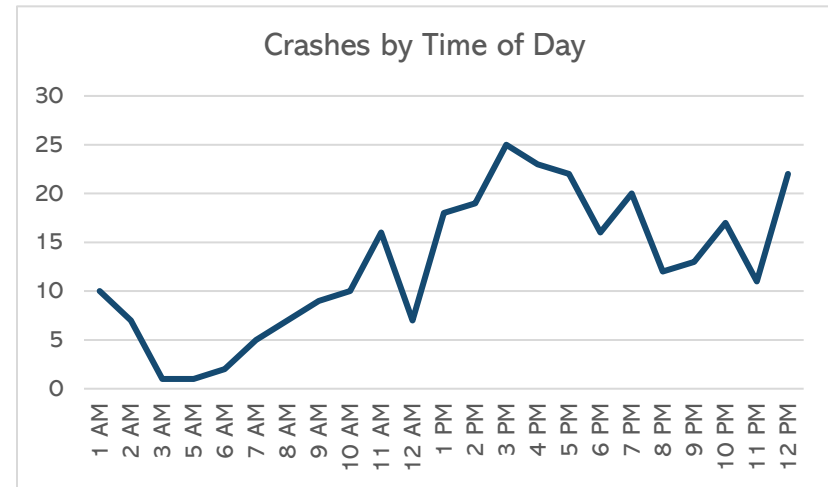
CRASH YEAR

Overall, the number of crashes remained relatively constant from 2015 to 2019 ranging from 54 to 65 crashes per year. The years 2016 and 2017 experienced the fewest number of crashes with 55 and 54 crashes each year, respectively. The year 2015 saw the most crashes with 65 reported crashes for the year.



CRASH TIME OF DAY

Crash frequency was highest in the afternoon between 2 p.m. and 5 p.m. (30% of crashes). Crashes were generally less frequent in the mornings than in the evenings.



CRASH INTERSECTIONS

The top four intersections where crashes occurred are listed and summarized as follows:

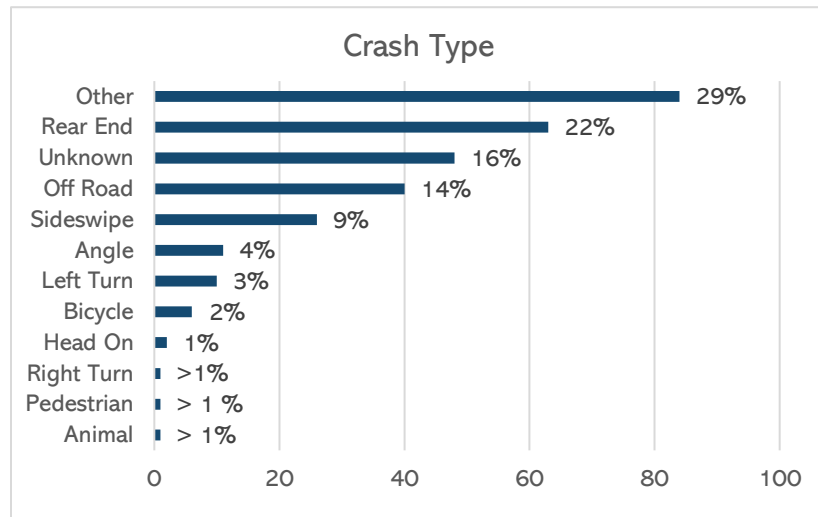
- ◆ Matanzas Boulevard: 30 crashes, 10% of the total crashes for the corridor. Nine crashes at this intersection were rear end crashes.
- ◆ Red Cox Drive/Old Quarry Road: 23 crashes, 8% of the total.
- ◆ Zorayda Avenue: 22 crashes, 8% of the total.
- ◆ Gerado Street: 20 crashes, 7% of the total. Six of these crashes (30%) were sideswipes.



Zorayda Avenue intersection. Source: Study Team, January 2021.

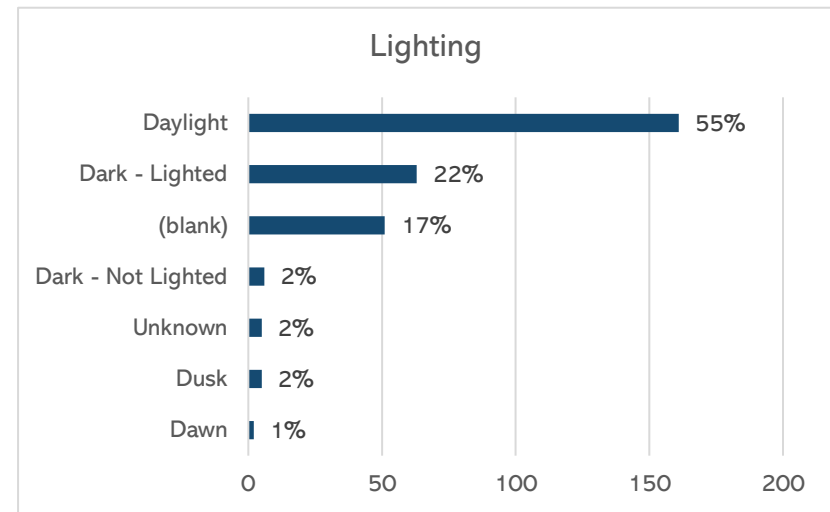
CRASH TYPE

The most common type of known crashes was rear ends in about 22% of the total crashes. Off-road and sideswipes were also common crash types. The least frequent crash types were right turn, pedestrian and animal with one crash each.



LIGHT CONDITIONS

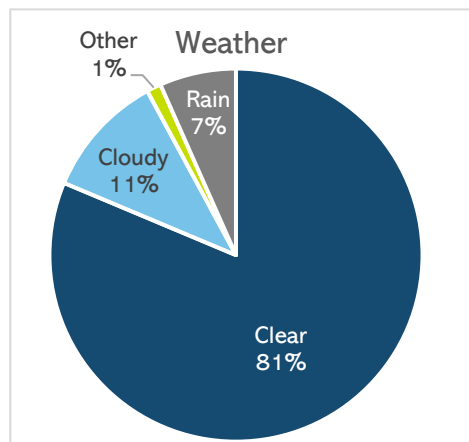
Most of the crashes occurred during daylight conditions (55%) or in dark – lighted conditions (22%). Approximately 4% of the crashes occurred in dark – not lighted or unknown conditions and 3% occurred at either dusk or dawn lighting conditions.



WEATHER CONDITIONS

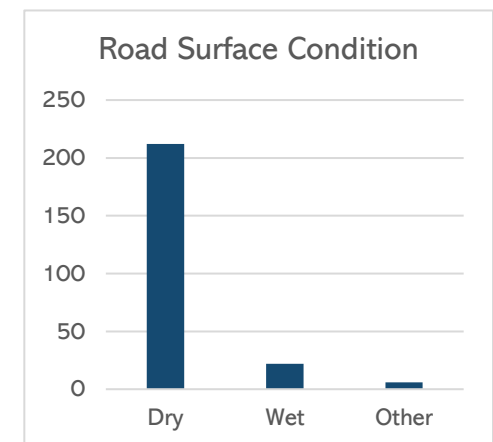
A majority of the crashes occurred during clear weather conditions (81%).

The remaining crashes occurred either in cloudy (11%) or Rain (7%).



ROAD SURFACE CONDITION

A majority of the crashes occurred during dry road surface conditions (72%). Eight percent of the crashes occurred during wet road surface conditions.



3.3 TRAFFIC ANALYSIS

Traffic analysis of the intersection of Red Cox Drive/Old Quarry Road was performed using a combination of traffic forecasting to estimate future travel demands along the corridor and a network operations analysis featuring a corridor and intersection level of service (LOS). The traffic data is provided in **Appendix A**.

TRAFFIC FORECASTING

Traffic forecasting was conducted by using historic traffic volumes local to the project area and assuming they represent annual traffic growth rates for design year analysis. These growth rates were applied to existing traffic volumes counted as part of this study. The existing

analysis is performed for year 2020 and design year analysis is performed for the year 2045.

Along Anastasia Boulevard historical traffic count data for the most recently available 10 years of AADT data were collected from FDOT’s Florida Traffic Online database (Site 785036, North of Old Quarry Road). **Table 3-3** provides the annual count estimate along with the simple 5-year and 10-year growth rate estimate comparison. The volumes show a 10-year historical growth rate of 1% per year and the 5-year historical growth rate was negative. Based on the historical trends the traffic analysis was performed assuming a 1% per year traffic growth between 2020 and 2045.

TABLE 3-3 HISTORICAL AADT COUNTS

Location	Count ID	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	5-yr Simple Growth Rate	10-yr Simple Growth Rate
N of Old Quarry Rd	785036	19,200	19,800	19,900	19,900	20,500	22,000	21,500	22,500	21,500	21,000	-0.9%	1.0%

CORRIDOR LEVEL OF SERVICE

The FDOT Quality Level of Service tables were used to complete a planning-level analysis of the Anastasia Boulevard corridor study area. The table below presents the results existing year AADT and forecasted

year AADT with corresponding LOS. Based on the segment analysis, the roadway level of service (LOS) is expected to operate within acceptable LOS targets (LOS D) through the study period.

TABLE 3-4 CORRIDOR LOS SUMMARY

Location	Service Volume at LOS D	2019 AADT	2019 LOS	Suggested Annual Growth Rate	2045 AADT	2045 LOS
North of Old Quarry Rd	39,800	21,000	C	1.0%	26,250	C

INTERSECTION LEVEL OF SERVICE ANALYSIS

Turning Movement Counts (TMCs) were collected on Wednesday, November 4, 2020 from 7-9 a.m., 11 a.m.-1 p.m., and 3 p.m.-7:30 p.m. at Anastasia Boulevard & Red Cox Drive/Old Quarry Road. Overall network peaks were determined to be 8-9 a.m., 12-1 p.m. and 4:45-5:45 p.m. Peak Volumes were adjusted by the St Johns County Seasonal Correction Factor of 1.03%.

The intersection traffic analysis was conducted using Synchro (version 11) traffic software, which uses the HCM6 methodology to determine intersection delay and LOS. Signal timings for all signalized intersections were optimized using Synchro’s optimization tool to achieve comparable intersection operating conditions and traffic progression to regular Transportation Systems Management and Operations (TSM&O) signal retiming maintenance.

Anastasia Boulevard and Red Cox Drive/Old Quarry Road

The Anastasia Boulevard and Red Cox Drive intersection analysis was performed for five models, including:

- ◆ Existing volumes and existing infrastructure
- ◆ 2045 volumes with no infrastructure changes

- ◆ Three 2045 concepts with conceptual intersection types that incorporate roundabout movements or reduced conflict u-turns (RCUT) or median u-turn movements (MUT)

The results of the existing model indicate that all movements are operating at LOS D or better. The future no-build traffic analysis indicates that the stop-controlled westbound left-turn movement performs at an LOS F with delays in the PM reaching as high as 245 seconds per vehicle in the existing model and over 1,000 seconds per vehicle in the 2045 model (both indicating that the existing design will be unable to meet future traffic demands). Additionally, the mainline eastbound left-turn experiences delays of 53 seconds per vehicle in the AM period. All other movements in the 2045 model operate at LOS D or above.



Approach to Red Cox Drive intersection. Source: Study Team, January 2021.

TABLE 3-5 ANASTASIA BOULEVARD/RED COX DRIVE INTERSECTION LOS

Analysis Period	Year	Alternative	Intersection Control	Approach Delay (LOS)												Intersection
				EB			WB			NB			SB			
				L	T	R	L	T	R	L	T	R	L	T	R	
AM	2020	Existing	TWSC	23.9 (C)	23.9 (C)	23.9 (C)	43.5 (E)	43.5 (E)	9.7 (A)	0.0 (A)	0.0 (A)	0.0 (A)	10.0 (A)	0.0 (A)	0.0 (A)	43.5 (E)
	2045	Future No-Build	TWSC	53.0 (F)	53.0 (F)	53.0 (F)	127 (F)	127 (F)	127 (F)	127 (F)	10.7 (B)	0.0 (A)	11.1 (B)	0.0 (A)	0.0 (A)	127.0 (F)
PM	2020	Existing	TWSC	23.0 (C)	23 (C)	23 (C)	245.0 (F)	245 (F)	245 (F)	11.1 (B)	0.0 (A)	0.0 (A)	9.3 (A)	0.0 (A)	0.0 (A)	245.0 (F)
	2045	Future No-Build	TWSC	49.0 (E)	49 (E)	49.0 (E)	1,241 (F)	1,210 (F)	1,210 (F)	13.0 (B)	0.0 (A)	0.0 (A)	11 (B)	0.0 (A)	0.0 (A)	1,210.0 (F)

4.0 PUBLIC INVOLVEMENT

An online survey was administered via *SurveyMonkey* to solicit public input from the community about the study. A PowerPoint with a voice-over was included on the website ahead of the survey to include information about the study and potential alternatives.

The survey included 10 questions with multiple-choice, “yes” or “no”, ranking and open-ended questions. The survey was open for two weeks from June 1 to June 16. Information about the survey and the link to the survey was shared via the North Florida TPO monthly newsletter, the North Florida TPO Facebook page, and Facebook ads were purchased that focused on a 5-mile radius of the study area covering almost the entire island and south into the city of St. Augustine Beach. The survey received a total of **765** responses. The full survey results along with the presentation and alternatives considered are provided in **Appendix B**.

- ◆ Most respondents (74%) live near Anastasia Boulevard
- ◆ Over half of the respondents (55%) indicated that they use the corridor multiple times a day
- ◆ Over one third of the respondents (37%) walk or bike the corridor at least weekly
- ◆ About one fourth of the respondents (27%) *Never* walk or bike on Anastasia Boulevard
- ◆ Most respondents (89%) travel by private vehicle most often along the corridor
- ◆ About 10% of the respondents walk or bike along the corridor most often

“Anastasia Boulevard could be an amazing walking/biking street.” – Survey Response, Question 10



Screenshot of North Florida TPO Facebook post promoting the



Screenshot from the survey powerpoint on the website.

- ◆ When asked to rank the importance of **four transportation problems** from 1-4 along the corridor (pedestrian safety, bicycle safety, crossing the street at non-intersection locations, and on-street parking), the following results were yielded (see Figure 4-1):
 - ◆ Pedestrian (3.0) and bicycle safety (2.8) ranked the **highest**.
 - ◆ On-Street parking ranked the **lowest** (1.66).
 - ◆ Pedestrian safety received the **most #1 rankings** (34%).
 - ◆ On-Street parking received the **fewest #1 rankings** (11%).
 - ◆ On-Street parking received the **most #4 rankings** (64%).
 - ◆ Pedestrian safety received the **fewest #4 rankings** (6%).

Pedestrian Safety received the most #1 rankings.

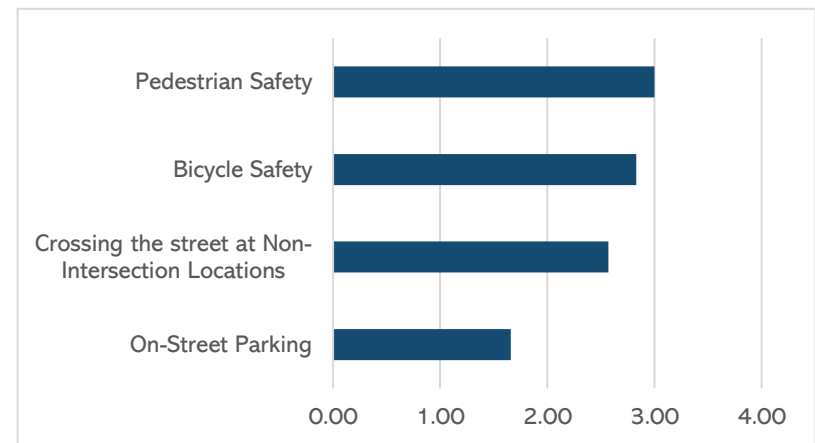
On-Street Parking received the most #4 rankings.

- ◆ Most respondents indicated that they **would support additional bicycle facilities** along Anastasia Boulevard (83%).
- ◆ Almost half (45%) the respondents feel **there is not sufficient lighting** on the corridor.
- ◆ A majority of the respondents would be willing to use pedestrian crossings at non-signalized intersections (70%).

“Encourage bikers, runners, and pedestrians so local commerce can boom.” – Survey Response, Question 10

- ◆ The top 3 midblock crossing locations are as follows:
 - ◆ Near the Bridge of Lions (20%)
 - ◆ Red Cox Drive area (19%)
 - ◆ Comares Avenue (16.5%)

FIGURE 4-1 RANKED TRANSPORTATION PROBLEMS



“The speed limit should be lowered for safety.” – Survey Response, Question 10

- ◆ Additional feedback for the project team included the following topics: speeding, lowering the speed limit, signal at Red Cox curve, signage, parking, landscaping, inconsistent lighting, boats, crosswalks, bridge openings, pedestrian crossing at the amphitheater, midblock crossings (for and against).

Almost half of the respondents feel there is not sufficient lighting.

5.0 PROPOSED CORRIDOR IMPROVEMENTS

As a result of the Existing Conditions Analysis, Safety Review and Traffic Analysis, and Public Involvement, a set of proposed corridor improvements were developed. The proposed corridor improvements are summarized in this section and are intended to make Anastasia Boulevard safer and increase mobility for users of all ages and abilities.

Formulating the proposed improvements was rooted in traditional complete streets guidance documents including the *NACTO Urban Street Design Guide*, FHWA's *Pedestrian Safety Guide and Countermeasure Selection System*, FDOT's *Context Classification Guide*, and FDOT's *Design Manual (FDM)*.

Each of the proposed corridor improvements will increase the corridor safety and mobility using various methods such as slowing vehicles, improving visibility, and/or providing dedicated lane "space" for bicycles and pedestrians. The strategies specifically aimed at enhancing the bicycle and pedestrian mobility and safety along the corridor include the following:

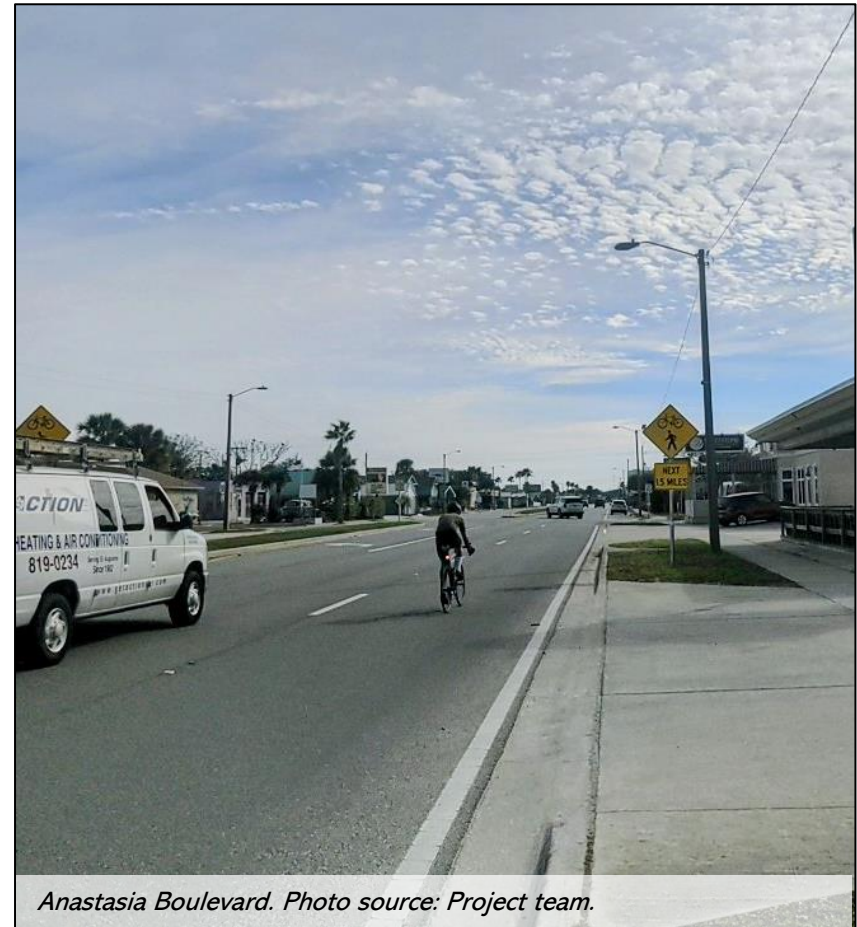
- ◆ Bike lanes
- ◆ High visibility crosswalks
- ◆ Lighting enhancements
- ◆ Midblock crossings/RRFBs
- ◆ Shared-use path

"Slower speeds and more flashing light crosswalks are very important to the safety of residents and visitors." – Survey Response, Question 10

Additionally, the FDOT Design Manual (FDM) provides a table of strategies to achieve the desired operating speeds along a corridor based on context classification. The corridor improvements recommended for this segment of Anastasia Boulevard are directed by these strategies identified by FDOT to achieve the desired operating speed as indicated by the recommended FDOT minimum speed limit for this type of roadway.

These strategies include:

- ◆ Narrowing travel lanes
- ◆ Speed feedback signs
- ◆ Roundabout
- ◆ Rectangular Rapid Flashing Beacons (RRFB)
- ◆ Speed limit reduction



Anastasia Boulevard. Photo source: Project team.

IMPROVEMENT CONTRIBUTIONS

The table below provides an overview of the types of improvements recommended along the corridor and the specific contributions they offer. Six categories listed in the table identified below. Each category has an associated symbol that will be displayed in the table next to the improvement and in the improvement details later in this section as a reference.

- ◆ **Safety:** increases the overall safety of the corridor
- ◆ **Mobility:** increases the ability to travel along the corridor
- ◆ **Speed reduction:** decreases vehicle travel speeds
- ◆ **Bicycle:** offers specific benefits for bicycles along the corridor
- ◆ **Pedestrian:** improvements for people walking along the corridor
- ◆ **Aesthetics:** improves the appearance of the corridor

TABLE 5-1 IMPROVEMENT CONTRIBUTION MATRIX

		Speed					
		Safety	Mobility	Reduction	Bicycle	Pedestrian	Aesthetics
		S	M	R	B	P	A
Improvement	Description						
Bike Lanes	Provide an exclusive space for bicyclists to predictably travel along streets.	X	X	X	X		
High Visibility Crosswalk	Increases visibility of the pedestrian crossing area while warning motorists to expect pedestrian crossings.	X	X			X	X
Lighting Enhancements	Lighting can increase comfort and safety by increasing the visibility of bicycles, pedestrians and other road users.	X			X	X	X
Midblock Crossing	A designated pedestrian crossing at a non-signalized intersection.	X	X	X	X	X	
Narrower Travel Lane	Narrows the vehicle travel lanes to recommended FDOT minimum.	X	X	X	X	X	
Roundabout	Circular intersections designed to eliminate left turns, reduce vehicle speeds and increase safety.	X	X	X			X
Rectangular Rapid Flashing Beacon (RRFB)	A device used in combination with pedestrian warning signs to provide a high-visibility strobe-like warning to drivers when pedestrians use a crosswalk.	X	X	X		X	
Shared-Use Path	Off-street facilities shared with pedestrians, bicycles and other users.	X	X		X	X	
Speed Limit Reduction	Lowers the posted speed limit of the roadway.	X		X	X	X	

5.1 ROADWAY SCENARIOS

Two roadway scenarios were developed for this segment of Anastasia Boulevard. Both scenarios maintain the existing on-street parking, reduce the travel lanes to 10 feet, include a median, and provide additional bicycle and pedestrian accommodations. The two roadway scenarios are compared in **Table 5-2**. Detailed typical sections for each scenario are in **Appendix C**.

“It’s important to either widen bike lanes or create a multi-use path.”

– Survey Response, Question 10

TRAVEL LANE WIDTH

The existing lane width along this segment of Anastasia Boulevard is approximately 13.5 feet. As indicated in the FDOT Design Manual (FDM), the minimum lane width for this type of roadway is 10 feet.

Reducing lane widths to the recommended minimums can help improve safety and comfort for all roadway users. Road narrowing projects lower vehicle speeds, reduce crossing widths and exposure to motor vehicle traffic for pedestrians, and redistributes roadway space for other users. Vehicle lane widths that are greater than the minimum often result in safety and speeding problems.

PARKING LANE

Based on public feedback from this study as well as previous study efforts, the existing on-street parking will be preserved. The width dedicated to the parking lane is recommended to be widened to eight feet to meet FDM standards.

BICYCLE FACILITIES

The bicycle facilities recommended include either bike lanes on both sides of the road in Scenario 1, or bike lanes on the west side of the road plus a shared-use path on the east side of the road in Scenario 2.

PEDESTRIAN FACILITIES

Existing pedestrian facilities are on both sides of Anastasia Boulevard. Scenario 1 maintains these existing facilities in their current state, whereas Scenario 2 provides a shared-use path on the east side and maintains the existing sidewalk on the west.

CURB-AND-GUTTER

It is costly to reconstruct the existing drainage facilities (curb-and-gutter) along the roadway. Scenario 1 does not require reconstructing the curb-and-gutter making it less costly than Scenario 2.

TABLE 5-2 ROADWAY SCENARIO COMPARISON

Characteristic	Existing	Scenario 1	Scenario 2
Travel Lane Width	13.5 feet	10 feet	10 feet
Median Width	13 feet	Unchanged	13 feet (shifted east)
Parking Lane	Both sides, 7 feet	Both sides, 8 feet	Both sides, 8 feet
Bike Lane(s)	None	Both sides, 5.5 feet	One side (west), 5.5 feet
Curb-and-Gutter	Unchanged	Unchanged	Rebuilt on one side (west)
Sidewalks	Both sides, 5 feet	Both sides, 5 feet	One side (west), 5 feet
Shared-Use Path	None	None	One side (east), 10.5 feet

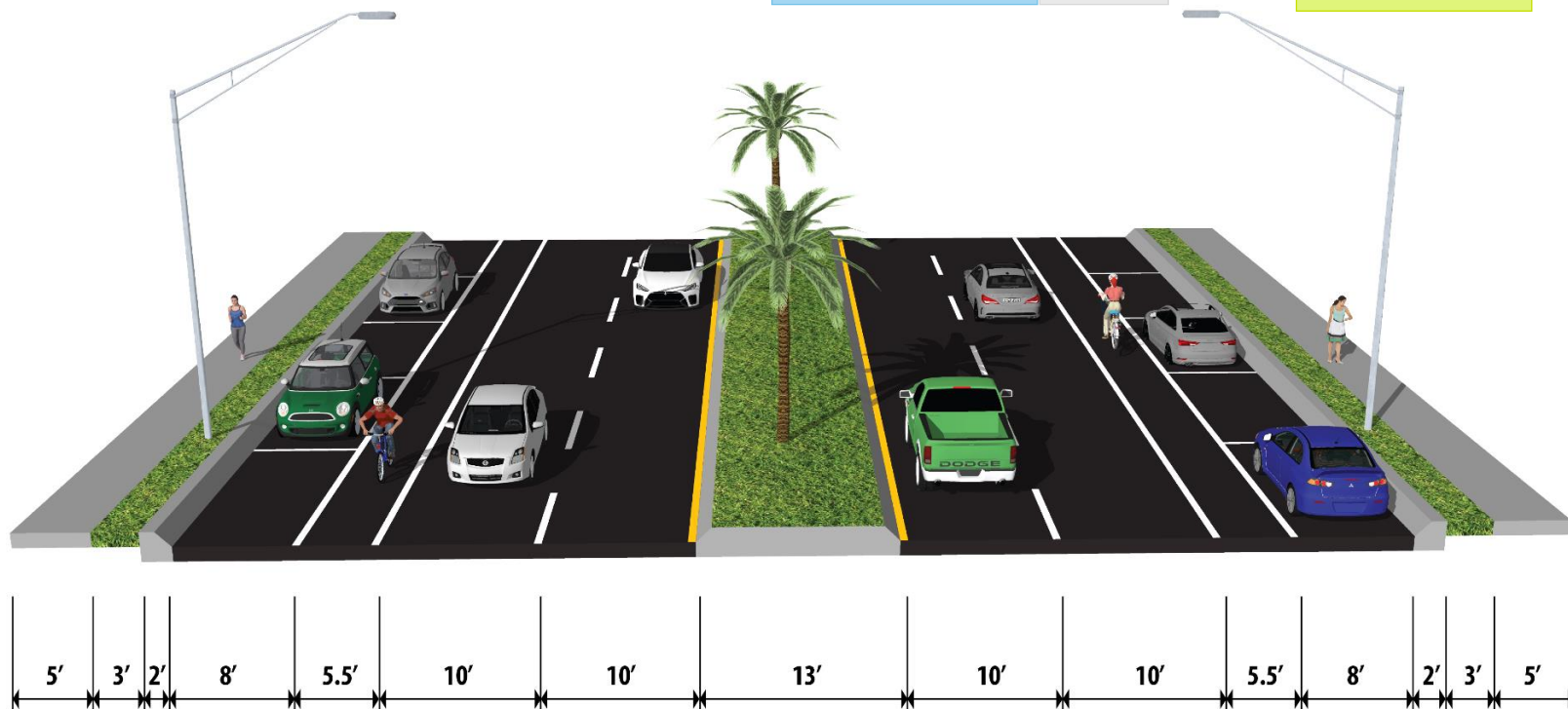
SCENARIO 1: RESTRIPING PROJECT

Contributions: **S** **M** **R** **B** **P**

Scenario 1 features enhanced complete streets elements that could potentially be executed via a typical resurfacing project. This option preserves the existing median, curb-and-gutter and sidewalks. However, this option narrows the travel lanes from 13.5 feet to 10 feet, adds 5.5-foot bike lanes to both sides, and widens the designated parking lane to 8-foot meeting FDOT standards.

Existing			Scenario 1
Travel Lane Width	13.5'	➔	10'
Median Width	13'	➔	Unchanged
Parking Lane Width	7'	➔	8'
Bike Lane(s)	None	➔	5.5' (Both Sides)
Curb and Gutter	Existing	➔	Unchanged
Sidewalks	5'	➔	Unchanged
Shared-Use Path	No	➔	Unchanged

FIGURE 5-1 SCENARIO 1 TYPICAL SECTION



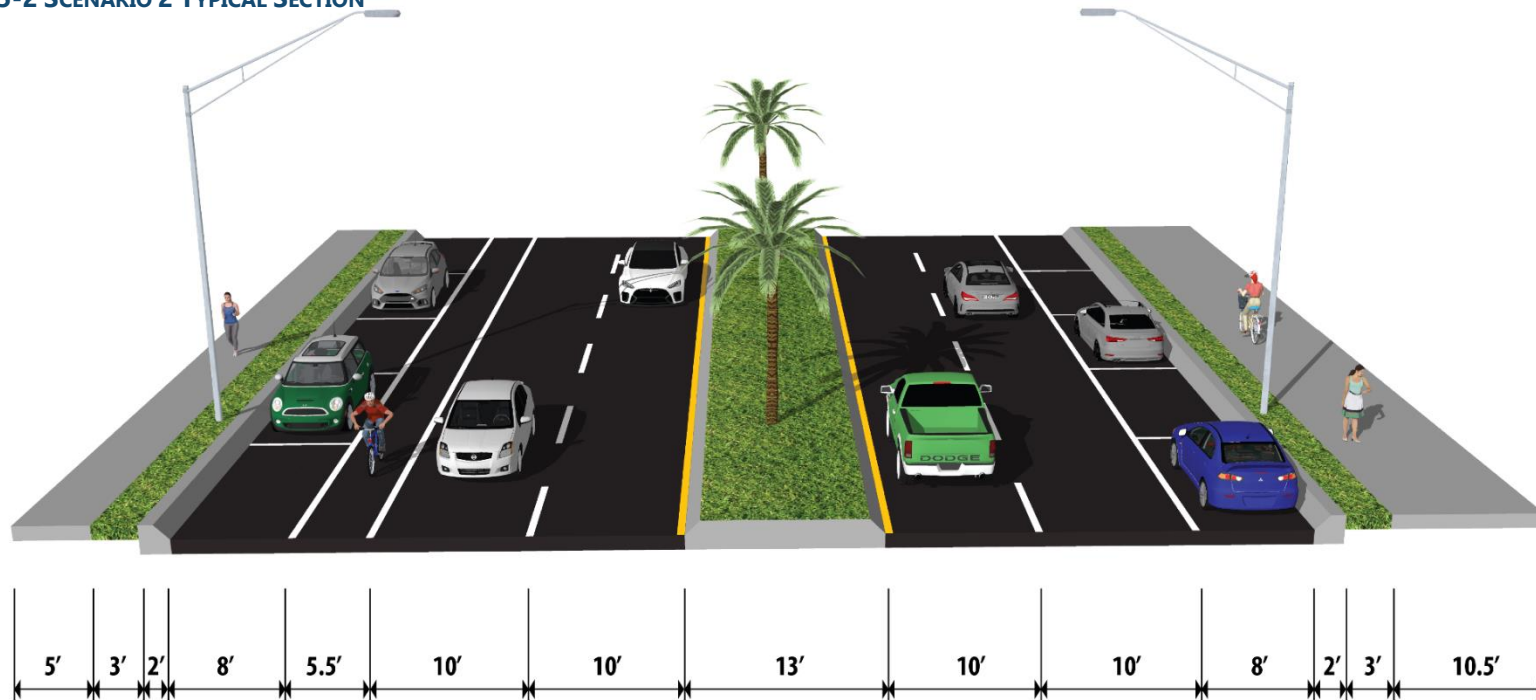
SCENARIO 2: ROADWAY RECONSTRUCTION

Contributions: **S** **M** **R** **B** **P**

Implementing this scenario would require reconstructing the east side of Anastasia Boulevard by shifting the existing curb and gutter west to accommodate the shared-use path. This provides the opportunity for a shared-use path along Anastasia Boulevard that would serve as the connection of the St. Johns River to Sea Loop into downtown St. Augustine. The shared-use path would run along the east side of the roadway potentially connecting to the shared-use path scenario in Segment 2. Additionally, this option includes narrowing the travel lanes to 10 feet and adding a 5.5-foot bike lane to the west side of Anastasia Boulevard.

Existing			Scenario 2
Travel Lane Width	13.5'	→	10'
Median Width	13'	→	Unchanged
Parking Lane Width	7'	→	8'
Bike Lane(s)	None	→	5.5' (One Side)
Curb and Gutter	Present	→	Rebuilt, One Side
Sidewalks	No	→	One side, 5'
Shared-Use Path	No	→	One side, 10.5'

FIGURE 5-2 SCENARIO 2 TYPICAL SECTION



5.2 PEDESTRIAN CROSSINGS

There are limited opportunities to safely cross Anastasia Boulevard within the corridor limits. Identifying potential midblock crossing locations and other pedestrian crossing enhancements were included in the analysis and in the public involvement element.

MIDBLOCK CROSSINGS

Contributions: S M R B P

Using the results of the traffic analysis and feedback from the public, midblock crossings are recommended at Zorayda Avenue and within the vicinity of Comares Avenue to White Street.

A considerable amount of public input requested a crossing near the Bridge of Lions. Pedestrian counts were taken at Dolphin Drive just southeast of the bridge. It was determined that a crossing was not warranted at this location based on pedestrian counts, proximity to the bridge, and proximity to the proposed crossing at Zorayda Avenue.

Zorayda Avenue

FDOT currently has plans for a Pedestrian Hybrid Beacon at this location to serve as a midblock crossing. This improvement is not currently funded. To be consistent with other midblock crossings on Anastasia Boulevard, it is recommended that this crossing be an RRFB.



FIGURE 5-3 PEDESTRIAN CROSSINGS



Vicinity of Comares Avenue-White Street

It is recommended that a midblock crossing be located within the vicinity of Comares Avenue and White Street. Based on feedback on the study area, this section has heavy pedestrian activity and could potentially justify the need for a crossing. However, an additional study would need to be done on this area focusing on pedestrian usage to further justify a midblock crossing, identify the type of midblock crossing, and determine the ideal location for a crossing.

PEDESTRIAN CROSSING ENHANCEMENTS

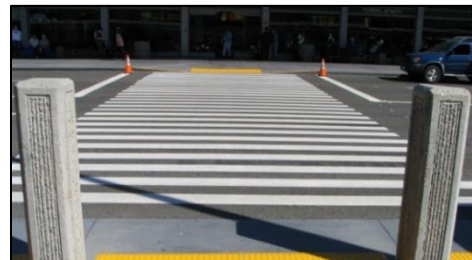
In addition to the proposed mid-block crossing locations, pedestrian crossing enhancements such as high emphasis crosswalks are recommended along the corridor.

High Visibility Crosswalks

Contributions:



High emphasis crosswalks across Anastasia Boulevard are recommended at the intersection of Matanzas Boulevard.



Example high emphasis crosswalk. Source: pedbikeimages.org/Dan Burden.

Side Street Crossings

Additionally, the crossings along the side streets along Anastasia Boulevard could be enhanced with decorative crosswalks as done in other similar locations in the region. Decorative crosswalks provide the opportunity to promote the local character of the area while increasing safety. These improvements can be done in coordination with local artists and the city to provide creative and more visible crossings along the local streets adjacent to Anastasia Boulevard.



Example side street decorative crosswalk in the Springfield neighborhood, Jacksonville. Source: Project Team.



Example side street decorative crosswalk location on Zorayda Avenue adjacent to Sarbez. Source: Project Team.

5.3 INTERSECTION IMPROVEMENTS

Intersection improvements are proposed at the Red Cox Drive/Old Quarry Road intersection and the Comares Avenue intersection.

RED COX DRIVE/OLD QUARRY ROAD

Identifying improvements at the Anastasia Boulevard/Red Cox Drive intersection was a key focus of this study. At the beginning of the study, a traffic analysis was conducted and preliminary design concepts for the intersection were developed. These concepts included a restricted crossing u-turn (RCUT) concept developed by FDOT and a peanut roundabout concept developed by Atkins.

PRELIMINARY DESIGN CONCEPTS

These concepts were developed to improve traffic operations in this area, each with the goals to (1) address the higher delays in the east and west-bound approaches at Red Cox Drive/Old Quarry Road and (2) reduce conflicts between at the closely spaced Anastasia Park Road to the south. A summary of each concept is as follows:

◆ Preliminary Concept 1: Restricted Crossing U-Turn (RCUT)

An RCUT intersection at Red Cox Drive/Old Quarry Road that reroutes west-bound left-turns at Anastasia Park Road as right turns followed by a median u-turn movement to head southbound.

◆ Preliminary Concept 2: Peanut Roundabout

Two closely spaced roundabouts that incorporates and combines movements between Red Cox Drive/Old Quarry Road and SR A1A. In this concept drivers wishing to make an eastbound left turn from Old Quarry Road must turn south on the peanut roundabout before circling back to the north at the 2nd roundabout loop. This sequence of movements is also required for making a westbound left-turn from Anastasia Park Road. The concept also routes southbound left-turns into the more southern roundabout loop before circling back to make a right onto Red Cox Drive.

These concepts were tested for traffic performance and presented to the public in the public survey. Conceptual designs of each concept and the results of the traffic performance analysis are included in **Appendix C**.

DESIGN CONCEPT 3

Based on the comments received during the public involvement process, the peanut roundabout alternative was further evaluated and a new concept (Concept 3) was developed by FDOT and the City of St. Augustine.

“I applaud the plan(s) of a roundabout in this area that will slow/calm traffic and allow access onto and off of A1A in systematic and much, much safer manner.” – Survey Response, Question 10

In addition to addressing vehicular traffic operations, Concept 3 includes bicycle and pedestrian features within the conceptual design of the roundabout. However, this additional design was proposed subsequent to the TPO’s solicitation of public input. For this reason, it is included as **Appendix D** to this report.

PAVEMENT MARKINGS

An immediate safety improvement for this intersection is installing pavement markings warning drivers to slow down as they enter the intersection (see photo below). These markings will supplement the existing slow curve arrow signage approaching the intersection.



COMARES AVENUE INTERSECTION

Contributions:

S

The vicinity of Comares Avenue was a popular topic among the survey respondents in the public involvement element of this study. In addition to the recommended midblock crossing in this area that will improve pedestrian safety (detailed Section 5.2 of this report), additional roadway improvements are recommended for this intersection and the two roadways north and south of this intersection (Moultrie Place and Inlet Place).

Consistent with the proposed roadway improvements for the Comares Avenue intersection recommended in the Transportation Network Analysis performed for the City of St. Augustine in 2018, it is recommended that left turn movements for southbound traffic be restricted at Moultrie Place, Comares Avenue, and Inlet Place. This will result in right in/right out movements only for these intersections.

This can be implemented by eliminating the median opening for left turns at these locations. This restricted movement is intended to reduce conflicts between southbound left-turning vehicles and westbound vehicles along Anastasia Boulevard.

*“Traffic is **busy** and **confusing** with at least 3 different entries at Comares.” – Survey Response, Question 10*

FIGURE 5-4 COMARES AVENUE INTERSECTION IMPROVEMENTS



5.4 OTHER IMPROVEMENTS

The other recommended improvements include reducing the speed limit to 30 mph and providing enhanced lighting along the corridor.

SPEED LIMIT REDUCTION

Contributions:



The existing speed limit of the corridor is 30 mph from the Bridge of Lions to west of Zorayda Avenue increasing to 40 mph for the remainder of the corridor (see **Figure 5-7**). The context classification is primarily C4 and transitions to C3C at Magnolia Drive. According to the FDOT Design Manual (FDM), the design speed for C4 ranges from 30-45 mph. With the proposed traffic calming improvements such as reduced travel lane width, a reduced speed limit from 40 mph to 30 mph would be appropriate throughout the corridor. This is consistent with the recommendation included in both the *St. Augustine Safety Assessment (2017)* and the *Transportation Network Analysis (2018)*.

“The speed limit should be lowered for safety.” – Survey Response, Question 10

LIGHTING ENHANCEMENT

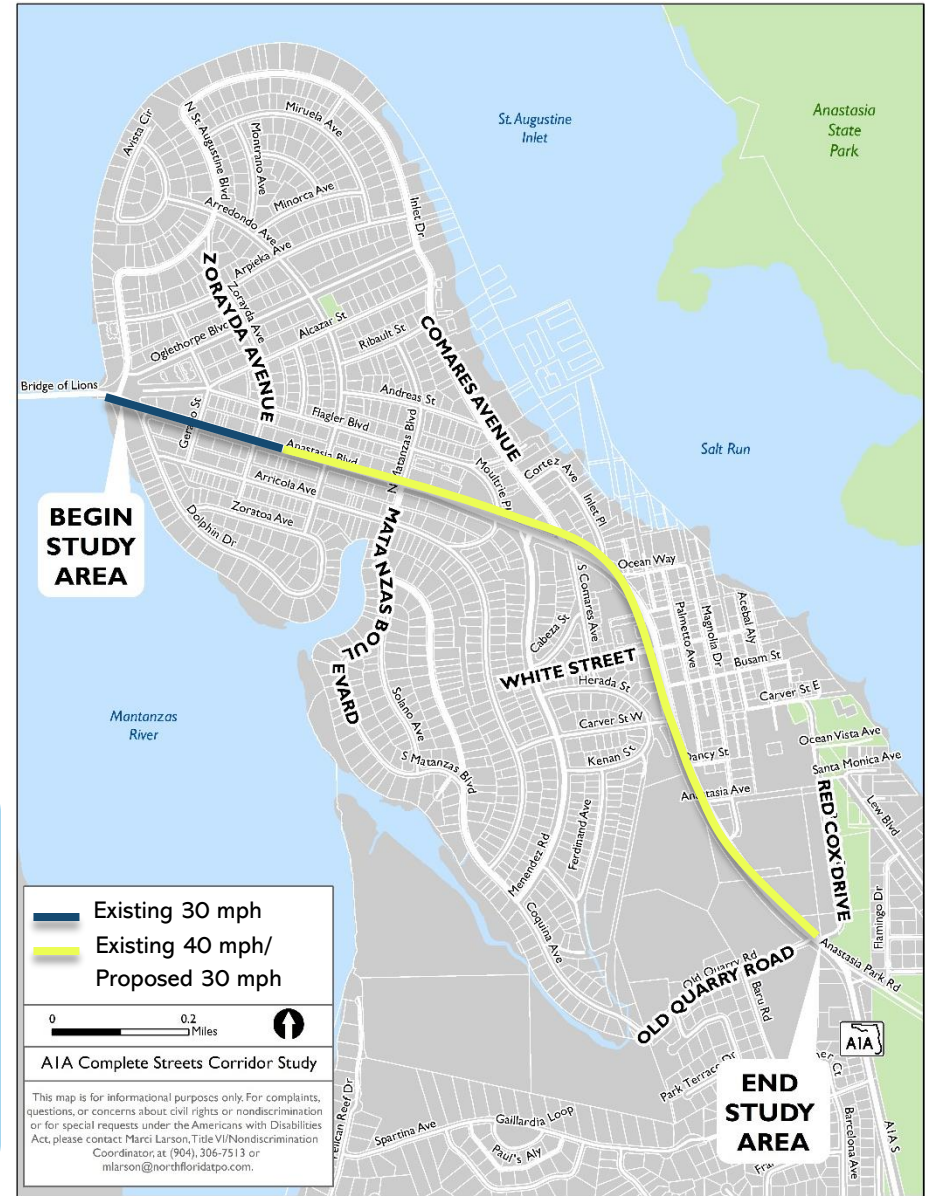
Contributions:



Enhancing the lighting along the corridor will provide increased visibility for all corridor users which will, in turn, increase safety. There is an existing unfunded candidate lighting project along this segment of Anastasia Boulevard (Anastasia Park Road to Bridge of Lions, 447179-1). This lighting project is eligible for highway safety funding but has not yet been funded by FDOT.

“It needs better lighting and clearly marked areas where pedestrians can cross at lights.” – Survey Response, Question 10

FIGURE 5-5 SPEED LIMITS



5.5 COST ESTIMATES

Generalized planning cost estimates are provided in **Table 5-5** below for the proposed improvements. The purpose of these estimates is to provide a rough order of magnitude cost

TABLE 5-3 GENERALIZED COST ESTIMATES

Improvement	Cost
Roadway Scenario 1: Bike Lanes	\$1.7 million (mill and resurface)
Roadway Scenario 2: Shared-Use Path	\$4,500,000 (roadway reconstruction)
Midblock Crossings (RRFBs)	\$22,250/crossing
High Emphasis Crosswalk	\$2,540/crosswalk
Red Cox Drive Intersection Concept 1	\$3.75 million
Red Cox Drive Intersection Concept 2	\$4 million
Comares Avenue Intersection Improvements	\$18,000
Speed Limit Reduction	Minimal
Lighting Enhancements	\$866,000



Bridge of Lions. Source: Project Team, January 2021.

6.0 CONCLUSION

Investing in complete streets creates a transportation system that serves users of all ages and abilities including bicycles, pedestrians, transit riders, and other travel modes. Complete streets increase the safety of roadways, increase the quality of life of the surrounding community, and encourages economic development.

This study developed complete streets solutions for the Anastasia Boulevard corridor from the Bridge of Lions to Red Cox Drive/Old Quarry Road. The study process included an existing conditions analysis, a safety review and traffic analysis and a public involvement element. The study process yielded a set of corridor improvements that were developed to enhance the livability, mobility and safety of the corridor.

The proposed improvements are summarized in **Table 6-1** along with an estimated time frame that they could be implemented (near-term, mid-term, or long-term). The improvements are listed in the order they appear in the document and not in a prioritized order. In compliance with FDOT's ADA policy, every new construction or alteration project, including these proposed improvements, must include ADA accessible elements and features.

Lastly, this study was done concurrently with the *A1A Speed Design Study*, which began at the southern limits of this corridor at the Anastasia Boulevard/Red Cox Drive intersection and continued to SR 312. The findings for the shared intersection of Anastasia Boulevard/Red Cox Drive are duplicated in each study. The results of that study can be found in the *A1A Speed Design Study* report.

TABLE 5-4 IMPLEMENTATION TIME FRAME

Improvement		Near-Term	Mid-Term	Long-Term
Roadway Scenarios	Scenario 1: Restriping Project <i>Narrower Travel Lanes</i> <i>Add Bike Lanes (Both Sides)</i>			
	Scenario 2: Roadway Reconstruction <i>Narrower Travel Lanes</i> <i>Add Bike Lane (One Side)</i> <i>Add Shared-Use Path</i> <i>Rebuild Curb-and-Gutter</i> <i>Shift Median</i>			
Pedestrian	Midblock Crossing at Zorayda Avenue			
	Midblock Crossing Near Comares Avenue			
	High Visibility Crosswalk at Matanzas Boulevard			
	Decorative Side Street Crossings			
Intersection	Red Cox Drive Intersection Improvements			
	Red Cox Pavement Markings			
	Comares Avenue Median Closing			
Other	Speed Limit Reduction			
	Lighting Enhancement			

Appendix A

Traffic Data

All Traffic Data Services, Inc.
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Site Code: 1
Station ID: 1
SR A1A WEST OF
ZORAYDA AVENUE

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
10/02/20	0	4	10	28	20	3	3	0	0	0	0	0	0	0	68	33	39
01:00	0	2	8	12	9	5	1	0	0	0	0	0	0	0	37	35	39
02:00	0	0	3	10	7	1	0	0	0	0	0	0	0	0	21	33	34
03:00	0	1	1	11	8	0	0	0	0	0	0	0	0	0	21	33	34
04:00	1	2	2	4	9	2	2	0	0	0	0	0	0	0	22	36	42
05:00	1	1	4	13	21	5	3	0	0	0	0	0	0	0	48	35	40
06:00	2	3	6	39	38	11	1	0	0	0	0	0	0	0	100	34	38
07:00	5	2	14	76	162	34	3	0	0	0	0	0	0	0	296	34	38
08:00	19	9	30	156	176	59	3	0	0	0	0	0	0	0	452	34	38
09:00	11	6	24	143	211	57	5	0	0	0	0	0	0	0	457	34	38
10:00	24	21	48	210	190	25	0	1	0	0	0	0	0	0	519	33	35
11:00	23	10	65	235	263	27	1	0	0	0	0	0	0	0	624	33	34
12 PM	21	12	81	293	232	33	1	0	0	0	0	0	0	0	673	33	35
13:00	31	18	97	292	209	35	2	0	0	0	0	0	0	0	684	33	35
14:00	35	23	83	279	271	49	6	0	1	0	0	0	0	0	747	33	36
15:00	27	16	80	296	348	50	7	0	0	0	0	0	0	0	824	34	36
16:00	36	16	64	249	404	81	12	0	0	0	0	0	0	0	862	34	38
17:00	36	18	84	276	348	66	13	0	0	0	0	0	0	0	841	34	37
18:00	25	31	82	277	235	45	4	0	0	0	0	0	0	0	699	33	36
19:00	30	30	98	301	158	17	0	0	0	0	0	0	0	0	634	32	34
20:00	19	21	127	243	137	13	1	0	0	0	0	0	0	0	561	32	34
21:00	27	16	83	224	111	14	2	0	0	0	0	0	0	0	477	32	34
22:00	16	19	71	169	81	7	1	0	0	0	0	0	0	0	364	32	34
23:00	13	11	38	104	91	12	3	1	0	0	0	0	0	0	273	33	35
Total	402	292	1203	3940	3739	651	74	2	1	0	0	0	0	0	10304		
Percent	3.9%	2.8%	11.7%	38.2%	36.3%	6.3%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	11:00	11:00	11:00	08:00	09:00	10:00							11:00		
Vol.	24	21	65	235	263	59	5	1							624		
PM Peak	16:00	18:00	20:00	19:00	16:00	16:00	17:00	23:00	14:00						16:00		
Vol.	36	31	127	301	404	81	13	1	1						862		

All Traffic Data Services, Inc.
WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
SR A1A WEST OF
ZORAYDA AVENUE

EB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
10/03/20	12	14	31	54	61	9	2	1	0	0	0	0	0	0	184	33	36
01:00	5	3	15	30	37	4	1	0	0	0	0	0	0	0	95	33	35
02:00	3	1	6	29	18	7	0	0	0	0	0	0	0	0	64	34	37
03:00	2	0	2	9	14	6	3	0	1	0	0	0	0	0	37	38	43
04:00	0	1	3	9	8	1	1	0	0	0	0	0	0	0	23	34	39
05:00	0	2	1	11	15	6	1	0	0	0	0	0	0	0	36	36	39
06:00	1	3	11	33	38	3	0	0	0	0	0	0	0	0	89	33	34
07:00	5	3	14	78	69	11	5	0	0	0	0	0	0	0	185	34	38
08:00	10	6	17	109	144	24	4	2	0	0	0	0	0	0	316	34	37
09:00	9	6	41	166	182	41	4	0	0	0	0	0	0	0	449	34	37
10:00	25	16	71	250	194	27	4	0	0	0	0	0	0	0	587	33	35
11:00	23	15	91	287	183	35	2	1	0	0	0	0	0	0	637	33	35
12 PM	28	18	97	311	227	35	0	0	0	0	0	0	0	0	716	33	34
13:00	35	27	119	336	194	23	1	0	0	0	0	0	0	0	735	32	34
14:00	31	29	125	341	208	26	1	0	0	0	1	0	0	0	762	32	34
15:00	21	34	124	313	171	37	1	1	0	0	0	0	0	0	702	33	35
16:00	18	21	131	329	184	20	4	1	0	0	0	0	0	0	708	32	34
17:00	40	35	138	317	171	30	2	0	0	0	0	0	0	0	733	32	34
18:00	31	48	137	280	124	14	2	0	0	0	0	0	0	0	636	31	34
19:00	27	33	93	235	123	13	3	0	0	0	0	0	0	0	527	32	34
20:00	20	15	78	205	133	20	1	0	0	0	0	0	0	0	472	33	34
21:00	16	20	65	187	97	19	0	0	0	0	0	0	0	0	404	32	34
22:00	17	18	55	154	90	11	0	0	0	0	0	0	0	0	345	32	34
23:00	13	13	51	93	69	11	0	0	0	0	0	0	0	0	250	33	34
Total	392	381	1516	4166	2754	433	42	6	1	0	1	0	0	0	9692		
Percent	4.0%	3.9%	15.6%	43.0%	28.4%	4.5%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	11:00	11:00	10:00	09:00	07:00	08:00	03:00						11:00		
Vol.	25	16	91	287	194	41	5	2	1						637		
PM Peak	17:00	18:00	17:00	14:00	12:00	15:00	16:00	15:00			14:00				14:00		
Vol.	40	48	138	341	227	37	4	1			1				762		
Grand Total	794	673	2719	8106	6493	1084	116	8	2	0	1	0	0	0	19996		
Percent	4.0%	3.4%	13.6%	40.5%	32.5%	5.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 22 MPH
50th Percentile : 28 MPH
85th Percentile : 33 MPH
95th Percentile : 35 MPH

Statistics
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 14599
Percent in Pace : 73.0%
Number of Vehicles > 55 MPH : 1
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 28 MPH

All Traffic Data Services, Inc.
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Site Code: 1.5
Station ID: 1.5
SR A1A WEST OF
ZORAYDA AVENUE

WB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
10/02/20	1	0	8	20	11	5	0	0	0	0	0	0	0	0	45	34	37
01:00	0	0	3	12	9	5	1	0	0	1	0	0	0	0	31	37	42
02:00	0	1	3	9	10	3	0	0	0	0	0	0	0	0	26	34	37
03:00	1	0	2	3	5	2	1	0	0	0	0	0	0	0	14	37	41
04:00	0	0	4	12	13	5	1	0	0	0	0	0	0	0	35	35	39
05:00	0	1	3	13	38	20	5	0	0	0	0	0	0	0	80	38	41
06:00	1	0	12	108	111	24	1	0	0	0	0	0	0	0	257	34	37
07:00	21	33	33	169	190	46	4	3	0	0	0	0	0	0	499	34	38
08:00	47	10	32	164	198	69	5	1	0	0	0	0	0	0	526	34	38
09:00	12	3	37	178	203	70	9	1	0	0	0	0	0	0	513	35	38
10:00	147	8	45	196	174	29	2	1	0	0	0	0	0	0	602	33	35
11:00	222	32	104	171	95	21	3	0	1	0	0	0	0	0	649	31	34
12 PM	71	50	127	283	139	19	1	0	0	0	0	0	0	0	690	31	34
13:00	376	41	112	151	26	6	0	0	0	0	0	0	0	0	712	27	29
14:00	334	76	121	124	53	5	2	0	0	0	0	0	0	0	715	28	32
15:00	110	19	96	277	154	37	8	2	1	0	0	0	0	0	704	33	36
16:00	196	64	141	150	80	24	4	0	0	0	0	0	0	0	659	30	34
17:00	593	1	10	20	13	3	1	0	0	0	0	0	0	0	641	13	26
18:00	446	6	15	30	8	4	0	0	0	0	0	0	0	0	509	14	27
19:00	386	10	51	73	18	6	0	0	0	0	0	0	0	0	544	26	29
20:00	360	3	42	54	16	2	0	0	0	0	0	0	0	0	477	25	29
21:00	15	12	60	125	72	19	1	0	0	0	0	0	0	0	304	33	36
22:00	14	6	54	138	80	14	1	0	0	0	0	0	0	0	307	33	34
23:00	5	7	29	65	73	20	3	0	0	0	0	0	0	0	202	34	38
Total	3358	383	1144	2545	1789	458	53	8	2	1	0	0	0	0	9741		
Percent	34.5%	3.9%	11.7%	26.1%	18.4%	4.7%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	07:00	11:00	10:00	09:00	09:00	09:00	07:00	11:00	01:00					11:00		
Vol.	222	33	104	196	203	70	9	3	1	1					649		
PM Peak	17:00	14:00	16:00	12:00	15:00	15:00	15:00	15:00	15:00						14:00		
Vol.	593	76	141	283	154	37	8	2	1						715		

All Traffic Data Services, Inc.
WWW.ALLTRAFFICDATA.NET

Site Code: 1.5
Station ID: 1.5
SR A1A WEST OF
ZORAYDA AVENUE

WB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
10/03/20	11	3	18	48	46	17	9	0	0	0	0	0	0	0	152	35	40
01:00	1	1	13	35	36	12	4	0	0	1	0	0	0	0	103	35	39
02:00	2	2	7	26	15	6	2	0	0	0	0	0	0	0	60	34	39
03:00	1	0	4	11	7	3	0	0	0	0	0	0	0	0	26	34	37
04:00	0	0	1	5	15	8	4	0	0	0	0	0	0	0	33	39	42
05:00	0	0	1	12	14	4	2	0	0	0	0	0	0	0	33	36	40
06:00	2	0	4	32	31	28	1	1	0	0	0	0	0	0	99	37	39
07:00	3	1	13	59	94	30	7	0	0	0	0	0	0	0	207	35	39
08:00	9	4	22	77	140	52	12	0	0	0	0	0	0	0	316	36	39
09:00	14	14	55	188	195	52	10	0	0	0	0	0	0	0	528	34	38
10:00	81	30	130	274	141	26	3	0	0	0	0	0	0	0	685	32	34
11:00	332	12	72	119	70	9	0	1	0	0	0	0	0	0	615	29	33
12 PM	251	34	99	236	81	13	2	1	0	0	0	0	0	0	717	29	33
13:00	487	18	63	88	39	3	1	0	0	0	0	0	0	0	699	26	31
14:00	587	26	28	28	4	0	0	0	0	0	0	0	0	0	673	14	24
15:00	272	24	111	146	70	13	1	0	0	0	0	0	0	0	637	29	33
16:00	666	15	3	0	0	0	0	0	0	0	0	0	0	0	684	13	14
17:00	164	47	117	187	89	13	1	0	0	0	0	0	0	0	618	30	34
18:00	266	33	89	119	57	8	3	0	0	0	0	0	0	0	575	29	33
19:00	32	44	142	221	77	9	4	0	0	0	0	0	0	0	529	30	34
20:00	16	6	67	182	92	19	2	0	0	0	0	0	0	0	384	33	35
21:00	15	4	58	170	76	22	0	0	0	0	0	0	0	0	345	33	36
22:00	7	3	44	93	84	19	2	0	0	0	0	0	0	0	252	33	37
23:00	4	4	24	84	67	25	2	0	0	0	0	0	0	0	210	34	38
Total	3223	325	1185	2440	1540	391	72	3	0	1	0	0	0	0	9180		
Percent	35.1%	3.5%	12.9%	26.6%	16.8%	4.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	10:00	10:00	09:00	08:00	08:00	06:00		01:00							10:00
Vol.	332	30	130	274	195	52	12	1		1							685
PM Peak	16:00	17:00	19:00	12:00	20:00	23:00	19:00	12:00									12:00
Vol.	666	47	142	236	92	25	4	1									717
Grand Total	6581	708	2329	4985	3329	849	125	11	2	2	0	0	0	0	18921		
Percent	34.8%	3.7%	12.3%	26.3%	17.6%	4.5%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 6 MPH
50th Percentile : 24 MPH
85th Percentile : 32 MPH
95th Percentile : 35 MPH

Statistics
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 8314
Percent in Pace : 43.9%
Number of Vehicles > 55 MPH : 2
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 21 MPH

All Traffic Data Services, Inc.
WWW.ALLTRAFFICDATA.NET

Site Code: 2
Station ID: 2
SR A1A EAST OF
MOULTRIE PLACE

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/02/20	0	0	1	18	27	6	4	1	0	0	0	0	0	0	57	37	42
01:00	0	1	2	13	11	5	0	0	0	0	0	0	0	0	32	35	38
02:00	0	1	1	3	12	5	0	0	0	0	0	0	0	0	22	36	38
03:00	0	1	1	10	8	2	0	0	0	0	0	0	0	0	22	34	37
04:00	0	1	4	5	5	7	0	1	0	0	0	0	0	0	23	38	39
05:00	0	0	8	12	27	5	0	0	0	0	0	0	0	0	52	34	37
06:00	0	3	16	42	39	9	1	0	0	0	0	0	0	0	110	34	37
07:00	8	0	36	102	137	26	5	0	0	0	0	0	0	0	314	34	37
08:00	20	13	74	179	135	29	3	0	0	0	0	0	0	0	453	33	36
09:00	22	11	94	180	139	28	1	0	0	0	0	0	0	0	475	33	35
10:00	24	26	109	223	126	34	0	0	0	0	0	0	0	0	542	33	36
11:00	28	31	133	262	137	21	4	1	0	0	0	0	0	0	617	32	34
12 PM	33	26	151	293	147	27	1	0	0	0	0	0	0	0	678	32	34
13:00	30	14	144	290	176	22	1	0	0	0	0	0	0	0	677	32	34
14:00	30	26	161	300	192	43	3	1	0	0	0	0	0	0	756	33	36
15:00	36	14	165	329	234	49	3	0	0	0	0	0	0	0	830	33	36
16:00	34	23	140	327	238	57	1	0	0	0	0	0	0	0	820	33	36
17:00	36	12	172	295	229	52	3	0	0	0	0	0	0	0	799	33	36
18:00	44	51	177	264	135	29	3	0	0	0	0	0	0	0	703	32	34
19:00	41	27	141	235	139	23	3	0	0	0	0	0	0	0	609	32	34
20:00	17	14	125	234	138	21	1	0	0	0	0	0	0	0	550	32	34
21:00	9	4	75	160	137	22	4	0	0	0	0	0	0	0	411	33	36
22:00	4	11	50	148	116	20	3	0	0	0	0	0	0	0	352	33	36
23:00	2	4	19	75	104	25	4	1	0	0	0	0	0	0	234	34	38
Total	418	314	1999	3999	2788	567	48	5	0	0	0	0	0	0	10138		
Percent	4.1%	3.1%	19.7%	39.4%	27.5%	5.6%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	09:00	10:00	07:00	00:00							11:00		
Vol.	28	31	133	262	139	34	5	1							617		
PM Peak	18:00	18:00	18:00	15:00	16:00	16:00	21:00	14:00							15:00		
Vol.	44	51	177	329	238	57	4	1							830		

All Traffic Data Services, Inc.
WWW.ALLTRAFFICDATA.NET

Site Code: 2
Station ID: 2
SR A1A EAST OF
MOULTRIE PLACE

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	85th Percent	95th Percent
10/03/20	0	2	9	49	69	17	2	0	1	0	0	0	0	0	149	34	38
01:00	2	2	7	20	38	12	1	0	0	0	0	0	0	0	82	35	38
02:00	0	0	7	16	35	10	1	0	0	0	0	0	0	0	69	35	38
03:00	1	0	2	10	13	5	3	1	0	0	0	0	0	0	35	38	43
04:00	0	0	1	4	12	2	0	0	0	0	0	0	0	0	19	34	37
05:00	0	2	2	7	20	8	1	0	0	0	0	0	0	0	40	36	39
06:00	1	2	14	26	45	7	0	0	0	0	0	0	0	0	95	34	36
07:00	4	5	16	75	77	11	1	0	0	0	0	0	0	0	189	33	36
08:00	14	9	53	109	110	39	4	1	0	0	0	0	0	0	339	34	38
09:00	22	8	80	186	129	20	2	0	0	0	0	0	0	0	447	33	34
10:00	24	3	119	267	137	18	3	0	0	0	0	0	0	0	571	32	34
11:00	33	29	209	264	143	18	1	0	0	0	0	0	0	0	697	32	34
12 PM	40	32	174	303	150	28	3	0	0	0	0	0	0	0	730	32	34
13:00	35	21	179	363	133	17	4	0	0	0	0	0	0	0	752	31	34
14:00	31	26	181	354	159	31	1	0	0	0	0	0	0	0	783	32	34
15:00	38	38	213	303	99	18	1	0	0	0	0	0	0	0	710	30	34
16:00	33	28	162	287	164	26	3	1	0	0	0	0	0	0	704	32	34
17:00	44	45	213	286	119	17	3	0	0	0	0	0	0	0	727	31	34
18:00	54	49	216	295	108	19	2	1	0	0	0	0	0	0	744	30	34
19:00	31	19	121	220	110	16	0	0	0	0	0	0	0	0	517	32	34
20:00	13	18	112	217	100	11	2	0	0	0	0	0	0	0	473	32	34
21:00	12	3	58	173	119	35	2	0	1	0	0	0	0	0	403	34	37
22:00	5	4	50	141	83	22	2	0	0	0	0	0	0	0	307	33	36
23:00	3	0	20	68	85	21	4	1	0	0	0	0	0	0	202	34	38
Total	440	345	2218	4043	2257	428	46	5	2	0	0	0	0	0	9784		
Percent	4.5%	3.5%	22.7%	41.3%	23.1%	4.4%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	10:00	11:00	08:00	08:00	03:00	00:00						11:00		
Vol.	33	29	209	267	143	39	4	1	1						697		
PM Peak	18:00	18:00	18:00	13:00	16:00	21:00	13:00	16:00	21:00						14:00		
Vol.	54	49	216	363	164	35	4	1	1						783		
Grand Total	858	659	4217	8042	5045	995	94	10	2	0	0	0	0	0	19922		
Percent	4.3%	3.3%	21.2%	40.4%	25.3%	5.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 21 MPH
50th Percentile : 27 MPH
85th Percentile : 33 MPH
95th Percentile : 35 MPH

Statistics
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 13087
Percent in Pace : 65.7%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 28 MPH

All Traffic Data Services, Inc.
WWW.ALLTRAFFICDATA.NET

Site Code: 2.5
Station ID: 2.5
SR A1A EAST OF
MOULTRIE PLACE

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/02/20	0	0	2	7	12	8	0	0	0	0	0	0	0	0	29	37	39
01:00	2	0	2	4	9	1	1	1	1	0	0	0	0	0	21	39	49
02:00	1	0	0	3	8	6	2	0	0	0	0	0	0	0	20	39	42
03:00	0	0	0	1	7	6	1	0	0	0	0	0	0	0	15	38	41
04:00	0	0	1	4	7	11	1	0	0	0	0	0	0	0	24	38	39
05:00	1	0	3	4	26	37	11	3	0	0	0	0	0	0	85	40	44
06:00	2	0	18	26	67	94	20	1	0	0	0	0	0	0	228	39	42
07:00	6	13	49	67	111	142	57	6	0	0	0	0	0	0	451	39	43
08:00	25	20	59	87	151	130	31	3	1	0	0	0	0	0	507	38	41
09:00	26	34	97	107	123	90	11	0	0	0	0	0	0	0	488	36	39
10:00	17	35	103	128	210	73	14	0	0	0	0	0	0	0	580	34	38
11:00	78	70	135	160	128	84	7	1	1	0	0	0	0	0	664	34	38
12 PM	71	66	145	185	178	62	9	1	1	0	0	0	0	0	718	34	37
13:00	72	90	163	175	157	50	8	0	0	0	0	0	0	0	715	33	37
14:00	59	88	162	208	144	61	6	0	0	0	0	0	0	0	728	33	37
15:00	43	55	132	198	161	81	16	1	0	0	0	0	0	0	687	34	38
16:00	44	60	107	153	217	88	15	3	0	0	0	0	0	0	687	35	39
17:00	66	68	148	203	178	55	12	1	0	0	0	0	0	0	731	33	37
18:00	179	89	141	135	64	22	1	0	0	0	0	0	0	0	631	29	34
19:00	51	81	129	171	115	30	6	0	0	0	0	0	0	0	583	32	36
20:00	31	66	92	117	114	37	5	0	0	0	0	0	0	0	462	33	37
21:00	12	11	38	84	83	43	5	0	0	0	0	0	0	0	276	35	38
22:00	3	12	33	75	83	53	11	3	0	0	0	0	0	0	273	37	40
23:00	3	3	14	39	52	46	12	0	0	0	0	0	0	0	169	38	41
Total	792	861	1773	2341	2405	1310	262	24	4	0	0	0	0	0	9772		
Percent	8.1%	8.8%	18.1%	24.0%	24.6%	13.4%	2.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	10:00	07:00	07:00	07:00	01:00						11:00		
Vol.	78	70	135	160	210	142	57	6	1						664		
PM Peak	18:00	13:00	13:00	14:00	16:00	16:00	15:00	16:00	12:00						17:00		
Vol.	179	90	163	208	217	88	16	3	1						731		

All Traffic Data Services, Inc.
WWW.ALLTRAFFICDATA.NET

Site Code: 2.5
Station ID: 2.5
SR A1A EAST OF
MOULTRIE PLACE

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/03/20	1	1	6	19	43	21	13	3	2	0	0	0	0	0	109	40	44
01:00	5	0	2	6	17	22	8	2	0	0	0	0	0	0	62	40	44
02:00	0	0	1	6	17	15	3	0	0	0	0	0	0	0	42	38	41
03:00	0	0	0	2	7	5	2	0	0	0	0	0	0	0	16	39	42
04:00	0	0	0	1	4	13	10	2	0	0	0	0	0	0	30	43	46
05:00	0	0	0	5	11	7	1	1	1	1	0	0	0	0	27	39	53
06:00	0	1	6	8	21	37	13	3	1	0	0	0	0	0	90	41	44
07:00	3	2	12	27	49	69	23	1	0	0	0	0	0	0	186	39	43
08:00	8	10	24	61	71	88	37	4	0	0	0	0	0	0	303	39	43
09:00	17	30	71	120	139	120	30	3	0	0	0	0	0	0	530	38	41
10:00	56	68	116	164	163	85	21	3	0	1	0	0	0	0	677	35	39
11:00	169	96	111	139	105	39	4	1	1	0	0	0	0	0	665	32	36
12 PM	94	102	153	204	143	62	8	0	0	0	0	0	0	0	766	33	37
13:00	81	102	167	192	143	59	6	1	0	0	0	0	0	0	751	33	37
14:00	115	113	175	182	108	46	7	1	0	0	0	0	0	0	747	32	36
15:00	173	115	134	161	134	54	6	0	0	0	0	0	0	0	777	32	36
16:00	139	104	210	164	101	36	3	0	0	0	0	0	0	0	757	31	35
17:00	47	63	140	157	171	72	7	0	0	0	0	0	0	0	657	34	38
18:00	60	90	165	146	117	36	6	2	3	1	3	0	0	1	630	33	37
19:00	34	41	92	128	151	61	8	0	0	0	0	0	0	0	515	34	38
20:00	30	14	45	101	135	49	9	2	0	0	0	0	0	0	385	35	39
21:00	8	13	43	90	95	78	7	0	1	0	0	0	0	0	335	37	39
22:00	6	11	27	63	83	41	10	0	1	1	0	0	0	0	243	37	39
23:00	1	2	15	27	49	63	12	1	1	0	0	0	0	0	171	39	42
Total	1047	978	1715	2173	2077	1178	254	30	11	4	3	0	0	1	9471		
Percent	11.1%	10.3%	18.1%	22.9%	21.9%	12.4%	2.7%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	10:00	10:00	10:00	09:00	08:00	08:00	00:00	05:00					10:00		
Vol.	169	96	116	164	163	120	37	4	2	1					677		
PM Peak	15:00	15:00	16:00	12:00	17:00	21:00	23:00	18:00	18:00	18:00	18:00			18:00	15:00		
Vol.	173	115	210	204	171	78	12	2	3	1	3			1	777		
Grand Total	1839	1839	3488	4514	4482	2488	516	54	15	4	3	0	0	1	19243		
Percent	9.6%	9.6%	18.1%	23.5%	23.3%	12.9%	2.7%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 17 MPH
50th Percentile : 27 MPH
85th Percentile : 35 MPH
95th Percentile : 39 MPH

Statistics
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 8996
Percent in Pace : 46.7%
Number of Vehicles > 55 MPH : 8
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 27 MPH

Volume

Start Date: 10/2/2020

Start Time: 12:00:00 AM

Site Code: 1

Station ID: 1

Location 1: SR A1A AT DOLPHIN DRIVE

Location 2:

Date	Time	Peds NB	Bikes NB	Other NB	Peds SB	Bikes SB	Other SB
10/2/2020	12:00 AM	1	0	0	1	0	0
10/2/2020	12:15 AM	0	0	0	0	0	0
10/2/2020	12:30 AM	0	0	0	0	0	0
10/2/2020	12:45 AM	0	0	0	0	0	0
10/2/2020	01:00 AM	1	0	0	0	0	0
10/2/2020	01:15 AM	0	0	0	0	0	0
10/2/2020	01:30 AM	0	0	0	0	0	0
10/2/2020	01:45 AM	0	0	0	0	0	0
10/2/2020	02:00 AM	0	0	0	0	0	0
10/2/2020	02:15 AM	0	0	0	0	0	0
10/2/2020	02:30 AM	0	0	0	0	0	0
10/2/2020	02:45 AM	0	0	0	0	0	0
10/2/2020	03:00 AM	0	0	0	0	0	0
10/2/2020	03:15 AM	0	0	0	0	0	0
10/2/2020	03:30 AM	0	0	0	0	0	0
10/2/2020	03:45 AM	0	0	0	0	0	0
10/2/2020	04:00 AM	0	0	0	2	0	0
10/2/2020	04:15 AM	0	0	0	0	0	0
10/2/2020	04:30 AM	0	0	0	0	0	0
10/2/2020	04:45 AM	0	0	0	0	0	0
10/2/2020	05:00 AM	0	0	0	1	0	0
10/2/2020	05:15 AM	0	0	0	0	0	0
10/2/2020	05:30 AM	0	0	0	0	0	0
10/2/2020	05:45 AM	0	0	0	1	0	0
10/2/2020	06:00 AM	0	0	0	0	0	0
10/2/2020	06:15 AM	0	0	0	0	0	0
10/2/2020	06:30 AM	0	0	0	0	0	0
10/2/2020	06:45 AM	0	0	0	2	0	0
10/2/2020	07:00 AM	0	0	0	0	0	0
10/2/2020	07:15 AM	0	0	1	0	0	0
10/2/2020	07:30 AM	1	0	0	2	0	0
10/2/2020	07:45 AM	0	1	0	0	0	0
10/2/2020	08:00 AM	3	2	0	1	0	0
10/2/2020	08:15 AM	2	0	0	0	0	0
10/2/2020	08:30 AM	1	0	0	0	0	0
10/2/2020	08:45 AM	0	0	0	0	0	0
10/2/2020	09:00 AM	0	0	0	0	0	0
10/2/2020	09:15 AM	0	0	0	0	0	0
10/2/2020	09:30 AM	0	2	0	0	0	0
10/2/2020	09:45 AM	0	0	0	1	0	0
10/2/2020	10:00 AM	0	0	0	0	0	0
10/2/2020	10:15 AM	1	0	0	0	0	0
10/2/2020	10:30 AM	1	0	0	0	0	0
10/2/2020	10:45 AM	0	0	0	0	0	0
10/2/2020	11:00 AM	0	0	0	0	0	0
10/2/2020	11:15 AM	0	0	0	0	1	0
10/2/2020	11:30 AM	0	1	0	0	0	0

10/2/2020 11:45 AM	1	1	0	4	0	0
10/2/2020 12:00 PM	0	0	0	1	0	0
10/2/2020 12:15 PM	0	0	0	0	0	0
10/2/2020 12:30 PM	0	0	0	0	0	0
10/2/2020 12:45 PM	0	0	0	0	0	0
10/2/2020 01:00 PM	0	0	0	0	0	0
10/2/2020 01:15 PM	0	0	0	0	1	0
10/2/2020 01:30 PM	0	0	0	0	0	0
10/2/2020 01:45 PM	0	0	0	0	0	0
10/2/2020 02:00 PM	0	0	0	0	0	0
10/2/2020 02:15 PM	0	0	0	0	0	0
10/2/2020 02:30 PM	0	0	0	0	0	0
10/2/2020 02:45 PM	0	0	0	0	0	0
10/2/2020 03:00 PM	0	0	0	0	0	0
10/2/2020 03:15 PM	0	0	0	1	1	0
10/2/2020 03:30 PM	0	0	0	0	0	0
10/2/2020 03:45 PM	0	0	0	0	0	0
10/2/2020 04:00 PM	2	0	0	0	0	0
10/2/2020 04:15 PM	0	0	0	0	0	0
10/2/2020 04:30 PM	0	0	0	0	0	0
10/2/2020 04:45 PM	0	0	0	1	0	0
10/2/2020 05:00 PM	1	0	0	2	0	0
10/2/2020 05:15 PM	0	0	0	1	0	0
10/2/2020 05:30 PM	0	0	0	1	0	0
10/2/2020 05:45 PM	1	0	0	0	0	0
10/2/2020 06:00 PM	0	0	0	0	0	0
10/2/2020 06:15 PM	0	0	0	0	0	0
10/2/2020 06:30 PM	0	0	0	0	0	0
10/2/2020 06:45 PM	2	0	0	0	0	0
10/2/2020 07:00 PM	0	0	0	0	0	0
10/2/2020 07:15 PM	0	0	0	0	0	0
10/2/2020 07:30 PM	2	0	0	2	0	0
10/2/2020 07:45 PM	0	0	0	0	0	0
10/2/2020 08:00 PM	1	0	0	1	0	0
10/2/2020 08:15 PM	0	0	0	0	0	0
10/2/2020 08:30 PM	0	0	0	1	0	0
10/2/2020 08:45 PM	0	0	0	0	0	0
10/2/2020 09:00 PM	0	0	0	0	0	0
10/2/2020 09:15 PM	0	0	0	0	0	0
10/2/2020 09:30 PM	0	0	0	0	0	0
10/2/2020 09:45 PM	1	0	0	0	0	0
10/2/2020 10:00 PM	0	0	0	1	0	0
10/2/2020 10:15 PM	0	0	0	0	0	0
10/2/2020 10:30 PM	0	0	0	0	0	0
10/2/2020 10:45 PM	0	0	0	0	0	0
10/2/2020 11:00 PM	0	0	0	4	0	0
10/2/2020 11:15 PM	0	1	0	0	0	0
10/2/2020 11:30 PM	0	0	0	0	0	0
10/2/2020 11:45 PM	4	0	0	0	0	0
10/3/2020 12:00 AM	1	0	0	0	0	0
10/3/2020 12:15 AM	2	0	0	0	0	0
10/3/2020 12:30 AM	0	0	0	0	0	0
10/3/2020 12:45 AM	0	0	0	0	0	0
10/3/2020 01:00 AM	0	0	0	0	0	0
10/3/2020 01:15 AM	1	0	0	0	0	0
10/3/2020 01:30 AM	0	0	0	0	0	0

10/3/2020 01:45 AM	0	1	0	0	0	0
10/3/2020 02:00 AM	0	0	0	3	0	0
10/3/2020 02:15 AM	0	0	0	0	0	0
10/3/2020 02:30 AM	0	0	0	0	0	0
10/3/2020 02:45 AM	0	0	0	0	0	0
10/3/2020 03:00 AM	0	0	0	0	0	0
10/3/2020 03:15 AM	0	0	0	0	0	0
10/3/2020 03:30 AM	0	0	0	0	0	0
10/3/2020 03:45 AM	0	0	0	0	0	0
10/3/2020 04:00 AM	0	0	0	0	0	0
10/3/2020 04:15 AM	0	0	0	0	0	0
10/3/2020 04:30 AM	0	0	0	0	0	0
10/3/2020 04:45 AM	0	0	0	0	0	0
10/3/2020 05:00 AM	0	0	0	0	0	0
10/3/2020 05:15 AM	0	0	0	0	0	0
10/3/2020 05:30 AM	0	0	0	0	0	0
10/3/2020 05:45 AM	0	0	0	0	0	0
10/3/2020 06:00 AM	0	0	0	0	0	0
10/3/2020 06:15 AM	0	0	0	0	0	0
10/3/2020 06:30 AM	0	0	0	0	0	0
10/3/2020 06:45 AM	0	0	0	1	0	0
10/3/2020 07:00 AM	0	2	0	0	0	0
10/3/2020 07:15 AM	2	1	0	0	0	0
10/3/2020 07:30 AM	1	3	0	1	0	0
10/3/2020 07:45 AM	0	1	0	0	0	0
10/3/2020 08:00 AM	0	0	0	0	2	0
10/3/2020 08:15 AM	1	3	0	0	0	0
10/3/2020 08:30 AM	2	0	0	1	0	0
10/3/2020 08:45 AM	0	2	0	0	0	0
10/3/2020 09:00 AM	0	0	0	0	1	0
10/3/2020 09:15 AM	2	0	0	0	3	0
10/3/2020 09:30 AM	0	0	0	0	0	0
10/3/2020 09:45 AM	0	0	0	1	0	0
10/3/2020 10:00 AM	0	0	0	1	4	0
10/3/2020 10:15 AM	1	0	0	0	0	0
10/3/2020 10:30 AM	0	0	0	0	0	0
10/3/2020 10:45 AM	1	0	0	0	0	0
10/3/2020 11:00 AM	0	0	0	0	0	0
10/3/2020 11:15 AM	0	0	0	1	0	0
10/3/2020 11:30 AM	0	0	0	0	0	0
10/3/2020 11:45 AM	0	0	0	0	1	0
10/3/2020 12:00 PM	0	0	0	0	0	0
10/3/2020 12:15 PM	0	0	0	0	0	0
10/3/2020 12:30 PM	0	2	0	0	0	0
10/3/2020 12:45 PM	0	0	0	0	0	0
10/3/2020 01:00 PM	0	0	0	0	1	0
10/3/2020 01:15 PM	0	0	0	0	0	0
10/3/2020 01:30 PM	1	0	0	0	0	0
10/3/2020 01:45 PM	0	0	0	0	1	0
10/3/2020 02:00 PM	0	0	0	2	0	0
10/3/2020 02:15 PM	0	0	0	0	0	0
10/3/2020 02:30 PM	0	0	0	0	0	0
10/3/2020 02:45 PM	0	0	0	0	0	0
10/3/2020 03:00 PM	0	0	0	0	0	0
10/3/2020 03:15 PM	0	0	0	0	0	0
10/3/2020 03:30 PM	1	0	0	0	0	0

10/3/2020 03:45 PM	0	0	0	0	0	0
10/3/2020 04:00 PM	1	0	0	0	0	0
10/3/2020 04:15 PM	1	0	0	0	0	0
10/3/2020 04:30 PM	0	0	0	0	0	0
10/3/2020 04:45 PM	0	0	0	1	0	0
10/3/2020 05:00 PM	0	0	0	0	0	0
10/3/2020 05:15 PM	0	0	0	0	0	0
10/3/2020 05:30 PM	2	0	0	0	0	0
10/3/2020 05:45 PM	0	0	0	0	0	0
10/3/2020 06:00 PM	0	0	0	0	0	0
10/3/2020 06:15 PM	0	0	0	0	0	0
10/3/2020 06:30 PM	0	0	0	0	0	0
10/3/2020 06:45 PM	0	0	0	1	0	0
10/3/2020 07:00 PM	0	0	0	0	0	0
10/3/2020 07:15 PM	0	0	0	0	0	0
10/3/2020 07:30 PM	0	0	0	0	0	0
10/3/2020 07:45 PM	4	0	0	2	0	0
10/3/2020 08:00 PM	0	0	0	0	0	0
10/3/2020 08:15 PM	0	0	0	2	0	0
10/3/2020 08:30 PM	0	0	0	0	0	0
10/3/2020 08:45 PM	0	0	0	0	0	0
10/3/2020 09:00 PM	0	0	0	0	0	0
10/3/2020 09:15 PM	1	0	0	0	0	0
10/3/2020 09:30 PM	0	0	0	0	0	0
10/3/2020 09:45 PM	0	0	0	0	0	0
10/3/2020 10:00 PM	3	0	0	0	0	0
10/3/2020 10:15 PM	1	0	0	2	0	0
10/3/2020 10:30 PM	0	0	0	0	0	0
10/3/2020 10:45 PM	0	0	0	0	0	0
10/3/2020 11:00 PM	0	0	0	0	0	0
10/3/2020 11:15 PM	2	0	0	0	0	0
10/3/2020 11:30 PM	3	0	0	1	0	0
10/3/2020 11:45 PM	1	0	0	2	0	0

Volume

Start Date: 10/2/2020

Start Time: 12:00:00 AM

Site Code: 2

Station ID: 2

Location 1: SR A1A AT ARREDONDO AVENUE

Location 2:

Date	Time	Peds NB	Bikes NB	Other NB	Peds SB	Bikes SB	Other SB
10/2/2020	12:00 AM	0	0	0	0	0	0
10/2/2020	12:15 AM	1	0	0	0	0	0
10/2/2020	12:30 AM	2	0	0	0	0	0
10/2/2020	12:45 AM	0	0	0	0	0	0
10/2/2020	01:00 AM	0	0	0	0	0	0
10/2/2020	01:15 AM	0	0	0	0	0	0
10/2/2020	01:30 AM	2	0	0	0	0	0
10/2/2020	01:45 AM	0	0	0	0	0	0
10/2/2020	02:00 AM	0	0	0	0	0	0
10/2/2020	02:15 AM	0	0	0	0	0	0
10/2/2020	02:30 AM	0	0	0	0	0	0
10/2/2020	02:45 AM	0	0	0	1	0	0
10/2/2020	03:00 AM	0	0	0	0	0	0
10/2/2020	03:15 AM	0	0	0	0	0	0
10/2/2020	03:30 AM	0	0	0	0	0	0
10/2/2020	03:45 AM	1	0	0	1	0	0
10/2/2020	04:00 AM	0	0	0	0	0	0
10/2/2020	04:15 AM	0	0	0	0	0	0
10/2/2020	04:30 AM	0	0	0	0	0	0
10/2/2020	04:45 AM	0	0	0	0	0	0
10/2/2020	05:00 AM	0	0	0	0	0	0
10/2/2020	05:15 AM	0	0	0	0	0	0
10/2/2020	05:30 AM	0	0	0	0	0	0
10/2/2020	05:45 AM	0	0	0	0	0	0
10/2/2020	06:00 AM	0	0	0	0	0	0
10/2/2020	06:15 AM	0	0	0	0	0	0
10/2/2020	06:30 AM	1	0	0	0	0	0
10/2/2020	06:45 AM	0	0	0	0	0	0
10/2/2020	07:00 AM	0	0	0	0	0	0
10/2/2020	07:15 AM	1	0	0	0	0	0
10/2/2020	07:30 AM	0	0	0	0	0	0
10/2/2020	07:45 AM	0	0	0	0	0	0
10/2/2020	08:00 AM	1	0	0	0	0	0
10/2/2020	08:15 AM	0	0	0	0	0	0
10/2/2020	08:30 AM	0	0	0	0	0	0
10/2/2020	08:45 AM	0	0	0	0	0	0
10/2/2020	09:00 AM	0	0	0	0	0	0
10/2/2020	09:15 AM	0	0	0	0	0	0
10/2/2020	09:30 AM	1	0	0	0	0	0
10/2/2020	09:45 AM	0	0	0	0	0	0
10/2/2020	10:00 AM	0	0	0	0	0	0
10/2/2020	10:15 AM	1	0	0	1	0	0
10/2/2020	10:30 AM	0	0	0	0	0	0
10/2/2020	10:45 AM	0	0	0	0	0	0
10/2/2020	11:00 AM	0	1	0	1	0	0
10/2/2020	11:15 AM	0	0	0	0	0	0
10/2/2020	11:30 AM	0	0	0	0	0	0

10/2/2020 11:45 AM	0	0	0	0	0	0
10/2/2020 12:00 PM	0	0	0	0	0	0
10/2/2020 12:15 PM	0	0	0	1	0	0
10/2/2020 12:30 PM	0	0	0	0	0	0
10/2/2020 12:45 PM	0	0	0	0	0	0
10/2/2020 01:00 PM	0	0	0	1	0	0
10/2/2020 01:15 PM	1	0	0	0	0	0
10/2/2020 01:30 PM	0	0	0	0	0	0
10/2/2020 01:45 PM	0	0	0	0	0	0
10/2/2020 02:00 PM	0	0	0	0	0	0
10/2/2020 02:15 PM	0	0	0	0	0	0
10/2/2020 02:30 PM	0	0	0	0	0	0
10/2/2020 02:45 PM	1	0	0	0	0	0
10/2/2020 03:00 PM	1	0	0	1	0	0
10/2/2020 03:15 PM	0	0	0	0	0	0
10/2/2020 03:30 PM	0	0	0	0	0	0
10/2/2020 03:45 PM	0	0	0	0	0	0
10/2/2020 04:00 PM	0	0	0	0	0	0
10/2/2020 04:15 PM	0	0	0	0	0	0
10/2/2020 04:30 PM	1	0	0	1	0	0
10/2/2020 04:45 PM	2	0	0	1	0	0
10/2/2020 05:00 PM	0	0	0	0	0	0
10/2/2020 05:15 PM	0	0	0	0	0	0
10/2/2020 05:30 PM	0	0	0	0	0	0
10/2/2020 05:45 PM	0	0	0	0	0	0
10/2/2020 06:00 PM	0	0	0	0	0	0
10/2/2020 06:15 PM	0	0	0	0	0	0
10/2/2020 06:30 PM	0	0	0	0	0	0
10/2/2020 06:45 PM	0	1	0	1	1	0
10/2/2020 07:00 PM	0	0	0	2	0	0
10/2/2020 07:15 PM	1	0	0	1	0	0
10/2/2020 07:30 PM	0	0	0	0	0	0
10/2/2020 07:45 PM	0	0	0	1	0	0
10/2/2020 08:00 PM	3	0	0	0	0	0
10/2/2020 08:15 PM	0	0	0	1	0	0
10/2/2020 08:30 PM	0	0	0	0	0	0
10/2/2020 08:45 PM	0	0	0	1	0	0
10/2/2020 09:00 PM	0	0	0	0	0	0
10/2/2020 09:15 PM	0	0	0	0	0	0
10/2/2020 09:30 PM	0	0	0	0	0	0
10/2/2020 09:45 PM	0	0	0	0	0	0
10/2/2020 10:00 PM	0	0	0	0	0	0
10/2/2020 10:15 PM	0	0	0	0	0	0
10/2/2020 10:30 PM	0	0	0	0	0	0
10/2/2020 10:45 PM	0	0	0	0	0	0
10/2/2020 11:00 PM	0	0	0	2	0	0
10/2/2020 11:15 PM	0	0	0	1	0	0
10/2/2020 11:30 PM	1	1	0	0	0	0
10/2/2020 11:45 PM	0	0	0	0	0	0
10/3/2020 12:00 AM	0	0	0	1	0	0
10/3/2020 12:15 AM	0	0	0	0	0	0
10/3/2020 12:30 AM	0	0	0	1	0	0
10/3/2020 12:45 AM	0	0	0	4	0	0
10/3/2020 01:00 AM	0	0	0	0	0	0
10/3/2020 01:15 AM	0	0	0	2	0	0
10/3/2020 01:30 AM	0	0	0	0	0	0

10/3/2020 01:45 AM	0	0	0	1	0	0
10/3/2020 02:00 AM	0	0	0	0	0	0
10/3/2020 02:15 AM	1	0	0	0	0	0
10/3/2020 02:30 AM	0	0	0	0	0	0
10/3/2020 02:45 AM	0	0	0	0	0	0
10/3/2020 03:00 AM	0	0	0	0	0	0
10/3/2020 03:15 AM	0	0	0	0	0	0
10/3/2020 03:30 AM	0	0	0	0	0	0
10/3/2020 03:45 AM	0	0	0	0	0	0
10/3/2020 04:00 AM	0	0	0	0	0	0
10/3/2020 04:15 AM	0	0	0	0	0	0
10/3/2020 04:30 AM	0	0	0	0	0	0
10/3/2020 04:45 AM	0	0	0	0	0	0
10/3/2020 05:00 AM	0	0	0	0	0	0
10/3/2020 05:15 AM	0	0	0	0	0	0
10/3/2020 05:30 AM	1	0	0	0	0	0
10/3/2020 05:45 AM	0	0	0	0	0	0
10/3/2020 06:00 AM	0	0	0	0	0	0
10/3/2020 06:15 AM	0	0	0	0	0	0
10/3/2020 06:30 AM	0	0	0	0	0	0
10/3/2020 06:45 AM	0	0	0	0	0	0
10/3/2020 07:00 AM	0	0	0	0	0	0
10/3/2020 07:15 AM	0	0	0	1	0	0
10/3/2020 07:30 AM	2	0	0	0	0	0
10/3/2020 07:45 AM	1	0	0	0	0	0
10/3/2020 08:00 AM	1	0	0	0	0	0
10/3/2020 08:15 AM	0	1	0	0	0	0
10/3/2020 08:30 AM	0	0	0	0	0	0
10/3/2020 08:45 AM	0	0	0	0	0	0
10/3/2020 09:00 AM	0	0	0	0	0	0
10/3/2020 09:15 AM	0	0	0	0	0	0
10/3/2020 09:30 AM	0	0	0	0	0	0
10/3/2020 09:45 AM	0	0	0	1	0	0
10/3/2020 10:00 AM	2	0	0	0	1	0
10/3/2020 10:15 AM	0	0	0	0	0	0
10/3/2020 10:30 AM	0	0	0	0	0	0
10/3/2020 10:45 AM	0	0	0	1	0	0
10/3/2020 11:00 AM	0	0	0	0	0	0
10/3/2020 11:15 AM	0	3	0	0	0	0
10/3/2020 11:30 AM	2	0	0	0	0	0
10/3/2020 11:45 AM	0	0	0	0	0	0
10/3/2020 12:00 PM	3	0	0	2	0	0
10/3/2020 12:15 PM	0	0	0	0	0	0
10/3/2020 12:30 PM	0	2	0	0	0	0
10/3/2020 12:45 PM	0	0	0	0	5	0
10/3/2020 01:00 PM	1	0	0	0	0	0
10/3/2020 01:15 PM	0	0	0	2	0	0
10/3/2020 01:30 PM	0	0	0	2	0	0
10/3/2020 01:45 PM	0	0	0	0	0	0
10/3/2020 02:00 PM	0	2	0	0	0	0
10/3/2020 02:15 PM	1	1	0	0	0	0
10/3/2020 02:30 PM	0	0	0	0	0	0
10/3/2020 02:45 PM	0	0	0	1	0	0
10/3/2020 03:00 PM	0	0	0	0	0	0
10/3/2020 03:15 PM	0	0	0	2	0	0
10/3/2020 03:30 PM	0	0	0	0	0	0

10/3/2020 03:45 PM	1	0	0	0	0	0
10/3/2020 04:00 PM	0	0	0	0	0	0
10/3/2020 04:15 PM	1	0	0	1	0	0
10/3/2020 04:30 PM	1	0	0	0	1	0
10/3/2020 04:45 PM	0	0	0	0	0	0
10/3/2020 05:00 PM	1	0	0	1	0	0
10/3/2020 05:15 PM	0	0	0	0	0	0
10/3/2020 05:30 PM	0	0	0	0	0	0
10/3/2020 05:45 PM	0	0	0	0	0	0
10/3/2020 06:00 PM	0	0	0	0	0	0
10/3/2020 06:15 PM	2	0	0	2	0	0
10/3/2020 06:30 PM	0	0	0	0	0	0
10/3/2020 06:45 PM	0	0	0	0	0	0
10/3/2020 07:00 PM	0	0	0	0	0	0
10/3/2020 07:15 PM	0	0	0	0	0	0
10/3/2020 07:30 PM	0	0	0	1	0	0
10/3/2020 07:45 PM	2	0	0	0	0	0
10/3/2020 08:00 PM	0	0	0	1	0	0
10/3/2020 08:15 PM	0	0	0	0	0	0
10/3/2020 08:30 PM	0	0	0	0	0	0
10/3/2020 08:45 PM	0	0	0	1	0	0
10/3/2020 09:00 PM	0	0	0	1	0	0
10/3/2020 09:15 PM	0	0	0	0	0	0
10/3/2020 09:30 PM	3	0	0	0	0	0
10/3/2020 09:45 PM	0	0	0	3	0	0
10/3/2020 10:00 PM	0	0	0	0	0	0
10/3/2020 10:15 PM	0	0	0	0	0	0
10/3/2020 10:30 PM	1	0	0	1	0	0
10/3/2020 10:45 PM	0	0	0	0	0	0
10/3/2020 11:00 PM	0	0	0	0	0	0
10/3/2020 11:15 PM	0	0	0	0	0	0
10/3/2020 11:30 PM	0	0	0	0	0	0
10/3/2020 11:45 PM	0	0	0	0	0	0

Volume

Start Date: 10/2/2020

Start Time: 12:00:00 AM

Site Code: 3

Station ID: 3

Location 1: SR A1A AT COMARES AVENUE

Location 2:

Date	Time	Peds NB	Bikes NB	Other NB	Peds SB	Bikes SB	Other SB
10/2/2020	12:00 AM	0	0	0	0	0	0
10/2/2020	12:15 AM	0	0	0	0	0	0
10/2/2020	12:30 AM	0	0	0	0	0	0
10/2/2020	12:45 AM	0	0	0	0	0	0
10/2/2020	01:00 AM	0	0	0	0	0	0
10/2/2020	01:15 AM	0	0	0	0	0	0
10/2/2020	01:30 AM	0	0	0	0	0	0
10/2/2020	01:45 AM	0	1	0	0	0	0
10/2/2020	02:00 AM	0	0	0	0	0	0
10/2/2020	02:15 AM	0	0	0	0	0	0
10/2/2020	02:30 AM	0	0	0	0	0	0
10/2/2020	02:45 AM	0	0	0	0	0	0
10/2/2020	03:00 AM	0	0	0	0	0	0
10/2/2020	03:15 AM	0	0	0	0	0	0
10/2/2020	03:30 AM	0	0	0	0	0	0
10/2/2020	03:45 AM	0	0	0	0	0	0
10/2/2020	04:00 AM	0	0	0	0	0	0
10/2/2020	04:15 AM	0	0	0	0	0	0
10/2/2020	04:30 AM	0	0	0	0	0	0
10/2/2020	04:45 AM	0	0	0	0	0	0
10/2/2020	05:00 AM	0	0	0	0	0	0
10/2/2020	05:15 AM	0	0	0	0	0	0
10/2/2020	05:30 AM	0	0	0	0	0	0
10/2/2020	05:45 AM	0	0	0	1	0	0
10/2/2020	06:00 AM	0	0	0	0	0	0
10/2/2020	06:15 AM	0	0	0	0	0	0
10/2/2020	06:30 AM	0	0	0	0	0	0
10/2/2020	06:45 AM	1	0	0	0	0	0
10/2/2020	07:00 AM	1	0	0	1	0	0
10/2/2020	07:15 AM	1	0	0	0	0	0
10/2/2020	07:30 AM	0	0	0	0	0	0
10/2/2020	07:45 AM	0	0	0	0	0	0
10/2/2020	08:00 AM	0	0	0	0	0	0
10/2/2020	08:15 AM	0	0	0	0	0	0
10/2/2020	08:30 AM	0	0	0	1	0	0
10/2/2020	08:45 AM	1	0	0	1	0	0
10/2/2020	09:00 AM	0	1	0	0	0	0
10/2/2020	09:15 AM	0	0	0	0	0	0
10/2/2020	09:30 AM	0	0	0	0	0	0
10/2/2020	09:45 AM	0	0	0	0	0	0
10/2/2020	10:00 AM	0	0	0	0	0	0
10/2/2020	10:15 AM	0	0	0	0	0	0
10/2/2020	10:30 AM	0	0	0	1	0	0
10/2/2020	10:45 AM	2	0	0	1	0	0
10/2/2020	11:00 AM	0	0	0	0	0	0
10/2/2020	11:15 AM	0	1	0	0	1	0
10/2/2020	11:30 AM	1	0	0	1	0	0

10/2/2020 11:45 AM	0	0	0	0	0	0
10/2/2020 12:00 PM	0	0	0	0	0	0
10/2/2020 12:15 PM	0	0	0	0	0	0
10/2/2020 12:30 PM	0	0	0	0	0	0
10/2/2020 12:45 PM	0	0	0	0	0	0
10/2/2020 01:00 PM	0	0	0	0	0	0
10/2/2020 01:15 PM	0	0	0	0	0	0
10/2/2020 01:30 PM	0	0	0	0	0	0
10/2/2020 01:45 PM	0	0	0	0	0	0
10/2/2020 02:00 PM	0	0	0	0	0	0
10/2/2020 02:15 PM	0	0	0	0	0	0
10/2/2020 02:30 PM	0	0	0	0	2	0
10/2/2020 02:45 PM	1	0	0	0	0	0
10/2/2020 03:00 PM	2	0	0	0	0	0
10/2/2020 03:15 PM	0	0	0	1	0	0
10/2/2020 03:30 PM	0	1	0	1	2	0
10/2/2020 03:45 PM	1	0	0	1	0	0
10/2/2020 04:00 PM	0	0	0	0	0	0
10/2/2020 04:15 PM	0	0	0	0	0	0
10/2/2020 04:30 PM	1	0	0	1	0	0
10/2/2020 04:45 PM	0	0	0	0	0	0
10/2/2020 05:00 PM	1	0	0	1	0	0
10/2/2020 05:15 PM	0	1	0	0	0	0
10/2/2020 05:30 PM	0	2	0	0	0	0
10/2/2020 05:45 PM	0	0	0	0	0	0
10/2/2020 06:00 PM	0	0	0	0	0	0
10/2/2020 06:15 PM	0	1	0	0	0	0
10/2/2020 06:30 PM	0	1	0	0	2	0
10/2/2020 06:45 PM	0	0	0	0	0	0
10/2/2020 07:00 PM	0	0	0	0	0	0
10/2/2020 07:15 PM	0	0	0	0	0	0
10/2/2020 07:30 PM	0	0	0	0	0	0
10/2/2020 07:45 PM	0	0	0	0	0	0
10/2/2020 08:00 PM	0	0	0	0	0	0
10/2/2020 08:15 PM	0	0	0	0	0	0
10/2/2020 08:30 PM	0	0	0	0	0	0
10/2/2020 08:45 PM	0	0	0	0	0	0
10/2/2020 09:00 PM	0	0	0	0	0	0
10/2/2020 09:15 PM	0	0	0	0	0	0
10/2/2020 09:30 PM	0	0	0	0	1	0
10/2/2020 09:45 PM	0	0	0	1	0	0
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10/2/2020 10:15 PM	0	0	0	0	0	0
10/2/2020 10:30 PM	0	0	0	0	0	0
10/2/2020 10:45 PM	0	1	0	0	1	0
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10/2/2020 11:15 PM	0	0	0	0	0	0
10/2/2020 11:30 PM	0	0	0	0	0	0
10/2/2020 11:45 PM	0	0	0	0	0	0
10/3/2020 12:00 AM	0	1	0	0	1	0
10/3/2020 12:15 AM	0	0	0	0	0	0
10/3/2020 12:30 AM	0	0	0	0	0	0
10/3/2020 12:45 AM	0	0	0	0	0	0
10/3/2020 01:00 AM	0	0	0	0	0	0
10/3/2020 01:15 AM	0	0	0	0	0	0
10/3/2020 01:30 AM	1	0	0	1	0	0

10/3/2020 01:45 AM	0	0	0	0	0	0
10/3/2020 02:00 AM	0	0	0	0	0	0
10/3/2020 02:15 AM	0	0	0	0	0	0
10/3/2020 02:30 AM	0	0	0	0	0	0
10/3/2020 02:45 AM	0	0	0	0	0	0
10/3/2020 03:00 AM	0	0	0	0	0	0
10/3/2020 03:15 AM	0	0	0	0	0	0
10/3/2020 03:30 AM	0	0	0	0	0	0
10/3/2020 03:45 AM	0	0	0	1	0	0
10/3/2020 04:00 AM	1	0	0	1	0	0
10/3/2020 04:15 AM	0	0	0	0	0	0
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10/3/2020 04:45 AM	0	0	0	0	0	0
10/3/2020 05:00 AM	0	0	0	0	0	0
10/3/2020 05:15 AM	0	0	0	0	0	0
10/3/2020 05:30 AM	0	0	0	0	0	0
10/3/2020 05:45 AM	3	0	0	1	0	0
10/3/2020 06:00 AM	0	0	0	0	0	0
10/3/2020 06:15 AM	0	0	0	0	0	0
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10/3/2020 08:15 AM	2	0	0	0	0	0
10/3/2020 08:30 AM	2	0	0	1	0	0
10/3/2020 08:45 AM	0	0	0	0	0	0
10/3/2020 09:00 AM	0	0	0	0	1	0
10/3/2020 09:15 AM	1	0	0	1	0	0
10/3/2020 09:30 AM	0	0	0	0	0	0
10/3/2020 09:45 AM	0	0	0	0	0	0
10/3/2020 10:00 AM	1	0	0	1	0	0
10/3/2020 10:15 AM	0	0	0	0	2	0
10/3/2020 10:30 AM	0	0	0	1	1	0
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10/3/2020 11:15 AM	0	0	0	0	0	0
10/3/2020 11:30 AM	1	0	0	0	1	0
10/3/2020 11:45 AM	1	0	0	0	1	0
10/3/2020 12:00 PM	3	0	0	6	0	0
10/3/2020 12:15 PM	0	1	0	2	0	0
10/3/2020 12:30 PM	0	0	0	0	0	0
10/3/2020 12:45 PM	0	0	0	0	0	0
10/3/2020 01:00 PM	2	0	0	1	0	0
10/3/2020 01:15 PM	0	0	0	0	2	0
10/3/2020 01:30 PM	0	0	0	0	0	0
10/3/2020 01:45 PM	0	0	0	0	0	0
10/3/2020 02:00 PM	0	1	0	0	0	0
10/3/2020 02:15 PM	0	0	0	0	0	0
10/3/2020 02:30 PM	0	0	0	0	0	0
10/3/2020 02:45 PM	0	0	0	0	0	0
10/3/2020 03:00 PM	0	0	0	0	0	0
10/3/2020 03:15 PM	0	0	0	0	0	0
10/3/2020 03:30 PM	0	0	0	0	0	0

10/3/2020 03:45 PM	1	0	0	0	0	0
10/3/2020 04:00 PM	0	0	0	0	0	0
10/3/2020 04:15 PM	0	0	0	0	0	0
10/3/2020 04:30 PM	2	0	0	0	0	0
10/3/2020 04:45 PM	1	1	0	0	2	0
10/3/2020 05:00 PM	0	0	0	0	1	0
10/3/2020 05:15 PM	0	0	0	1	0	0
10/3/2020 05:30 PM	0	0	0	1	0	0
10/3/2020 05:45 PM	4	0	0	0	0	0
10/3/2020 06:00 PM	0	0	0	4	0	0
10/3/2020 06:15 PM	1	0	0	0	0	0
10/3/2020 06:30 PM	0	0	0	0	0	0
10/3/2020 06:45 PM	0	0	0	1	0	0
10/3/2020 07:00 PM	0	0	0	0	0	0
10/3/2020 07:15 PM	3	0	0	15	0	0
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10/3/2020 07:45 PM	0	0	0	0	0	0
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10/3/2020 08:30 PM	0	0	0	0	0	0
10/3/2020 08:45 PM	0	0	0	0	0	0
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10/3/2020 09:30 PM	0	0	0	0	0	0
10/3/2020 09:45 PM	0	0	0	0	0	0
10/3/2020 10:00 PM	1	0	0	0	0	0
10/3/2020 10:15 PM	0	0	0	0	0	0
10/3/2020 10:30 PM	0	0	0	0	0	0
10/3/2020 10:45 PM	0	0	0	0	0	0
10/3/2020 11:00 PM	0	0	0	0	0	0
10/3/2020 11:15 PM	0	0	0	2	0	0
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10/3/2020 11:45 PM	0	0	0	0	0	0

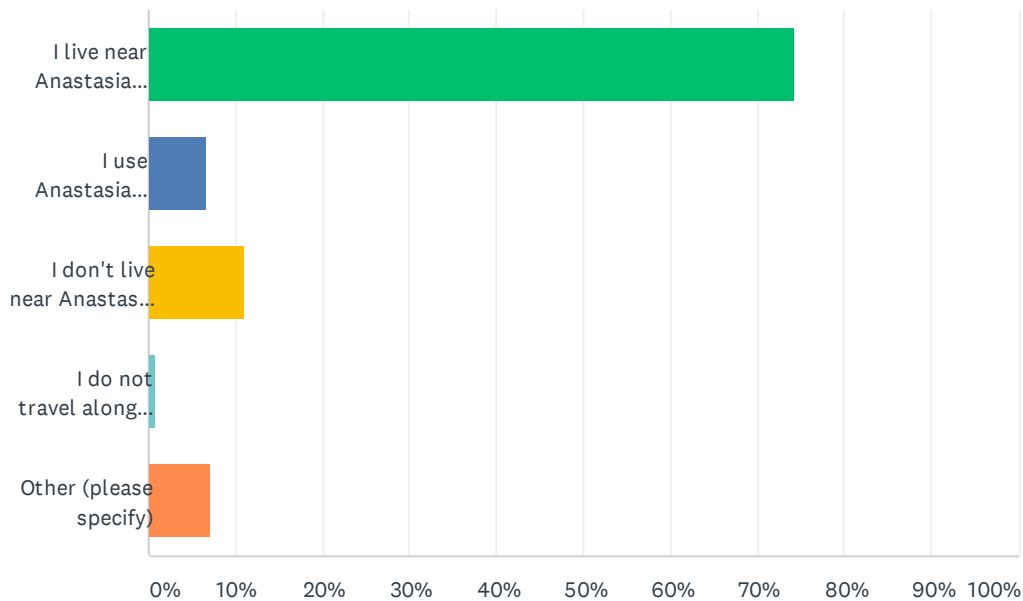
Appendix B

Public Involvement



Q1 Which best describes your use of Anastasia Boulevard (A1A)?

Answered: 762 Skipped: 3



ANSWER CHOICES	RESPONSES	
I live near Anastasia Boulevard and use it to access many of my destinations.	74.28%	566
I use Anastasia Boulevard to access US 1.	6.69%	51
I don't live near Anastasia Boulevard, but I use it to access work or school.	11.02%	84
I do not travel along Anastasia Boulevard.	0.92%	7
Other (please specify)	7.09%	54
TOTAL		762

#	OTHER (PLEASE SPECIFY)	DATE
1	I work on Anastasia Blvd and use it daily	6/13/2021 5:41 PM
2	I don't live near Anastasia Blvd, but use it for pleasure.	6/13/2021 9:15 AM
3	Travel it daily to visit family, friends, and Anastasia State Park	6/12/2021 6:20 PM
4	I don't live near Anastasia Blvd but I use it to access businesses and friends.	6/11/2021 9:15 PM
5	I own a business on Anastasia boulevard and drive it every day	6/11/2021 3:43 PM
6	I travel from Midtown (207/1) to Lighthouse Park a lot. We prefer to go over the Lions Bridge but will go over 312 when traffic is too much, too slow.	6/11/2021 6:42 AM
7	I go to shops and restaurants on the island weekly.	6/9/2021 9:01 PM
8	I have a business on Anastasia Blvd.	6/9/2021 12:07 PM
9	I don't live near Anastasia Boulevard, but I travel on it frequently.	6/8/2021 5:55 PM
10	I live on Anastasia boulevard	6/8/2021 5:16 PM
11	I am interested in seeing the SJR2C Loop completed	6/8/2021 4:49 PM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

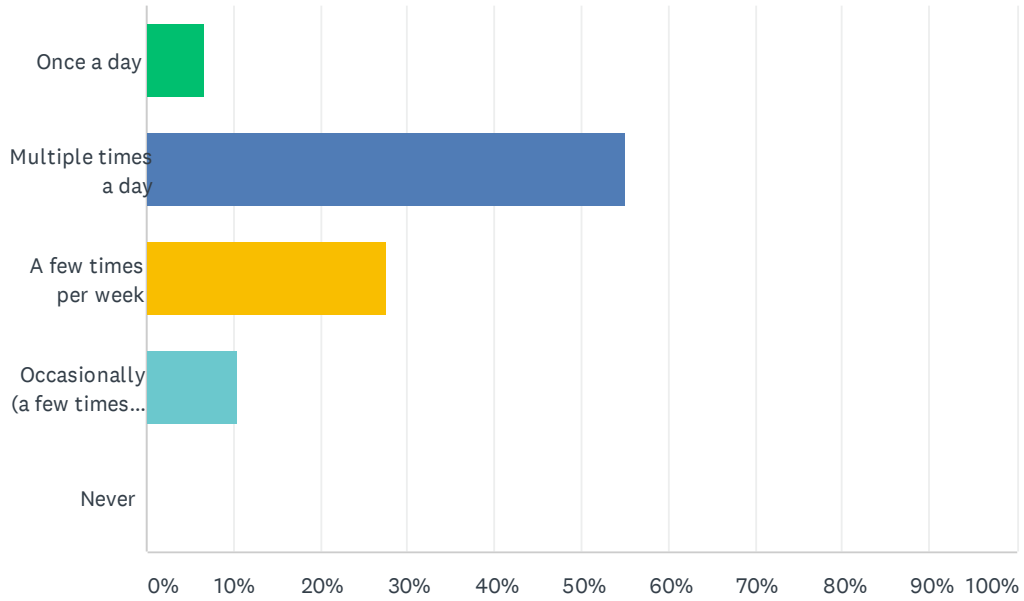
12	I live near A1A and use the blvd to get into and back from downtown SA	6/8/2021 3:39 PM
13	I live north of Vilano Beach but use Anastasia Island for biking	6/7/2021 6:15 PM
14	I use Anastasia Blvd. to access restaurants, farmer's market, and generally just to drive on A1A instead of US 1 and highways	6/7/2021 4:21 PM
15	I have a business on Anastasia Blvd. Growers Alliance Cafe	6/7/2021 10:42 AM
16	We live in Vilano and have a condo on Anastasia Island	6/6/2021 8:48 AM
17	I live north of the airport & use it to get to AnastasiaFit Fitness, the beach & all places south from there. Pretty much Every Day!	6/6/2021 8:34 AM
18	I use this to access my chiropractor and Anastasia Family Care, as well as local restaurants, the Amphitheatre, Anastasia State Park, and Anastasia Baptist Church.	6/5/2021 8:09 PM
19	I use it regularly to get to the Atlantic Beach & Tennis Club.	6/5/2021 6:28 PM
20	Shopping and going into and out of town	6/5/2021 11:57 AM
21	From downtown St A I use Anastasia Blvd to go beach, parks, restaurants etc	6/4/2021 10:48 PM
22	Have a business on Anastasia Blvd	6/4/2021 6:14 PM
23	I go to the restaurants, have a booth in Bizarre Bazaar on the Boulevard, and go to the beach using it.	6/4/2021 12:09 PM
24	I used to live close by but now leave at beach. Still use it frequently to go over BOL	6/4/2021 12:04 PM
25	I live near by but use 312 bridge and avoid the blvd.	6/4/2021 8:25 AM
26	Travel for beach and park access	6/4/2021 1:19 AM
27	We	6/3/2021 5:47 PM
28	I use Anastasia Blvd regularly for work and recreation	6/3/2021 12:21 PM
29	Traffic Operations	6/3/2021 7:47 AM
30	Live downtown st aug use anastasia for restaurants, shopping, visit friends	6/3/2021 6:43 AM
31	To access real estate and restaurants.	6/2/2021 10:43 PM
32	I visit family weekly who live off of Anastasia Blvd	6/1/2021 11:31 PM
33	I usually use 312 bridge to get off the island, except when I have out of town company, and then I like to drive them across the Bridge of Lions.	6/1/2021 6:07 PM
34	My business (Punch Jones) is located on Anastasia Blvd. (I live in Jacksonville.)	6/1/2021 12:19 PM
35	I use Anastasia Blvd for travel to and thru St Augustine downtown and to shop and recreate along the way.	5/31/2021 11:23 AM
36	I don't live near Anastasia but frequently use it to run or drive downtown.	5/30/2021 1:07 PM
37	I mainly use Anastasia Blvd. to buy local products.	5/30/2021 11:26 AM
38	I use occasionally to get to down town	5/29/2021 8:18 PM
39	Regularly access businesses, residents and friends	5/29/2021 10:45 AM
40	I visit friends	5/29/2021 6:47 AM
41	My walking buddy lives near Anastasia Blvd and I drive to her house and often walk along the Blvd twice a week.	5/28/2021 9:11 PM
42	Live in North City; use it to travel to the beach & island	5/28/2021 8:20 PM
43	I use Anastasia Blvd. Zfrequently to access State Park and the beaches.	5/28/2021 7:52 PM
44	Used to live right off it. We sometimes walked over the Bridge to work. Use it less now.	5/28/2021 7:48 PM
45	I own property on Anastasia Blvd.	5/28/2021 6:38 PM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

46	Occasionally travel the road	5/28/2021 5:34 PM
47	Recreational user - would use for bicycling in future.	5/28/2021 2:20 PM
48	i use Anastasia Blvd to shop and visit the city	5/28/2021 1:52 PM
49	As a resident, I use A1A (Anastasia Blvd) very often to access my favorite restaurant(s), business(es), friends who live on the island	5/28/2021 1:06 PM
50	Family lives on the island	5/28/2021 12:16 PM
51	Business owner on Anastasia Blvd	5/28/2021 11:38 AM
52	I avoid cycling this section of A1A due to lack of bike lanes. Southbound I bike thru Davis Shores South. Northbound cycle thry Davis Shores.	5/28/2021 11:11 AM
53	Occasional motorist and cyclist.	5/28/2021 10:47 AM
54	Occasional Motorist and bike rider on this route.	5/28/2021 10:44 AM

Q2 How often do you use Anastasia Boulevard?

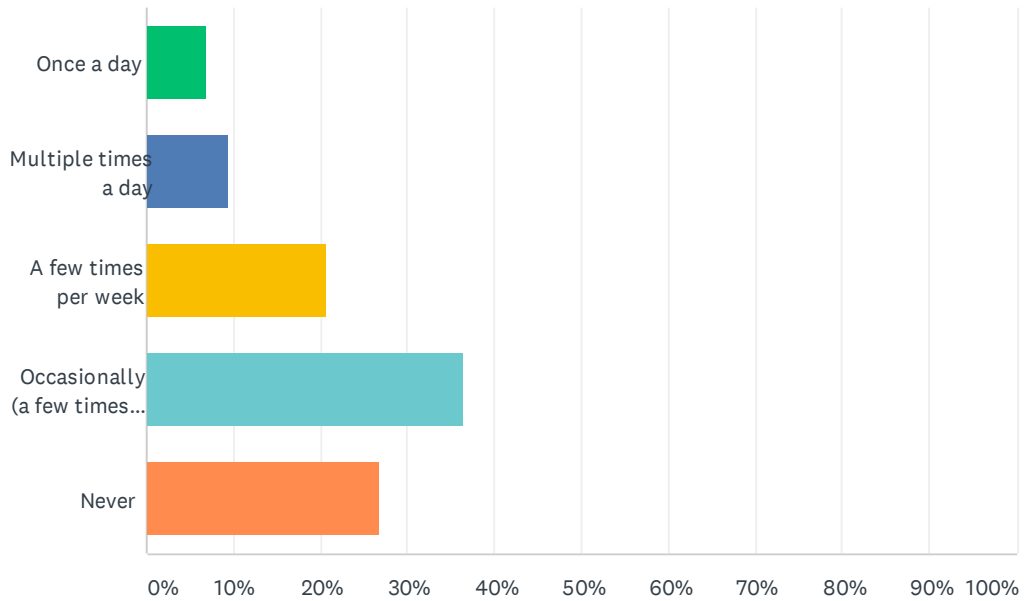
Answered: 751 Skipped: 14



ANSWER CHOICES	RESPONSES	
Once a day	6.79%	51
Multiple times a day	54.99%	413
A few times per week	27.70%	208
Occasionally (a few times a month)	10.52%	79
Never	0.00%	0
TOTAL		751

Q3 How often do you walk or bike on Anastasia Boulevard?

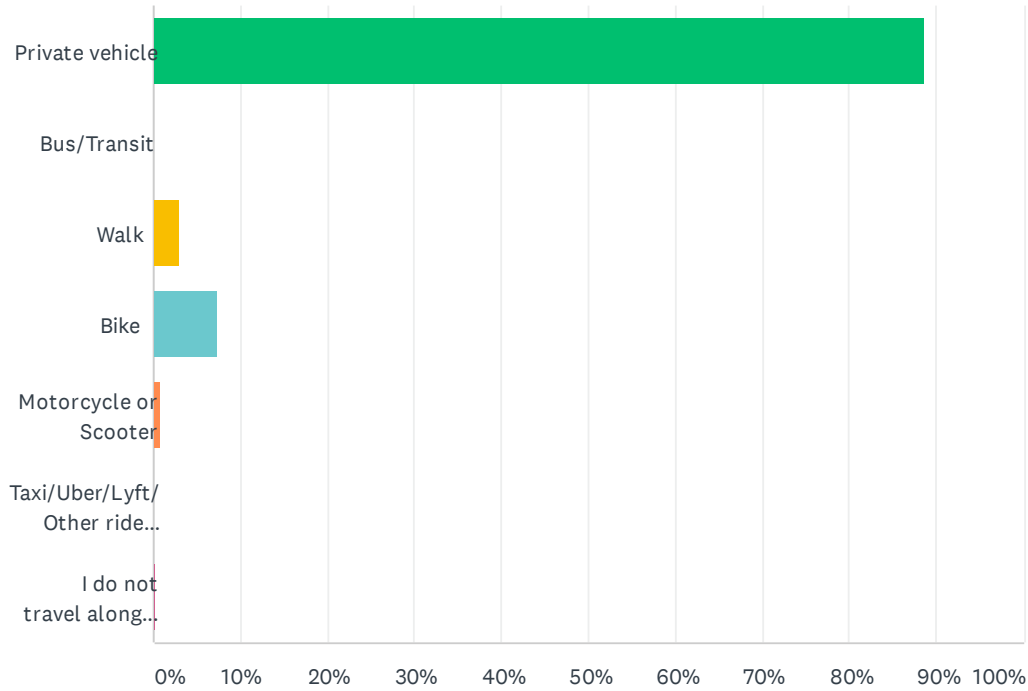
Answered: 741 Skipped: 24



ANSWER CHOICES	RESPONSES	
Once a day	6.88%	51
Multiple times a day	9.31%	69
A few times per week	20.65%	153
Occasionally (a few times a month)	36.44%	270
Never	26.72%	198
TOTAL		741

Q4 What form of transportation do you use most often when you travel along Anastasia Boulevard?

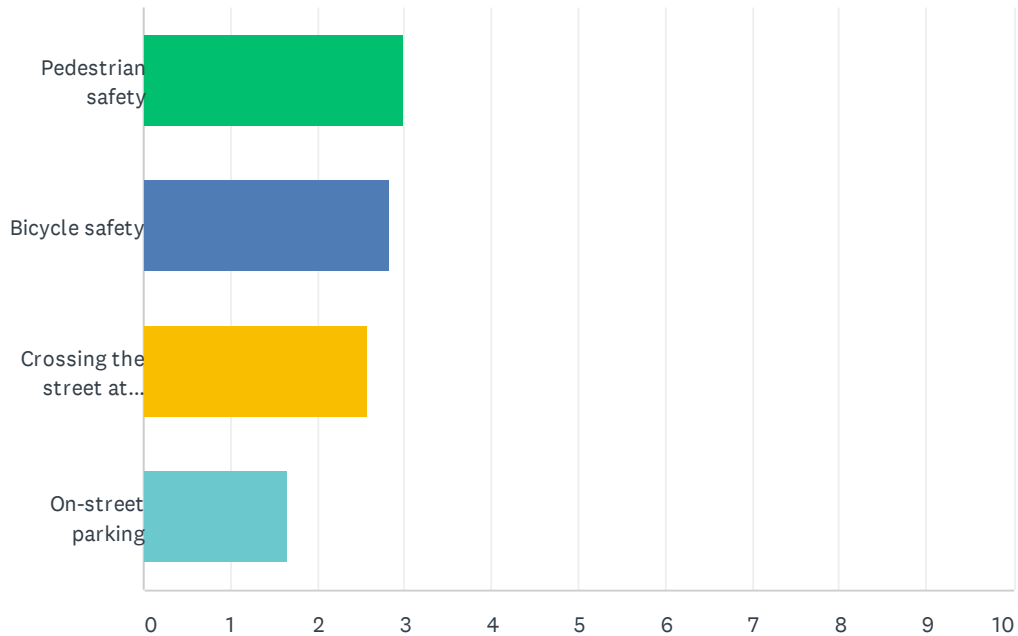
Answered: 742 Skipped: 23



ANSWER CHOICES	RESPONSES	
Private vehicle	88.68%	658
Bus/Transit	0.00%	0
Walk	2.96%	22
Bike	7.28%	54
Motorcycle or Scooter	0.81%	6
Taxi/Uber/Lyft/Other ride share	0.00%	0
I do not travel along Anastasia Boulevard.	0.27%	2
TOTAL		742

Q5 Please rank the importance of the following transportation problems on Anastasia Boulevard with 1 being the most important and 4 being the least important.

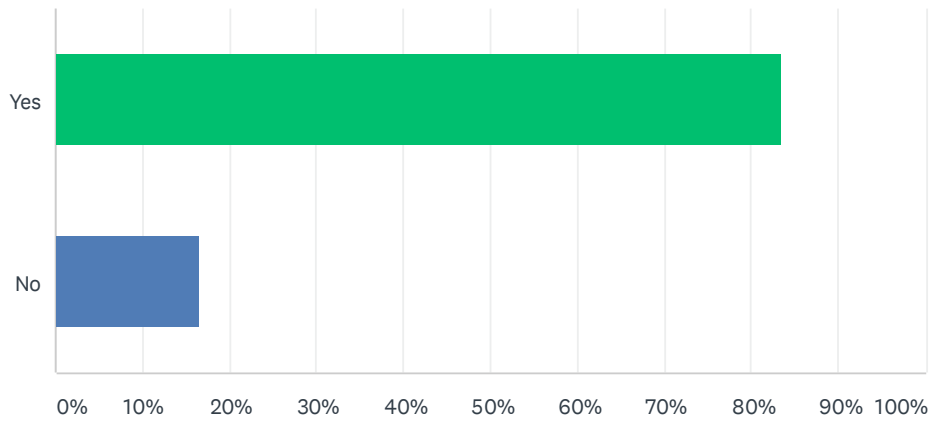
Answered: 705 Skipped: 60



	1	2	3	4	TOTAL	SCORE
Pedestrian safety	34.38% 230	37.37% 250	22.42% 150	5.83% 39	669	3.00
Bicycle safety	28.78% 194	36.05% 243	24.48% 165	10.68% 72	674	2.83
Crossing the street at non-intersection locations	27.95% 192	19.07% 131	34.79% 239	18.20% 125	687	2.57
On-street parking	10.87% 75	7.83% 54	17.39% 120	63.91% 441	690	1.66

Q6 Would you support bicycle facilities along Anastasia Boulevard? (This may include adding a multi-use path or a dedicated bicycle lane.)

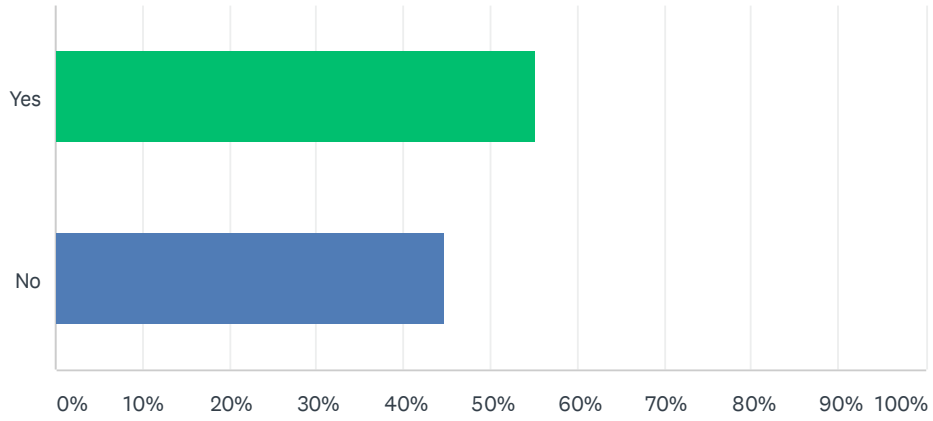
Answered: 714 Skipped: 51



ANSWER CHOICES	RESPONSES	
Yes	83.47%	596
No	16.53%	118
TOTAL		714

Q7 Do you feel as though the lighting along Anastasia Boulevard is sufficient for both motorists and pedestrians?

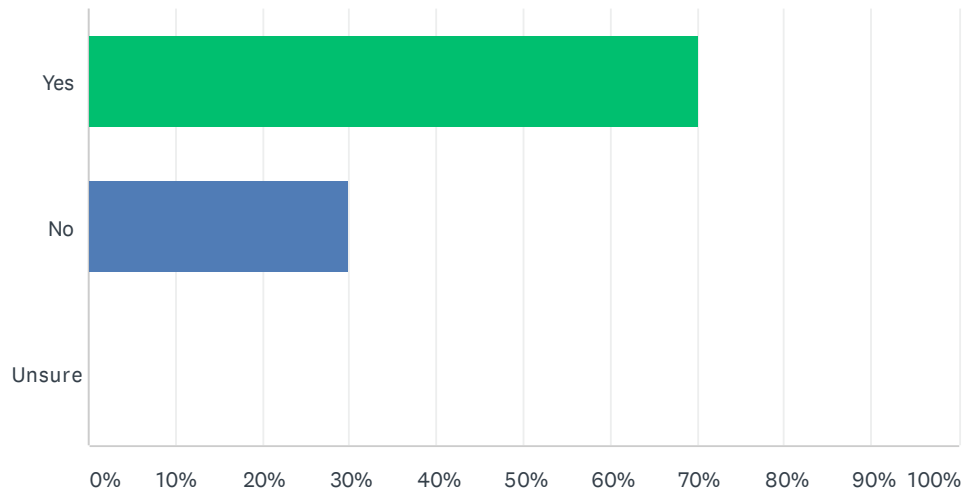
Answered: 707 Skipped: 58



ANSWER CHOICES	RESPONSES	
Yes	55.30%	391
No	44.70%	316
TOTAL		707

Q8 Would you be willing to use pedestrian crossings along Anastasia Boulevard at non-signalized intersections?

Answered: 708 Skipped: 57



ANSWER CHOICES	RESPONSES	
Yes	70.06%	496
No	29.94%	212
Unsure	0.00%	0
TOTAL		708

Q9 You indicated you would be willing to use a pedestrian crossing along Anastasia Boulevard at non-signalized intersections. Where do you feel such a crossing would be most beneficial?

Answered: 403 Skipped: 362

#	RESPONSES	DATE
1	Cross streets	6/16/2021 7:43 AM
2	By the amphitheater	6/15/2021 11:23 PM
3	every two blocks	6/15/2021 10:48 PM
4	Zorayda	6/15/2021 11:30 AM
5	At cross streets.	6/15/2021 9:15 AM
6	Zorayda.	6/15/2021 9:11 AM
7	I have no problems crossing the Blvd, it's called street smarts and or common sense!	6/15/2021 8:23 AM
8	menendez and anastasia blvd	6/15/2021 7:00 AM
9	Near restaurants and hotels. That's why people cross the street typically.	6/14/2021 8:30 PM
10	1. Red Cox and Old Quarry Road 2. Comares Avenue 3. Zorayda Ave. OR Arronanda Ave	6/14/2021 6:48 PM
11	Alligator Farm	6/14/2021 5:24 PM
12	Elks Lodge, Fire Department	6/14/2021 4:01 PM
13	Comares Ave.	6/14/2021 3:10 PM
14	Blue waters jewelry store	6/14/2021 3:06 PM
15	I believe a signal is needed across from the surf station and near the Baptist church	6/14/2021 2:49 PM
16	Near business establishments where one might walk & cross. Taco, pizza, Gypsy, brewery, etc	6/14/2021 2:43 PM
17	I feel lights at the fire station and amphitheater would help tremendously .	6/14/2021 2:38 PM
18	Arredondo, Comares	6/14/2021 12:14 PM
19	near the base to the bridge	6/14/2021 11:32 AM
20	close to the bridge and near Mellow mushroom	6/14/2021 11:13 AM
21	Around Surf station and the lighthouse	6/14/2021 10:17 AM
22	Near the bridge and the road to the Conch House	6/14/2021 8:10 AM
23	Not sure	6/14/2021 5:46 AM
24	Arredondo	6/13/2021 5:43 PM
25	At the fire station and alligator farm.	6/13/2021 4:01 PM
26	not sure	6/13/2021 12:47 PM
27	(1) Red Cox Drive and Quarry Road (2) Comares Avenue (3)Zorayda Avenue	6/13/2021 12:37 PM
28	The end of Davis shores next to the chop shop	6/13/2021 11:04 AM
29	by Blue Water jewelers ...I own a shop across the street. W.B.Tatter Gallery...people are always risking thriller lives trying to get back and forth there	6/13/2021 9:03 AM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

30	Pedestrian Beach crossing. A flashing indicator sign (push button triggers by pedestrians) crossing Treasure Beach to the beach access. This is really needed.	6/13/2021 8:50 AM
31	Bridge of lions	6/13/2021 8:18 AM
32	Zorayda Ave	6/13/2021 6:18 AM
33	White St.	6/12/2021 6:24 PM
34	The Amphitheater needs one	6/12/2021 6:22 PM
35	Across from the Amphitheater	6/12/2021 5:53 PM
36	Red Cox Rd to the Alligator Farm	6/12/2021 3:40 PM
37	One cross street away from the bridge so the local traffic flow could go left of the bridge without stopping.	6/12/2021 10:37 AM
38	In addition to the proposed crossing at Zorayda, I feel a crossing near Comares Ave would be helpful but may not be feasible as it may be too close to the bend in Anastasia Boulevard.	6/12/2021 8:50 AM
39	Near mellow mushroom	6/11/2021 9:23 PM
40	The davis shores entrance that has the big conch house sign... very hard to cross anywhere near there and people have been killed. , also Near surf station/ entrance to Anastasia state park and near Anastasia baptist church (people are going for school and church)	6/11/2021 8:47 PM
41	Beach access roads	6/11/2021 8:25 PM
42	At regularly spaced intervals near high volume business and residential	6/11/2021 6:24 PM
43	At the Circle K area and the surf station	6/11/2021 6:06 PM
44	multiple crosswalks. every other intersection. wider median. better lighting	6/11/2021 5:33 PM
45	Currently it's very dangerous to try to run across Anastasia Blvd or even ride across on a bicycle due to the absence of cross walks....we ride our bikes the back way around Salt Run in order to get down town, and don't risk trying to cross over. I drive to the alligator farm when we could walk or ride bike easily from our house, but afraid to cross due to the traffic. It needs to be more pedestrian friendly in this business sector leading up to the Bridge. We need the same type of lighted crosswalks they use downtown on Avenida Menendez. Thi area is well lighted but would be much more inviting if it was lighted with a location specific design standard (like downtown that the same style of lighting). This area also needs to be named to designate it as a destination within our City, rather than a drive through area of mixed use. We need to help the business owners there by implementing changes that invite pedestrian traffic from visitors. Need a pedestrian crossing from alligator farm to east side of Anastasia Blvd and then once the business sector begins, several should be spaced allowing people to cross back and forth across Anastasia Blvd between the galleries to shop or to restaurants.	6/11/2021 4:44 PM
46	1) By the Amphitheatre 2) By the Bridge of Lions	6/11/2021 4:10 PM
47	@ Alligator Farm	6/11/2021 3:32 PM
48	By the alligator farm	6/11/2021 2:10 PM
49	Keep it limited. Likely need one close to curve by Chop Shop.	6/11/2021 9:04 AM
50	At A1A & Gerado, in front of the Alligator Farm, at A1A & ocean way (in this vicinity)	6/11/2021 7:46 AM
51	Zorayda Ave	6/11/2021 7:44 AM
52	Near Black Fly, Mojoes Tacos, Gypsy/Corner Bar, Lighthouse Plaza	6/11/2021 6:45 AM
53	Near the conch house road or the circle k	6/11/2021 12:13 AM
54	By Odd Birds	6/10/2021 9:22 PM
55	Red Cox drive	6/10/2021 8:11 PM
56	Possibly at the alligator farm	6/10/2021 6:52 PM
57	Around clusters of businesses.	6/10/2021 6:36 PM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

58	Around Gypsy Cab, White St.	6/10/2021 3:58 PM
59	Comares	6/10/2021 2:50 PM
60	Somewhere near the crossing between Red Cox and Old Quarry if we can solve the speeding autos and massively chaotic and extremely dangerous situation with vehicles turning north and south from Old Quarry, Red Cox, and Anastasia Park Road.	6/10/2021 12:57 PM
61	11th street	6/10/2021 12:19 PM
62	by the intersection of Anastasia Blvd and Old Quarry Road	6/10/2021 11:47 AM
63	All of it	6/10/2021 10:06 AM
64	Amphitheatre	6/10/2021 9:37 AM
65	Near osprey tacos, the brewery, and sarbez	6/10/2021 8:25 AM
66	at Comares Ave	6/10/2021 8:02 AM
67	unable to recall	6/10/2021 7:41 AM
68	Inlet drive	6/10/2021 7:08 AM
69	Comares Ave, Zorayda Ave, Carver St	6/10/2021 4:53 AM
70	I see many people trying to cross at the bottom of bridge of lions, very dangerous also at the British bar	6/10/2021 1:02 AM
71	dont know	6/9/2021 11:57 PM
72	Directly after the bridge to get from one side to the other	6/9/2021 9:41 PM
73	Davis shores	6/9/2021 9:31 PM
74	At least three crossings located at Odd Birds restaurant, Comares and intersection at Alligator Farm	6/9/2021 9:24 PM
75	Near the bridge and near Mojos	6/9/2021 6:03 PM
76	By the amphitheater	6/9/2021 5:50 PM
77	gerado or by odd birds	6/9/2021 4:51 PM
78	Near Alligator Farm and around the Ampitheater. There is a blind spot area between the Alligator Farm and the school. May even need to place a traffic light near the curve. Trim some of the vegetation on the city side of that area.	6/9/2021 3:58 PM
79	Near Sarbez	6/9/2021 3:25 PM
80	Closer to the bridge and along the turn by white birds.	6/9/2021 2:54 PM
81	Zorayda Ave	6/9/2021 2:34 PM
82	Amphitheater, between matanzas and the bridge if lions	6/9/2021 2:33 PM
83	NA	6/9/2021 1:54 PM
84	Arredondo and Moultrie	6/9/2021 1:40 PM
85	red cox road area...	6/9/2021 12:39 PM
86	Arredondo Ave. and Moultrie Place	6/9/2021 12:10 PM
87	Near Mojo tacos and near Black Fly restaurant. More importantly there NEEDS to be a traffic light installed in front of Alligator Farm at intersection of Anastasia Blvd and Old Quarry. Deaths, accidents and near accidents for Alligator Farm, residential, Lighthouse, fire station, boat ramps and RB Hunt Elementary school impacted with poor line of sight and congestions for this key intersection. That should be priority.	6/9/2021 11:35 AM
88	Near base of Bridge of Lyons, Intersection of Anastasia & Gerardo, Zorayda, Arredondo, Moultrie PL and Comares	6/9/2021 11:29 AM
89	Compares Ave, Moultrie Pl, Arredondo Ave, Gerardo St, Red Cox Dr.	6/9/2021 11:16 AM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

90	Red Cox, Anastasia Blvd, and Old Quarry intersection	6/9/2021 10:58 AM
91	Comares Ave intersection in order to cross to Mojo's, Circle K, etc.	6/9/2021 9:07 AM
92	Somewhere from Zorada to Menendez	6/9/2021 8:43 AM
93	Compares Avenue	6/8/2021 10:06 PM
94	In front of amphitheater	6/8/2021 9:18 PM
95	close to bridge	6/8/2021 8:17 PM
96	By Anastasia Fitness, by Amphitheater	6/8/2021 4:03 PM
97	I'm not sure	6/8/2021 3:44 PM
98	In the vicinity of the restaurants/hotels/bars close to the bridge (Mellow Mushroom, the pub, etc.)	6/8/2021 2:35 PM
99	The Amp	6/8/2021 2:22 PM
100	at the Amphitheater only	6/8/2021 2:17 PM
101	At the intersection before the Bridge and by the Amp	6/8/2021 1:39 PM
102	At every other corner	6/8/2021 12:53 PM
103	At the place where the bridge starts near candlelight restaurant	6/8/2021 12:22 PM
104	Comares	6/8/2021 11:37 AM
105	At the Amphitheater	6/8/2021 11:29 AM
106	don't know	6/8/2021 11:21 AM
107	I think that decision requires more statistical information. FYI - I have a degree in statistics	6/8/2021 10:53 AM
108	Just over the Bridge of Lions and across from the Chop Shop	6/8/2021 10:05 AM
109	Bridge of Lions	6/8/2021 7:29 AM
110	Near the Amphitheater	6/8/2021 7:01 AM
111	Anastasia state park and alligator farm curve	6/8/2021 6:49 AM
112	Close to the bridge of lions	6/8/2021 6:07 AM
113	at Inlet Drive	6/7/2021 11:10 PM
114	Red Cox Road and A1A	6/7/2021 10:22 PM
115	As many as possible. Closer to the bridge and then at least multiple crosswalks before RB hunt. Old quarry is also extremely dangerous and has cars, pedestrians and bikes crossing. I would walk and bike more often if it was more pleasing and safer on Anastasia. It could be amazing but right now it's awful to walk on the 5' sidewalk.	6/7/2021 9:18 PM
116	The median should be wider and more protective. All along the boulevard a safe refuge for pedestrians should be created.	6/7/2021 9:02 PM
117	At the alligator farm to the skatepark	6/7/2021 7:20 PM
118	Zarbez	6/7/2021 5:49 PM
119	Amphitheater; intersection by odd birds/sarbez, intersection across from mojos tacos area/conch house for safety during reggae Sunday and events;	6/7/2021 5:07 PM
120	near base of Lions bridge - a lot of tourist don't realize what side they are on and want to cross to the park, or to the restaurant and are usually in the scary median here waiting. The bridge traffic is a huge blockage on this artery. A dedicated bike path has no where to go once at the bridge - and the bridge design will NEVER change to accommodate it.	6/7/2021 2:23 PM
121	Indian gas station	6/7/2021 1:48 PM
122	Alligator Farm	6/7/2021 10:44 AM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

123	Old Quarry Rd and entrance to Conch house road	6/7/2021 8:17 AM
124	Arredondo	6/7/2021 7:25 AM
125	Crossing at both Red Cox Dr, and near Zorayda Ave	6/6/2021 8:39 PM
126	Zorayda and/or Menendez	6/6/2021 8:20 PM
127	Either at Menendez or Carver St	6/6/2021 5:41 PM
128	A1A and lighthouse Ave. connecting the skatepark and alligator farm	6/6/2021 5:31 PM
129	At matanzas crossing	6/6/2021 12:55 PM
130	1st and Anastasia	6/6/2021 12:04 PM
131	Near the bridge of lions on the island side	6/6/2021 11:40 AM
132	Zorayda Ave, Comares Ave and Old Quarry Rd.	6/6/2021 11:30 AM
133	Several places	6/6/2021 11:23 AM
134	A1A	6/6/2021 10:04 AM
135	Farmers market, near Gypsy restaurant, state park	6/6/2021 8:40 AM
136	By O'steens, Black Fly and blue Water Jewelers areas	6/6/2021 8:33 AM
137	As a driver, with the new flashing on demand signal installed it gives drivers a chance especially during night-time to see pedestrians trying to cross the street. It also encourages those crossing to cross only at those signalized portions. It is a win - win as far as I am concerned. These signals should be placed near the new hotels such as near Comares Avenue, and another near the Bridge of Lions perhaps around O'Steens Restaurant so that people can cross safely.	6/6/2021 8:18 AM
138	Alligator Farm, Comares Ave, Black Fly, St. Augustine Blvd	6/6/2021 7:07 AM
139	At the base of the bridge around the amphitheater	6/6/2021 7:05 AM
140	The more contested areas like right off the lion's bridge and such	6/6/2021 1:59 AM
141	Bridge of Lions	6/6/2021 12:32 AM
142	We only have two crossings one near the corner of growers alliance and the next one almost a mile away at the rb hunt elementary it is hard for a lot of pedestrians who go to circle k or are just trying to cross in-between.	6/6/2021 12:05 AM
143	Crossing at the Amphitheater!	6/5/2021 11:06 PM
144	Near the bridge of Lions and near the Circle K convenience store	6/5/2021 10:59 PM
145	Zorada	6/5/2021 8:49 PM
146	Where I wish to cross	6/5/2021 6:34 PM
147	Odd Birds, old Coast, mellow mushroom	6/5/2021 4:23 PM
148	There are two locations. First between Matanzas and the Bridge of Lions (especially as there are bars on either side of the street). The other would be at the Alligator Farm (by Red Cox Road)	6/5/2021 3:02 PM
149	Near the bridge of lions	6/5/2021 2:04 PM
150	One crossing every one or two blocks.	6/5/2021 12:00 PM
151	At East end of Bridge of Lions	6/5/2021 11:50 AM
152	Near Mojo's Tacos.	6/5/2021 10:40 AM
153	I'm not sure.	6/5/2021 10:16 AM
154	Between the Bridge of Lions and the Alligator Farm	6/5/2021 10:15 AM
155	At the Bridge of Lions and 2 more between the bridge and the traffic light on Matanzas.	6/5/2021 8:50 AM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

156	East of the Bridge of Lions	6/5/2021 8:40 AM
157	By odd birds	6/5/2021 7:49 AM
158	Near to the bridge, and near Mojo's taco's	6/5/2021 7:33 AM
159	At the street next to sarbez. People like to go from brewery to across the street. And that way it is far enough from bridge not to cause back up. Would be nice closer to bridge but I see too many backups and people rushing to get over bridge.	6/5/2021 7:02 AM
160	In between the lights and the bridge.	6/5/2021 6:59 AM
161	At the Alligator Farm crossing from Quarry Road onto Red Cox Road. Also Inlet Drive leading to the Conch House.	6/5/2021 6:09 AM
162	Alligator Farm crossing to the Fire Station. This is frequently used as a non-signalled crossing by pedestrians, joggers and bikes.	6/5/2021 6:09 AM
163	One at Comares and one at the Alligator Farm	6/5/2021 6:01 AM
164	Sarbez/odd birds area and	6/5/2021 1:09 AM
165	Gerado Zorayda	6/5/2021 12:34 AM
166	As long as it is not signalized it doesn't matter.	6/4/2021 7:07 PM
167	between 312 & the aligator farm.	6/4/2021 7:06 PM
168	Between the bridge and the light at Matantaz	6/4/2021 6:37 PM
169	Near Comares Avenue	6/4/2021 6:31 PM
170	Gerado St or Zorayda. We see lots of people crossing from the bridge to gerado...scary	6/4/2021 6:27 PM
171	Not sure	6/4/2021 6:02 PM
172	near the foot of the bridge of lions	6/4/2021 5:41 PM
173	On the west side of Zorada Ave.	6/4/2021 5:36 PM
174	I cross at either White St. or Busam on bike multiple times per day, and sometimes on foot. Multiple pedestrian crossings would probably be good. When my kids were little we frequently used the one a RB Hunt, it was the only safe place to cross the road with little kids	6/4/2021 5:16 PM
175	Old Quarry Road	6/4/2021 5:11 PM
176	Near restaurants and businesses	6/4/2021 5:06 PM
177	At multiple locations, spread out evenly	6/4/2021 4:58 PM
178	Red Cox/Anastasia Blvd just to the south side of the Alligator Farm	6/4/2021 2:56 PM
179	At Black Fly	6/4/2021 12:18 PM
180	By Odd Birds and Gypsy.	6/4/2021 12:12 PM
181	Too many places to name	6/4/2021 12:06 PM
182	Prior to the bridge of lions	6/4/2021 11:25 AM
183	Red Cox road	6/4/2021 10:38 AM
184	red cox rd, arricola, and especially one close to the bridge	6/4/2021 10:28 AM
185	Comares Avenue	6/4/2021 9:35 AM
186	I'm not certain.	6/4/2021 9:21 AM
187	Any crossing	6/4/2021 8:57 AM
188	Zorayda	6/4/2021 8:48 AM
189	Not sure	6/4/2021 8:43 AM
190	not sure, but Osprey Taco is a frequent destination	6/4/2021 8:33 AM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

191	Near Gate gas/variety station. Many homeless cross near there.	6/4/2021 8:07 AM
192	Somewhere between Mantanzas and the bridge of lions	6/4/2021 8:00 AM
193	Near Mojos and then near osteens	6/4/2021 7:37 AM
194	At the bridge	6/4/2021 7:10 AM
195	Near surf station and Anastasia state park	6/4/2021 6:24 AM
196	At the bridge of lions entrance area	6/4/2021 6:00 AM
197	Menendez rd	6/4/2021 5:47 AM
198	Restaurants	6/4/2021 3:34 AM
199	Depends where you park and where you are eating and going	6/4/2021 12:09 AM
200	Near the strip mall heading North	6/3/2021 10:03 PM
201	Mellow mushroom and near black fly	6/3/2021 9:35 PM
202	Sea Park Drive to Anastasia Baptist Church	6/3/2021 9:10 PM
203	Amp.,Alligator Farm	6/3/2021 9:02 PM
204	Close to the Alligator Farm and also near Mellow mushroom. Kids and families cross there	6/3/2021 9:00 PM
205	Anywhere where there's a safety Issue	6/3/2021 8:38 PM
206	Zorayda	6/3/2021 8:32 PM
207	Old beach Surf station	6/3/2021 8:25 PM
208	A1A and Arradondo street. Osprey Taco has a lot of traffic now. So does the Brewery next to it. The Hotel across the street generates a lot of pedestrian traffic too.	6/3/2021 7:46 PM
209	Alligator farm	6/3/2021 4:42 PM
210	Near the gypsy can co. And a few other restaurant club areas between the bridge	6/3/2021 1:12 PM
211	Would rely on user destination analysis to determine where is most efficient.	6/3/2021 12:26 PM
212	Right at the foot of the bridge. Alligator farm. Anastasia mini golf	6/3/2021 5:54 AM
213	Near on street parking and restaurants.	6/2/2021 10:45 PM
214	Equally spaced along Anastasia Blv. Maybe a total of 3.	6/2/2021 9:09 PM
215	West of Matanzas Blvd. please make it timed with the traffic lights. The instant crosswalks on San Marco contribute to the traffic issues	6/2/2021 9:05 PM
216	East of the light	6/2/2021 7:06 PM
217	North and/or south of the businesses on the east side of the street, at White, Busam, Dancy Streets.	6/2/2021 6:50 PM
218	Right before the bridge	6/2/2021 5:38 PM
219	Close to Anastasia Park entrance	6/2/2021 4:49 PM
220	By the Bridge, by Odd Birds and other places of business where a crosswalk with a light is not located	6/2/2021 3:45 PM
221	At Comares Rd	6/2/2021 12:53 PM
222	Red Cox Road	6/2/2021 12:17 PM
223	For safety crossing the street to access local businesses. This is important.	6/2/2021 11:28 AM
224	Maybe a crossing where the circle K is at, and maybe another closer to the Anastasia state park, and possibly even one at the church, as I've seen lots of people (especially young people) who go there just cross the road dangerously	6/2/2021 10:26 AM
225	I have almost been hit many times crossing the intersection with lights at Matanzas Blvd.	6/2/2021 9:35 AM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

Maybe more crosswalks would assist with people slowing down.

226	Near Sarbez	6/2/2021 9:22 AM
227	Near Sarbez/crossing street to Black Fly/ odd birds	6/2/2021 9:15 AM
228	Near the Bridge of Lions and/or near Comares Ave.	6/2/2021 8:29 AM
229	Gas station and convenience store	6/2/2021 7:45 AM
230	Any place where the divider is open. The traffic comes in spurts, just wait.	6/2/2021 7:30 AM
231	The Amp, née are the bridge	6/2/2021 4:10 AM
232	312 bridge	6/1/2021 8:44 PM
233	Dolphin Dr at A1A	6/1/2021 8:30 PM
234	Between Sarbez and Old Coast Ales - that's where most people seem to try to cross.	6/1/2021 8:21 PM
235	Closer to the bridge	6/1/2021 8:13 PM
236	Street to get to the conch house	6/1/2021 8:12 PM
237	Comares in front of the Chop Shop and Cheba Hut	6/1/2021 7:39 PM
238	N/A	6/1/2021 7:36 PM
239	Across from popular areas/restaurants	6/1/2021 7:15 PM
240	Bottom of the bridge near the sports bar	6/1/2021 6:55 PM
241	At Zorayda Ave.	6/1/2021 6:26 PM
242	Amphitheater	6/1/2021 6:10 PM
243	By the elementary school	6/1/2021 5:41 PM
244	Near Comares Ave and at foot of bridge, N St. Augustine Blvd.	6/1/2021 4:44 PM
245	Closer to base of bridge of lions	6/1/2021 4:34 PM
246	Comares	6/1/2021 4:32 PM
247	From the Conch House side to the Mojo Taco side. Always lots of folks running across, primarily kids.	6/1/2021 3:33 PM
248	Near the bridge	6/1/2021 3:33 PM
249	willing to use as a pedestrian, but as a local motorist I do not believe this is a good idea. there seems to be an issue near the curve by comares ave and menendez road.	6/1/2021 3:31 PM
250	A crossing closer to the base of the bridge as well as a crossing near the mini golf course where the road curves	6/1/2021 3:11 PM
251	Blue water jewelers and close to the Bridge of Lions	6/1/2021 3:08 PM
252	Between Marker 8 and Black Fly	6/1/2021 2:40 PM
253	All the cross streets at the head of the Island: Gerado, Zorayda, Arrendondo and let North Matanzas be the final one.	6/1/2021 2:40 PM
254	Most importantly in front of the alligator farm and amphitheater. It is amazing more people have not been killed or seriously injured. I fear the day my daughter starts driving that stretch. Extremely dangerous.	6/1/2021 1:42 PM
255	At either Ocean Way or White St., then you can be back in lighthouse neighborhood	6/1/2021 12:31 PM
256	There are several places where pedestrians are likely to cross, including where there are motels, restaurants, and bars. Those locations will probably have the highest foot traffic and therefore a need for safer pedestrian crossings.	6/1/2021 12:23 PM
257	Near Bridge of Lions	6/1/2021 12:16 PM
258	in the first two blocks east of the BOL and two blocks east of the current signalized	6/1/2021 11:59 AM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

	intersection.	
259	?	6/1/2021 10:16 AM
260	Zorayda, Comares and Red Cox Rd	6/1/2021 8:53 AM
261	Alligator Farm, Comares, spots with retail shopping across from each other	6/1/2021 7:44 AM
262	Old Quarry Rd and A1A. and also San Juan and A1A.	5/31/2021 10:08 PM
263	Comares	5/31/2021 10:07 PM
264	Every 50 feet or so	5/31/2021 7:51 PM
265	Near bridge	5/31/2021 6:50 PM
266	Base of the bridge on the island side	5/31/2021 4:18 PM
267	Closer to Bridge	5/31/2021 4:03 PM
268	Near the Bridge	5/31/2021 1:55 PM
269	At the foot of the Bridge of Lions.	5/31/2021 12:30 PM
270	wherever the most pedestrian volume occurs.	5/31/2021 11:27 AM
271	Near the foot of the bridge. People are constantly scurrying across there when they realize they're on the wrong side and have no desire to walk all the way to Matanzas to cross.	5/31/2021 9:35 AM
272	just not too many.	5/31/2021 9:06 AM
273	Between the bridge and Matanzas Blvd.	5/31/2021 7:55 AM
274	Zorayda (similar to on bay front with blinking lights). You don't mention the light at RBHunt. But it adequately allows for people to cross.	5/31/2021 1:11 AM
275	Arredondo, Zorayda, White St., Carver, and Old Quarry (but that would need some type of ped. controlled lighting).	5/30/2021 11:06 PM
276	Close to mellow mushroom and the bridge	5/30/2021 11:02 PM
277	Just east of the bridge	5/30/2021 10:46 PM
278	Near Blackfly	5/30/2021 7:55 PM
279	Near foot of bridge / before or near Gas Restaurant	5/30/2021 7:13 PM
280	At the Alligator Farm area.	5/30/2021 6:20 PM
281	1/2 way between bridge and stop light	5/30/2021 6:06 PM
282	idk	5/30/2021 1:37 PM
283	Alligator farm	5/30/2021 1:11 PM
284	Would support a walk over near Anastasia State Park connecting the park to the alligator farm and other businesses on the west side of the street	5/30/2021 12:42 PM
285	Not sure	5/30/2021 12:27 PM
286	Zorayada Ave	5/30/2021 12:20 PM
287	Spaced as needed.	5/30/2021 12:16 PM
288	Close to the bridge	5/30/2021 11:29 AM
289	Locations where there are hotels with restaurants across the street. Red Cox drive and Alligator Farm	5/30/2021 11:22 AM
290	red cox dr	5/30/2021 9:54 AM
291	Zorayda ave., White St.	5/30/2021 7:28 AM
292	Amphitheater	5/29/2021 11:23 PM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

293	By mellow and the amphitheater	5/29/2021 9:38 PM
294	I'm not sure	5/29/2021 8:57 PM
295	In front of Mellow Mushroom	5/29/2021 7:57 PM
296	At Anastasia Baptist church is a must!! The Amp would be my 2nd importance.	5/29/2021 5:27 PM
297	Closer to the bridge	5/29/2021 5:06 PM
298	High foot-traffic areas	5/29/2021 4:54 PM
299	To the amp	5/29/2021 4:00 PM
300	Any intersection near popular attractions/restaurants	5/29/2021 3:51 PM
301	At the alligator farm	5/29/2021 3:41 PM
302	Bottom of bridge Also by circle k before corner	5/29/2021 3:33 PM
303	A1A and Moultrie Pl.	5/29/2021 2:25 PM
304	Best suited where there is off street parking near commercial buildings	5/29/2021 2:10 PM
305	Carver Street	5/29/2021 1:56 PM
306	Arredondo Avenue	5/29/2021 1:48 PM
307	Near the church and ampatheater	5/29/2021 1:45 PM
308	Comares Avenue- this section actually needs a complete reconfiguration	5/29/2021 1:24 PM
309	Not sure	5/29/2021 1:09 PM
310	There are long stretches without traffic lights.	5/29/2021 1:09 PM
311	Along block where Mellow mushroom an La Quinta hotel ate located. I encounter people trying to cross that section often.	5/29/2021 1:06 PM
312	The intersection of sarbez and blackfly	5/29/2021 1:00 PM
313	Alligator farm, amp area	5/29/2021 12:55 PM
314	Near the bridge	5/29/2021 12:55 PM
315	In front of the Amphitheatre	5/29/2021 12:51 PM
316	Near rochelles and Mellow Mushroom. And the alligator farm for the love of all things!	5/29/2021 12:50 PM
317	At Zorayda and at Flagler Blvfd	5/29/2021 12:49 PM
318	Red Cox	5/29/2021 12:39 PM
319	Near the circle k	5/29/2021 12:36 PM
320	Anywhere	5/29/2021 12:36 PM
321	Near the base of the bridge, near Mojo's Tacos, near Anastasia Baptist Church	5/29/2021 12:27 PM
322	Every 2 blocks or so	5/29/2021 12:25 PM
323	Midway between the signalized intersections where accidents have occurred.	5/29/2021 11:33 AM
324	Near businesses that people are desiring to cross between	5/29/2021 10:47 AM
325	Closest to biz that have folks moving around between them most or spaced out along Blvd. Support bike lane if dedicated sidewalk on bridge one side for foot traffic and other for bike traffic. Bikes could be asked to disembark & walk the bridge span.	5/29/2021 10:31 AM
326	Comares Ave. & also closer to the Bridge of Lions	5/29/2021 9:59 AM
327	amphitheatre	5/29/2021 9:40 AM
328	Near The Amp or the surf station	5/29/2021 9:10 AM
329	You failed to include the signalized pedestrian crossing at RB Hunt School. I use it all the time.	5/29/2021 9:03 AM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

330	Comares	5/29/2021 8:35 AM
331	The alligator farm, the amphitheater, and closer to the bottom of the bridge of lions	5/29/2021 8:34 AM
332	Alligator farm	5/29/2021 8:32 AM
333	Comares and Anastasia. Blvd.	5/29/2021 8:32 AM
334	At the sarbez intersection	5/29/2021 8:27 AM
335	One near Zorayda ave, and one near White street.	5/29/2021 8:25 AM
336	Base of the bridge & near the curve by the glass shop/Mojos tacos area	5/29/2021 8:09 AM
337	Near the bridge and near Comares	5/29/2021 8:01 AM
338	?	5/29/2021 7:15 AM
339	Close to the Bridge of Lions	5/29/2021 7:15 AM
340	Near Anastasia State Park	5/29/2021 7:14 AM
341	Alligator Farm	5/29/2021 1:12 AM
342	White Street	5/28/2021 11:20 PM
343	By the foot of the bridge	5/28/2021 10:13 PM
344	Near the Amp	5/28/2021 10:07 PM
345	Red Cox Drive Zorayda Comares Ave	5/28/2021 9:50 PM
346	Near business	5/28/2021 9:42 PM
347	Between the BoL and Matanzas Blvd	5/28/2021 9:04 PM
348	Around mellow mushroom where there are hotels, restaurants, and bars flanking both sides of the road	5/28/2021 9:01 PM
349	Near the BOL around gas & Near osprey tacos	5/28/2021 8:58 PM
350	Spaced equal distance apart as you go down the road. Several are needed	5/28/2021 8:56 PM
351	Near comares ave	5/28/2021 8:45 PM
352	Don't know the side streets well enough to identify. However I do know that because of the width of the Blvd, and so many businesses on each side, there is a need to safely cross	5/28/2021 8:24 PM
353	I don't know if it's realistic, however, pedestrians always cross at the median near Candlelight/Dolphin Dr section into oncoming traffic.	5/28/2021 8:12 PM
354	At the Amphitheater and at Surf Station	5/28/2021 7:57 PM
355	At high traffic areas such as school, Alligator Farm, etc.	5/28/2021 7:55 PM
356	Near restaurants	5/28/2021 7:50 PM
357	Every half a mile	5/28/2021 7:42 PM
358	Alligator farm	5/28/2021 7:41 PM
359	St Augustine Blvd and A1A	5/28/2021 7:27 PM
360	RedCox Blvd	5/28/2021 7:08 PM
361	Red Cox Drive	5/28/2021 6:57 PM
362	Coquina at A1A.	5/28/2021 6:37 PM
363	Alligator Farm and Cox by fire department. People don't pay attention when driving, due to the multiple venues they are looking at. Bike lanes are dangerous. People speed, with no regard to bicyclist and pedestrians.	5/28/2021 5:52 PM
364	1 between RB Hunt and the current crossing and 1 between the current crossing and the BOL	5/28/2021 5:26 PM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

365	Mellow mushroom & near amphitheater	5/28/2021 4:10 PM
366	White street	5/28/2021 3:48 PM
367	Base of Bridge of Lions	5/28/2021 3:44 PM
368	Amphitheater	5/28/2021 3:30 PM
369	half way between Bridge of Lions and Matanzas signal.	5/28/2021 3:08 PM
370	?	5/28/2021 3:00 PM
371	amphitheatre	5/28/2021 2:57 PM
372	Red Cox and A1A, there is no way to safely cross between the light house and the Alligator farm. Of course we need a traffic light there too.	5/28/2021 2:50 PM
373	At the end of Camares Ave.	5/28/2021 2:43 PM
374	By the Alligator Farm	5/28/2021 2:37 PM
375	Every block needs a cross walk!	5/28/2021 2:35 PM
376	Pedestrians appear to have difficulty crossing the roads at the intersection right near the bridge of lions and at the locations of true "bars", also near the convenience store across from Lee & Cates glass.	5/28/2021 2:24 PM
377	Gerado	5/28/2021 2:22 PM
378	One close to the bridge would be helpful as people already cross in that area now.	5/28/2021 2:18 PM
379	By the Bridge of Lions, and further down the corridor closer to Red Cox.	5/28/2021 2:14 PM
380	in front of mellow mushroom and mojo taco	5/28/2021 2:00 PM
381	multiple locations	5/28/2021 1:54 PM
382	t the end of Comares Avenue	5/28/2021 1:45 PM
383	only at intersections	5/28/2021 1:42 PM
384	Near restaurant center, before the bridge, and midpoint of existing safer crossings.	5/28/2021 1:41 PM
385	near bridge of lions near near where Comares intersects A1A (Anastasia)	5/28/2021 1:29 PM
386	White Street E	5/28/2021 1:28 PM
387	East side of Bridge of Lions	5/28/2021 1:16 PM
388	Most importantly between Matnazas and BOL	5/28/2021 1:13 PM
389	Nowhere, I just cross wherever I want ...I have eyes and am careful. Stop the madness with this way overdone pedestrian crossing crap....let people figure it out and quit wasting tax dollars. Jeesh	5/28/2021 1:12 PM
390	bottom of east-side of bridge	5/28/2021 1:06 PM
391	Alligator farm or the amp	5/28/2021 12:42 PM
392	Anywhere	5/28/2021 12:24 PM
393	Near the Gypsy Cab restaurant	5/28/2021 12:12 PM
394	arrendondo and anastasia blvd comares and anastasia blvd	5/28/2021 11:47 AM
395	Where people are crossing to go from restaurant to restaurant or bar to bar.	5/28/2021 11:41 AM
396	Where it has been promised for many years Zoaradaya Ave	5/28/2021 11:33 AM
397	Near Gas and the other should be near Growers Alliance	5/28/2021 11:26 AM
398	near Casanova	5/28/2021 11:19 AM
399	No comment	5/28/2021 10:49 AM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

400	At the very dangerous intersection of A1A / Comares Ave. !!	5/28/2021 10:49 AM
401	By Whetstones	5/28/2021 10:42 AM
402	comares and anastasia	5/28/2021 10:33 AM
403	Red Cox Old Quarry Entrance to Anastasia State Park Comares Ave. Carver St. Arredondo Zorayda Gerardo St Augustine Blvd	5/28/2021 10:24 AM

Q10 If you would like to provide any additional feedback for the project team, please do so below.

Answered: 312 Skipped: 453

#	RESPONSES	DATE
1	I think it's important to either widen the bike lanes or create a multi use path; it's not currently a very safe set up.	6/15/2021 11:25 PM
2	consider dropping down to "one" east and west lane and "one bike lane. Repurposing the median to include angled parking, pedestrian walk-way, benches, landscaping, lighting, etc.	6/15/2021 10:51 PM
3	Looking forward to the improvements!	6/15/2021 11:30 AM
4	The thought of a total reconstruction of AB (Scenario 3) sounds like an expensive nightmare. I like the idea of bike lanes on both sides (#1) but the multiuse path (#2; bikes too, right?) would, I think, provide the most benefit and get the most use. It would improve the pedestrian experience and provide safer riding for NB bikes. I think providing safer crossings at ALL intersections would be money well spent. How about bulb-outs, to shorten crossing distances and define on-street parking lanes? Include tree-lawns/grass strips to separate vehicular from pedestrian/multi-use path. Pedestrian scale street lighting would enhance the experience also.	6/15/2021 9:27 AM
5	I have been to a planning meeting, which was poorly run! This survey is not much better, more information needs to be presented instead of the vague videos.	6/15/2021 8:26 AM
6	get rid of the hotels that people are living in. bring back DART and start inspecting them! the seabreeze the historic inn the budget inn and more!	6/15/2021 7:01 AM
7	The traffic speed along this section of the Boulevard needs to be slower. Also, when traffic backs up heading towards the Bridge of Lions could there be signage to form two lines heading towards the Bridge of Lions and merge right before the bridge? Currently, the one line of cars often backs up all the way down to Mellow Mushroom.	6/14/2021 7:01 PM
8	One of the most dangerous and confusing intersections, especially for tourists, is the area around Red Cox, the Alligator Farm and the entrance to Anastasia Park. Light is definitely needed.	6/14/2021 3:13 PM
9	Do not see the need for a bike lane. Very few bikes use the road. Way more cars. Need to do something about the bridge backup. Way more important that the issues you you are discussing here!!!	6/14/2021 3:08 PM
10	I think the speed limit should be lowered... at 40 mph people drive at 50 mph plus and they change lanes as they round the curve after the alligator farm as we are pulling out from next to the surf station!	6/14/2021 2:50 PM
11	Maintain on the Boulevard parking & keep it out of our neighborhoods	6/14/2021 2:45 PM
12	Cars drive very quickly on Anastasia Blvd and A1A. We need to slow down the vehicles.	6/14/2021 2:39 PM
13	I believe the additional signs and warnings are enough safety features. I haven't heard or read about any major accidents since these safety additions. I've lived in the area for 40+ years and have never witnessed any safety issues.	6/14/2021 2:08 PM
14	Please offer "unsure" as an option in future surveys (e.g. to question 7 - some people may not know about the lighting)	6/14/2021 11:33 AM
15	I enjoy driving. And I also drive classic cars so I experience some of the same challenges bicycles experience: cars pulling out in front so they don't get stuck behind a 'slow car' (even though my old car can cruise at 70mph on a highway). Or passing to get around and old car. But I do think narrowing the driving lanes will create more of a problem. It's not going slow cars down. You could make the sidewalk 15ft wide and bicycles will Still drive in the street. Joggers will Still run in the street. These are also issues that narrowing a driving lane will not solve. The challenge is this. Sitting in bridge traffic. This is where the problem begins. When you look the	6/14/2021 10:34 AM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

times it's up, and the time it actually takes to clear that traffic back to normal...you've got about 10-12mins before And After the hour of a normal flow. The other 30-40 is spent stopped or crawling up A1A. Once it lets up, cars will go resume speeds and even go over the speed limit. It's a natural reaction to the traffic. I do think lighting is also something that could help. We needs lights/lamps that are closer in height to sidewalks—12ft-15ft off the ground. It's difficult to see folks crossing at night. This is also an issue on beach A1A too.

16	I don't feel that there is a pedestrian problem that is severe enough to warrant killing the golden goose by eliminating desperately needed parking from the businesses along the boulevard. Years ago when our son rode his bike from Pope Road to R. B. Hunt we instructed him to ride on the sidewalks. There still doesn't seem to be a problem with bicycles and walkers sharing the sidewalks, because there is not a great volume of either. The problem will arise if recreational bikers are encouraged to "own" a thoroughfare that is heavily trafficked by vehicles.	6/14/2021 6:38 AM
17	The current peanut plan has flaws. Wouldn't it be more cost efficient to install lights, slow down signs on the roadside, a crosswalk, and slow down markings on the road?!?! We need more lights/crosswalks on Anastasia Blvd - especially in front of Red Cox and by the Surf Station. Both are HIGH foot traffic areas that would benefit from lights/crosswalks. We live on Flamingo Drive and use these areas often. Living here, we realize just how dangerous this area is, and hope FDOT finally recognizes it too. We say "no" to the peanut plan.	6/14/2021 6:25 AM
18	Speed limit on this section should stay at 30mph not increase to 40 as it currently does. Also the hedges in the median are too high. Your field of vision is greatly impaired. Maybe alternate trees or bushes that would allow clear view.	6/13/2021 5:46 PM
19	A lot of motorists speed. Enforcing the speed limit would be great. Also, a surprising number of motorists honk and yell if we cycle on the street rather than on the sidewalk. Better signage would help. Thanks.	6/13/2021 4:03 PM
20	I support Option 3 for this segment of the Blvd for the following reasons (1) this option will be best for a future shuttle system/parking garage between the Blvd and downtown (2) the multi use path promotes bicycle safety by separating the bikes from the cars	6/13/2021 12:44 PM
21	DO NOT MAKE A PEANUT TRAFFIC THING. PUT A STOPLIGHT AT THE ENTRANCE ROAD TOP STATE PARK!	6/13/2021 9:04 AM
22	The least amount construction would be preferable only for the fact as to how long it takes to complete.	6/13/2021 8:52 AM
23	Needs nicer landscaping	6/13/2021 8:19 AM
24	Speed limit should be 25 mph from bridge to Red Cox Dr. Enforcement is necessary.	6/13/2021 6:22 AM
25	Please no fire station across from the Amphitheatre. The Amphitheatre needs a crosswalk.	6/12/2021 6:23 PM
26	I love across the street from Ampitheater- it is so dangerous to try to cross the street any time of them day with all the traffic now. Then you almost get hit if someone gets in the turning lane. And scares me if my kids are on bikes trying to cross the street. And the street crossing by RB Hunt is to far away	6/12/2021 5:56 PM
27	1. Change the speed limit to 30 mph on Anastasia Blvd beginning at the amphitheatre signto the Bridge of Lions, including painted slow down warnings painted on road and flashing signs with 30 mph.2 . All traffic access to and from the Lighthouse and the boat ramp use Red Cox Rd . 3. Signs restricting boat traffic on all other residential streets, specifically Flamingo and Lew Blvd.4. Create an exit from Anastasia park for large vehicles, campers etc between the Amphitheatre and the Surf Station.5. Keep the dedicated park entrance where it is located.6. Encourage others to fill out the survey and provide written comments. Go to anastasiablvdstudy.com	6/12/2021 3:41 PM
28	It is critical that the speed approaching the curve from both north and south be dampened. People are driving way too fast. We need solar radar signs and strict police enforcement. Bike lanes on the roadway are very unsafe because of the speed of drivers and their disregard of the person on a bicycle.	6/12/2021 10:47 AM
29	Definitely need a bike lane. Too many people getting killed along A1A	6/12/2021 8:52 AM
30	I feel this presentation/survey did not provide enough information about the proposed River-to-Sea Loop bike trail and the impact it may have on bike traffic on the Boulevard.	6/12/2021 8:52 AM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

31	There are 2 traffic signals (R B Hunt school)not one. The bend in the road at Red Cox , Quarry Dr , Anastasia Park Dr is a nightmare documented killer on this stretch . This is the area that needs improvement .	6/12/2021 7:56 AM
32	Too many lives lost. Thank you for these ideas !	6/11/2021 8:47 PM
33	Cut down or cut back median vegetation. Put a traffic light at Menendez and Anastasia Blvd. do something at the bottleneck problem entering the Bridge of Lions.	6/11/2021 7:26 PM
34	On street parking is the least important thing for me. Traffic flow and bicycle and pedestrian safety are more important.	6/11/2021 6:25 PM
35	landscaped median in a uniformed nature.	6/11/2021 5:34 PM
36	Bike lanes and shaded pedestrian sidewalks with dog waste receptacles would be ideal!	6/11/2021 5:01 PM
37	More on the section from Bridge of Lions to Redcox....let's get busy and put in some pedestrian crosswalks, extend and beautify these medians...they are currently an eyesore and should look as beautiful as the section of Anastasia Blvd south near Publix. Give this area a designation Name (exmaple: St Augustine Art and Culinary District), Plant some Palm Trees, change the lighting in a uniform and visually pleasing way, and let's make it an inviting and beautiful space welcoming visitors into our City. Let's get a trolley servicing this area for patrons of the businesses, and residents in the adjacent neighborhoods that would run between downtown and the City entrance on Anastasia Blvd south of the alligator farm. This would improve safety, be win- win for business owners, visitors, and residents.	6/11/2021 4:53 PM
38	Bicycles are a danger to motorists and themselves. Owners should be made to get a license at a reasonable cost and instructed to obey traffic laws, especially to proceed in the same direction as motor vehicle traffic and obeying traffic signals	6/11/2021 4:31 PM
39	If you are going to make any changes out of the three the first one or none at all	6/11/2021 3:47 PM
40	Please don't add a bunch of cross walks everywhere. The BLVD doesn't need to look like downtown.	6/11/2021 9:04 AM
41	I DO NOT want a fire station at the end of my street. One of the reasons I purchased the property because of the quiet and the "green space" at the end of my street, (Marilyn Ave). Building a fire station there would lower my property value and my quality of life. I would like to see a pedestrian crossing at the Amp.	6/11/2021 8:54 AM
42	My vote is for scenario 3. Let's get it right the first time. The wider center median for u-turns, walkways and more cross walks especially at Zorayda Ave. I would also recommend landscaping in the median and a parking garage on the island between the Alligator Farm and the Bridge of Lions. The parking garage would bring much needed parking on the island and downtown. It would also help the commercial business on the Island. The city should be able to find and purchase a suitable plot of land for the parking garage.	6/11/2021 7:50 AM
43	Lower the speed limit	6/11/2021 6:46 AM
44	Vehicles use the neighborhood as a cut through to the Bridge. I feel sure you already know this.	6/10/2021 9:27 PM
45	Got to get safer for bicycles and pedestrians. It is sooo unsafe for them and I refuse to ride bike anywhere in the island.	6/10/2021 7:31 PM
46	A bicycle lane would be optimal, but the city should also think about providing parking for businesses that lose parking spaces because of a bike lane	6/10/2021 6:52 PM
47	Thank you. I navigate the intersection by Surf Station and Anastasia a minimum of 6 - 8 times daily. I also use Old Quarry as our son, daughter-in-law and granddaughter live on Park Terrace Drive. The situation in attempting to gain access to Anastasia Blvd is - from a risk management perspective - "blinking a hard red" in regards to danger. As a retired Coast Guard officer, I spent my 30 year career assessing and attempting to manage risks in the worlds of marine safety and search and rescue. I learned that to look at a situation from a one-deminsional perspective is both easy and - unfortunately - too often incorrect. The problems at Anastasia, Red Cox, Old Quarry and Anastasia Park Road are complex. What we have from where Anastasia Park Road meets AIA down to and including Old Quarry and Red Cox is a multi-faceted problem that requires a driver - often-times from out of town - to assess two lanes of traffic northbound, two lanes of traffic southbound, vehicles turning off of and on to	6/10/2021 1:12 PM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

AIA from the north, the same from the south, and then the speeds of these vehicles as they are transiting the area. It is a death trap, and more deaths will occur if this cluster of streets and roads are not addressed aggressively. I applaud the plan(s) of a roundabout in this area that will slow/calm traffic and allow access onto and off of AIA in a systematic and much, much safer manner. To not take action will result in additional injuries and deaths.

48	the intersection at Anastasia and Old Quarry is very dangerous. coming out from Old Quarry, there is little visibility of pedestrians or bicyclists approaching from the east. additionally, turning left there is almost impossible and tourists routinely try to turn left (toward the Bridge of Lions) backing up residents trying to exit going east.	6/10/2021 11:50 AM
49	The Alligator Farm presents increasing traffic issues as cars exiting the zoo from Old Quarry frequently turn left (or attempt it) to head north on Anastasia Blvd. I think a No Left Turn sign would be of great benefit. Motorists turning right from the zoo (heading south) have the opportunity to make a U-turn in a lane that is already used for that purpose by some motorists. I live on the south end of Coquina Avenue and observe daily how exiting cars from the Alligator Farm negotiate Anastasia Blvd.	6/10/2021 9:54 AM
50	We frequently use Anastasia Blvd to bike downtown. I like the idea of a bike lane but have concerns with the bike lane next to parking. Specifically, if someone opens the car door while a bicyclist is approaching.	6/10/2021 8:04 AM
51	The rate of speed of which the majority of cars go on A1A is dangerous. They drive through red lights, so a crossing without lights is suicide. A bicycle lane is useless as they cars will use this as a way to get around a line of traffic, especially when the bridge is up.	6/10/2021 7:51 AM
52	We need to do more to offer safe pedestrian and bike traffic. We are loosing too many souls to hit and runs.	6/10/2021 7:42 AM
53	speeding,	6/10/2021 6:22 AM
54	Slower speed near Lombardi, to Lee cates cars are to fast.	6/10/2021 1:05 AM
55	The area between the surf shop and the miniature golf location is dangerous due to pedestrian crossing without any intersection lights. Students try to cross near the alligator farm without sufficient crossings or traffic lights.	6/9/2021 4:00 PM
56	Please consider clear signage and a public education campaign about the proper technique to handle the changing from 2 lanes to 1 lane before the bridge of lions. Is the zipper technique a real thing? If so and if it works let's put it to use.	6/9/2021 2:34 PM
57	Pedestrian crosswalk at Anastasia Blvd and Matanzas Blvd does not seem to be working. The "safe to walk" symbol never appears.	6/9/2021 1:42 PM
58	As a local resident, I think a FULL SIGNAL LIGHT (STOP LIGHT) is tantamount to properly regulating traffic in this area. The speed limit should be 30 MPH. Where is there a need to go at 40 MPH? The bottle neck of the Bridge of Lions or into a residential neighborhood?	6/9/2021 12:42 PM
59	I would like to increase pedestrian safety and accessability while maintaining on street parking.	6/9/2021 12:10 PM
60	Traffic travels too fast, the curve is atrocious. Something should have been done long ago in my humble opinion.	6/9/2021 11:59 AM
61	As noted there NEEDS to be a traffic light installed at intersection of Anastasia Blvd and Old Quarry. Dangerous area for pedestrians, cars, and bicycles.	6/9/2021 11:37 AM
62	Reduce speed limit and enforce it, define bicycle use on BOL more clearly & enforce yielding to pedestrians on BOL sidewalk, support River to Sea lane	6/9/2021 11:32 AM
63	I believe that bike lanes need to be a priority all over the city. My husband and I love to ride our bikes, but it dangerous without proper space. The city is so accessible for biking and more emphasis should be put on that form of transportation.	6/9/2021 11:18 AM
64	Increasing u-turns on Anastasia Blvd would contribute to higher traffic incidents	6/9/2021 11:00 AM
65	Slower speeds and more flashing light crosswalks are very important to the safety of residents and visitors. We need 10x more enforcement of speeders and crosswalk car violators. The cops literally do nothing and don't stop for pedestrians either. It's unsafe, a bad example for	6/9/2021 9:48 AM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

those who do it, and shameful. Cops should do a better job at enforcing the laws regarding cars who speed through flashing light crosswalks.

66	I live on Inlet Place with special needs children. Routinely, motorist mistaken turn onto Inlet Place only to arrive at a dead end and speed back out to Anastasia Blvd creating a dangerous situation for our children and out neighbors. Signage emphasizing "Not the Conch House" or "Dead End" - something like that - would be greatly appreciated.	6/9/2021 9:10 AM
67	It's the bridge...the bridge is what causes the traffic problems. Oh...and the giant lean truck drivers that think they're impressing people by speeding down the street causing the insane amount of noise from the exhaust. There is plenty of room for cyclists as it is. Some of the street parking, namely in front of Osprey's Tacos makes it difficult to see oncoming traffic. And..the massive influx of visitors. Too many people with no regulation on building. Changing the traffic patterns won't change anything from what it is...too many people and a bridge that is up too much. Oh wait....some of the bridge tenders wait for boats...very far away. I've waited for 7 or 8 boats to pass under the bridge. There should be a time limit the bridge can be up. Why should 500 vehicles have to wait for a single boat that is 1/4 mile away	6/9/2021 8:52 AM
68	40 mph is too fast at numerous locations, by Alligator Farm, Surf Station, the firehouse, and RB Hunt Elementary. No place to cross besides the school, it is treacherous to run, bike and walk this section of the road.	6/9/2021 7:41 AM
69	I would prefer to see scenario 3 or else no change	6/8/2021 10:07 PM
70	Bikes should have a separate lane from the road and on the bridge. No additional traffic lights are needed.	6/8/2021 7:15 PM
71	You should take note that the current sidewalks are blocked by the electrical posts from the last time they changed them out. Also bike lanes are not 4 ft of usable space like stated	6/8/2021 5:18 PM
72	Cars are not likely to stop for a nonsignal cross walk. Consider the flashing light pedestrian alerts. Also the use of walk overs every 5 blocks might help	6/8/2021 5:14 PM
73	I think that pedestrian crossings at places other than an intersection are a mistake BECAUSE last week I was NB on San Marco Avenue and, because of the heavy SB traffic did not see people beginning to cross at a midblock crosswalk from the left until I was already at the crosswalk. I think it's incumbent on pedestrians to use crosswalks at intersections--and be fined if they don't.	6/8/2021 3:48 PM
74	Prefer Scenario 2 as less disruption for construction but protected Bike lane. Scenario 1 is too dangerous - I would not want to ride outside of the parked cars if possible. more people will just bike on the sidewalks.	6/8/2021 3:45 PM
75	Having a designated bike path built into a multi-use corridor would be a tremendous asset, and could be a safer route at night opposed to traditional bike lanes.	6/8/2021 2:37 PM
76	I think minimal intervention is needed. I am 57 years old and feel very safe riding my bike as the road is now but maybe a little wider bike lane and one or two crosswalks with yellow blinking lights would be nice	6/8/2021 2:19 PM
77	I like scenario #2. It would be awesome to see the project include beautifying the medians with native, low-maintenance plants as well. There are a TON of u-turns into the Surfwood neighborhood from A1A - can we look into this? Maybe there's a misplaced sign somewhere sending people to downtown instead of US1. Thanks so much for this opportunity!	6/8/2021 11:30 AM
78	Speeding! Vehicles go up to 50 mph right up to the bridge. Noise! People sitting in vehicles while the bridge is up BLAST rap and music at unlawful levels. Noise! Motorcycle & pickup truck drivers REV it up going onto the bridge (northbound) and coming off the bridge(southbound). The police dept could make a fortune enforcing speed and noise ordinances in just the 6 blocks south of the bridge.	6/8/2021 11:01 AM
79	Increased traffic caused by loose Air BnB laws is the root of the issue. Limit rentals and number of inhabitants and you attack the problem, instead of the symptom. My sleepy island street now has 3 cars parked for 72 hours on the street next to my house without movement. Legally someone could park on the other side and our street would be basically un navigable	6/8/2021 10:58 AM
80	We don't need anymore reasons for traffic to back up along this area of anastasia...	6/8/2021 10:31 AM
81	Thanks for the survey. You didn't ask about the massive traffic backups on Anastasia	6/8/2021 10:06 AM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

Boulevard due to the every 30 minute opening of the Bridge of Lions. That is a major issue as well as pedestrian issues.

82	Old people, walkers, runners, bikes, commercial and residential vehicular traffic with one sanctioned light crossing...what could go wrong? This is a disaster waiting to happen on a daily basis. Separate cars from bikes and bikes from pedestrians for more safety. Increase safety crossings (perhaps a few user initiated flashing lights to allow crossing AIA. Thanks	6/8/2021 9:53 AM
83	I own my Dental Office at 700 Anastasia Boulevard. There are NO necessary changes needed on Anastasia Boulevard, other than MORE on street parking, such as parallel parking along the Boulevard!	6/8/2021 8:34 AM
84	I don't consider any of the options (bicycle safety, pedestrian safety, crossing at non-intersections, etc.) important. Please do not use this as an excuse to add more traffic lights and/or "must stop here" crosswalks.	6/8/2021 8:04 AM
85	Don't do anything, save our money	6/8/2021 7:29 AM
86	Thank you for considering a project in this area. My fiancw and I frequently bike around, but there is not a very safe way to do this along Anastasia Blvd. Additional pedestrian crossings would be helpful. One close to the bridge of lions and one close to Inlet drive would give pedestrians a better option than just walking across wherever.	6/7/2021 11:13 PM
87	Scenario 3 please. Anastasia Blvd could be an amazing walking / biking street with wide sidewalks, canopy of trees. Please Add more crosswalks and more attractive street section like #3. Just redo the Blvd the right way - don't try to retrofit.	6/7/2021 9:20 PM
88	Signs stating single lane as you approach the bridge of lions should be installed further back than currently exists. Signage should be installed back at 312 encouraging drivers to travel around town using 312 and US 1, to avoid conjection on Anastasia Blvd, especially on weekends and holidays.	6/7/2021 8:07 PM
89	Make it more bike/pedestrian friendly.	6/7/2021 5:49 PM
90	Need a bike lane - there is no room for bicycles, and it feels very unsafe. Sharrows are insufficient.	6/7/2021 4:39 PM
91	I'm a athlete that runs, bikes, walks. It is VERY dangerous. I would support ANY improvements	6/7/2021 4:32 PM
92	The term non-signalized for pedestrian crossings - crossing signals should be invoked by pedestrians wishing to cross there, (not regular traffic lights that go red / green at specific intervals.)	6/7/2021 4:25 PM
93	To make Anastasia Blvd. safe for bikes, start at the connection to downtown. Most bikers take the side road (Arricola or Oglethrope) and avoid Anastasia Blvd. ALSO the street parking only compounds problems for bikers on Anastasia Blvd. A dedicated bike path has no where to go once at the bridge. On bike it is hard to contend with the bridge traffic on the street (sharrow lanes) because backed up traffic and the sidewalk is packed with tourist (as it should be!). I usually opt for the sidewalk when crossing because there is NO shoulder on the bridge and no vehicles can pass you - super scary. I bike in the car lane mostly to keep away from Pedestrians, but not on the bridge!	6/7/2021 2:33 PM
94	bike lane/sidewalk should be paved with tar, not cement; no cracks	6/7/2021 1:49 PM
95	This is a great idea. Please do it as soon as you are able to.	6/7/2021 10:44 AM
96	Some of your suggestions to increase pedestrian and bicycle use may actually create a more dangerous situation with conflicts with vehicle traffic. Unfortunately some bicyclists and pedestrians do not follow safety rules and endanger all. Separated wider paths are safest as motorists and bicyclists do not know how to coexist well in this country.	6/7/2021 10:40 AM
97	Would love to have bicycle lane and more trees!	6/7/2021 8:17 AM
98	Keep traffic moving while keeping pedestrians safe. Common sense and more police presence.	6/6/2021 9:22 PM
99	If there are medians or islands, they should have palms or other trees and ground cover--not tall shrubs. The crinum lillies block drivers' view of oncoming traffic.	6/6/2021 8:23 PM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

100	I ride my bike in that area frequently and would appreciate a bike lane so that we don't have to compete with pedestrians for safety.	6/6/2021 5:42 PM
101	A wide, safe bike lane is a great idea. Also, there needs to be a cross walk connecting the alligator farm to the skatepark/playground/ligh house access that is directly across the street. Due to the curved road it is extremely dangerous for pedestrians and bikers to cross at this point.	6/6/2021 5:33 PM
102	We need more stoplights	6/6/2021 12:04 PM
103	This section should be considered a destination, not simply a corridor. I support scenario 3 with suggestions. Put bike lane on north side of road and at at Moultrie PI have the bike path move off Anastasia and on to the alley. As a result the sidewalk could be further widened. This would allow sidewalk dining and open the alley side to potential bike access commerce. Lighting needs improvement at pedestrian cross walks. Significant landscape upgrades are needed, more shade trees and removal of bushes that interrupt the line of sight.	6/6/2021 11:39 AM
104	It has been so many years the locals fighting for the safety for transportation, kids, bicycling, crossing ... Please put in action to have the project done!	6/6/2021 10:07 AM
105	I am excited to see the connection between downtown and Vilano too	6/6/2021 8:50 AM
106	Anastasia blvd to the Bridge of Lions needs help...there is just too much traffic now for that zipper merge to work efficiently any more...the traffic back up there is quite ridiculous. I have patience for tourists that use the The right lane because they don't understand what will happen as they get closer to the bridge but the locals that bum-rush the right lane & cause the rest of us to sit there for up to 45mins is unacceptable!!	6/6/2021 8:48 AM
107	Parking along Anastasia could actually be eliminated. The business's in the area have space for parking which would allow more safety for the bicyclists and the sidewalks could be larger encouraging a pedestrian throughfare with signals allowing the safe traverse from one side of the street to the other. Speed should probably be reduced to 30 mph the entire length of the boulevard as well. If people are in that big of a rush I-95 is a short distance away	6/6/2021 8:22 AM
108	Red Cox Road is the most dangerous intersection, bad visibility, lots of crossing traffic. The argument traffic data does not qualify for a traffic light does not makes sense. What qualifies the light at Matanzas Blvd? It has good visibility, less crossing traffic? Same at Pope Road. Comares Ave is the next priority for a light or roundabout.	6/6/2021 7:17 AM
109	Please look at Davis island in Tampa for ideas and solutions! Same neighborhood structure but so much more attractive, vibrant and business, pedestrian and bike friendly!	6/6/2021 6:53 AM
110	The bushes on Anastasia Blvd in the middle make it almost impossible to see when cars are coming in your trying to turn on the road where the circle k is they need to be cut down so you can have more visibility!	6/6/2021 12:06 AM
111	Between the farmers market concerts and pedestrians trying to go to the beach a crosswalk near the amphitheater is imperative!	6/5/2021 11:08 PM
112	Tear down Nobbys	6/5/2021 11:00 PM
113	I think that there is a problem with pedestrians crossing this road, and they should cross at the traffic lights or in the cross walks. Children on bicycles often do unexpected things like cross the road in front of oncoming traffic. The worst thing about this part of the road is the fact that it has to merge down to one lane to get across the bridge of Lions. Drivers do really crazy things out of frustration. They drive quickly through the neighborhoods to get around the long line of traffic. I think it was a really stupid thing to make the Bridge of Lions just a two lane bridge. It is unsafe for people to get off the island when a severe storm is approaching. There should be a four lane Bridge of Lions. There should also be a four lane bridge from Anastasia State Park over to Porpoise Point. There should be a four-lane bridge from Vilano to the main land, as well. We are not a tiny town anymore, like we were just a couple of decades ago. And more people are moving here because of the lack of pandemic restrictions in our state. Road people need to wise up and figure this out.	6/5/2021 8:19 PM
114	The multi-use trail (option 3) would be wonderful	6/5/2021 6:36 PM
115	Get people to drive the speed limit. The reason it's so bad is because everyone is going 20 under. I'm not advocating speeding, I'm just saying that the current road is fine as it is and if these morons would just go the speed it wouldn't be an issue. And cyclists need to ride within	6/5/2021 5:45 PM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

the lane, not on the lane marker as they so often do. Educate stupid people instead of making concessions to them.

116	If you negate parking on Anastasia Boulevard that well push parking back into the neighborhoods. We've seen it on dolphin Drive. People parking there and walking over the bridge for work/entertainment/exercise.	6/5/2021 5:24 PM
117	A dedicated bicycle lane is crucial. Too often they (and the little rented scooters) create extremely hazardous conditions on the roadways as people get impatient. Additionally, the narrowing of the lanes approaching the Bridge of lions creates dangerous conditions as the two lanes narrow into one, with cars trying to 'break in line" when there are back ups. People get frustrated and angry, so combining pedestrians, bicycles and scooters into that mix is a dangerous combination. Lastly, traffic by the Alligator Farm, is terrible, with tourists trying to figure out where to do the U-turn (when heading north so they can get to the Farm), people pulling in and out of the parking areas, and then turning in and out of Old Quarry Road at the intersection. There are several roads coming together there, visibility is terrible. A light and crosswalk here would probably be advisable.	6/5/2021 3:07 PM
118	We desperately need bicycle lanes	6/5/2021 2:05 PM
119	The road is very safe and I do not see people crossing the street that often. Bicycles have plenty of room on the road.	6/5/2021 12:56 PM
120	Big issues for us are bicycle safety (existing bike lane is unsafe) and crossing Anastasia Blvd as a pedestrian after walking across Bridge of Lions.	6/5/2021 11:53 AM
121	I appreciate that a multi-use path safely separated from the traffic lanes is being considered. I think having such a path is very important to this part of town.	6/5/2021 10:41 AM
122	Additional stop lights between Bridge of Lions an the Alligator Farm that are properly timed could protect pedestrians without affecting traffic flow.	6/5/2021 10:17 AM
123	I like scenario 2 the best.	6/5/2021 10:16 AM
124	While I realize allowing bicyclists use of vehicle lanes is now acceptable, I view it as a dangerous situation with serious accident inevitable. Let's not create the same scenario on Anastasia Blvd. Keep bicycles and pedestrians separated from vehicle traffic always!	6/5/2021 9:37 AM
125	Please, no more bright lights! They are obnoxious for those of us living behind Anastasia.	6/5/2021 8:51 AM
126	Scenario 3 makes the most sense- but will take the longest to complete and most money. If there was a slow season anymore- this would make sense. But it will create so many problems while it's being done. Making a bike lane on each side, keeping median the same- would work too.	6/5/2021 7:04 AM
127	The speed limit along the entire stretch from the amphitheater to the Bridge of Lions should be reduced to 30mph. There are far too many moving parts (bikes, pedestrians, trucks towing boats, etc. for this to be at 40mph.	6/5/2021 6:11 AM
128	If a driver drives through a pedestrian crossing when the lights are flashing, a camera should snap a photo and instantly fine them. And the fine should be hefty. The ped crossing at Santander and A1A is a perfect example of flashing lights and cars that simply do not stop. It's very dangerous.	6/5/2021 6:11 AM
129	Option one is best	6/5/2021 6:01 AM
130	Non signalized intersections are a huge problem for us. Especially at Mojos tacos coming out of N Davis shores.	6/5/2021 1:10 AM
131	You missed the biggest issue with the Blvd. And that is the amount of cars driving to the Bridge of Lions and their inability to merge properly. There needs to be Traffic Delineators so that cars in the left lane don't keep cutting the right hand lane at the end of merge forcing people to allow them to cut in. The cars in the right zoom up to the end and stall traffic on the left who are patiently waiting. Manyrude drivers in Florida. So fix that problem first!	6/4/2021 11:02 PM
132	There really has to be a light at red Cox Road. There are so many things going on on that turn. Alligator farm traffic. Boats pulling on to Anastasia from the boat ramp. RVs from the state park. At least there should be a "no left turn" from old quarry. It's crazy!	6/4/2021 6:46 PM
133	Try not to rip up the blvd again just to get on street parking. Scenarios 1 & 2 accomplish the	6/4/2021 6:33 PM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

goals we really seek which is bicycle, pedestrian and vehicle safety.

134	With all the white bicycles around town I truly believe bicycle paths separate from the roadway are safest.	6/4/2021 5:58 PM
135	The only thing that will really improve Anastasia Blvd is to have 4 Lane Bridge.	6/4/2021 5:47 PM
136	the boulevard could benefit from bike lanes in lieu of parking spaces, such as that planned for Rt 1 from 207 north to the city gates	6/4/2021 5:42 PM
137	I ride my bike frequently in the area (every weekday to commute to work). While I cross Anastasia multiple times a day (4x or more) I don't usually bike along Anastasia, because there is a bump on the sidewalk every time you ride over a driveway, and it's just not pleasant or particularly safe to ride with all the car traffic. So I usually take a side road to, say, get to the Bridge of Lions to go downtown. The side roads on either side of Anastasia are much quieter, safer, and nicer. So I doubt I'd use a bike lane on Anastasia anyway, though a well-executed one would be an improvement. And for all I just said, sometimes for short runs, say from Lighthouse Park to Conch House, I will bike along Anastasia's sidewalk because it's easier than getting to a side road. In general I don't like bike lanes immediately adjacent to car lanes on busy roads, they seem unsafe in that a car swerving just a few feet could kill you. I like biking on the sidewalk better but Anastasia's sidewalks have those bumps every driveway. A nice wide sidewalk suitable for both walking and biking and separated by a median from car lanes might be nice if the bumps were eliminated. Also please note the placement of side parking can sometimes make it difficult to cross the street, though that is more often a problem when people park illegally. Thanks for the opportunity to give input	6/4/2021 5:33 PM
138	The speed limit is not enforced. When I head south on Anastasia from the Bridge of Lions, vehicles speed up as soon as they are off the bridge and change lanes without signaling or, maneuver back and forth between lanes to get get past the traffic light before it turns red. I am surprised we have not had vehicles turn over as the round the curve by Gypsy.	6/4/2021 5:30 PM
139	You need to figure out the bridge traffic. Get the traffic fixed you won't have pedestrian and bike issues. Starts by not raising it every 30 minutes!!	6/4/2021 5:11 PM
140	I am an avid runner and bicyclist, but do not feel safe doing either in our community due to lack of safety measures.	6/4/2021 4:58 PM
141	I bike every day! crossing Anastasia twice! It is very dangerous. The speed is too fast and even at the two signals (Matanzas Blvd and the School crossing), cars will go through a red light. Cross walks are needed at several locations to allow pedestrians to walk between restaurants and bars not at one of the two lights.	6/4/2021 3:00 PM
142	There are major backups at the bridge. Anastasia blvd should not go to one lane for motor vehicle traffic. Changing what we have now, will create more problems.	6/4/2021 1:03 PM
143	More landscaping, perhaps bike lanes could be directed to safe neighborhood riding, more lights so traffic can get out when bridge is up.	6/4/2021 12:13 PM
144	Widen bike lanes, much too narrow and dangerous. Getting out near surf station and turning left is a nightmare. And getting out of lighthouse park anywhere is dangerous. There needs to be a light somewhere in this area.	6/4/2021 12:08 PM
145	Slow and ENFORCE the speed limit! Make it a known "speed trap"!!!! The word will get out to slow down and put phones away!	6/4/2021 11:02 AM
146	thanks for the opportunity to comment. The boulevard is up and coming commercially and Davis shores/lighthouse park is growing with hotels and air bnb's now it the time to make it a pedestrian and bike friendly zone.	6/4/2021 10:29 AM
147	I think Scenarios 1 & 2 are dangerous for bicyclist since parked vehicles could open a door into their path and cause an accident.	6/4/2021 10:28 AM
148	N/a	6/4/2021 9:21 AM
149	bikes, bikes, bikes! Make cycling safer and easier! It's better to walk or ride in the greater downtown/across the bridge area and it's good for businesses. Remember all the cycle touring companies that bring people and money into the area on bikes rather than more cars and congestion.	6/4/2021 8:35 AM
150	I like the 1st scenario.	6/4/2021 8:09 AM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

151	Barrier to prevent vehicle traffic headed west on A1A to not allow merging in front of west bound traffic in right travel lane. Left lane limited only as left turn lane beginning at mantanzas intersection	6/4/2021 8:04 AM
152	A lot of the problem is tourist that get lost and make u turns in front of traffic. Better info signs and traffic calming devices.	6/4/2021 7:12 AM
153	Need a light exiting the state park	6/4/2021 6:24 AM
154	The protected bicycle lane is a must!	6/4/2021 6:01 AM
155	I think enhancing the safety of cyclists and pedestrians are important. It would be nice to encompass both and feel comfortable biking on Anastasia Blvd.	6/4/2021 12:12 AM
156	people drive drunk from downtown and restaurants near this area. Very scary to ride a bicycle in a lane with drunks. Narrowing the lanes will make the people who text and tourists to drive crazy, worse than they do now. Address going over the Bridge of Lions. add some collapsible markers so the people do not try to cut in line making traffic horrible going over the bridge. There are many issues with the amount of building condos and traffic in our small historic town, please consider public transportation that would run on time, that would be a big help.	6/3/2021 10:27 PM
157	PLEASE provide real public transportation that we can use to get to work every day and return at night. It would help alleviate the amount of traffic, parking issues and we can all benefit from this. The sunshine bus company is for occasional tourists and retirees that do not need to be someplace at a certain time, we need true public transportation!! Think of the revenue it would bring to St Augustine!	6/3/2021 10:04 PM
158	Part of the problem of bicycling along A1A is the speed limit until approaching the bridge of lions (going south to north). I have to use sidewalks and go back into the neighborhoods so as to avoid cars going 40-50 mph.	6/3/2021 9:50 PM
159	Urban street shaping would greatly enhance the community	6/3/2021 9:36 PM
160	Especially it needs new major traffic light at red Cox state park alligator farm old quarry and Anastasia Blvd!	6/3/2021 9:24 PM
161	Make sure your videos are captioned for Deaf or hard of hearing folks	6/3/2021 9:20 PM
162	Develop a new bike path - separate from the road.	6/3/2021 9:10 PM
163	Business along A1A need parking to support their places. Too many times we have tried to help other groups - bikes - and forget to support our businesses who have been here for a while.	6/3/2021 9:02 PM
164	The merge lane issue causes minor road rage incidents and increased delays. The funnel to a single lane for the bridge of lions needs to occur further back, for example near Matanzas	6/3/2021 8:33 PM
165	A1a and old Beach road needs help since food truck traffic increase	6/3/2021 8:26 PM
166	The loud vehicle racing at night up and down A1A is simply increasing and those drivers don't care about the danger to pedestrians that use this road to cross from one business to another. In the day time when the bridge goes up mostly tourists are not aware of the long line forming single file to cross the bridge. They don't know there is a bridge at all so they try to cut into the line to get a better position and find they are inadvertently creating a bigger block in the flow of traffic. Signs should be put up saying draw bridge close, merge NOW and be nice.	6/3/2021 7:53 PM
167	I feel this area is pretty good and better than most.. it always possible to improve things..	6/3/2021 1:13 PM
168	Anastasia Blvd corridor is the identified route for the East Coast Greenway Trail, SUN Trail SJR2C Loop and Scenic A1A Trail. Improvements and enhancement options to Anastasia Blvd should be complimentary and supportive of those transportation efforts.	6/3/2021 12:31 PM
169	The traffic in the corridor is already extremely congested, especially when the bridge of lions is up. Being a business owner that has their business located on the Blvd, getting rid of any on street parking would be a major concern. The construction of this project would only add to the already congested areas. I would be all about it if there was a way to do the work at night when it's less traveled. Making it more congested during the day would only hurt business because people would be less likely to take the route knowing there is construction in the area.	6/3/2021 8:16 AM
170	The curve at red Cox is deadly. Since it takes so long to get permanent safety signals could a	6/3/2021 5:57 AM

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Emergency signal for the fire dept be put there in the interim. Maybe the flashing lights would slow some down and maybe a radar enhanced sign displaying vehicle speed

171	Please put a light at Alligator Farm: Old Quarry/ Red Cox on the Blvd. Too many people have died... I missed being hit by inches just yesterday. It is so dangerous! And kids use it for the skate park!!	6/2/2021 10:12 PM
172	Please be sure that any crosswalks are timed with the traffic light. The ones on San Marco cause traffic issues.	6/2/2021 9:06 PM
173	Having flashing lighted alert signs at the crosswalks like the one at Santander and the ones downtown would be most helpful.	6/2/2021 6:53 PM
174	People also drive extremely fast in the boulevard making it very hard to cross. Also it's hard to tell when the bridge will be opening for boats, maybe a light to signal that will open in a few minute will help with the traffic as motorist could go other ways	6/2/2021 4:51 PM
175	Pedestrian and bicycle routes must be safe (separated from motor vehicle traffic), convenient (multiple opportunities to cross the street, connectivity), and comfortable (shaded) in order to get people to actually use them.	6/2/2021 4:05 PM
176	Scenario 2 with the bike lane and the 10 foot mixed use sidewalk is my preferred option.	6/2/2021 12:54 PM
177	I prefer Scenario 3	6/2/2021 12:18 PM
178	1) Excessive Speed is the biggest issue on Anastasia Blvd; 2) Cars parked on the street keep prevent us from being able to safely judge the oncoming traffic; 3) Lack of Pedestrian Crossing Alert Signs causes increased risk to joggers and pedestrians.	6/2/2021 10:02 AM
179	Another traffic light by the skate park would be helpful too. It is a very dangerous area.	6/2/2021 9:35 AM
180	Bacon pedestrian safety is our number one as the roads get more crowded with back ups along the Lions bridge traffic	6/2/2021 9:16 AM
181	I like option 2 although I think the bike lane should be on the outside of the street parking lane. If you lease it the way it is you risk parallel parkers hitting bikers as they back in to a spot. You also risk bikers being hit by people opening car doors towards the sidewalk. Lastly you risk people exiting their cars being hit by bikers on the bike path.	6/2/2021 8:32 AM
182	There are too many turning options across opposing traffic. Can some of those be eliminated?	6/2/2021 8:29 AM
183	Please consider that most vehicles traveling this section are going faster than 30-40 mph. Bicycles do not have the right of way in FL. Safety and protection from vehicles is important for vibrancy along this stretch of Anastasia Blvd.	6/2/2021 7:37 AM
184	No need to change anything as I see it.	6/2/2021 7:31 AM
185	There needs to be more intersections with crosswalks to create a more walkable safe area. Nonintersections crosswalks would be dangereous. There are numerous left turn lanes in the islands that are turn to minor streets. These are dangerous for pedestrians. The multiuse path should be brought to RB Hunt and then continued to Lew Blvd. The path could then follow the old road bed of Lew into the State Park and continue through the park along the west edge all the way to Pope Rd at St Augustine beach. This would dramatically improve the safety and be a unique feature for this area.	6/2/2021 6:26 AM
186	Right now it's safer to bike on the sidewalk	6/2/2021 4:11 AM
187	Nothing needs to be added to the road with exception to pedestrian crossing areas. Bikes have the same rules of the road as cars and can share the lane. Perhaps we could have more education to motorists to inform them of this.	6/1/2021 9:08 PM
188	Thank you for looking into providing better bike lanes for us. I also would love to be able to get to the downtown historic district from US1 south. This is where so many communities are located and no one has the ability to go anywhere other than by car. From 206 on US1 or Old Moultrie there's no safe pathway to downtown. PLEASE look into this, it may even help with the traffic problem, if we could ride our bikes. Thank you	6/1/2021 8:25 PM
189	There needs to be a light at Red Cox/Old Quarry. During school zone times, when speeds are down to 20 mph, there can often be more than 5 minutes before there is a break in traffic long enough for someone to turn left.	6/1/2021 8:22 PM

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190	It is very hard to get out of Inlet Place onto A1A when folks are parked in front of the Yoga studio. You can not see around the parked cars to get out. Most turn lanes are not large enough to use to get 1/2 way across A1A with cars going 40+ MPH	6/1/2021 7:42 PM
191	I feel it is tough turning from Comares Ave or any other street on that side of the road to come back towards St. Aug Beach unless you come out on the street with the light.	6/1/2021 4:46 PM
192	We would love to have safer walking/biking options, and crosswalks closer to the bridge of lions	6/1/2021 4:34 PM
193	WIDER SIDEWALKS. PEDESTRIAN SAFETY. SIDEWALKS SHOULD BE WIDE ENOUGH FOR 2 BICYCLISTS TO TRAVEL PARRALLEL. MOVE SIDEWALK AWAY FROM ROAD. REDUCE SPEED LIMITS.	6/1/2021 3:32 PM
194	Parking along the road is important for some of the businesses like mellow mushroom and the taco shop but I see the importance of a protected bike lane even if it's the on street parking. I think a bike lane on both sides of the road would be important.	6/1/2021 3:12 PM
195	Most of the issues I have seen are due to distracted drivers, varying speed limits and back up from the bridge of lions	6/1/2021 2:59 PM
196	The combining of lanes when A1A goes onto the Bridge of Lions needs to be improved. It's a constant source of difficulty.	6/1/2021 2:41 PM
197	I did not see an option for removing on street parking anywhere on the stretch, there is a particularly dangerous spot on SB A1A at the hotel past Mojos on the curve. There are always cars and sometimes tour or Flagler College sports-opponent buses parked there, and a person on a bike is vulnerable on that curve. At the least there should be no parking there. Same when you head NB past RB Hunt, when cars are parked, and you are on street biking, oof. I think ALL scenarios need to consider lower motorized vehicle speeds and road diets.	6/1/2021 2:07 PM
198	We should be solving this problem before another life is lost. It is so obvious how dangerous this intersection is. People from out of town who are not familiar with the area and no room for error is a recipe for disaster.	6/1/2021 1:43 PM
199	There is an marked increase of traffic on Anastasia due to the explosive growth of St. Johns County in recent years, and particularly in the last year due to COVID migration. While addressing some issues of lane size and pedestrian crossings is important, it's an afterthought to the other issues facing this county. There is too much unsustainable growth in a town never meant to funnel this much traffic. There was an opportunity over 10 years ago to make adjustments to the Bridge of Lions to increase the number of lanes and ease some of the vehicular congestion; however, a certain contingent in town thought the bridge was an historic structure and could not/should not be altered. That decision is now bearing problematic fruit. The business owners have endured enough uproar over the past 15 years, including the issues while the bridge was being renovated, the Recession, and COVID. While I am sympathetic to civic safety, I am not the least bit interested in having Anastasia Boulevard adversely impacted because of traffic flow not having been correctly managed years ago.	6/1/2021 12:32 PM
200	Your bike lane plan is NO GOOD! Too dangerous to have bike lane adjacent to traffic. Move BOTH Bike lanes to ONE Side and create a 10-11 ft wide dedicated bike road for BIKES only! That is the only SAFE way to do it!	6/1/2021 12:18 PM
201	the boulevard needs to be made more ped and bile friendly for the businesses to thrive on this corridor.	6/1/2021 12:01 PM
202	12 foot pedestrian/bicycle trail narrowed driving lanes	6/1/2021 10:17 AM
203	This is a heavily traveled local and tourist traffic area. Making lanes smaller to put bikes on the road has potential for disaster. Out of towners not knowing where they are going, looking at gps and a host of other distractions can cause unintended swerves and crashes. I understand people want to ride bikes from downtown to the beach. Maybe wider sidewalk like cart paths in golf communities where bikes can ride that path instead of being on the road.	6/1/2021 7:50 AM
204	A trafficv signal is very much needed at the intersection of Red Cox Rd / Quarry Rd and A1A. Lots of trqffic entering and exiting A1A there to go to State park and boarters going to Lighthouse Park boat ramp. Very dangerous curve on A1A there also.	5/31/2021 10:11 PM
205	NO changes are necessary on A1A. Every scenario involves reducing the size of the vehicle lanes, and is frankly, a stupid idea. If changes must be made, remove the raised medians and	5/31/2021 9:23 PM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

turn them into center turn lanes.

206	The speeding in early morning and Kate night is terrible the cut they traffic when bridge is up inundates Davis shores	5/31/2021 6:51 PM
207	We need a bike lane! I'm tired of getting buzzed and ridden off the road by cars or going into the lane because cars are parked on the sides.	5/31/2021 4:20 PM
208	Lower the speed limit!	5/31/2021 4:04 PM
209	Bike Lanes! I liked Scenario 2	5/31/2021 1:56 PM
210	Bicycle safety really needs help, love biking here but it always feels dangerous	5/31/2021 12:38 PM
211	2 major issues I see. I have lived a block off Anastasia Blvd for 31 years. The biggest problem of all is the backed up traffic vying for position to go from 2 lanes to 1 after a bridge opening. Major road rage. Solution: one bridge opening per hour instead of every half hour. Folks could then plan when they leave the island. The second problem is bikes want to be considered vehicles when they choose the road to ride, and then want pedestrian rights when they want to ride on the sidewalks. There are bike lanes on either side of Anastasia Blvd south of the Alligator Farm but 9 out of 10 bikes choose the sidewalk to ride. Make cyclists obey the rules of the road. One more thing - drivers might slow down a bit if the median had vegetation such as palms. Wide open space seems to make drivers drive faster.	5/31/2021 12:38 PM
212	I feel that this area will play a larger role in accommodating the visitors to the Downtown St Aug area and that any and all pedestrian incentives should be encouraged, along with any action/improvements that will minimize the vehicular traffic.	5/31/2021 11:30 AM
213	I think y'all should consider eliminating on street parking along this corridor entirely. It's gotta be a maximum of 30 spaces, and they'd all be better used for increasing sidewalk size, putting in tree plantings to shade the sidewalk, and/or adding separate/protected bike lanes. As it stands now they take up a ton of space and benefit almost no one.	5/31/2021 9:37 AM
214	The road is terrible for bikes, with the parking on right of way, bikes are forced into traffic lanes.	5/31/2021 9:18 AM
215	The real problem is not listed as an option. We need another route for vehicular traffic to connect A1A north in volcano beach, and a route connecting US1. Once this is done, the Blvd becomes very safe for all 4 options you mention.	5/31/2021 9:11 AM
216	road is just too narrow for everything you want to do. I believe bikes oath should be seperated from the road. to narrow to dangerous for both cars and bikes onthr road. please seperate. lanes are already too narrow. just more dangerous to reduce them to 10 feet	5/31/2021 9:10 AM
217	The Yield sign at the left turn onto Dolphin drive as your heading west should also say "NO U Turn" I've seen many people attempt a U Turn there. It's not conducive for that. I was in an accident at that intersection because someone decided to attempt one.	5/31/2021 1:14 AM
218	Additional marked crosswalks with marking might help slow down traffic, but a traffic signal even one controlled by crossing people/bikes would be most beneficial to slowing traffic for safety.	5/30/2021 11:08 PM
219	Red Cox Drive Fire Station needs a signal NOW!	5/30/2021 7:59 PM
220	Please keep runners in mind. It can be a challenge with bicycles using the narrow sidewalks as they are allowed to do now. I find it easier to run in the parking lane as more cyclists use the sidewalk. A multi-use path may be of significantly higher value than a dedicated bicycle lane.	5/30/2021 6:09 PM
221	It's not safe to have pedestrian crossing not at an intersection. Traffic travels much too fast in this road. There needs to be an intersection near the amphitheater and/or the surf station.	5/30/2021 3:53 PM
222	At Red Cox and the street just south of it there are the following conditions: A sharp curve. Entrance and exit to the Lighthouse Park neighborhood. Entrance and exit to the State Park. Entrance and exit to the Fire station. Route to and from the county park and boat launch facility and the Lighthouse Museum. Entrance to and from the Alligator Park. Entrance to and from the neighborhood behind the alligator farm. All of these things are happening in a one block area on the south side of your study. There have been several vehicular and bicycle accidents in this one block area, some resulting in deaths. A light would go a long way in this area to slow people down and give a safe mode of crossing for cars, bicycles and pedestrians.	5/30/2021 1:58 PM

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223	The bridge closure sched needs to be addressed. It opens too often at peak traffic times/days	5/30/2021 12:58 PM
224	Yes I would very much like to be kept abreast of decisions involving this intersection. Melissa Kauttu (904) 806-3346 mskauttu@law—station.com	5/30/2021 12:43 PM
225	Signs are helpful. Double lines on the bicycle area marking between cycle & cars.	5/30/2021 12:19 PM
226	1) If you put in bike lanes, please make them at least 5' wide, 3' is just not enough. A person on a bike is about 2' wide, a 3' wide bike lane only leaves 6" on each side. If they hit a bump or gravel, or a car driver lane drifts, there is very little room for error. 2) I feel that Anastasia Blvd is already well-lit, but if you decide to increase lighting, PLEASE do not use the blindingly bright halogen lights. In addition to contributing to light pollution of our night skies, they are BLINDING. I literally have to put on my sunglasses at night to try to be able to see. Those daylight bright halogen lights are a hazard, and I am terrified every time I have to drive past the amphitheater during a concert, that those lights will blind me and I will hit a passenger. They are a hazard and cause more problems than they solve.	5/30/2021 11:54 AM
227	While each choice has its merits, i don't like the idea of 1) placing a bike lane between parking and moving traffic, and 2) pretending/hoping all cyclists are going to use one side of the street and safely pass pedestrians.	5/30/2021 11:33 AM
228	Traffic has become a nightmare on Anastasia Blvd. People/families are crossing the Blvd to get to restaurants and hotels without the help of a stop light or blinking cross walks. Especially dangerous at night, visibility is horrible. Accident/fatality waiting to happen.	5/30/2021 11:27 AM
229	Slow traffic in single lanes and use outside land on both sides for parallel parking. Car move much too fast for this area!	5/30/2021 9:14 AM
230	The intersection at Red Cox/Alligator Farm, and Surf Station/state park needs to be addressed with a roundabout that is safe for pedestrian crossing	5/30/2021 7:53 AM
231	Add lots of on street parking, reduce four lanes to two lanes, add bike paths and pedestrian crossings. Light the center islands and add benches and trees.	5/30/2021 7:30 AM
232	Crossing the road at non-signalized intersections would be very dangerous. Locals and tourists alike speed and diskette rules of the road because of the bridge being up.	5/29/2021 10:03 PM
233	Bike access from the beach to the amp can be better. From the amp to 312 it's unsafe to be on the road if you can't do at least 35mph	5/29/2021 9:41 PM
234	Not allowing cars to turn left into oncoming traffic	5/29/2021 8:21 PM
235	Would love if police could start ticketing those not stopping for pedestrians in designated crosswalks	5/29/2021 7:12 PM
236	Please reconsider 10' travel lanes - camping at the state park and tour buses and amphitheater groups all include huge vehicles that would be dangerous traveling in 10' lanes especially around the curve . The bridge does not have designated bike lanes and uses "sharrows" that all but stop traffic when bikers utilize the lanes - a designated bike lane would encourage bike traffic and further gnarl bridge traffic . I'm peak season I sometimes wait 30+ minutes to cross the bridge - unless one of the sidewalks (south) is designated for bikes only and pedestrians use only the north sidewalk -encouraging more bike traffic will only result in more injuries and frustration. We do need a safe way to cross Anastasia Blvd with a few signaled crosswalks like the ones on the bay front. And better lane striping approaching the bridge heading west - people zoom in the merge lane and cut into traffic in the thru lane - but most tourist wouldn't know the lane disappears. Also - a sign on the bay front turn to head eastbound letting people know it's a single turn lane - LOTS of people think it's a double turn lane onto the bridge and cause traffic problems.	5/29/2021 5:40 PM
237	A circle at the big curve ,St. Aug. , Beach.	5/29/2021 5:08 PM
238	Please do not add pedestrian crossing zones outside of what we already have. Traffic is already so backed up there all the time and it is almost impossible to get through that area sometimes.	5/29/2021 4:54 PM
239	Help us not die our there: my kids and I have almost been killed at red cox and crossing the to amp. It's residential more than anything. Help us. Please.	5/29/2021 4:00 PM
240	Bicycle riding along A1A in this section as well as crossing the road are the highest areas of	5/29/2021 3:43 PM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

frustration and fear for my wife and myself.

241	The speed limit should be lowered for safety	5/29/2021 3:09 PM
242	Traffic flooded too fast Cars parked at crossroad cause huge blind spots to pull out into traffic	5/29/2021 3:09 PM
243	Traffic is already heavy! Do not add more time for us who live here to travel to work/ school.	5/29/2021 3:05 PM
244	Extending this improvement plan along A1A to Dondanville Rd.	5/29/2021 2:26 PM
245	There needs to be a traffic light next to fire station.	5/29/2021 1:58 PM
246	Enforce speeding lower limit	5/29/2021 1:35 PM
247	Traffic is busy and confusing with at least 3 different entries at Comares.Dangerous to cross Anastasia and many people walk across to restaurants and activities	5/29/2021 1:26 PM
248	We need a bicycle safe community. As someone who survived being hit while riding my bike by an old lady driving a Buick, this is important to me.	5/29/2021 1:11 PM
249	The biggest problem I see when dropping g my son off at RBH is the landscaping in the median makes it hard to see when trying to pull on to A1A.	5/29/2021 1:10 PM
250	I don't want to loose the green mediums. Need to eliminate large business an restaurants like Mellow mushroom. Due to not enough parking available an does not fit on Blvd.	5/29/2021 1:10 PM
251	The merging lanes going on to the bridge of lions is dangerous. People often speed down that to get over. Barriers are needed for bike lane! More signs that indicate bikers can take the whole lane on the bridge and motorist may not pass. Also when jogging on the sidewalks I've been hit by two cars this year as they pass up the stop signs and only look in one direction to turn right. The drive ways to businesses are not friendly to people in wheels chairs as they often have steep inclines and dips. So many safety issues on this stretch. I don't really understand the fascination with medians when they could be multi functional with bikers and pedestrians. Need more community bike racks everywhere. Has the team hired a urban designer? Because these plans are like circa 1990s and not really up to par with current urban development. Even with these plans our town still looks like a parking lot. Id think it would be a better investment for the city to encourage people to walk across the bridge for Davis's shores commerce?? Make it inviting! Encourage bikers, runners, and pedestrians so local commerce can boom.	5/29/2021 1:08 PM
252	Speed limit should be 35mph or South to 312 bridge. Divider with trees road would help slow down traffic as well and give safe space to bicyclers & pedestrians.	5/29/2021 12:58 PM
253	Please consider landscaping. Palms in the median would help the look and feel greatly.	5/29/2021 12:56 PM
254	Please do not change the speed limit. That curve at Red Cox is only dangerous because drive too fast. Enforce the speed limit and it is no longer a dangerous intersection.	5/29/2021 12:52 PM
255	no pedestrian crosswalks are needed that stop flow of vehicle traffic. If any are proposed they should be raised walkover crosswalk bridges to keep the flow of vehicle traffic moving.	5/29/2021 12:39 PM
256	make a bike trail to keep the bikes off the narrow lane road and many people would not get hit	5/29/2021 12:37 PM
257	BIGGEST ISSUE that is being ignored and not in this survey is traffic backup trying to get into downtown. The solution is simple! A parking lot or two are needed on the Island side near Lion's Bridge so people can park then WALK over the bridge to downtown! Please add this to your plans. It will help with traffic and parking issues.	5/29/2021 12:11 PM
258	As a pedestrian, there is little to no shade. It is jarring to push a stroller on the sidewalk as there are many driveways with sharp changes from level to inclined.	5/29/2021 11:39 AM
259	The curve by the firehouse and skate park across from alligator farm is Atrocious..try pulling your boat a d trailer in and out of the .. people need to SLOW down..A traffic light is needed there	5/29/2021 10:44 AM
260	See last note...thanks for survey	5/29/2021 10:31 AM
261	The merge lane to go over the Bridge of Lions needs some work. Those that wait in line get irriated at those cutting in last minute. Possibly better signage further out or merge further back.	5/29/2021 10:01 AM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

262	You need to concentrate your efforts and money on the intersection at Red Cox Rd, Quarry Rd. We need a new turn lane for north bound traffic on A1A turning into Red Cox Rd. People are getting killed at this intersection.	5/29/2021 9:06 AM
263	Need lower speed limits and traffic calming from Alligator Farm to Bridge of Lions	5/29/2021 8:36 AM
264	Also crossing needed at black fly	5/29/2021 8:33 AM
265	Make it one lane each way so cars go slower, use extra space for on Street parking and multi use path/trees	5/29/2021 8:28 AM
266	Separate the bike facilities from the cars please	5/29/2021 8:02 AM
267	Most of the traffic problems on Anastasia Blvd stem from cars stacking to go straight on Cathedral Place. Residents of the northern part of the Island need to be able to pass through the bay front to get to US1 AND there needs to be a safe, separated bicycle path through all of Anastasia Blvd and the bay front.	5/29/2021 7:22 AM
268	The city does not need more promoting for visitors. There is already too much traffic that is changing the lifestyle for people who live here.	5/29/2021 7:16 AM
269	The left turn traffic coming out of RB Hunt Elementary is very dangerous. They should be able to utilize the existing traffic light instead of being forced to use a side street and pulling out across Anastasia Blvd. This is a horrible intersection.	5/29/2021 6:29 AM
270	Traffic is too fast and on that section and should have more crosswalks.	5/28/2021 11:21 PM
271	Its become so scary, so dangerous. It needs to become safer	5/28/2021 10:44 PM
272	It needs better lighting and clearly marked areas where pedestrians can cross at the lights	5/28/2021 10:34 PM
273	Things are fine the way they are. I drive the road daily and never have any issues. If I do walk along A1A I make sure to cross at a crosswalk and watch out for my daughter. People need to pay attention and follow the laws.	5/28/2021 10:15 PM
274	Slow the speed limit	5/28/2021 9:43 PM
275	Slow down traffic Please keep BLVD traffic off Flagler Blvd. The bridge traffic often resorts to FLYING down Flagler	5/28/2021 8:59 PM
276	This won't solve the traffic at the bridge. That's a nightmare	5/28/2021 8:57 PM
277	Intersections and crosswalks are needed. Also the numerous left turn lanes are extremely dangerous for pedestrians. Seems to be the most dangerous road in Florida	5/28/2021 8:56 PM
278	I would utilize walking and biking more, but I don't find it to be safe nor do I feel it's encouraged.	5/28/2021 8:24 PM
279	The rental scooters/N	5/28/2021 8:14 PM
280	Educate people about zipper merging	5/28/2021 7:50 PM
281	divided bike lanes separate from traffic, please	5/28/2021 7:42 PM
282	Bikes should not be on sidewalks especially E bikes	5/28/2021 7:28 PM
283	A pedestrian crossing at Red Cox and Old Quarry would enhance student safety	5/28/2021 7:09 PM
284	The speed limit needs to be DECREASED!! This will solve some of the issues. Another light needs to be added to this portion of the boulevard, closer to the bridge of lions, for a crosswalk. The crosswalk we have now has not been programmed to give the pedestrians enough time to walk fully across. This issue has been brought up previously, and perhaps fixed at this time. As Anastasia Blvd is improving, and with the addition of the new hotel, foot traffic has increased. In the decade plus of running my business on direct AB frontage, with all glass front walls, I have witnessed the race-way antics out there, over and over again!!! The power-play to squeeze into the bridge lane at the last 50', the locals who use the "back-way" cut through the neighborhood, locals cutting through to avoid US 1, add tourists to the mix, and it's a SH*T STORM brewing. Too many curb cuts, I think I have 2-3 with 1 driveway. Parking is almost abstract! For instance, it's okay to cover driveways for a quick restaurant stop. No enforcement of parking...ever have I seen. People are generally very impolite these days, this includes locals v. Tourists in the pedestrian areas. They don't stop in st. Aug. And then the	5/28/2021 7:00 PM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

county/state throws up weird crosswalks along A1A. No signage for months/years. People don't realize that any pedestrian in a crosswalk is supposed to be 'untouchable'. So, for all concerned, save the taxpayers a ton of dough, slow the dang speed down, narrow the traffic lanes, add to both sides the pathways you want. NOT asymmetrical, what another nightmare that would be! PRINT SIGNAGE! INFORMATION is lacking. Like what is upcoming once they get over the bridge into town. Sometimes it's ALL STOP while tourist are deterring on one of THREE choices. It's a cluster during the holidays. Why spend the money and make the businesses suffer through a ridiculous and costly do-over? We can't even get wreaths or holiday decorations on the entry corridor. Nothing, nothing, then BAM Bridge of Lions and town all lit up. Even St. Augustine Beach had xmas decos. Who gives a crap about planning and zoning rules and regs...paint colors, signage, all that BS when people drive 40+ mph there. They only have time to look and even THINK about stopping, shopping, eating, drinking when the bridge is up. Otherwise, it's basically a raceway. Other than RB Hunt during school-zone times. Locals have learned their lessson there, mostly! Warm regards, and good luck.

285	The traffic is outrageous! Speeding constant, visitors have no idea where their going. Please put a stop light and crosswalk there.	5/28/2021 5:53 PM
286	Anastasia Blvd is a great area. Increased safety for cyclists and pedestrians would help the strip reach its maximum potential.	5/28/2021 5:30 PM
287	Survey failed to allow more than one method use of Anastasia Blvd. I use a bicycle and car about the same amount but one more than the other at different times of the year. For example, in summer, I rarely use my automobile but regularly use my bicycle and vice versa in other seasons.	5/28/2021 3:58 PM
288	PLEASE!!! NO MORE on demand pedestrian crosswalks like the ones along the bayfront and San Marco. These cause the biggest traffic delays when trying to traverse the city. Encourage pedestrians to use the existing signals.	5/28/2021 3:44 PM
289	A multi use path from downtown to the beach would be great	5/28/2021 3:31 PM
290	Auto lanes are too wide and should be narrowed to slow traffic since there is a lot of bike and pedestrian activity. Also stark appearance, planted medians would be desirable.	5/28/2021 3:09 PM
291	The boulevard is not the problem- 4 lane the bridge without a draw- perhaps angled across the river with the west side coming out in front of the fort	5/28/2021 3:05 PM
292	I am the President of the Lighthouse Park Neighborhood Association. Recently I was told by city officials that the Red Cox Drive/ Anastasia Blvd intersection would be in this study. I do not see any mention of this dangerous intersection in your survey. The neighborhood has been asking for a traffic light at that intersection for almost 20 years. For the safety of cars, pedestrians and bike riders something has to be done at this intersection. I invite your representative to come to one of our Lighthouse Park Neighborhood Association meetings to discuss our concerns for that intersection. You may reach me at DebCWicker@gmail.com.	5/28/2021 3:04 PM
293	Traffic light is a must on A1A and Red Cox intersection. Please get the state to look at this and make it safe.	5/28/2021 2:51 PM
294	Slow the traffic down to at least 25MPH on the entire corridor. Remove existing plants from the median because it's impossible to cross when you can't see oncoming traffic!	5/28/2021 2:37 PM
295	This survey did not offer an option in the first questions as to what local drivers of vehicles needed as their top priority in the first section, vs. simply pedestrian and cyclist-centered questions. Local drivers desire to be able to drive through the corridor safely without having to worry about about the risk of hitting pedestrians and cyclists who are jay-walking or otherwise not be following safety best practices. What can be done to encourage pedestrian and cyclists to apply best safety practices on this urban 4-lane roadway, vs. jaywalking/crossing at safe intersections/not riding into or against traffic/walking their bikes across the roadways when crossing late at night, and not weaving. Street lighting is not consistent along the roadway and there are sections where it is dark in the centers of the roads and near the sidewalks. The businesses along Anastasia Blvd. already do not appear to have sufficient parking to support the level of activity and any reduction in on street parking would continue to send even more business car parking into the residential neighborhoods.	5/28/2021 2:37 PM
296	Lower speed limits are appropriate for this first section (Bridge of Lions southwards)	5/28/2021 2:23 PM
297	Construct off street parking Develop tracing calming design throughout	5/28/2021 1:44 PM

Anastasia Boulevard from the Bridge of Lions to Red Cox Drive

298	Do not cut down the number of traffic lanes for bikes. Do not touch anything it works like it is. Stop the madness , you're not helping. You're causing chaos	5/28/2021 1:14 PM
299	timeless issues: traffic, bridge opening	5/28/2021 1:06 PM
300	Definite need to slow down traffic and provide more crossing for pedestrians	5/28/2021 12:13 PM
301	Slowing traffic should be prioritized. crosswalks with on demand flashing lights Bike lanes Rid the westbound side of onstreet parking	5/28/2021 11:49 AM
302	Put a "round about" somewhere along the Blvd.	5/28/2021 11:42 AM
303	Make A1A north from Comares intersection ONE LANE, Left lane for left hand turns. Makes back ups at openings single file and much less hazardis with better local flow. Would NOT impact flow over bridge only sort out merging earlier.	5/28/2021 11:36 AM
304	First there is a second light at RB Hunt with a crosswalk. What useless questions with poor answer options! How about just re-paint crosswalks and paint lines for parking on street?	5/28/2021 11:23 AM
305	I would support a 12' MUT over bicycle lanes on this section of Anastasia Blvd. with safe, easy access from sharrows on Bridge of Lions.	5/28/2021 11:15 AM
306	A crosswalk would also be beneficial at Quarry Road / A1A.	5/28/2021 10:51 AM
307	Thanks for conducting the survey and considering improvements.	5/28/2021 10:50 AM
308	Reduce the SPEED LIMIT to 35 mph & add additional traffic light at the Alligator Farm Curve. Add Police checking this road way for speeders as well as loud engines & road rage.	5/28/2021 10:49 AM
309	The speed limit should be lowered if you will have more pedestrian walkways, which are needed. Also some streets need lights, such as Casanova, etc. The turn in front of firehouse is dangerous. If there was room for bikes, I would support lanes but right now, things are tight as it is.	5/28/2021 10:37 AM
310	DO NOT REDUCE THE NUMBER OF LANES AND SOME PROPOSE. STREET PARKING CAN ONLY BE REDUCED IF THERE IS REPLACEMENT PARKING OR OUR RESIDENTIAL NEIGHBORHOODS WILL BE USED AS PARKING LOTS TO SUPPORT BUSINESSES THAT WERE NOT REQUIRED TO HAVE ENOUGH PARKING TO MEET THEIR CAPACITY	5/28/2021 10:35 AM
311	Lower speed limit to 30 mph Remove unnecessary driveways Need additional protected pedestrian crossings, especially at Red Cox, and near Bridge of Lions	5/28/2021 10:29 AM
312	address stop light on mainline side downtown to allow traffic to flow more continuously ie close king st to west bound traffic off bridge of lions, also reduce number of bridge openings	5/28/2021 10:23 AM

The image shows a wide, paved road with a sidewalk on the left and a landscaped area with palm trees and a building in the background. The scene is dimly lit, suggesting dusk or dawn. A white, hand-drawn style border frames the entire image. The title text is centered over the road.

Anastasia Boulevard Complete Streets Study

North Florida TPO | City of St. Augustine | St. Johns County

Study Overview

This is a study along the Anastasia Boulevard Corridor from the Bridge of Lions to Red Cox Road, with the purpose of identifying context sensitive/complete street solutions to improve the safety and mobility along Anastasia Boulevard for pedestrians, bicyclists and motorists.

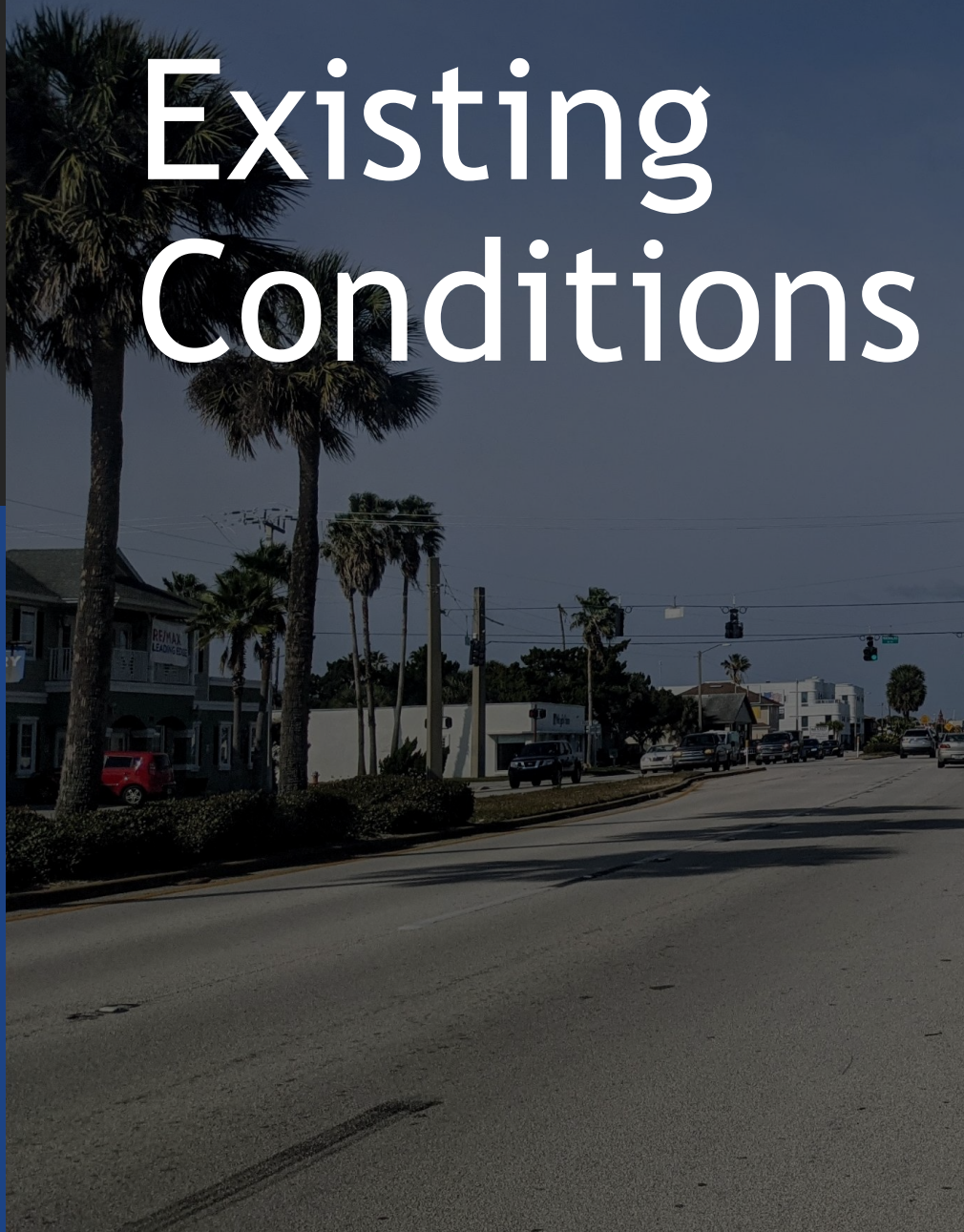




Study Goals

- Increase safety for all users
- Consider River-to-Sea Loop connectivity needs
- Identify ADA issues and needs
- Review and inventory of available on-street parking

Existing
Conditions



Segment I: Anastasia Boulevard

Limits: Bridge of Lions to Red Cox Drive (1.4 miles)

Purpose: Complete Streets Study

Jurisdiction: City of St. Augustine

Functional Classification: Urban Minor Arterial

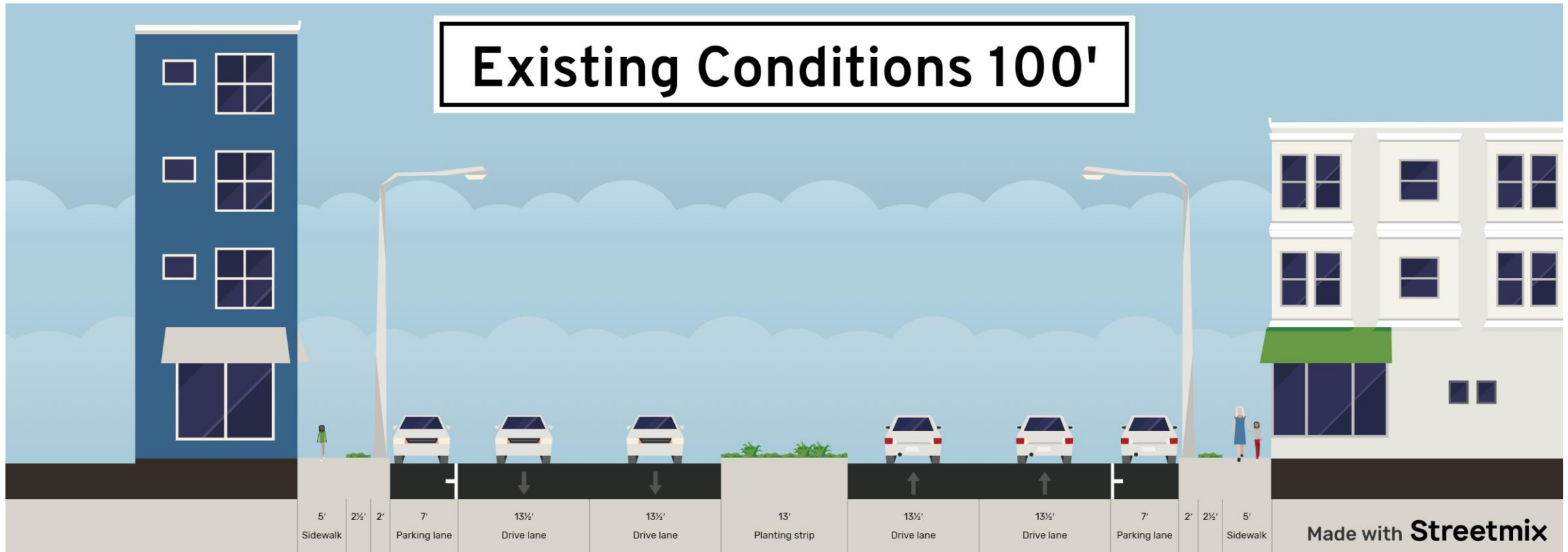
Context Classification: C3C – C4

AADT: 18,100 – 21,000

Speed Limit: 30-40 mph



Existing Conditions 100'



13.5 Foot Travel Lanes



5 Foot Sidewalk



13 Foot Median



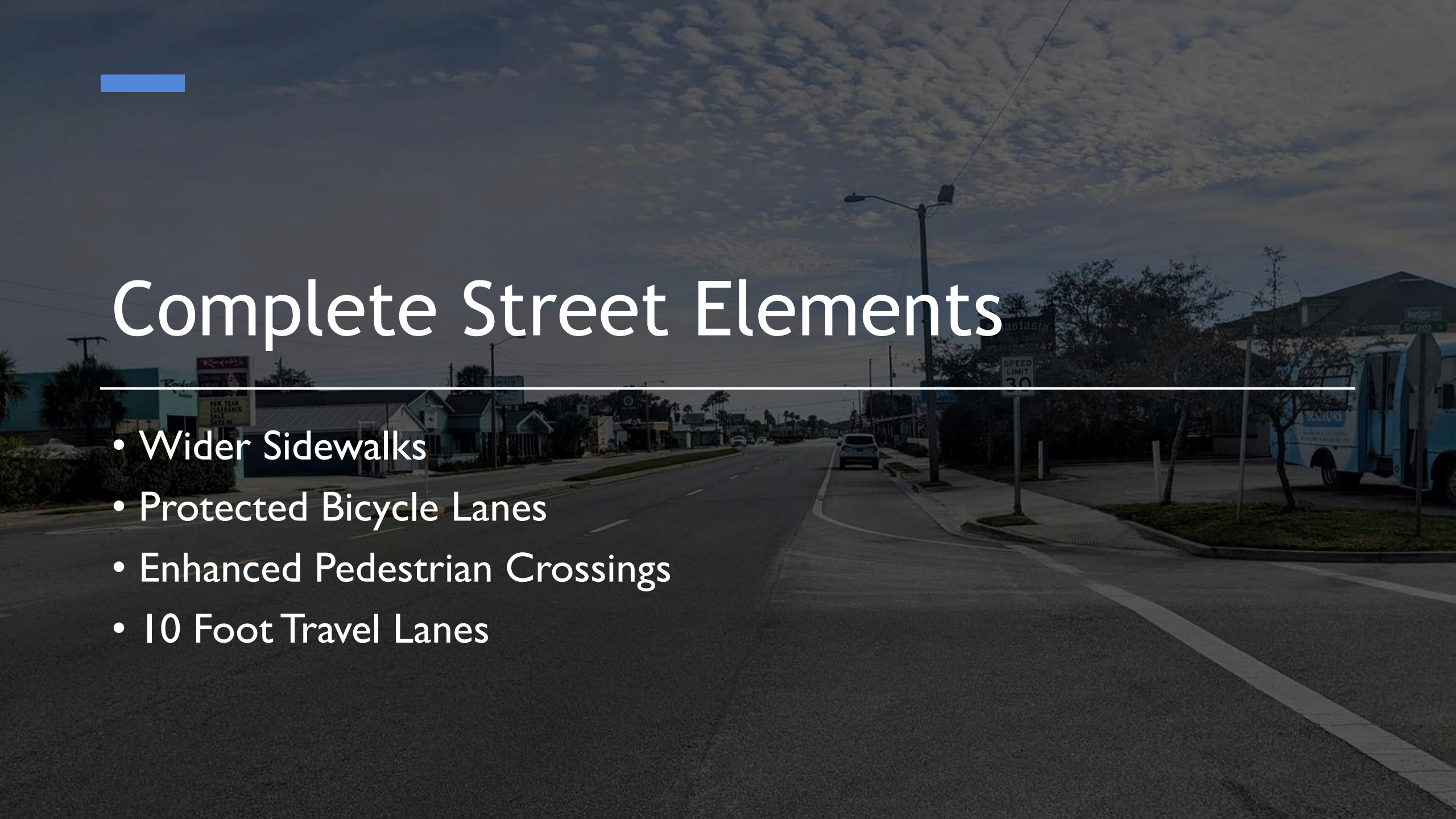


Roadway Alternative Scenarios





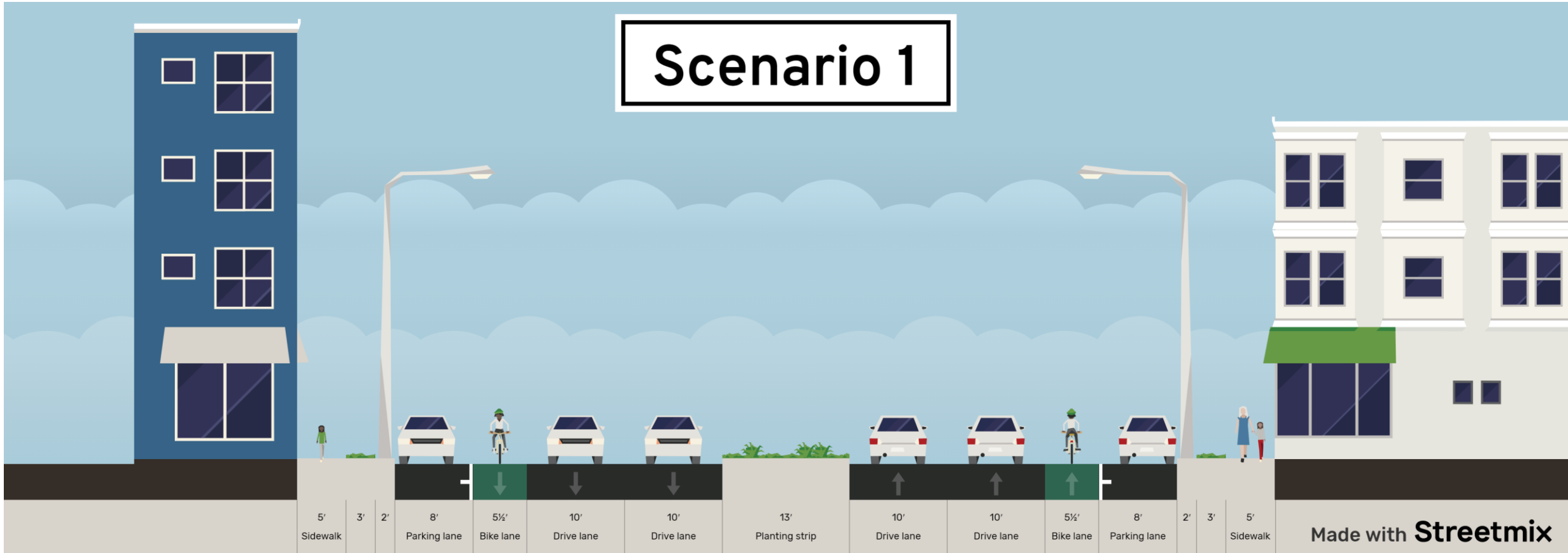
Complete Street Elements

- Wider Sidewalks
 - Protected Bicycle Lanes
 - Enhanced Pedestrian Crossings
 - 10 Foot Travel Lanes
- 

Scenario 1

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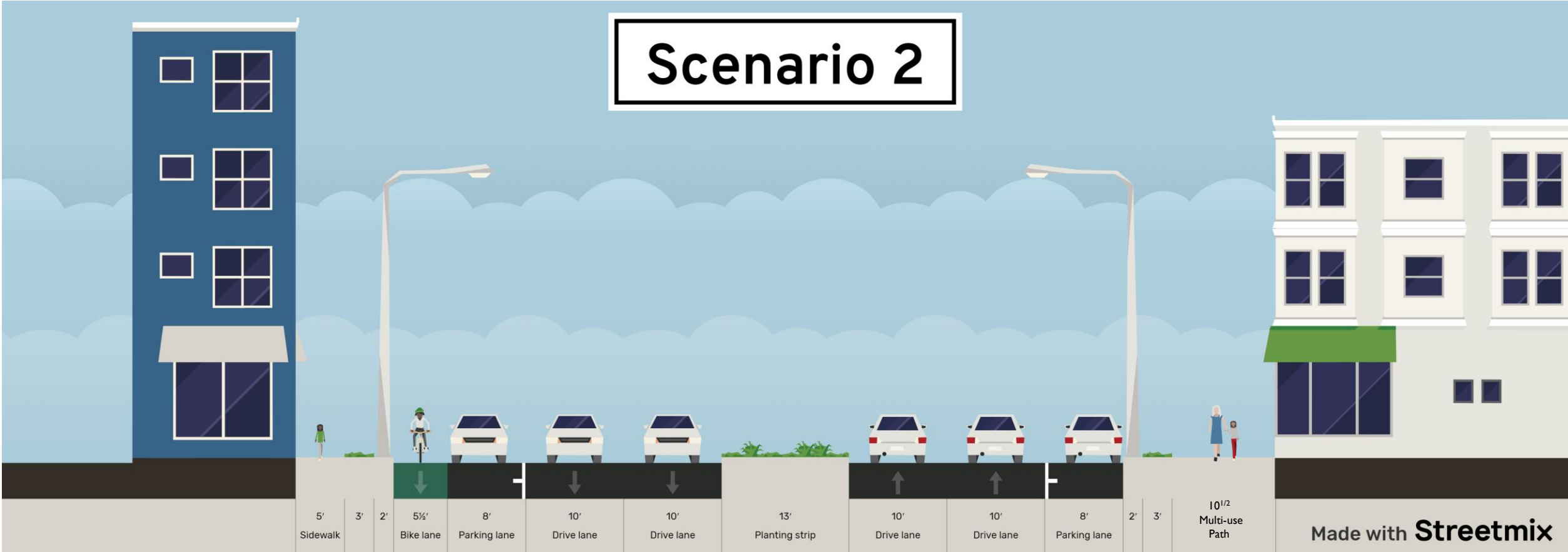
Scenario 1





Scenario 2

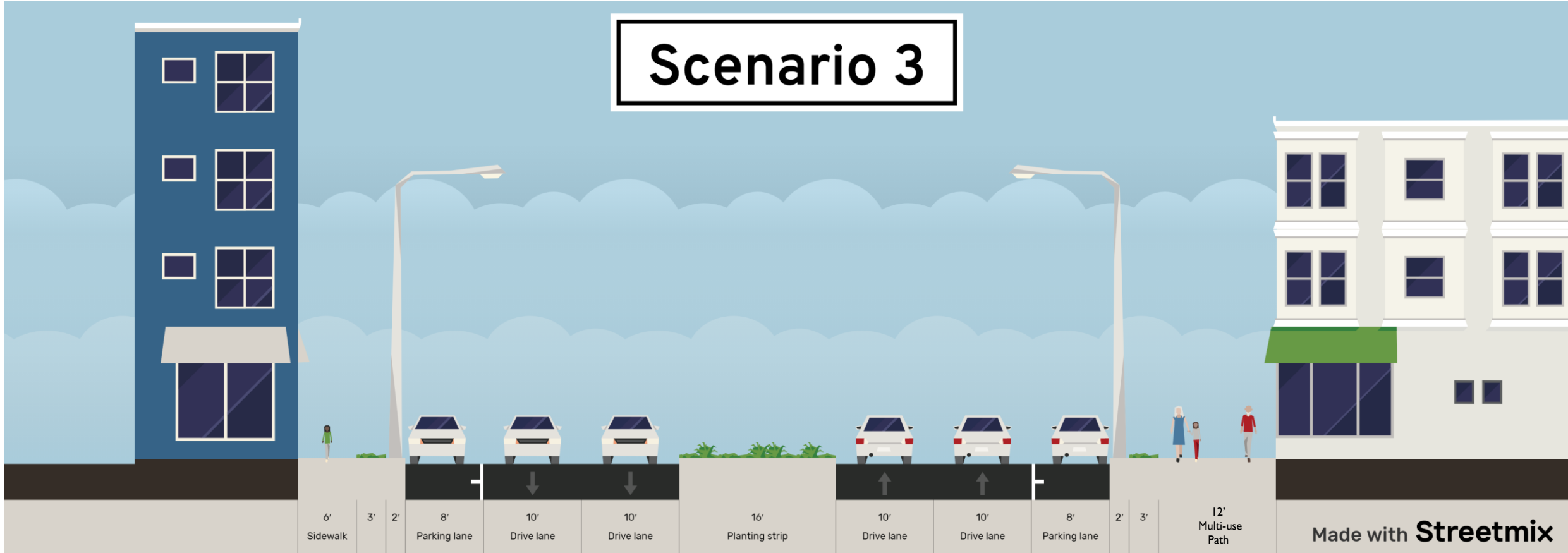
Scenario 2



Made with **Streetmix**

Scenario 3

Scenario 3



Segment I: Bridge of Lions to Red Cox Drive

Next Steps

- Select a preferred scenario
- Complete report and submit to City of St Augustine and the Florida Department of Transportation (FDOT)
- City, FDOT and TPO coordination on funding
- Implementation





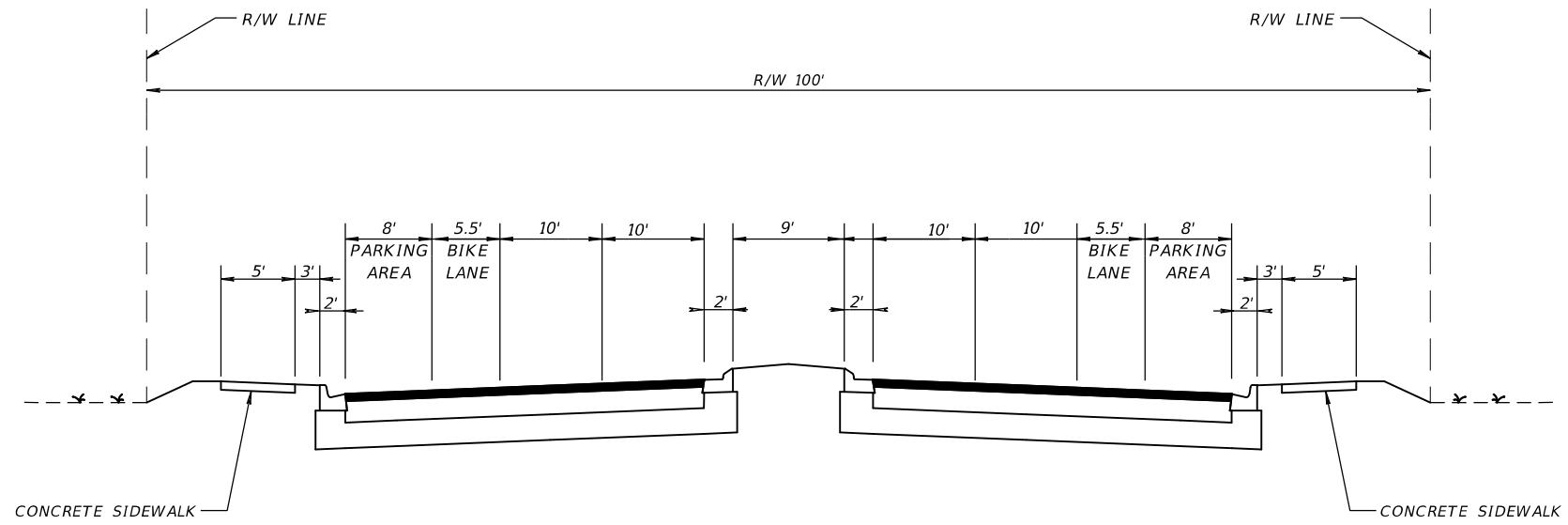
Feedback Survey



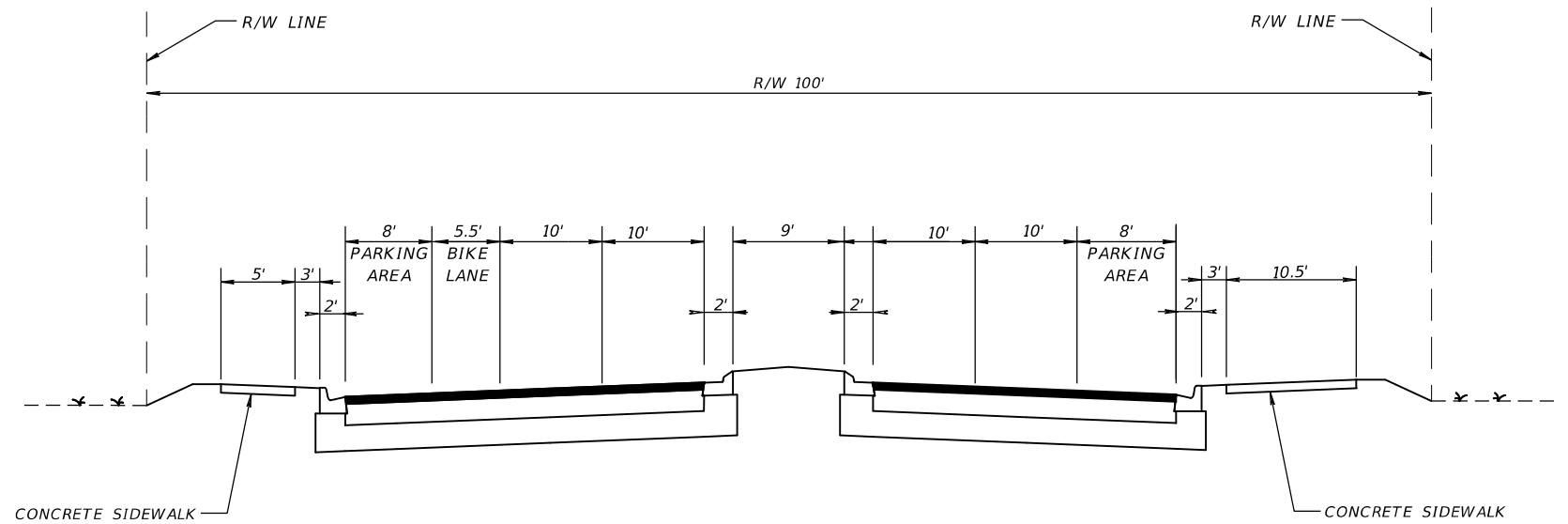
Thank You

Appendix C

Detailed Typical Sections (Scenarios 1 and 2)



TYPICAL SECTION
SCENARIO 1



TYPICAL SECTION
SCENARIO 2

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	TYPICAL SECTIONS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION						

Appendix D

Red Cox Drive Intersection Concepts

Design Concepts Traffic Performance Estimates

The traffic performance results of the conceptual models are provided in the table below. To compare the existing conditions versus conceptual designs, the Red Cox Drive and Anastasia Park Drive movements were separated into two tables. In each concept, there are rerouted turning movements that

were options in the existing design. To account for the additional travel time required when rerouting movements, a travel time delay was added to several of the movements (see table notes for the impacted movements and travel time assumptions).

- ◆ **Concept 1** operates similar to a two-way stop-controlled intersection therefore only experiences delays for side street movements and mainline left-turn movements. In the AM and PM peak periods the eastbound and westbound approaches experience delays equal to LOS E and F. Additionally, the northbound left-turn delay is estimated to be

over 100 seconds per vehicle (LOS F), which is due to increased volumes caused by combining the rerouted westbound left-turn at Anastasia Park Drive into this movement. For the eastbound approach movements, the delays exceed LOS D thresholds because of the travel time delay (15 seconds) for comparative calculations.

- ◆ **Concept 2** reduces the overall intersection delay by distributing delays to all four approach movements, which also means adding new delay to the through movements on SR A1A that is not present in the existing design. This concept is estimated to operate with all future volumes operating within LOS D delay thresholds except for the Old Quarry Road approach movements in the PM, which are LOS E and F and westbound left turn from Anastasia Park Drive (LOS E). In each of these movements the delays exceed LOS D thresholds because of the 25 seconds of added travel time delay applied for comparative calculations.

SR A1A/ANASTASIA PARK ROAD INTERSECTION DELAY AND LOS

Analysis Period	Year	Alternative	Intersection Control	Approach Delay (LOS)												Intersection		
				L	EB T	R	L	WB T	R	L	NB T	R	L	SB T	R			
AM	2045	Future No-Build	TWSC				26.1 (D)			13.0 (B)			0.0 (A)	0.0 (A)	11.1 (B)	0.0 (A)		26.1 (D)
		Concept 1	TWSC				44.8 (E)			13.7 (B)			0.0 (A)	0.0 (A)	10.8 (B)	0.0 (A)		44.8 (E)
		Concept 2	Roundbt				43.3 (E)			18.3 (C)			7.4 (A)	7.4 (A)	7.7 (A)	7.7 (A)		8.3 (A)
PM	2045	Future No-Build	TWSC				34.0 (D)			12.8 (B)			0.0 (A)	0.0 (A)	11.2 (B)	0.0 (A)		34.0 (D)
		Concept 1	TWSC				140 (F)			13.6 (B)			0.0 (A)	0.0 (A)	10.8 (B)	0.0 (A)		140.0 (F)
		Concept 2	Roundbt				42.9 (E)			17.9 (C)			7.4 (A)	7.4 (A)	0.0 (A)	0.0 (A)		4.0 (A)

- ◆ *Intersection LOS column represents worst side street LOS*
- ◆ *Concept 1 includes 15 seconds of additional delay to account for travel times required to navigate the diverted route for the WB left-turn*
- ◆ *Concept 2 includes 25 seconds of additional delay to account for travel times required to navigate the diverted route for the WB left-turn*

SR A1A/RED COX DRIVE INTERSECTION DELAY AND LOS

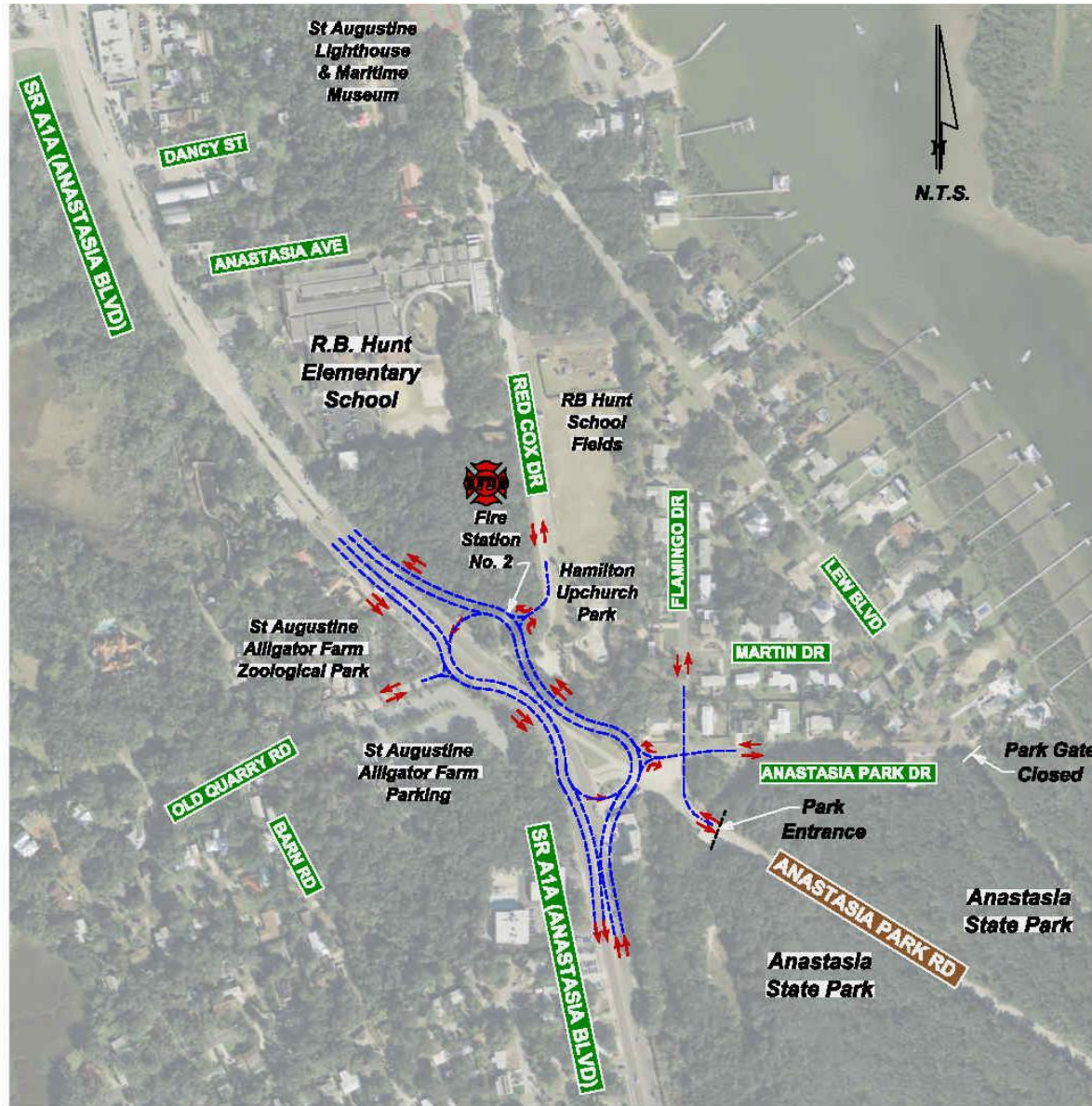
Analysis Period	Year	Alternative	Intersection Control	Approach Delay (LOS)												Intersection
				L	EB T	R	L	WB T	R	L	NB T	R	L	SB T	R	
AM	2020	Existing	TWSC	23.9 (C)	23.9 (C)	23.9 (C)	43.5 (E)	43.5 (E)	43.5 (E)	9.7 (A)	0.0 (A)	0.0 (A)	10.0 (A)	0.0 (A)	0.0 (A)	43.5 (E)
	2045	Future No-Build	TWSC	53.0 (F)	53.0 (F)	53.0 (F)	127 (F)	127 (F)	127 (F)	10.7 (B)	0.0 (A)	0.0 (A)	11.1 (B)	0.0 (A)	0.0 (A)	127.0 (F)
		Concept 1	TWSC	48.4 (E)	48.4 (E)	14.1 (B)	29.5 (D)	29.5 (D)	13.3 (B)	16.2 (C)	0.0 (A)	0.0 (A)	11.1 (B)	0.0 (A)	0.0 (A)	48.4 (E)
		Concept 2	Roundbt	42.9 (E)	42.9 (E)	17.9 (C)	18.3 (C)	18.3 (C)	18.3 (C)	7.2 (A)	7.2 (A)	7.2 (A)	35.0 (D)	10.0 (A)	10.0 (A)	9.1 (A)
PM	2020	Existing	TWSC	23.0 (C)	23 (C)	23 (C)	245.0 (F)	245 (F)	245 (F)	11.1 (B)	0.0 (A)	0.0 (A)	9.3 (A)	0.0 (A)	0.0 (A)	245.0 (F)
	2045	Future No-Build	TWSC	49.0 (E)	49 (E)	49.0 (E)	1,241 (F)	1,210 (F)	1,210 (F)	13.0 (B)	0.0 (A)	0.0 (A)	11.0 (B)	0.0 (A)	0.0 (A)	1,210.0 (F)
		Concept 1	TWSC	52.4 (F)	52.4 (F)	17.4 (C)	119 (F)	119 (F)	6.9 (A)	112 (F)	0.0 (A)	0.0 (A)	35.0 (D)	0.0 (A)	0.0 (A)	119.0 (F)
		Concept 2	Roundbt	75.0 (F)	75.0 (F)	50.0 (E)	29.0 (D)	29.0 (D)	29.0 (D)	7.4 (A)	7.4 (A)	7.4 (A)	38.9 (E)	13.9 (B)	13.9 (B)	13.6 (B)

- ◆ Intersection LOS column represents worst side street LOS
- ◆ Concept 1 includes 15 seconds of additional delay to account for travel times required to navigate the diverted routes for movements at the EB left-turn, EB through, and SB left-turn.
- ◆ Concept 2 includes 25 seconds of additional delay to account for travel times required to navigate the diverted routes for movements at the EB left-turn, EB through, and SB left-turn.

RED COX DRIVE CONCEPT 1



RED COX DRIVE CONCEPT 2



SR A1A and RED COX DR.
Intersection Alternatives
St Augustine - St Johns
County, Florida.

RED COX DRIVE CONCEPT 3

SR A1A AT RED COX DR

