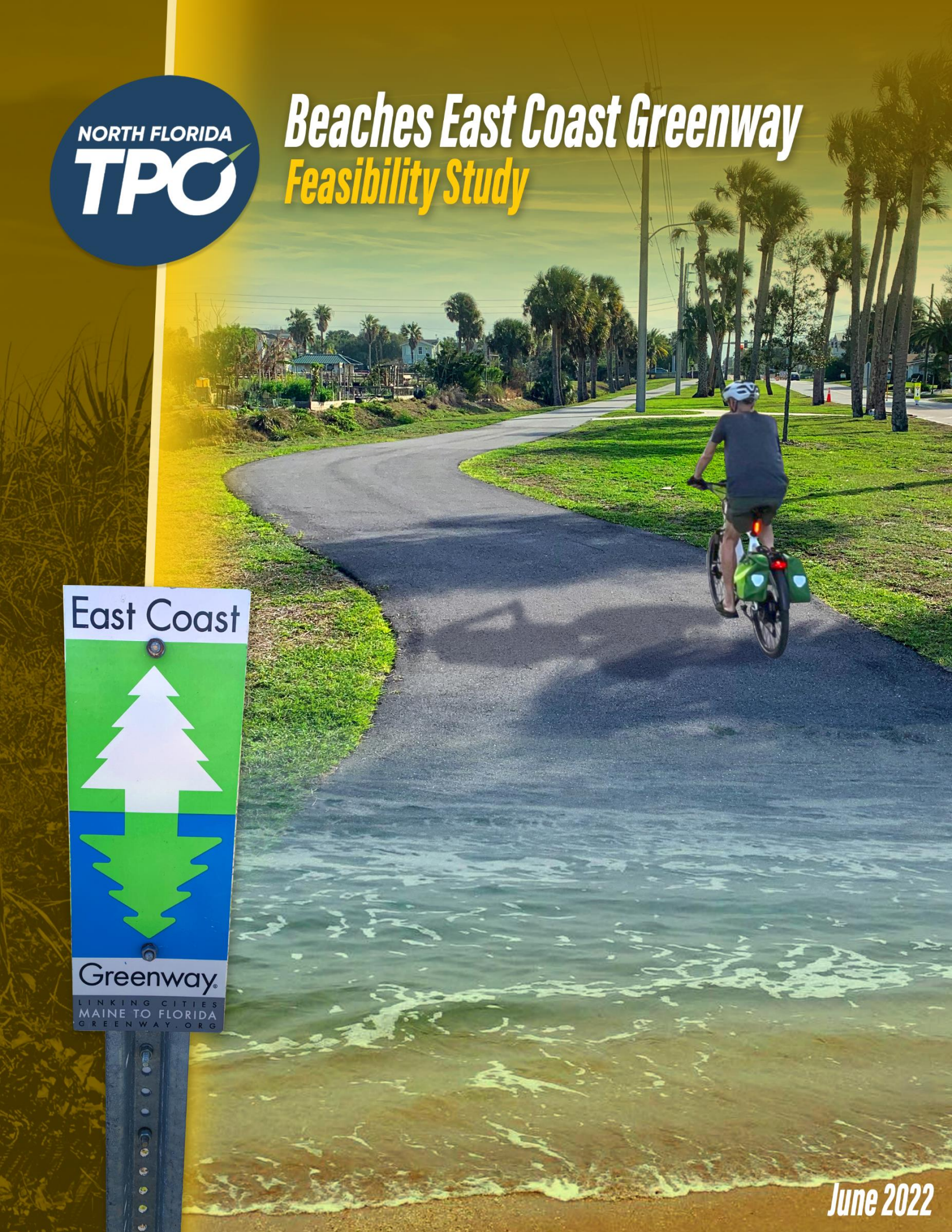
NORTH FLORIDA TPO

Beaches East Coast Greenway
Feasibility Study



June 2022

Beaches East Coast Greenway Feasibility Study

Prepared for:

North Florida Transportation Planning Organization
980 North Jefferson Street | Jacksonville, FL 32209
www.northfloridatpo.com

Prepared by:

ATKINS
Member of the SNC-Lavalin Group

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1.0 Introduction

1.0 Introduction

1.1 Study Purpose

This feasibility study in the cities of Atlantic Beach, Jacksonville, Jacksonville Beach, and Neptune Beach determined future routing of the East Coast Greenway through the Beaches communities.

1.2 Study Background

The North Florida Transportation Planning Organization (TPO) completed the North Florida Regional Multi-Use Trail Master Plan in August 2019. This plan identified a regionally endorsed trail network spanning Clay, Duval, Nassau, and St. Johns counties. During the planning process, the Core 2 Coast (C2C) Loop and completing the remaining gaps of the East Coast Greenway (ECG) network within Duval County was identified as the top priority trail for Duval County. This led to the Beaches East Coast Greenway Feasibility Study (this study) in the North Florida TPO's Unified Planning Work Program (UPWP) in 2021.

1.3 Study Area

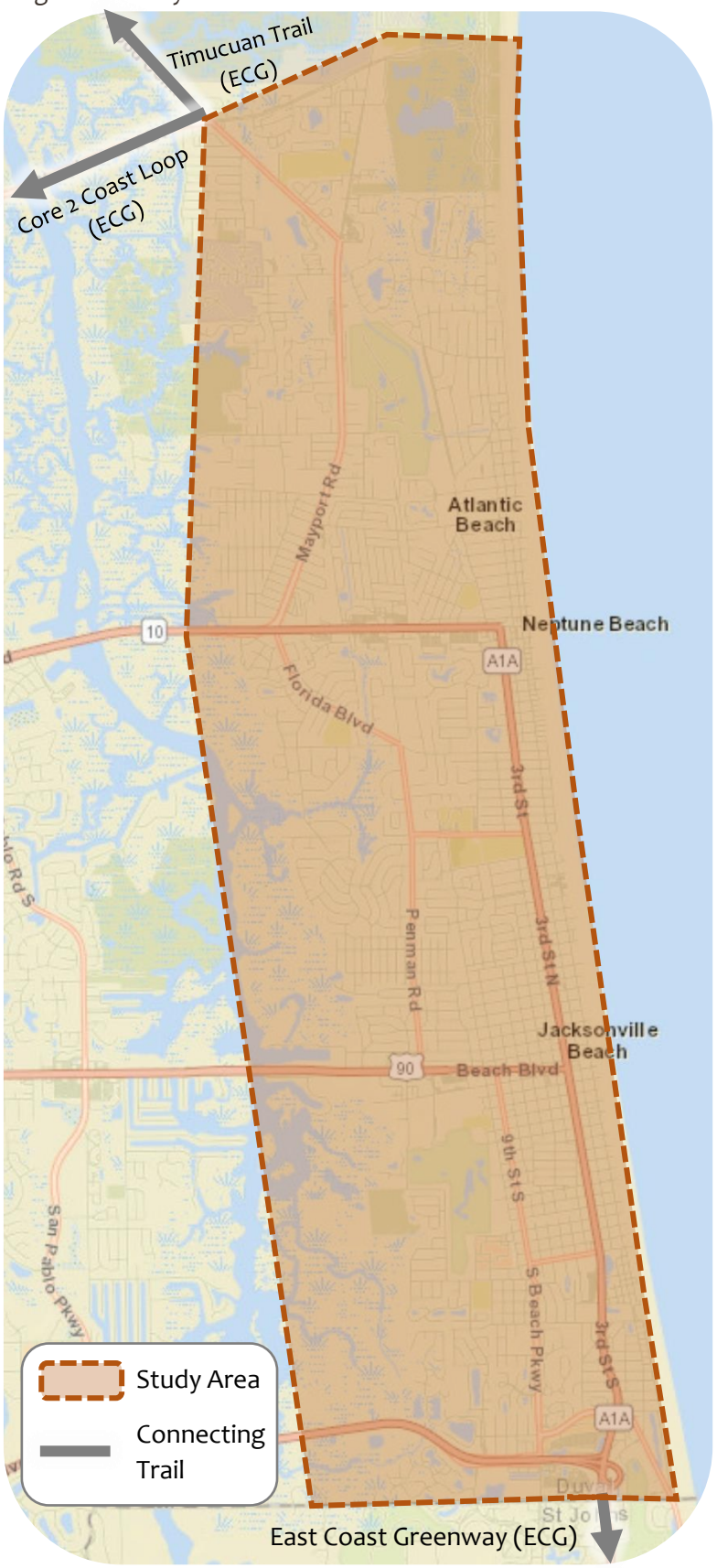
The East Coast Greenway connection on Wonderwood Drive south of Naval Station Mayport (Mayport) is the northern limit of the study area and the St. Johns County Line is the southern limit of the study area with the eastern and western limits the Atlantic Ocean and Intracoastal waterway (see **Figure 1-1**).

1.4 Document Organization

The document is organized into the following sections:

- **1.0 Introduction**
- **2.0 Alternatives Identification**
- **3.0 Public Involvement**
- **4.0 Feasibility Analysis**
- **5.0 Conclusion**

Figure 1-1 Study Area

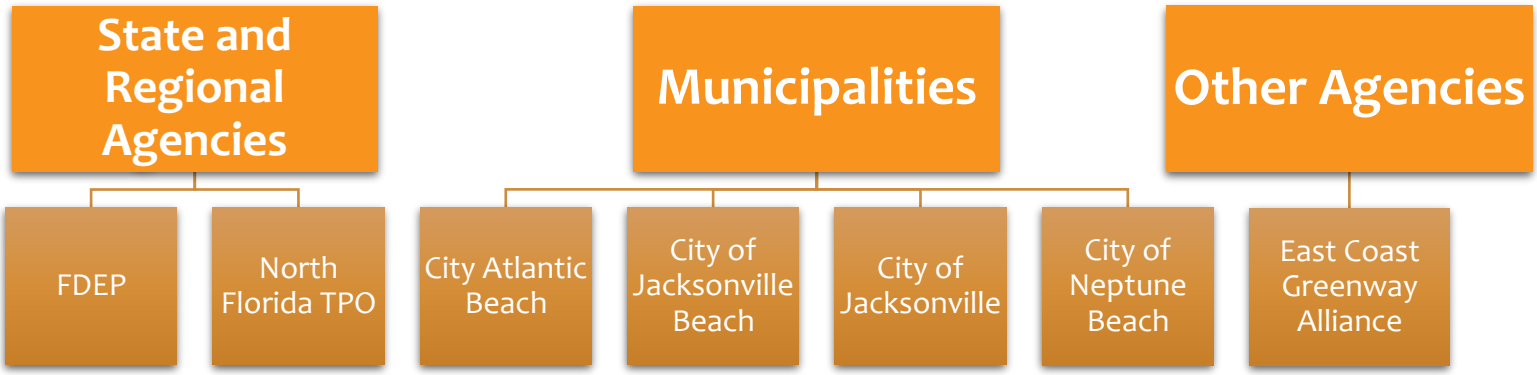


1.5 Local Agency Coordination

Local agency coordination was a key aspect of this study as the study area crossed four different municipalities. A stakeholder advisory group was formed comprised of representatives from the cities of **Atlantic Beach, Jacksonville Beach, Jacksonville, Neptune Beach,** the **East Coast Greenway Alliance**, the **Florida Department of Environmental Protection (FDEP)** and **the North Florida TPO** provided input through the study process.

In addition to general correspondence amongst the various agencies and representatives throughout the study process, two project coordination meetings were held on the following dates and locations:

- **Meeting #1, November 8, 2021**: Study Kick-Off Meeting held at Neptune Beach City Hall.
- **Meeting #2, March 3, 2022**: Discussed the initial alternatives, upcoming public survey, and the alternatives analysis criteria. Held virtually.



1.6 Municipal Boundaries

The study area comprises four municipalities. The municipal boundaries within the study area are displayed in **Figure 1-2**.

1.7 The East Coast Greenway

According to the East Coast Greenway (ECG) Alliance website (www.greenway.org), the ECG is a multi-use trail system connecting 15 states and 450 cities and towns for 3,000 miles from Maine to Florida. The ECG provides a safe walking and biking route for the country's most populated corridor. An interactive trail map is available on the ECG website.

Based on the ECG Alliance's 2021 Annual Report, support for the ECG almost doubled in 2021 to a record total of $2 million from donors and sponsors. Approximately 33% of the ECG include firm-surface trails protected from motorized traffic. On-road segments can also be classified as ECG.

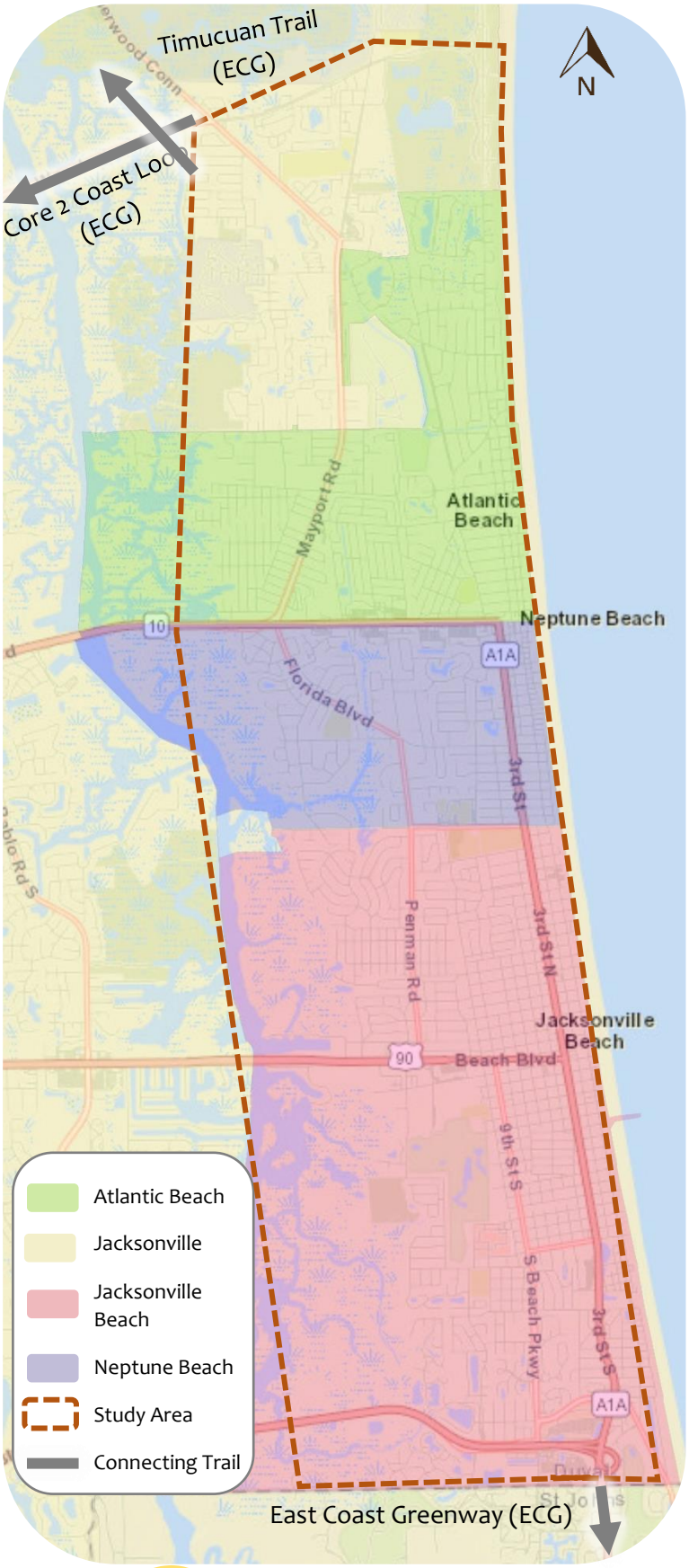
ECG Trail Standards

To be considered for ECG designation, the trail surface must accommodate a variety of trail users including wheelchairs and touring bicycles. A hard surface such as asphalt or pavement, or a firm surface such as stone or dust would qualify for ECG. The minimum widths are 10 to 12 feet. The trail must be protected from motorized vehicles. A design guide is available for viewing and download on the ECG Alliance website: (www.greenway.org/design-guide).

Local ECG

A portion of the East Coast Greenway network has been built and designated along Florida Boulevard in Neptune Beach. This study looked to provide routes in addition to what has already been constructed and programmed, and not to re-route existing East Coast Greenway.

Figure 1-2 Municipal Boundaries



2.0 Alternatives Identification

2.0 Alternatives Identification

The first step in the study process was to develop the initial alternatives. This was done through the following process:

1) **Collect and Evaluate Existing Plans and Resources:** reviewed existing plans and resources pertaining to the study area for existing routes and recommendations for the East Coast Greenway.
2) **Develop Base Trail Route:** developed a Base Trail Route created from the existing planning documents.
3) **Segment Study Area:** divided the study area into logical segments to develop area-specific alternatives.
4) **Segment Alternatives:** collaborated with local agencies on potential routing and alternatives for each segment.

Once identified, a feasibility analysis was conducted on the trail alternatives. This analysis is detailed in **Section 4.0** of this report.

Existing trail along Florida Boulevard. Source: Project Team.

2.1 Existing Plans and Resources

Several existing planning documents and resources include routing the East Coast Greenway through the study area. As part of the study process, these plans were collected and reviewed for guidance on route alignments.

Plans and Resources Reviewed

A total of 12 plans and resources were reviewed during this process:

- Atlantic Beach Bike/Ped Connectivity Plan
- Atlantic Beach Bikeway and Trail Plan
- Atlantic Beach Comprehensive Plan
- Atlantic Beach Parks Master Plan
- Atlantic Beach Phase 1 Adaptation Plan
- City of Jacksonville Comprehensive Plan
- City of Jacksonville Resolution 2015-553-A (Core 2 Coast)
- Duval County Beaches Bicycle and Pedestrian Focus Area Study
- East Coast Greenway Alliance Mapping Tool
- Jacksonville Beach Comprehensive Plan
- Neptune Beach Community Vision Plan
- Neptune Beach Comprehensive Plan
- Northeast Florida Regional Multi-Use Trail Master Plan

Key topics and summary sheets for each of these plans are included in this section.

Key Topics

The matrix below provides an overview of the key topics covered in each of the documents reviewed. The key topics are color-coded and tagged throughout the document and are defined as follows:

Key Topic	Tag	Description
Policy Guidance	Policy	Offers trail policy guidance
Resiliency	Resiliency	Includes a resiliency element
ECG Specific	ECG	Specifically references the ECG
Trail Routing	Routes	Provides a map or maps trail routes
Implementation Guidance	Implementation	Provides trail implementation guidance

Table 2-1 Plan Review Matrix

Plan/Document	Location*				Policy	Resiliency	ECG	Routes	Implementation
	AB	COJ	JB	NB					
Atlantic Beach Bike/Ped Connectivity Plan	X						X	X	X
Atlantic Beach Bikeway and Trail Plan	X		X	X	X			X	X
Atlantic Beach Comprehensive Plan	X				X	X		X	X
Atlantic Beach Parks Master Plan	X						X	X	
Atlantic Beach Phase 1 Adaptation Plan	X					X			
City of Jacksonville Comprehensive Plan		X			X				
City of Jacksonville Resolution 2018-553-A		X					X	X	
Duval County Beaches Bicycle and Pedestrian Focus Area Study	X	X	X	X			X	X	
ECG Alliance Mapping Tool	X	X	X	X			X	X	
Jacksonville Beach Comprehensive Plan			X		X	X	X	X	
Neptune Beach Community Vision Plan				X	X		X	X	X
Neptune Beach Comprehensive Plan				X	X		X		
Northeast Florida Regional Multi-Use Trail Master Plan	X	X	X	X			X	X	

**Location Abbreviations: Atlantic Beach (AB), City of Jacksonville (COJ), Jacksonville Beach (JB), Neptune Beach (NB)*

Atlantic Beach Bicycle and Pedestrian Connectivity Plan

Document Title: Bicycle and Pedestrian Connectivity Plan

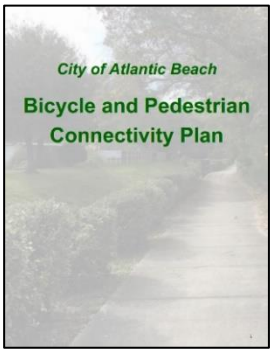
Agency: City of Atlantic Beach

Jurisdiction: Atlantic Beach

Document Year: 2020

Tags: ECG | Routes | Implementation

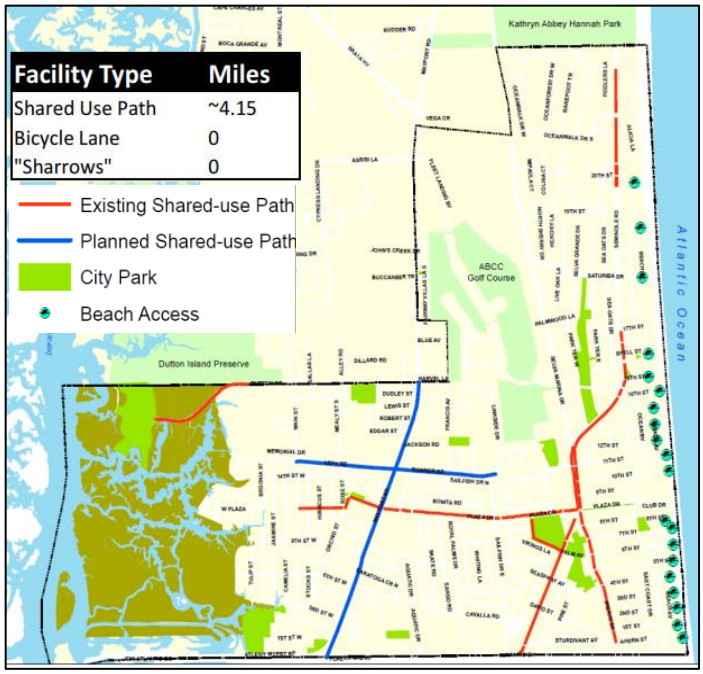
Document Cover:



Document Summary: Identifies on- and off-street bicycle and pedestrian facilities to create safe and comfortable connections to provide enhanced connectivity and access.

Key Findings: Used guiding principles from the Bikeway and Trail Plan (2009) and 2030 Comprehensive Plan

- Public survey results:
  - Supports using public funds to develop additional trails and/or multi-use paths
  - Prioritize connections to and between parks, existing trails and parks, the marsh and the beach, the marsh and the preserves, along Seminole Road, and to Hanna Park
  - Hanna Park access from Seminole Road is a contentious issue. This led to the creation of an easement fundamentally blocking this access
  - Safety concerns crossing and traveling along Mayport Road
- 2015-2020 bike/ped crash data: Most bike/ped crashes occur on Mayport Road and Atlantic Boulevard. The highest bike/ped crash intersections were Mayport Road/Plaza, Mayport Road and Donner/Levy Road, Atlantic Boulevard/Sherry Drive
- Identified opportunities map
- ECG next steps: road diet on Mayport Road to repurpose 2 lanes into bike/ped facilities; identify routes north



Existing and Planned Facilities. Source: Bike/Ped Connectivity Plan, page 25.

Atlantic Beach Bikeway and Trail Plan

Document Title: Bikeway and Trail Plan

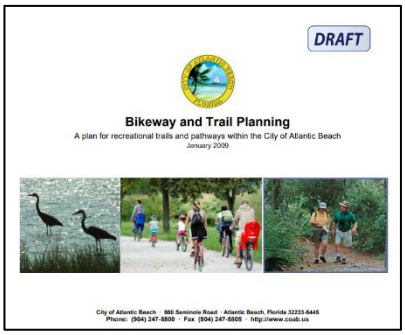
Agency: City of Atlantic Beach

Jurisdiction: Atlantic Beach

Document Year: 2009

Tags: Policy | Routes | Implementation

Document Cover:



Document Summary: Developed in collaboration with the three beach cities in 2002 and updated in 2009. Provides a general and conceptual plan for a bike/ped system to connect the three beach cities including a priority list of desired routes.

Key Findings: Not meant to be a "construction roadmap" of trails, but an expression of what is important to the beaches communities.

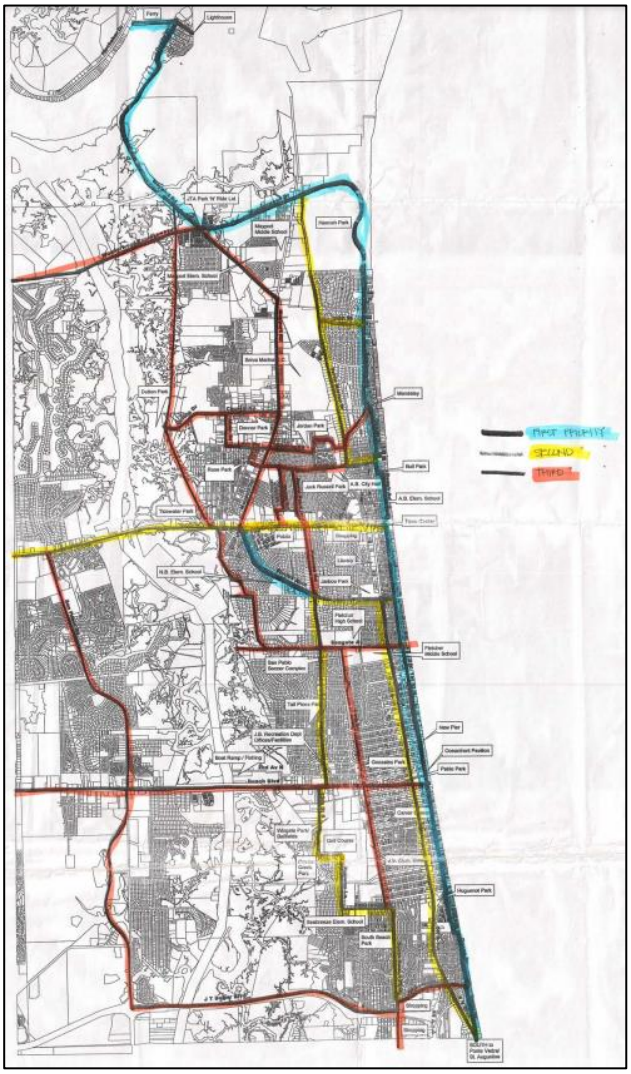
- 8-foot width is the accepted standard to accommodate users; where appropriate wider paths to be considered
- Design details to include a variety of finishes and surfaces to fit the character of older neighborhoods
- Signage listed as high priority

Implemented paths include the following (since 2002):

- Seminole Road from Garden Lane to Ocean Forest Drive
- Dutton Island Preserve to Dutton Island Road connection
- Safe Routes to School Path along Sherry Drive and Seminole Road
- Seminole Road from City Hall to Atlantic Boulevard

8-Foot Path Recommendations:

- Project 1: Seminole Road to Hanna Park connection
- Project 2: Seminole Road from Selva Marina Drive to Garden Lane
- Project 3: Old Sherry Drive (COJ)
- Atlantic Boulevard – West 1st Street
- Seminole Road – 5 Points to Atlantic Boulevard



Result from 2002 trail plan. Source: Bikeway and Trail Plan, 2009.

Atlantic Beach 2030 Comprehensive Plan

Document Title: 2030 Comprehensive Plan

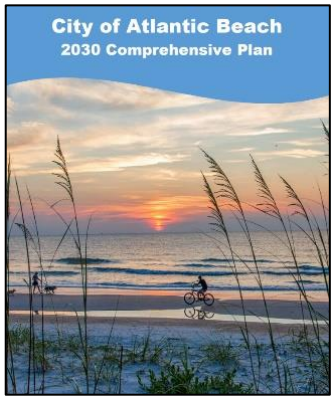
Agency: City of Atlantic Beach

Jurisdiction: Atlantic Beach

Document Year: 2018

Tags: Policy, Implementation, Resiliency, Routes

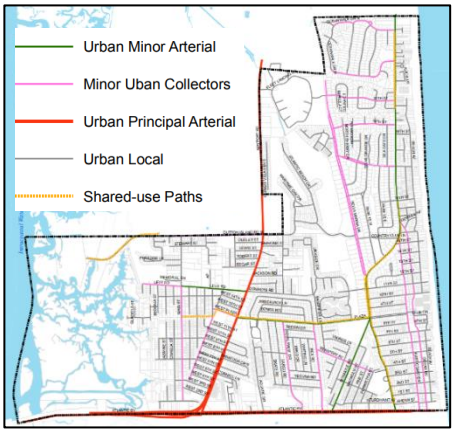
Document Cover:



Document Summary: The original Comprehensive Plan was adopted in 1990. This most recent iteration was the result of the required Evaluation and Appraisal Report (EAR) for the plan in 2018. This version updates the goals, objectives, and policies; deletes and updates text that is no longer relevant; adds demographic information that was not previously included, and updated the existing map series with new content.

Key Findings: The following goals, objectives, and policies pertain to bicycles and pedestrians:

- Policy B.1.3.5: Incorporate bike paths and pedestrian way systems in the design of new roadway facilities and upgrade existing facilities.
- Policy E.1.2.3: Implement bicycle and pedestrian pathway system, prioritizing links between neighborhoods, schools, parks and the beach and adjacent beach communities. Six (6) or eight (8) foot widths are the preferred standard. The City shall also advocate adding bike lanes to State and County Roads.
- Objective B.2.3: All new right-of-ways established within the City shall be of adequate width to provide for bike and pedestrian facilities. Where possible, existing right-of-ways should provide for bikeways, sidewalks, or similar facilities.
- Policy B.2.3.1: All new streets shall provide safe use by bicycle and separated bicycle paths shall be provided where right-of-way exists.
- Policy B.2.3.3 All existing rights-of-way shall be reviewed when resurfaced, redesigned, or modified to provide bicycle and pedestrian facilities.
- Objective B.2.4: The City shall maintain its existing street patterns, which have developed to provide a network of connected neighborhoods and an ability to walk, bike and travel.
- Policy A.1.3.3: Manage, preserve and construct facilities that provide diverse opportunities to all residents for both passive and active recreation (including trails).



Map B-1: Transportation Facilities.

- Policy A.1.14.1: Maintain an energy efficient land use pattern and shall continue to promote alternative methods of transportation that decrease reliance on the automobile.
- Policy A.1.14.2: Encourage and develop the "walk-ability and bike-ability" of the City.
- Table E-1: Adopted LOS for recreation and open space is 1 running/hiking trail per 10,000 population.

Atlantic Beach 2030 Parks Master Plan

Document Title: 2030 Parks Master Plan

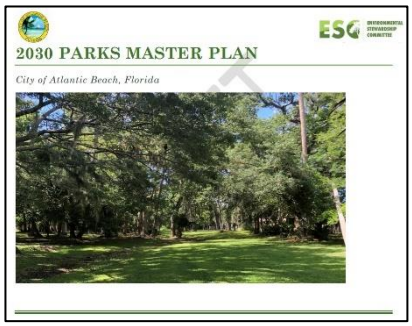
Agency: City of Atlantic Beach

Jurisdiction: Atlantic Beach

Document Year: 2020

Tags: ECG | Routes

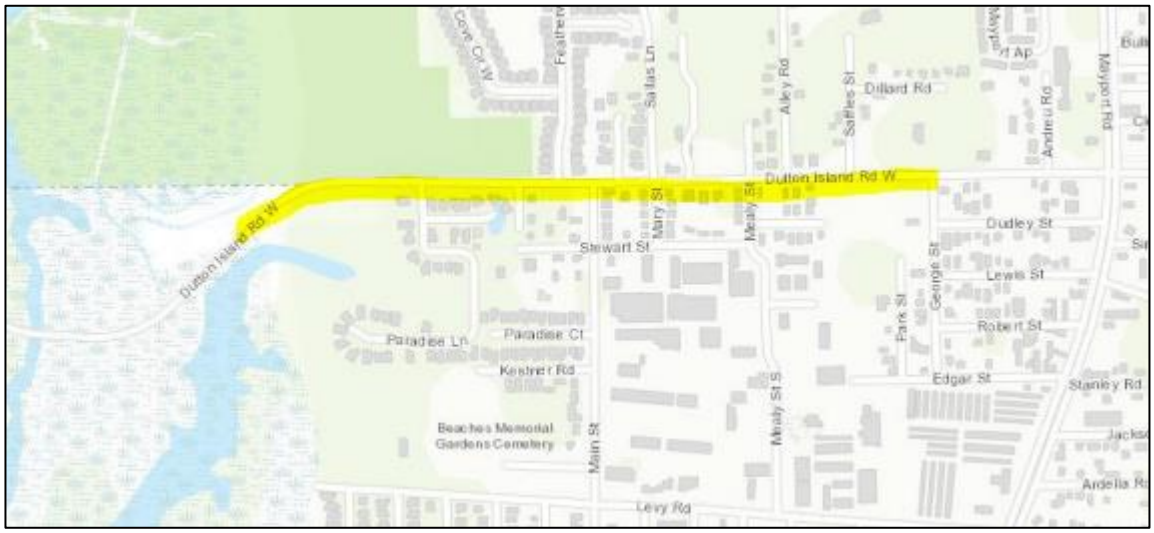
Document Cover:



Document Summary: This document is the result of a comprehensive parks planning process from fall 2018 through late 2019 to guide parks, facilities, and programming for parks within Atlantic Beach.

Key Findings:

- Includes the same shared use path opportunities map from the *Bicycle Connectivity Plan*
- Improving connectivity by providing a safe environment for pedestrians and bicyclists is a top priority within the city
- Emphasis on the Dutton Island Preserve/Donner Park/ECG trail connection
- Explore landscaping opportunities along shared use paths to help buffer bicycles and pedestrians
- Increase the tree canopy along Plaza and Mayport (October 2019 path public input)
- City requested the ECG segment along east side of Mayport Road from Atlantic Boulevard to Dutton Island Road to be included in the North Florida TPO list of priority projects
- Includes opportunities and constraints for how to connect parks/trails/outdoor amenities with the ECG



Example connection from Dutton Island Road to ECG along Mayport. Source: 2030 Parks Master Plan.

Atlantic Beach Phase 1 Adaptation Plan

Document Title: Phase 1 Adaptation Plan

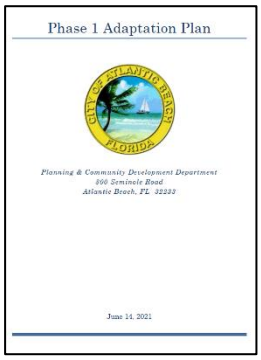
Agency: Planning & Community Development

Jurisdiction: Atlantic Beach

Document Year: 2021

Tags: Resiliency

Document Cover:



Document Summary: Atlantic Beach is vulnerable to storm surge, rainfall flooding, nuisance flooding, and sea level rise (SLR). This plan identifies goals and strategies to best minimize risks and establishes a process to implement those strategies.

Key Findings: Litigation risk: If local governments act to address SLR, they could be sued by property owners claiming injury from limitations on the property's use or adverse effects to property values. Local governments could also be sued for failing to address SLR. By using existing strategies in new ways, governments may be able to minimize the complexities of adaptation.

- Nuisance flooding led to overtopped roads on Dutton Island Road and West Plaza
- Closest NOAA primary gauge is at Mayport Bar Pilot's Dock near the ferry slip
- Adaptation Plan strategies include: Protection, Accommodation, Strategic Relocation, Avoidance, and Procedural
- Includes a map of degree and ranking of exposure of major roadway segments
- Strategies: Consider future flooding risks when developing projects; transfer of development rights, cluster development, setbacks and buffers, conservation easements, floodplain regulations, redevelopment and building standards, etc.
- Adaptation focus areas: areas west of Mayport Road, major drainageways, roadways, critical utility infrastructure, and critical public facilities

Adaptation Strategy	Implementation Cost	Environmental Impact	Societal Impact	Construction Feasibility	Service Life
Retreat from Vulnerable Areas					
Land Acquisition/Conservation					
Seawall Improvements					
Stormwater Improvements (i.e., check valves, dams, pumps)					
Raising Critical Infrastructure (i.e., roads, buildings)					
Coastal Dune Maintenance					
Marsh/Vegetative Buffer Maintenance					

*Note: Green shaded boxes indicate strategies with lower costs, minimal environmental/societal impacts, relatively simple implementation, or longer service life. Yellow shaded boxes indicate strategies with moderate costs, some environmental/societal impacts, complex but feasible implementation, or moderate service life. Red shaded boxes indicate strategies with high costs, significant environmental/societal impacts, extremely complex, or short service life.

Comparison of Exposure Reduction Strategies table. Source: Table 4-1 Phase 1 Adaptation Plan, 2021.

City of Jacksonville Comprehensive Plan

Document Title: 2030 Comprehensive Plan

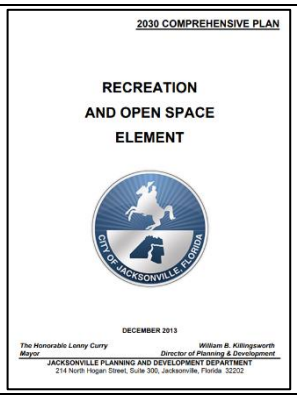
Agency: City of Jacksonville

Jurisdiction: Jacksonville

Document Year: updated 2021

Tags: Policy

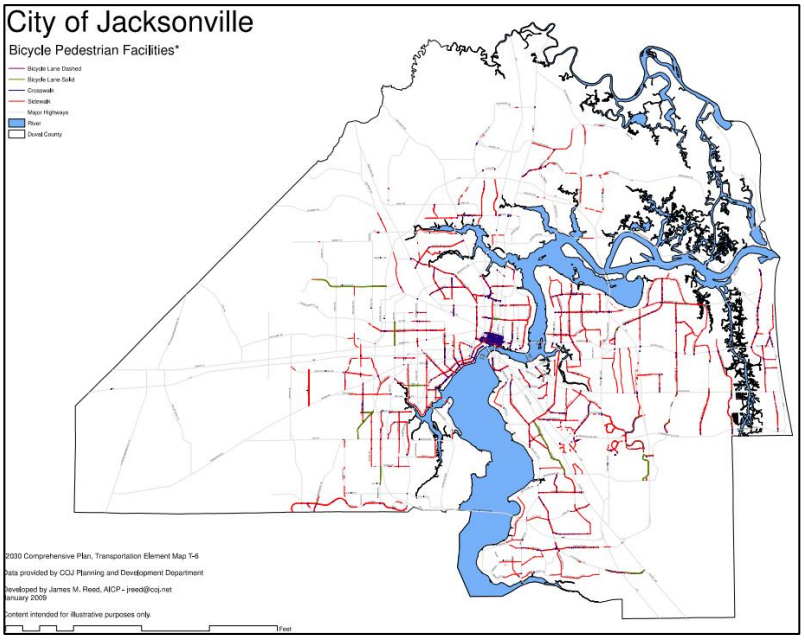
Document Cover:



Document Summary: The city's comprehensive plan is maintained per the state's requirements. Elements reviewed included Recreation and Open Space, Transportation, Future Land Use, and Capital Improvements Plan (CIP).

Key Findings:

- The following policies/objectives support bike/ped facility development:
  - Objective 1.3: The City shall increase its pedestrian path and greenway and trail systems and develop strategies to ensure that these systems are included in new park development.
  - Policy 1.3.2 The City, through the Recreation and Community Services Department, shall develop strategies for the acquisition or lease of linear parks for pedestrian paths and greenway and trail systems. These facilities shall be developed as a network connecting residential areas, schools and parks where land is available through purchase or easement.
  - Policy 1.3.3 On a continuing basis, the Recreation and Community Services Department will petition the State to acquire appropriate unused rail trackage in order for the City to sublease the land under the Rails to Trails program.
- The project area is in Mobility Zone 10
- Level of Service for parks and open space: The City shall provide one mile of trail per each 50,000 population
- The Timucuan Trail Extension (ECG) design and extension from south of the St. Johns River Ferry to Hanna Park and Fort Caroline are included in the CIP.



City of Jacksonville Resolution 2018-553-8

Document Title: Resolution 2018-553-A (Core 2 Coast Trail Route)

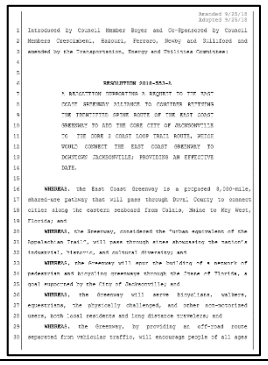
Agency: City of Jacksonville

Jurisdiction: Atlantic Beach

Document Year: 2018

Tags: ECG | Routes

Document Cover:



Amended 9/25/18
Adopted 9/25/18

Introduced by Council Member Boyer and Co-Sponsored by Council Members Crescimbeni, Bennett, Ferraro, McKay and Gulliford and amended by the Transportation, Energy and Utilities Committee:

RESOLUTION 2018-553-A

A RESOLUTION URGENTLY REQUESTING THE EAST COAST GREENWAY ALLIANCE TO CONSIDER EXTENDING THE DESIGNATED CORE ROUTE OF THE EAST COAST GREENWAY TO ADD THE CORE CITY OF JACKSONVILLE TO THE CORE 2 COAST LOOP TRAIL ROUTE, WHICH WOULD CONNECT THE EAST COAST GREENWAY TO DOWNTOWN JACKSONVILLE; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the East Coast Greenway is a proposed 3,000-mile, shared-use pathway that will pass through Duval County to connect cities along the eastern seaboard from Calais, Maine to Key West, Florida; and

WHEREAS, the Greenway, considered the "urban equivalent of the Appalachian Trail", will pass through areas showcasing the nation's industrial, historic, and cultural diversity; and

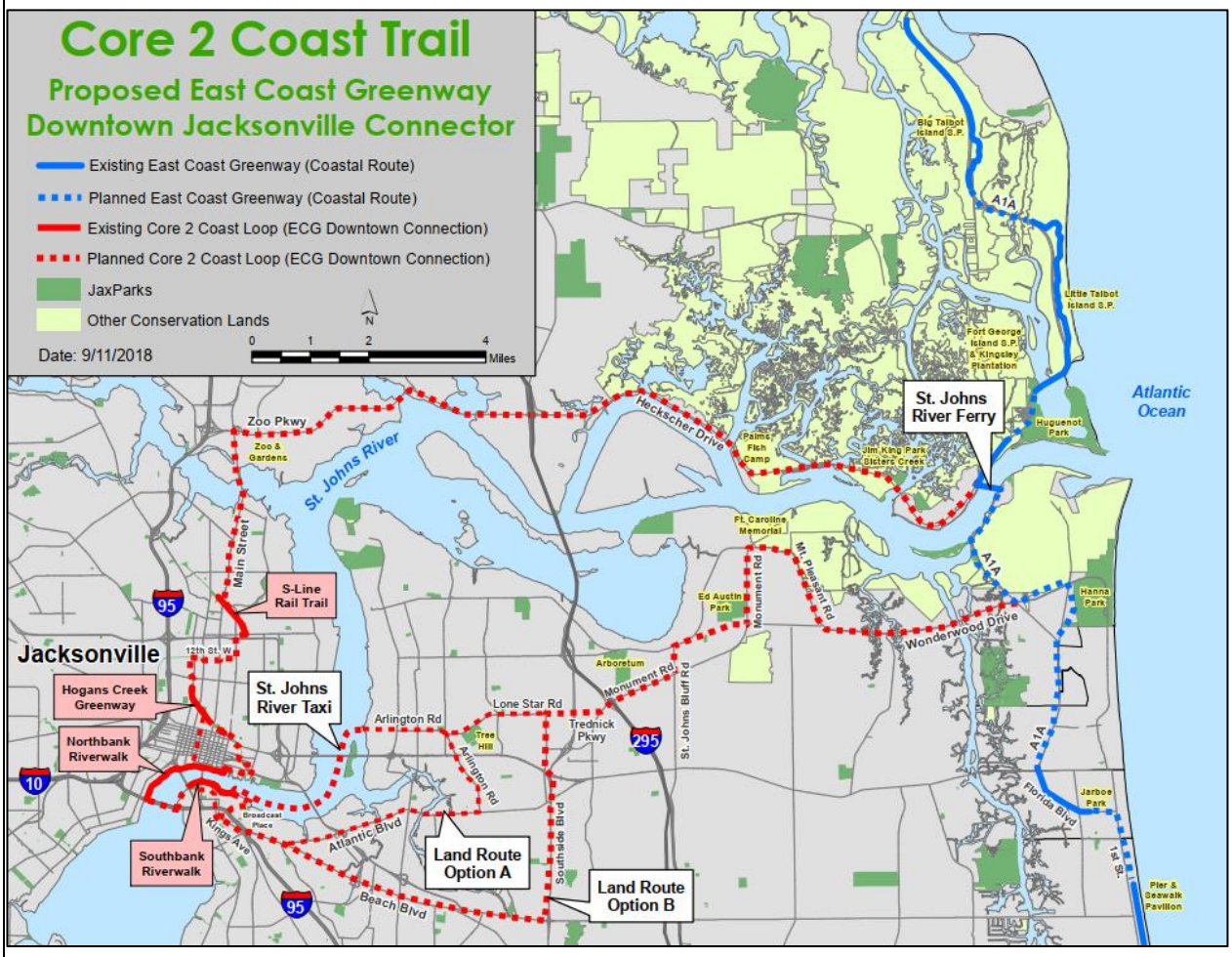
WHEREAS, the Greenway will spur the building of a network of pedestrian and bicycling greenways through the State of Florida, a goal supported by the City of Jacksonville; and

WHEREAS, the Greenway will serve bicyclists, walkers, equestrians, the physically challenged, and other non-motorized users, both local residents and long distance travelers; and

WHEREAS, the Greenway, by providing an off-road route separated from vehicular traffic, will encourage people of all ages

Document Summary: Resolution supporting a request to the ECG Alliance to refine the identified spine route of the ECG to add the core city of Jacksonville to the Core 2 Coast Trail Route, which would connect the ECG to Downtown Jacksonville.

Key Findings: The adopted resolution includes the map below showing the existing/planned coastal ECG route in blue and the existing/planned Core 2 Coast Loop in red.



Duval County Beaches Bicycle and Pedestrian Focus Area Study

Document Title: Duval County Beaches Bicycle and Pedestrian Focus Area Study

Agency: North Florida TPO

Jurisdiction: City of Jacksonville

Document Year: 2016

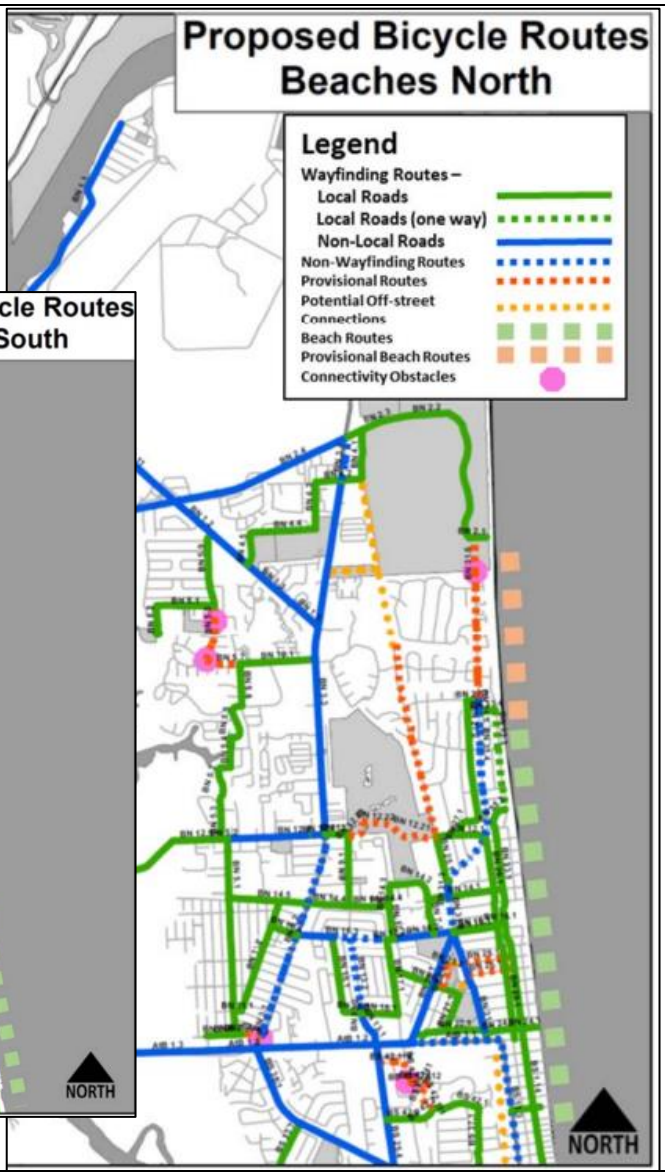
Tags: ECG | Routes

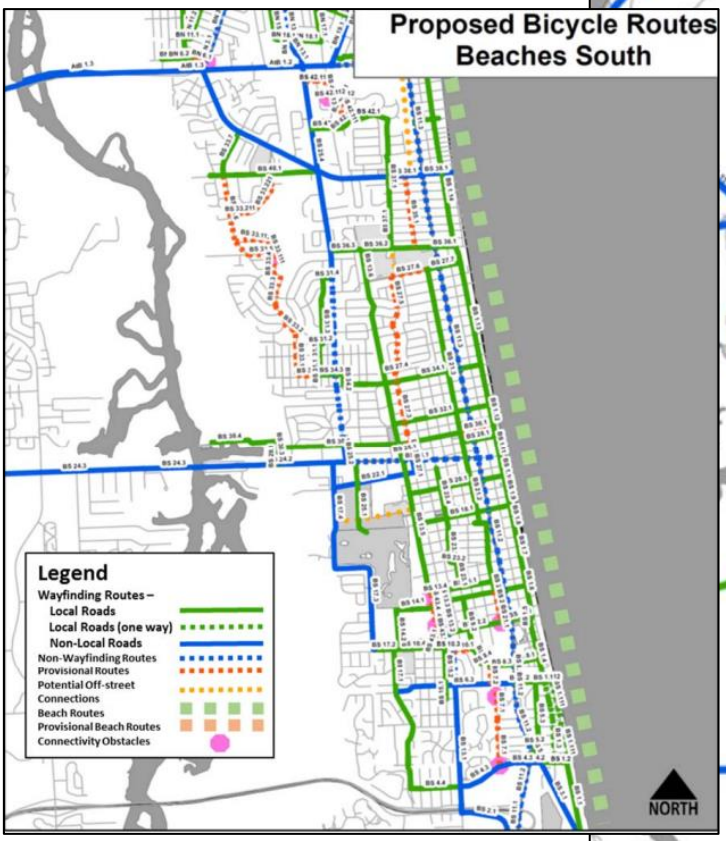
Document Cover:

Document Summary: Identifies a comprehensive network of bicycle and pedestrian facilities in and around the beach communities of Duval County, Florida. Includes route and facility recommendations.

Key Findings:

- "Advocates for the [East Coast] Greenway have expressed frustration with the experience of riding along some of these roadways, especially Mayport Road and SR A1A, and have expressed a desire for alternate routes to be identified".





East Coast Greenway Alliance Mapping Tool

Document Title: East Coast Greenway Alliance Mapping tool

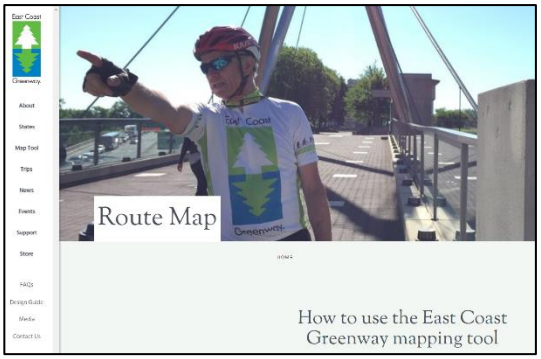
Agency: East Coast Greenway Alliance

Jurisdiction: East Coast Greenway

Document Year: Ongoing

Tags: ECG | Routes

Document Cover:



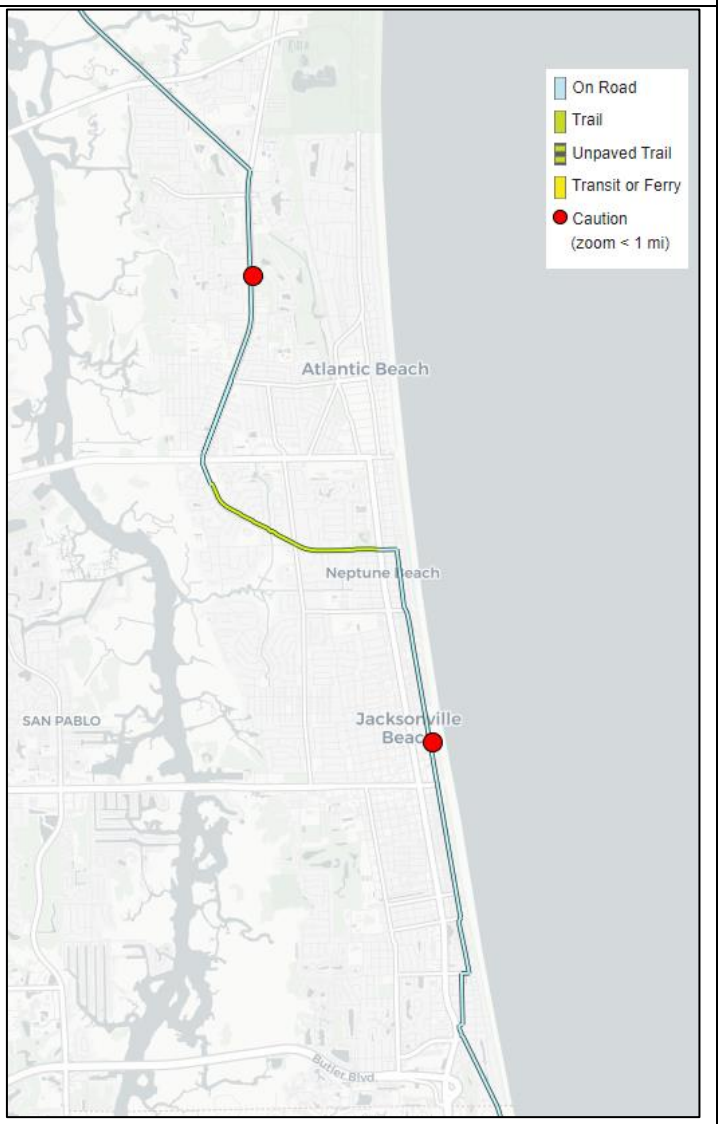
Document Summary: The East Coast Greenway website provides a web-based mapping tool to display the most up-to-date East Coast Greenway routing: https://www.greenway.org/route-map.

Key Findings: The image to right is a screenshot of the current alignment of the East Coast Greenway through the project area according to the East Coast Greenway Alliance.

The light blue displays the on-road route and the green is a trail route. The red circles highlight areas of caution.

The current East Coast Greenway route on the website utilizes 1st Street through Jacksonville Beach to Florida Boulevard in Neptune Beach, then to Mayport Road and A1A in the City of Jacksonville.

Navigation on the go is also provided for this routing using third party mobile apps where you can download the Greenway map file for access on-the-go.



Jacksonville Beach Comprehensive Plan

Document Title: 2030 Comprehensive Plan

Agency: City of Jacksonville Beach

Jurisdiction: Jacksonville Beach

Document Year: 2020

Tags: Policy | Resiliency | Routes | ECG

Document Cover:

Document Summary: Provides an update and replacement to the 2010 Comprehensive Plan. Includes adopted future condition maps for future land use, conservation zones, and pedestrian and bike facilities.

Key Findings: The following policies support bike/ped facility development:

- Policy TE 2.1.1: The City shall encourage the use of bicycle and other modes of non-motorized vehicular transportation, through the establishment and maintenance of bicycle paths or multiuse greenways within the community.
- Policy LU 1.7.1: Expand transportation choices by ensuring an efficient network of roads, sidewalks, and bike paths that are safe for pedestrians, bicyclists and vehicular traffic.
- Policy LU 1.9.1: The City shall promote pedestrian amenities and upgrades in association with new development/redevelopment and gateway corridors (Beach Boulevard, A1A, and Penman), including, but not limited to, the provision of sidewalk and bike path connections, walk lights, benches, bus shelters and bicycle parking.
- Map TE-11 Pedestrian and Bike Facilities shows the potential East Coast Greenway along 1st Street.

Neptune Beach Community Vision Plan 2040

Document Title: Neptune Beach Community Vision Plan

Agency: City of Neptune Beach

Jurisdiction: Neptune Beach

Document Year: 2021

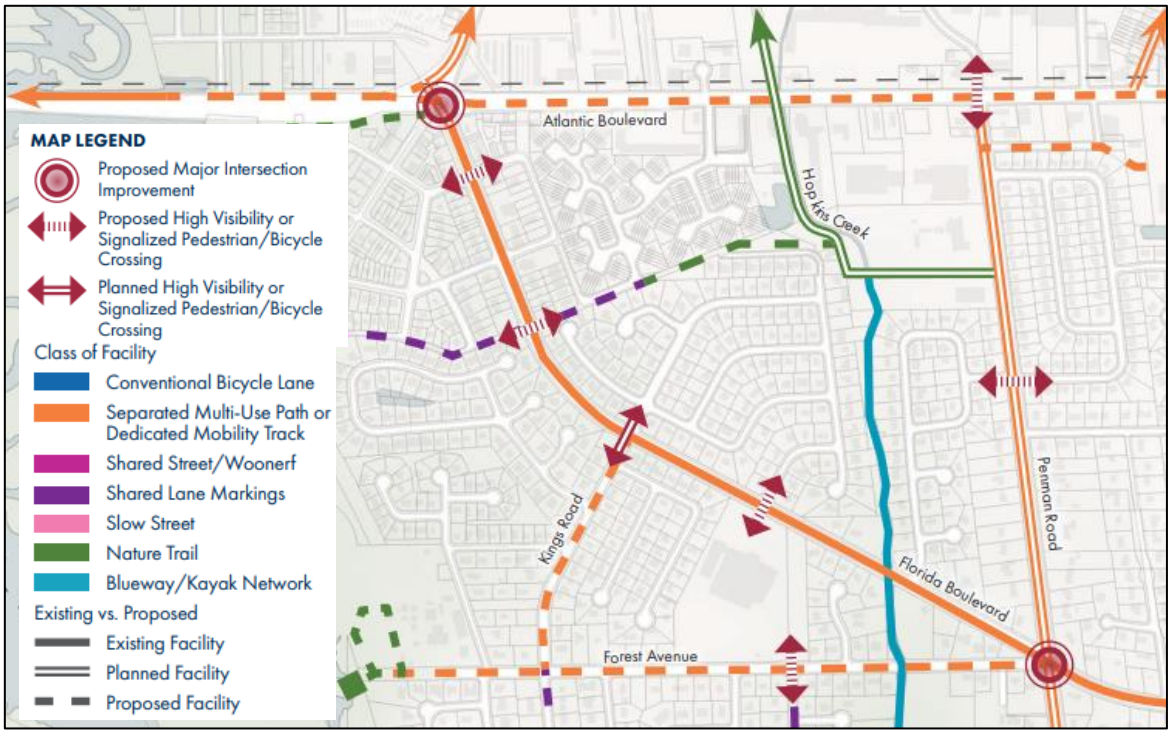
Tags: Policy | Resiliency | Routes | ECG

Document Cover:

Document Summary: Establishes a community-approved blueprint for future growth, development, and public investments in Neptune Beach that balances community goals with market feasibility and long-term sustainability.

Key Findings: The key to the future of Neptune Beach is safer and more complete streets

- Many residents select walking, biking, and skateboarding as a favorite means of travel (especially east of 3rd Street/A1A)
- There is a lack of dedicated bike/ped facilities west of 3rd Street/A1A
- Key issue is the need for more dedicated and safe places to walk, skateboard, and ride a bike
- Lack of shade trees along sidewalks
- Completion of the ECG widening project along Florida Boulevard identified as a proposed improvement (currently underway, Pages 70, 81)
- Improvements for Penman/Florida Five-Point intersection



Bicycle and Pedestrian Improvements Map. Source: Figure 4.10 Community Vision Plan.

Neptune Beach 2021-2046 Comprehensive Plan

Document Title: City of Neptune Beach, Florida 2021-2046 Comprehensive Plan

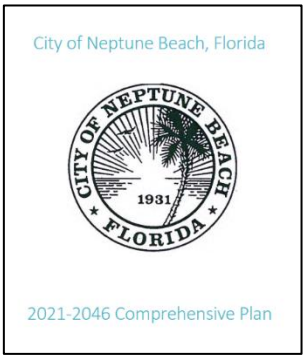
Agency: Neptune Beach

Jurisdiction: City of Neptune Beach

Document Year: 2021

Tags: Policy ECG

Document Cover:



Document Summary: The most recent version available of the Neptune Beach Comprehensive Plan.

Key Findings: The following goals, objectives, and policies pertain to bikes, peds, and trails:

- Objective A.1.3: Redevelopment and Development shall integrate and advance 1) beautiful streets and trails through increased modal choice
- Transportation Element, Bicycle Trails: Focal bicycle network planning areas include:
  - The TPO's Downtown to Beaches regional plan and Atlantic/ Neptune Path. This 8.2 mile trail through City of Atlantic Beach and City of Neptune Beach connects the East Coast Greenway network along Mayport Road, Sherry Drive, Plaza, and Jarboe Park.
- Multi-Use Paths along Penman Road from the northern to the southern extent of the City, Indian Woods and forest Marsh Drive, Kings Road, Seagate Avenue, and 5th Street
- Policy F.1.3.6: The LOS for jogging/exercise trails is 1 mile of trail per 2,000 population with a minimum 3.6 miles required. As of 2021, 1.7 miles are built and 2+ miles planned.

Facility	Level of Service	Minimum Required	Current (2021)
Neighborhood Parks	2 acres per 1,000 Population	14.39 acres	15.85 acres*
Playground (with equipment)	1 playground per 2,500 population	3 playgrounds	3 playgrounds
Volleyball Court	1 court per 5,000 population	1.45 courts = 2	2 courts
Tennis Court	1 court per 5,000 population	1.45 courts = 2	2 courts
Beach Access	1 access per 1,000 population	7 beach accesses	25 accesses
Jogging/Exercise Trail**	1 mile of trail per 2,000 population	3.6 miles	1.7 miles built (additional 2+ miles planned)
**Current Neighborhood Parks does not include Hopkins Creek Preserve or Neptune Beach* ***Can include multiuse paths, nature trails, and marsh walks*			

Parks and Recreation LOS Standards. Source: Table F-2, Neptune Beach Comprehensive Plan.

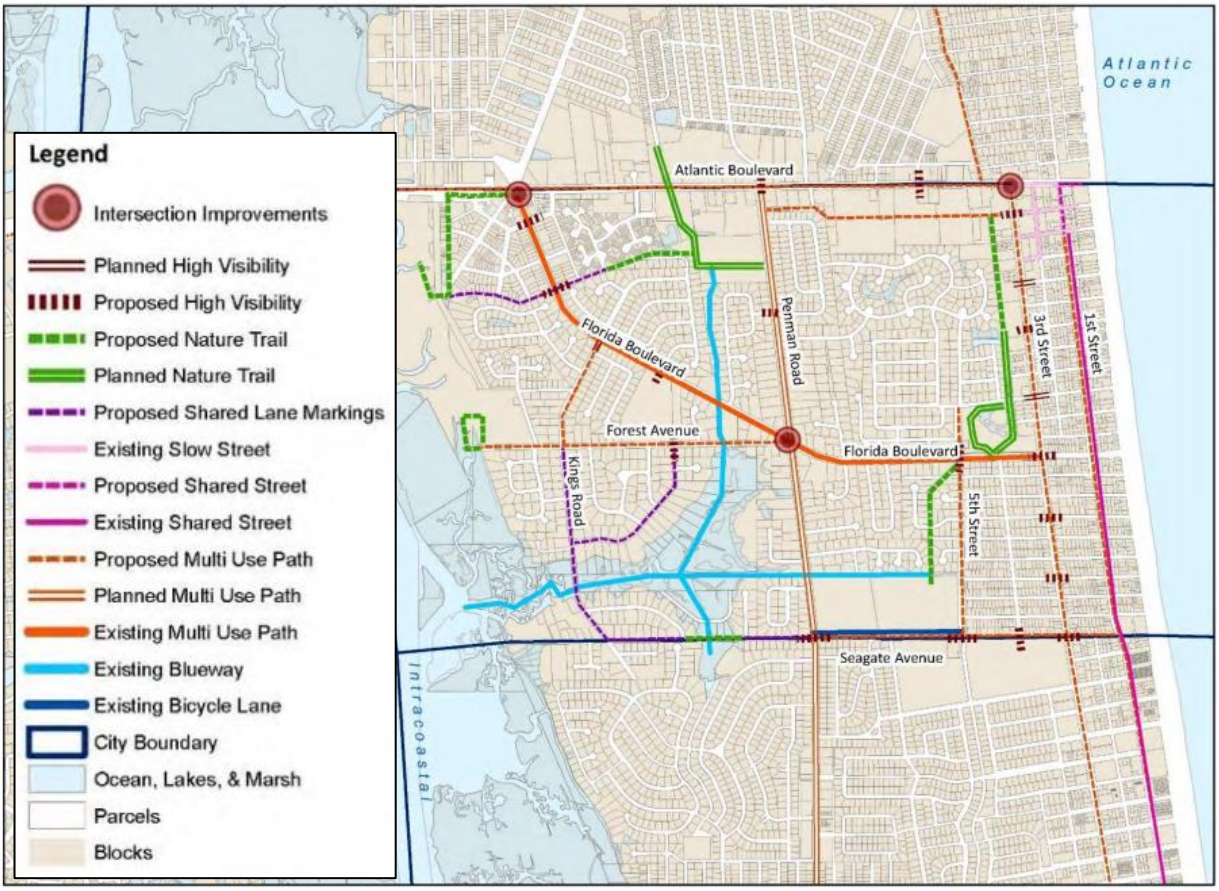
- Transportation Element, Pedestrian Trails: Since the city is only a total of 2.5 square miles, pedestrian connectivity can and should be prioritized.
- Policy B.1.2.2: Proposed sidewalk, trail, and roadway improvement projects shall be evaluated and ranked according to the following guidelines: 1. The project is needed to protect public health and

Key Findings:

safety or to preserve or achieve full use of existing facilities. 2. The project is needed to increase the efficient use of existing facilities or to prevent or reduce future improvement costs.

- Policy B.1.4.7: The City shall construct a low-stress network of trails, shared streets, mobility lanes, and multi-use paths as shown in B-4, in order to connect residents in all parts of town to parks, the beach, the intracoastal, schools, and the Beaches Town Center.
- Objective F.1.6: The City shall promote safe and active non-vehicular modes travel.
- Objective F.1.6.4: Increase the lighting and the separation of bike paths, and mark bike paths and jogging trails with clear delineation for maximum safety and protection.

MAP B-4: Existing and Future Bicycle Facilities



Existing and Future Bicycle Facilities Map. Source: Map B-4, Neptune Beach Comprehensive Plan.

Northeast Florida Regional Multi-Use Trail Master Plan

Document Title: Northeast Florida Regional Multi-Use Trail Master Plan

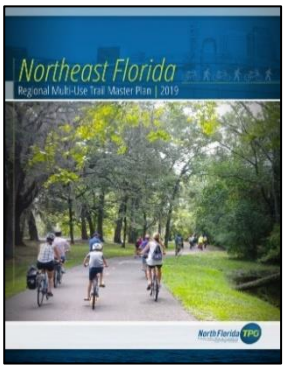
Agency: North Florida TPO

Jurisdiction: Clay, Duval, Nassau, and St. Johns counties

Document Year: 2019

Tags: ECG | Routes

Document Cover:



Document Summary: Identified a regionally-endorsed network of trails throughout the North Florida TPO region, with approximately 570 miles of proposed trails.

Key Findings: The Core 2 Coast Loop and completing the remaining gaps in the East Coast Greenway in Duval County were identified as the top priority trails for Duval County.

The image to right is a screenshot of the East Coast Greenway alignment within the project area. The blue signifies existing trails and the yellow/orange represents proposed trails.

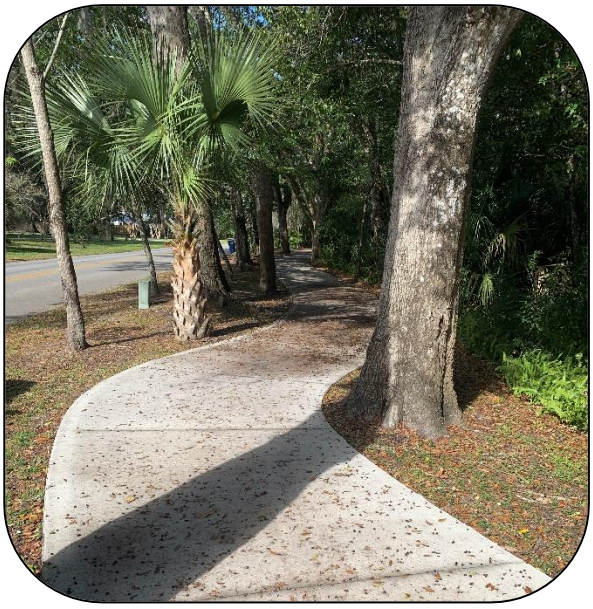
This plan identifies 1st Street to Florida Boulevard, to Mayport Road and 1st Street to Sherry Drive to Plaza Street as proposed alignments. This map also shows connections to Hanna Park from Mayport Road.

2.2 Base Trail Route

Once the existing plans and resources evaluation was complete, the Base Trail Route was generated to be used as an initial outline for trail routing and alternative development. The Base Trail Route was developed using the following available local, regional, and statewide trail data sources:

- City of Jacksonville Designated Multi-Use Trails (2021)
- COJ Future Multi-Use Trails (2021)
- Florida Greenways and Trails System (FGTS) Land Trail Opportunities (2018)
- FGTS Land Trail Priorities (2018)
- North Florida TPO Regional Trail Network (2019)
- Shared-Use Non-Motorized (SUN) Trail Network in Florida (2021)

The Base Trail Route is displayed in **Figure 2-1.** This route is consistent with the above sources and is the route included in the North Florida TPO Regional Trail Network. Generally, the route travels along A1A and 1st Street, then goes west along Florida Boulevard to Mayport Road and A1A.



Existing trail on Florida Boulevard. Source: Project Team.

Figure 2-1 Base Trail Route

2.3 Study Segments

The study was divided into three geographical segments as shown in **Figure 2-2**. The segments are described as follows:

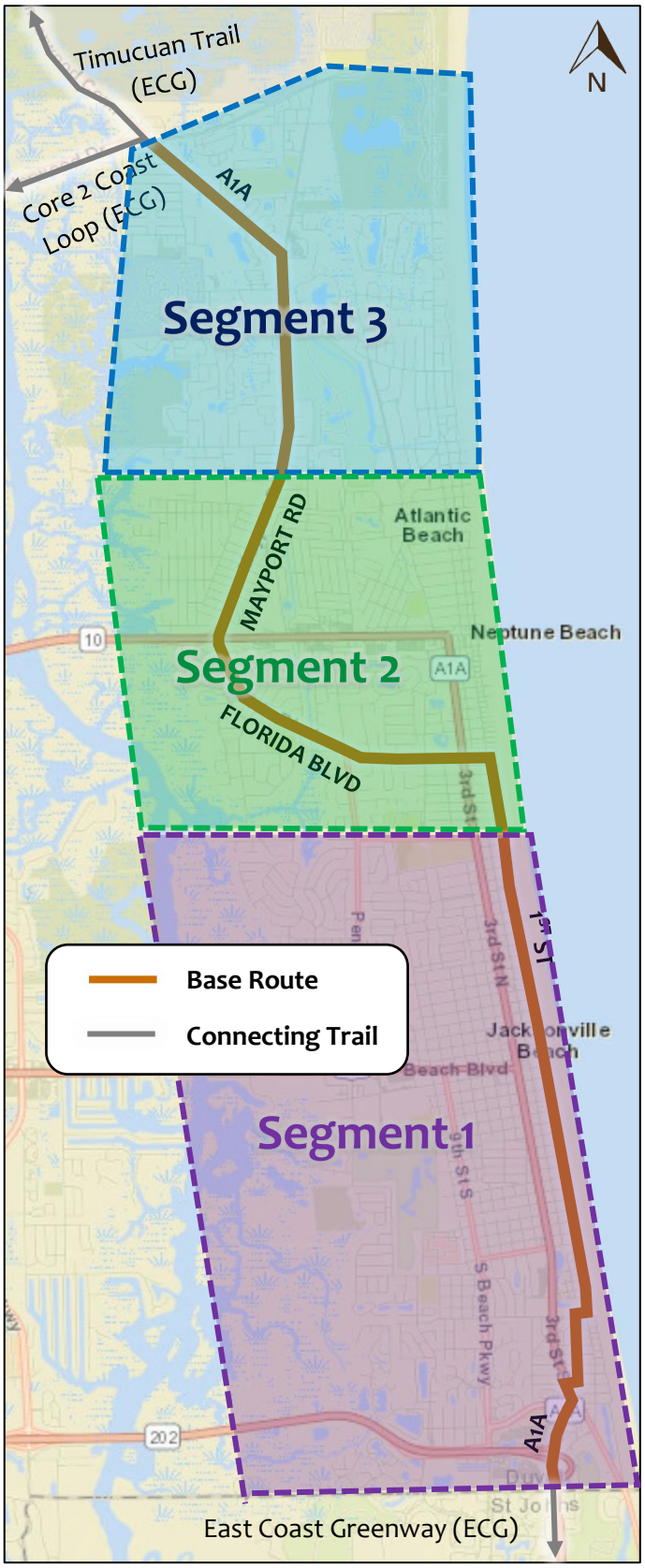
Segment 1: Located exclusively in the City of Jacksonville Beach. The southern limit is the St. Johns County line and the northern limit is Seagate Avenue.

Segment 2: Located within the cities of Neptune Beach and Atlantic Beach. The southern limit is Seagate Avenue and the northern limit is Dutton Island Road.

Segment 3: Located within the City of Jacksonville. The southern limit is Dutton Island Road and the northern limit is Wonderwood Drive.

Plaza Street in Segment 2. Source: Project Team.

Figure 2-2 Study Segments



2.4 Study Segment Alternatives

Segment 1

One alternative was developed for Segment 1. The alignment follows the existing designated East Coast Greenway alignment and is pending consistency with the ongoing *Jax Beach Urban Trails Master Plan* alignment.

The alternative begins at the southern study limits along A1A at the St. Johns County line, turns east at 35th Avenue to 2nd Street, turns east at Osceola Avenue/25th Avenue to 1st Street, then continues north along 1st Street.

1st Street has a speed limit of 25 mph and existing bike lanes on both sides of the street with some sidewalks. It is primarily residential with a mix of single family and multi-family housing. 1st Street also provides direct beach access.

1st Street near 25th Avenue South in Jacksonville Beach. Source: Google Streetview, April 2022.

Segment 2

Segment 2 consists of the project area north of the City of Jacksonville Beach through the cities of Neptune Beach and Atlantic Beach.

Segment 2 Alternatives

Four alternatives were developed for the Neptune Beach/South Atlantic Beach area. Existing multi-use paths/bicycle and pedestrian facilities are in this segment, shown as solid lines. The proposed facilities are shown as dashed lines. **Alternative 1** is the existing ECG alignment. It is mostly constructed along Florida Boulevard and is programmed (funded) along Mayport Road to Dutton Island Road. Alternatives 2 through 4 would be in addition to the Florida Boulevard/Mayport Road alignment creating a loop in Neptune and Atlantic Beach. **Figure 2-3** shows the general routing for these alternatives.

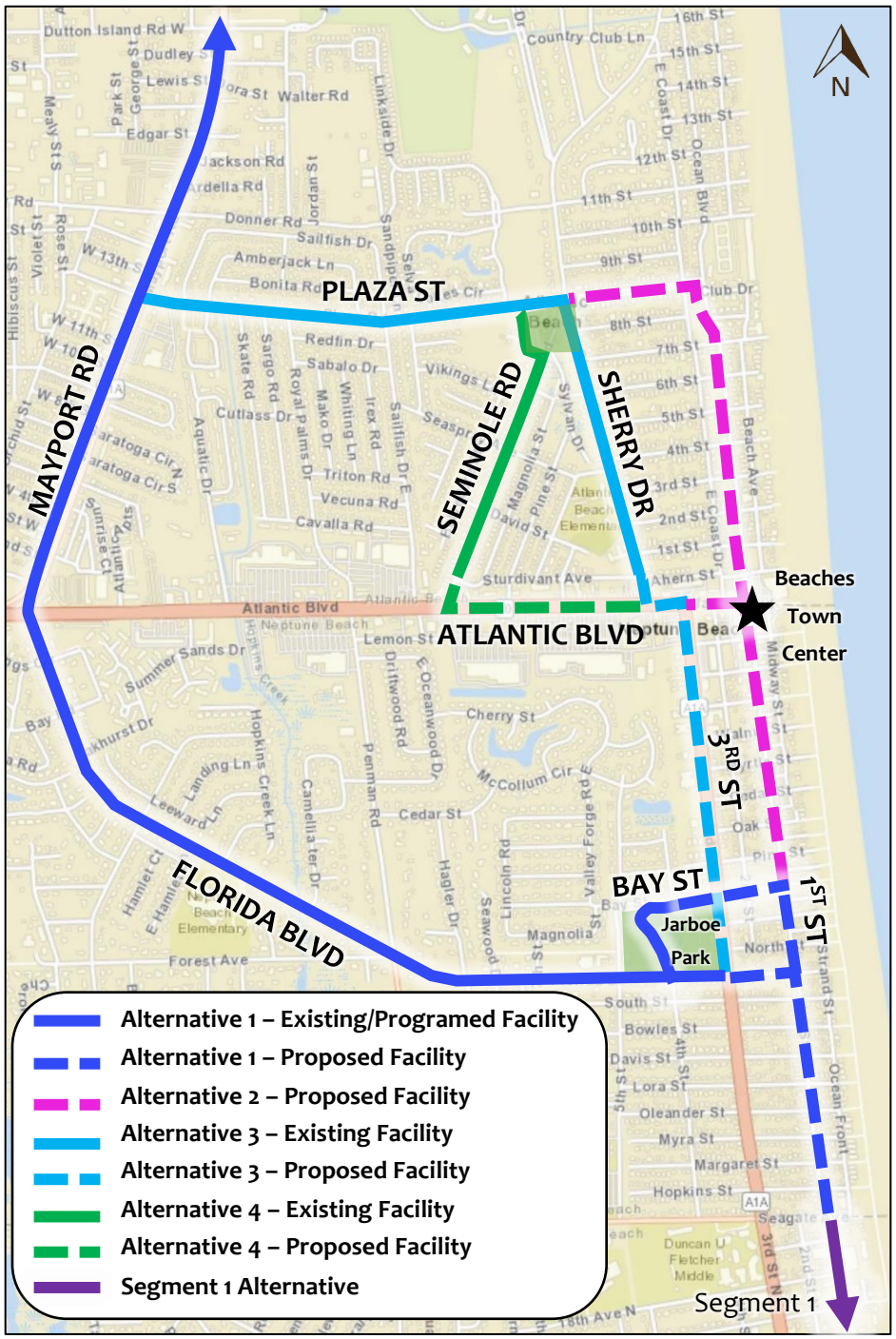
Alternative 1: Begins along 1st Street, then turns west along Florida Boulevard to Mayport Road. This route could also connect along Bay Street to either 3rd or 1st Street through Jarboe Park.

Alternative 2: Runs along 1st Street to either Atlantic Boulevard or Plaza Street. The purpose of this alternative is to bring the ECG to the Beaches Town Center.

Alternative 3: Runs north along 3rd Street from Florida Boulevard to Atlantic Boulevard, then connects to the existing multi-use paths on Sherry Drive and Plaza Street.

Alternative 4: Utilizes Atlantic Boulevard connecting to the existing multi-use paths on Seminole Road and Plaza Street. Can connect from either 3rd Street or 1st Street.

Figure 2-3 Segment 2 Alternatives



Alternative 1

Alternative 1 is consistent with the existing East Coast Greenway alignment. There is an existing shared-use path along the north/east side of Florida Boulevard and through Jarboe Park with East Coast Greenway signage. The current ECG alignment crosses 3rd Street at Florida Boulevard (Alternative 1A).

However, a shared-use path was recently built through Jarboe Park connecting to Florida Boulevard, and a HAWK crossing/Pedestrian Hybrid Beacon is being installed by FDOT in the Fall of 2022 at the intersection of 3rd Street and Bay Street which will provide an alternative crossing opportunity (Alternative 1B).

Figure 2-4 Segment 2 Alternative 1

Segment 1

Existing shared-use path through Jarboe Park with East Coast Greenway signage. Source: Project Team.

Alternative 2

This alternative runs along 1st Street to either Atlantic Boulevard or Plaza Street. The purpose of this alternative is to bring the East Coast Greenway to the Beaches Town Center.

1st Street north of Florida Boulevard generally operates as a low speed (20-25 mph), residential shared street with sidewalks on both sides. Angled parking is available near the town center.

Plaza Street is also a low speed street (25 mph) with a landscaped median and sidewalks on both sides. The multi-use path begins on the north side of the road at Sherry Drive and continues to Mayport Road.

Figure 2-5 Segment 2 Alternative 2

1st Street approaching the Beaches Town Center. Source: Project Team.

Alternative 3

This alternative utilizes the existing multi-use paths along Sherry Drive and Plaza from 3rd Street connecting from Florida Boulevard.

3rd Street is a four-lane roadway with a speed limit of 35 mph. There are sidewalks on both sides, some on-street parking, a landscaped median, and no bike lanes.

3rd Street is provided as an alternative due to its current lack of bicycle facilities. Locating the ECG along 3rd Street could increase the potential for bicycle facilities increasing the overall safety of the roadway.

The path would then turn west down Atlantic Boulevard for a block then north to the existing paths on Sherry Drive and Plaza Street.

Figure 2-6 Segment 2 Alternative 3

3rd Street south of Cherry Street. Source: Google Streetview, April 2022.

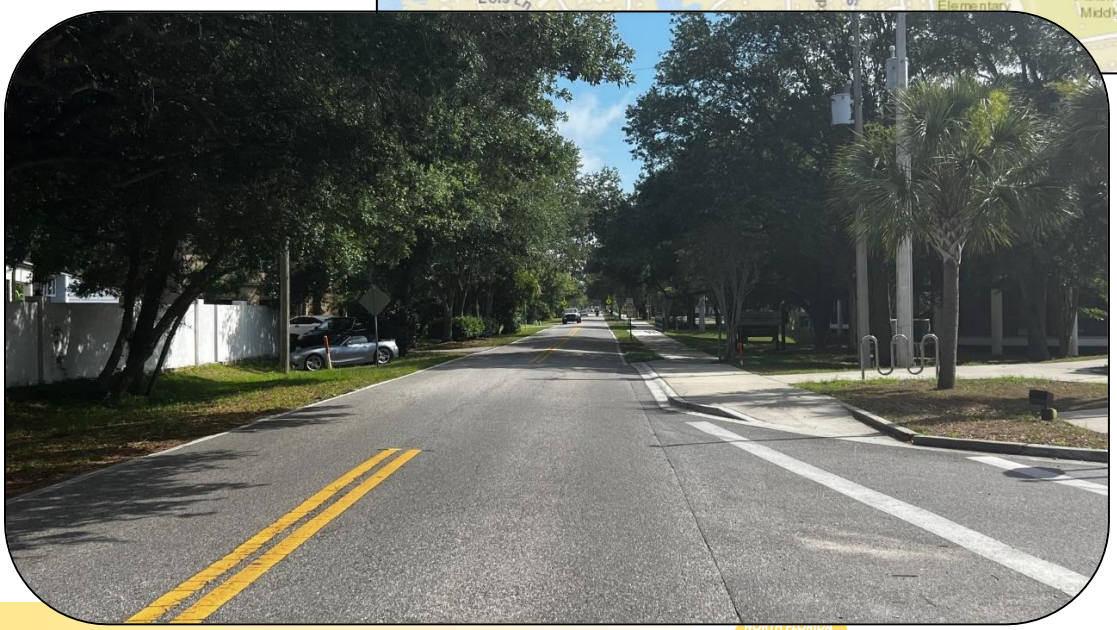
Alternative 4

This alternative continues the ECG along 1st Street to Atlantic Boulevard, then uses the existing paths along Seminole Road, Jack Russell Park and Plaza Street to connect to Mayport Road.

Seminole Road is two-lane roadway with a speed limit of 25 mph. There is an existing shared-use path along the west side of the road and a sidewalk along the east side. There are no bike lanes. The current land use is primarily single family residential.

This alternative adds bicycle facilities and safety along Atlantic Boulevard while filling the shared-use path gap along Seminole Road between Sturdivant Avenue and Atlantic Boulevard.

Figure 2-7 Segment 2 Alternative 4



Seminole Road.
Source: Project Team.

Segment 3 Alternatives

Four alternatives were developed for Segment 3 (See **Figure 2-8**), which includes areas within the City of Jacksonville. The alternatives are concentrated at the split between A1A and Mayport Road and focus on providing access to Hanna Park. Hanna Park offers camping, parking, beach access, internal trails, and other amenities for potential ECG users.

The existing East Coast Greenway route follows **Alternative 1 (blue)** from Mayport Road to A1A and Wonderwood Drive. The alternatives developed for this route provide options to connect to Hanna Park or continue along Mayport Road to Wonderwood Drive. The alternatives are further described as follows:

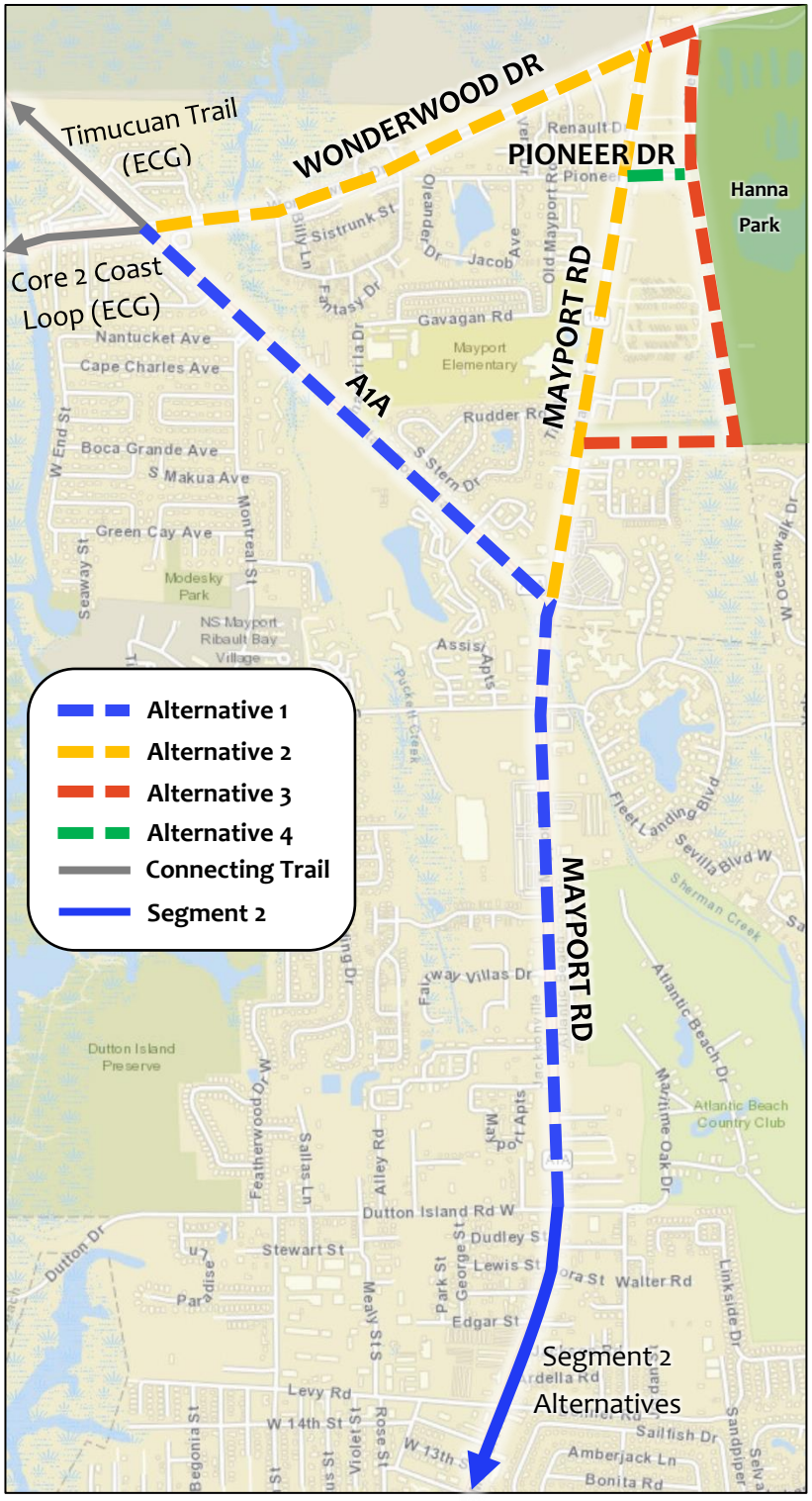
Alternative 1: The current East Coast Greenway route along Mayport Road to A1A and Wonderwood Drive.

Alternative 2: Continues along Mayport Road to Wonderwood Drive.

Alternative 3: Continues north along Mayport Road, then turns east utilizing a City of Jacksonville-owned parcel then north along the west side of Hanna Park connecting to Wonderwood Drive.

Alternative 4: Follows Mayport Drive north to Pioneer Drive, than turns east to Hanna Park following the western edge of the park north to Wonderwood Drive.

Figure 2-8 Segment 3 Alternatives



**** A note on Segment 3 alternatives.*** *There has been public interest in connecting the trail to Hanna Park from Seminole Road. However, previous studies have noted that this is "a contentious issue that resulted in the creation of an easement essentially blocking access to Hanna Park from Seminole Road" (City of Atlantic Beach Bicycle and Pedestrian Activity Plan, 2020, page 16). Therefore, this route was not included as an alternative in this study.*

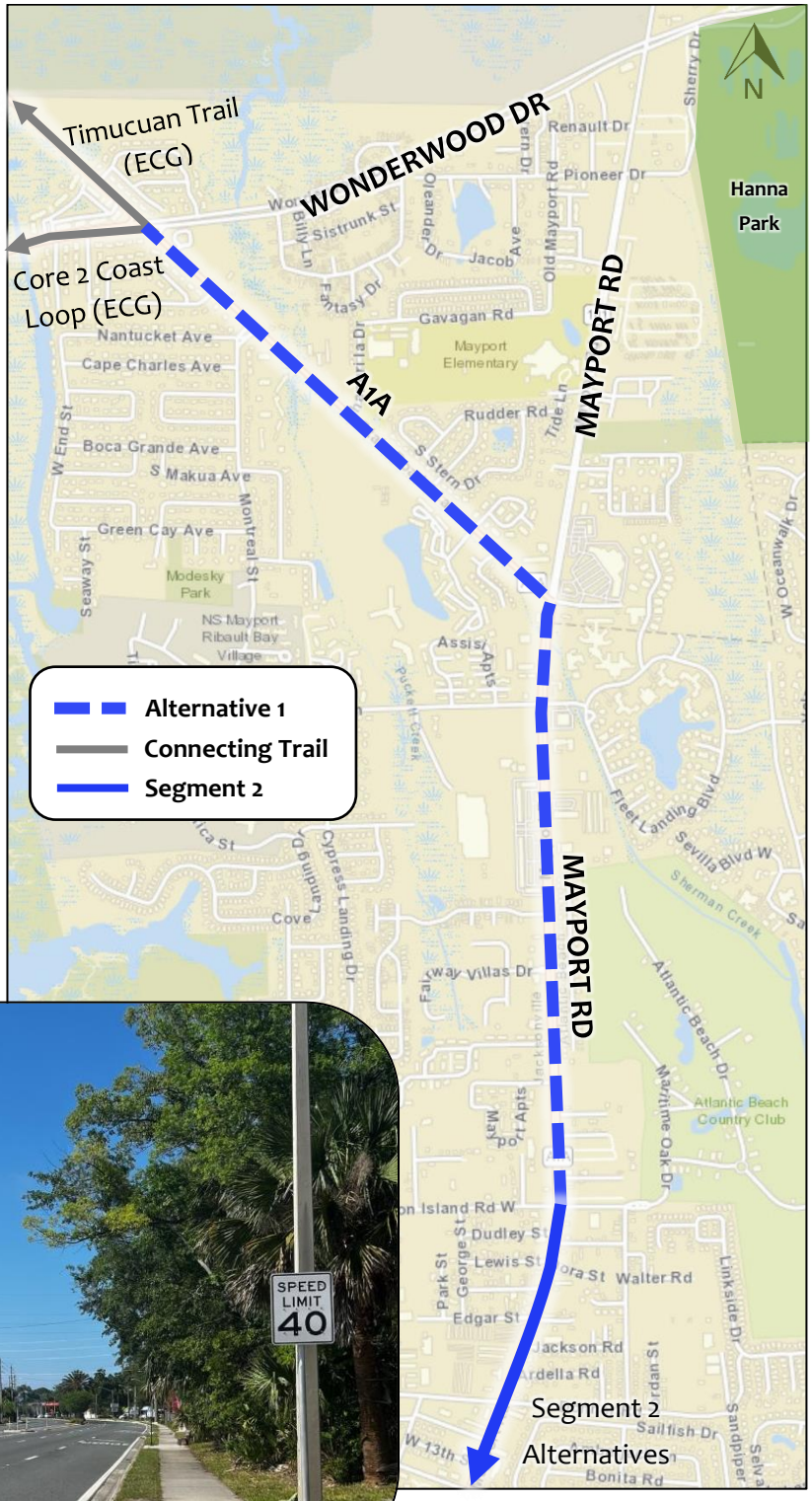
Alternative 1

The current East Coast Greenway route continues north along Mayport Road then northwest along A1A to Wonderwood Drive. The East Coast Greenway then continues west as part of the Core 2 Coast Loop and north connecting to the Timucuan Trail and the Mayport Ferry.

Mayport Road is a four to six-lane roadway with a landscaped median and sidewalks on both sides. There are no existing bike lanes. The speed limit is 40 mph. There are bus stops and some bus pull-off lanes for the Jacksonville Transportation Authority (JTA) as well as street lighting. The segment along Mayport Road within Atlantic Beach city limits is programmed to Dutton Island Road.

A1A is two-lane undivided roadway with sidewalks on both sides and no bike lanes. The speed limit is 45 mph. Street lighting and JTA bus stops are also present.

Figure 2-9 Segment 3 Alternative 1



Mayport Road and Jackson Road. Source: Project Team.

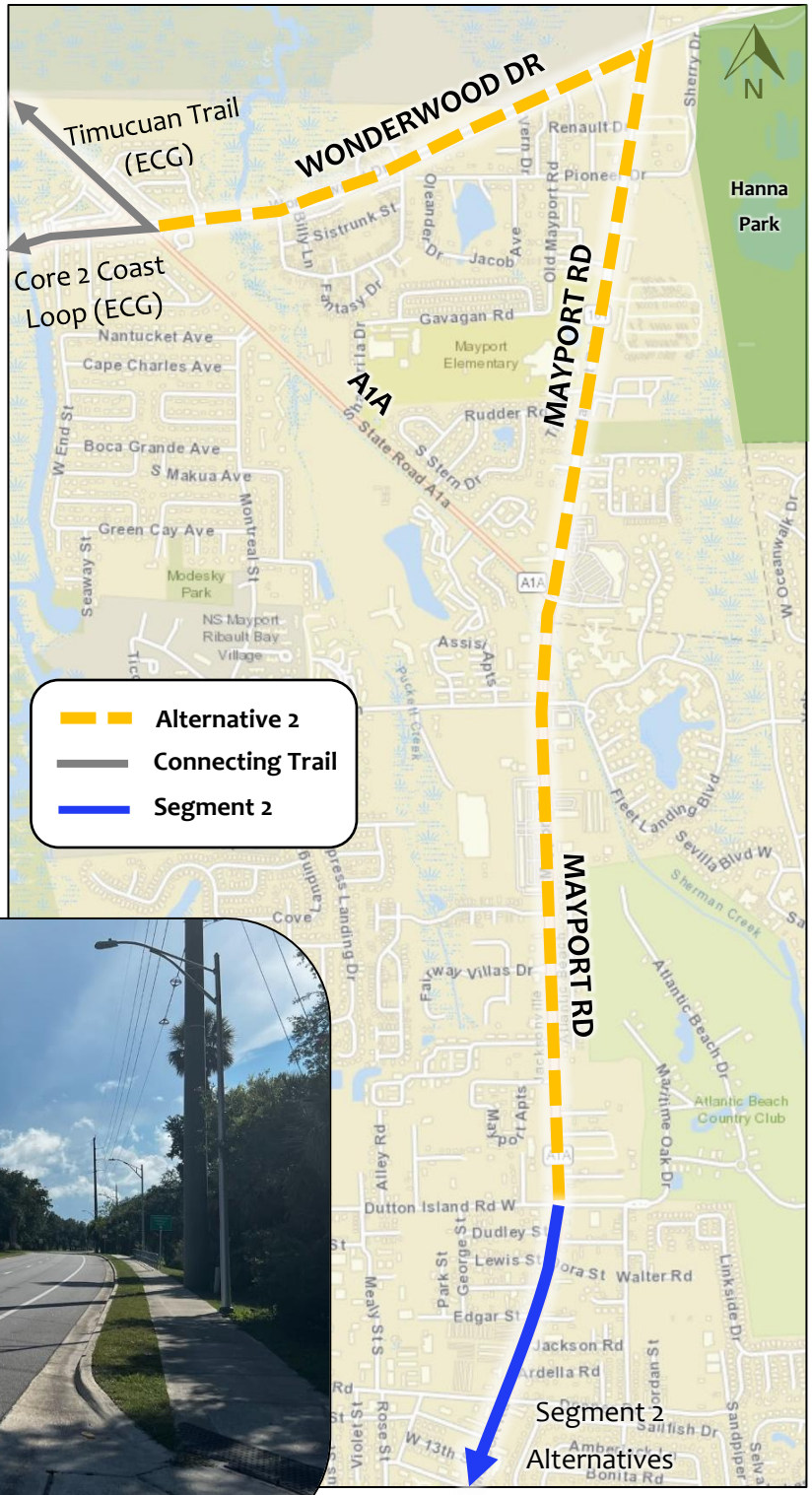
Alternative 2

Instead of veering northwest along A1A like the current ECG alignment, **Alternative 2** continues north along Mayport Road to Wonderwood Drive. This route provides an alternative to A1A and directs ECG users closer to Hanna Park.

This segment of Mayport Road is also a divided, four-lane roadway with a landscaped median and sidewalks on both sides. This route provides direct access to Mayport Coastal Sciences Middle School. The speed limit is 45 mph.

Likewise, Wonderwood Drive is a divided, four-lane roadway with a landscaped median and sidewalks on both sidewalks with a speed limit of 45 mph. However, Wonderwood Drive is equipped with bike lanes for the length of the segment.

Figure 2-10 Segment 3 Alternative 2



Wonderwood Drive. Source: Project Team.

Alternative 3

Similar to Alternative 2, Alternative 3 continues north along Mayport Road. However, this alternative turns east along a City of Jacksonville-owned parcel then north along the west side of Hanna Park connecting to Wonderwood Drive.

This alternative provides the opportunity to direct the ECG from Mayport Road into a lower speed setting. This also provides access to Hanna Park which offers campgrounds, parking, and amenities for trail users as well as beach access and the trails within Hanna Park.

Figure 2-11 Segment 3 Alternative 3

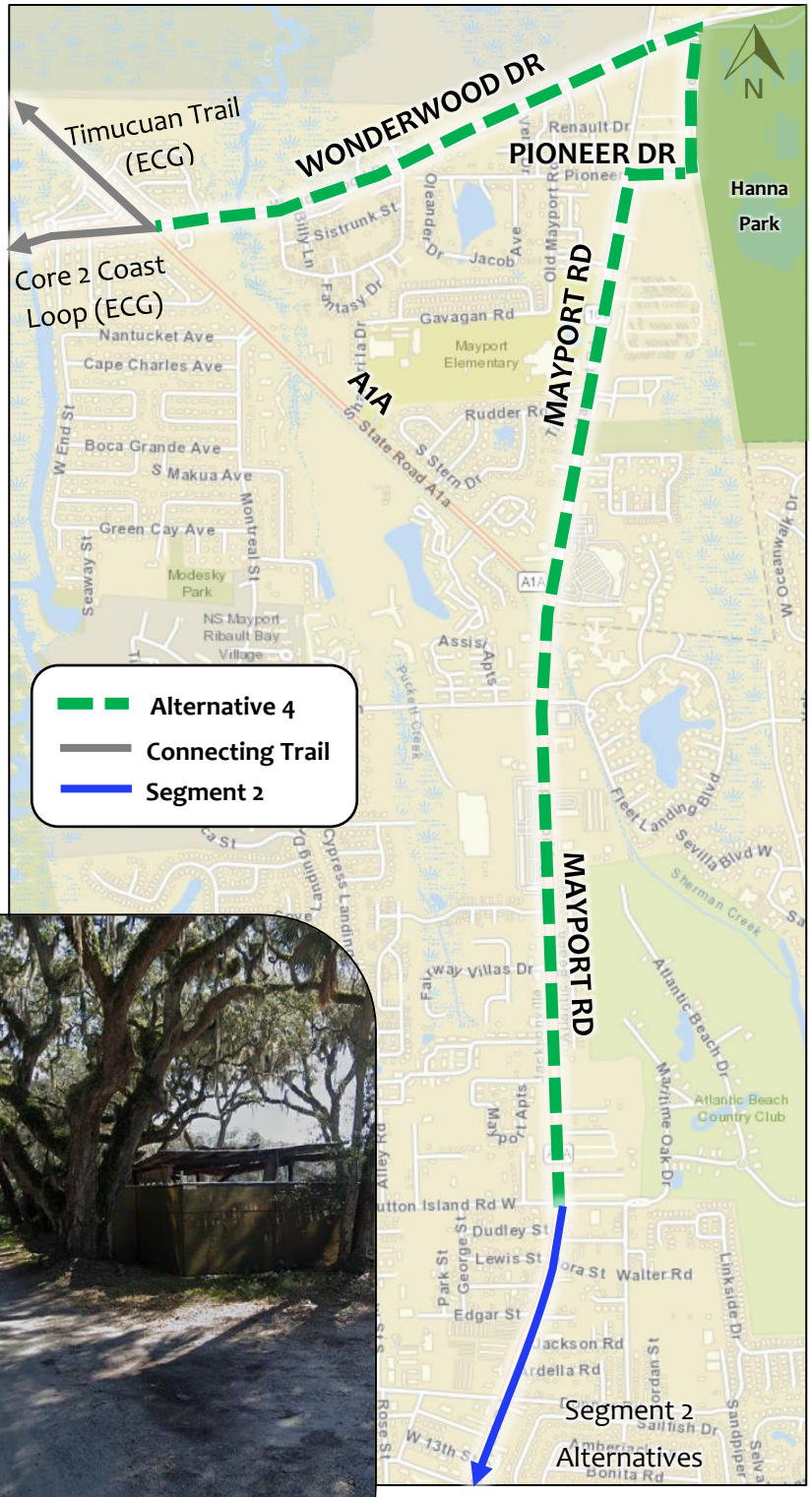
Western limits of the City of Jacksonville-owned parcel from Mayport Road. Source: Google Streetview, April 2022.

Alternative 4

Like **Alternative 3**, **Alternative 4** follows Mayport Drive north instead of A1A. However, this alternative utilizes Pioneer Drive east to Hanna Park following the western edge of the park along Sherry Drive north to Wonderwood Drive instead of utilizing the City of Jacksonville-owned parcel.

This alternative is to provides another option to access Hanna Park from a lower-speed roadway. Pioneer Drive and Sherry Drive are both shaded roadways with no existing bicycle or pedestrian facilities.

Figure 2-12 Segment 3 Alternative 4



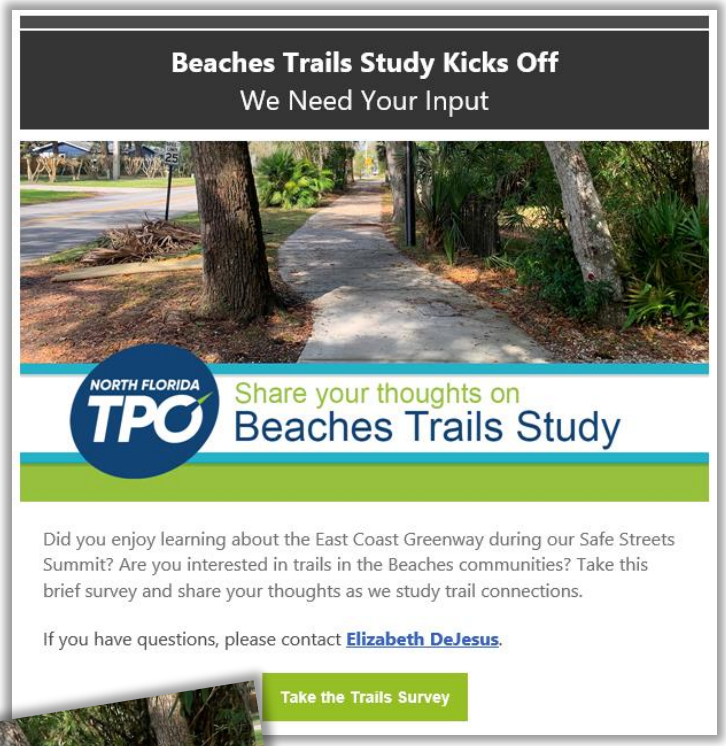
Pioneer Drive east of Mayport Road. Source: Google Streetview, February 2021.

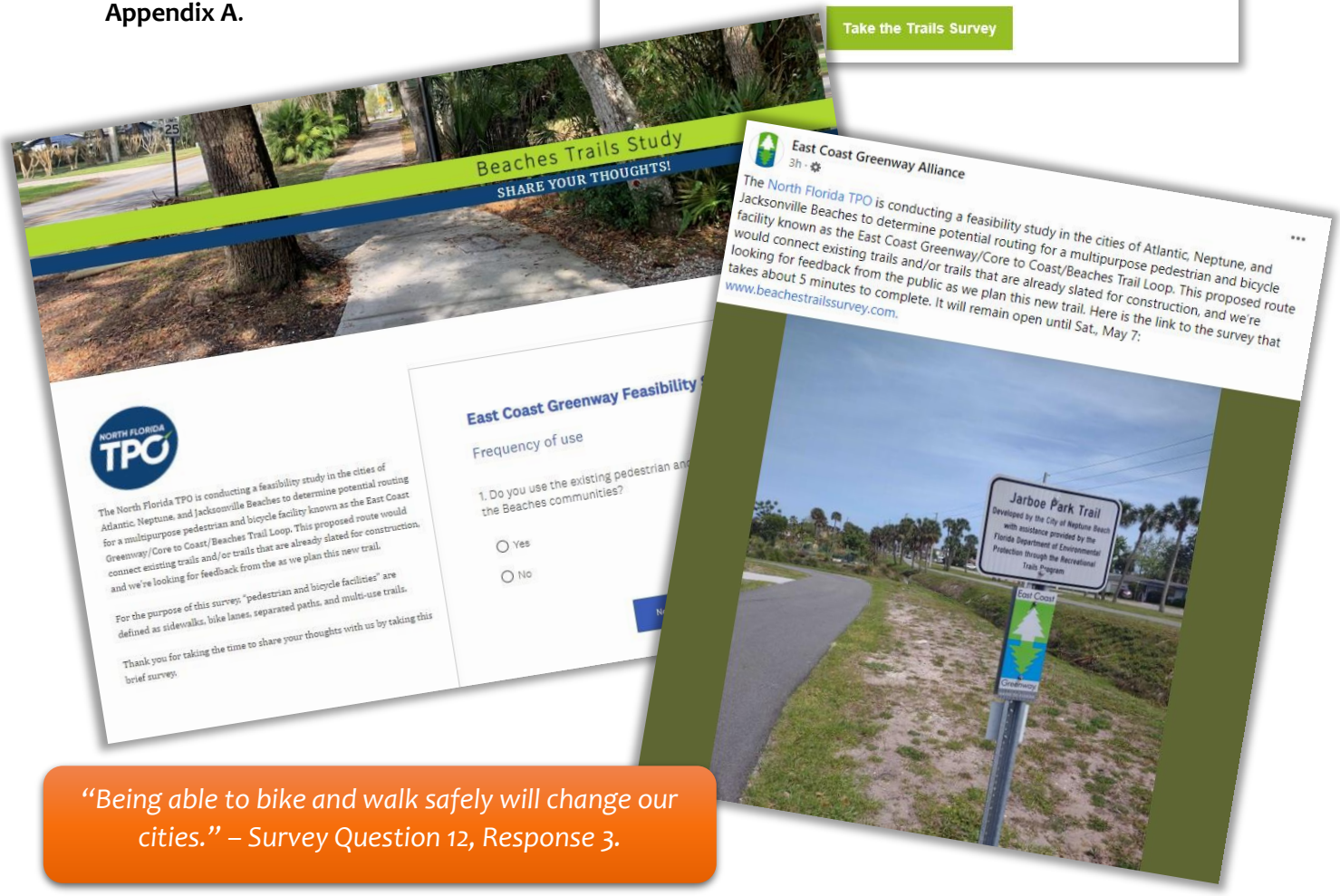
3.0 Public Involvement

3.0 Public Involvement

The public involvement element of this study featured an online public survey administered via *SurveyMonkey*. The survey was promoted through local Public Involvement Officers (PIOs) for each municipality, through the North Florida TPO newsletter and email blasts, targeted Facebook ads, the East Coast Greenway Alliance, and the North Florida Bicycle Club.

The survey was available from April 21 to May 7, 2022 with **897** participants in the survey. The survey results are summarized in this section and were utilized in the feasibility analysis portion of this project summarized in **Section 4.0**. The full survey results are included in **Appendix A**.

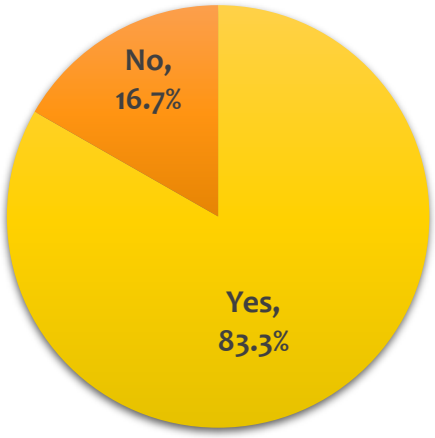




"Being able to bike and walk safely will change our cities." – Survey Question 12, Response 3.

Q1. Existing Bike/Ped Facilities

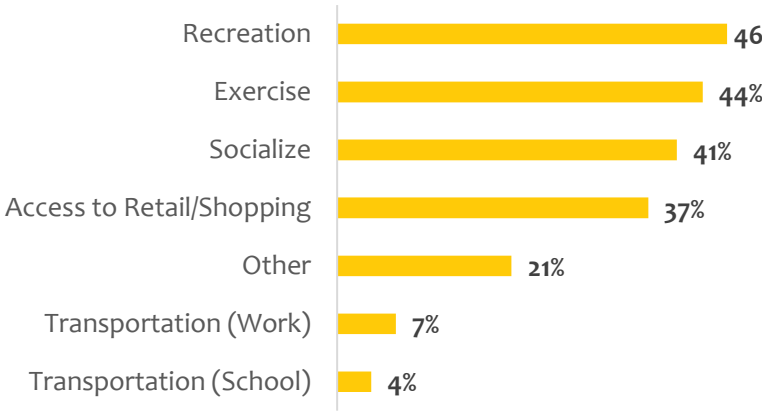
A majority of the survey participants use the existing pedestrian and bicycle facilities in the Beaches communities (83.3%).



Q2. Bike/Ped Activities

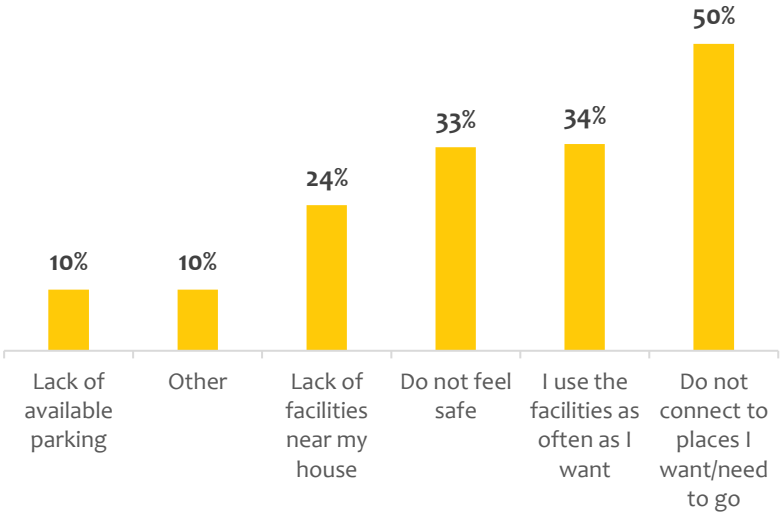
The respondents were asked how often they used the existing bike/ped facilities for the activities listed in the chart below (more than one activity could be selected). The most common activities were *Recreation (46%)*, *Exercise (44%)*, and *Socialize (41%)*. The least common activities were *Transportation to Work (7%)* or *School (4%)*.

Most of the "other" responses were redundant to the initial options. A few outliers were volunteering (4 responses), skateboarding (2), religious service (1), medical appointments (1), thinking (1), and photography (1).



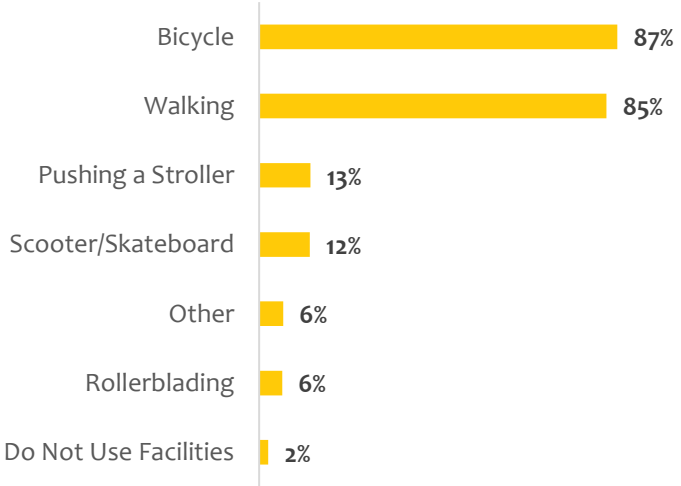
Q3. Bike/Ped Facility Barriers

The survey participants indicated that the most common barriers preventing them from using the existing bicycle and pedestrian facilities more often were connectivity (50%) and safety (33%). The least common barriers were parking (10%) and other (10%). Common other responses were safety/danger, crowding, traffic, and speed. More than one barrier could be selected.



Q4. Transportation Methods

The most popular methods of transportation on existing bike/ped facilities were *Bicycle (87%)* and *Walking (85%)*. The least common were *Rollerblading (6%)* and *Other (6%)*. More than one method could be selected.

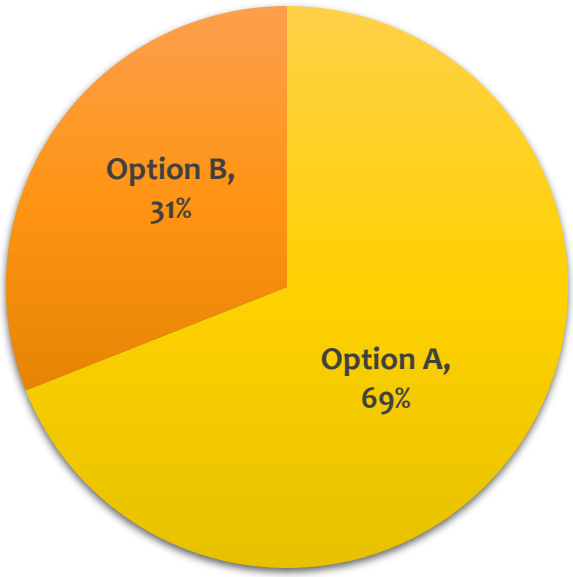


Q5. Preferred Trail Route (1st Street/Florida Boulevard)

The survey takers were asked which of the following two trail routes they preferred.

Option A makes the connection to the existing trail via Florida Boulevard. Option B crosses at Bay Street and connects to Florida Boulevard through Jarboe Park.

A majority of the respondents (69%) indicated that they preferred Option A utilizing Florida Boulevard. Approximately 31% preferred Option B utilizing Bay Street and Jarboe Park.



Option A

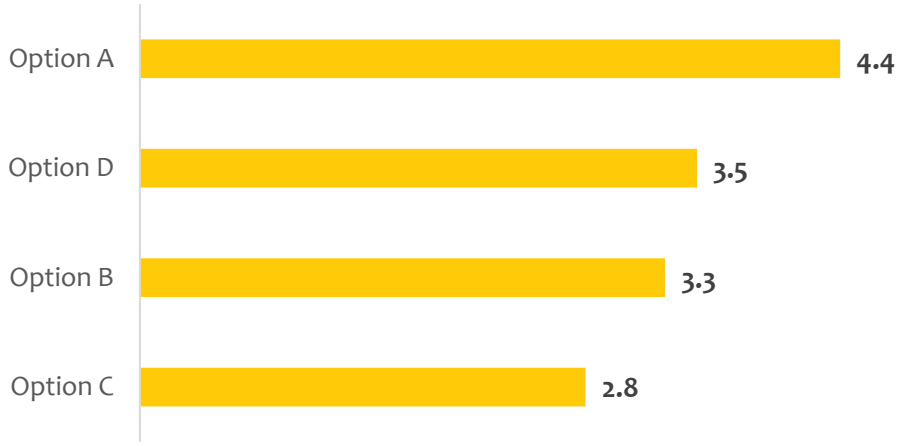
Option B

Q6. Preferred Trail Route (Neptune to Atlantic Beach)

The survey provided four route options for Neptune and Atlantic Beach (Options A through D) to be ranked from one to four.

Highest Scoring Routes

The highest ranked route was **Option A.** This route continues the trail along 1st Street/Ocean Boulevard to Plaza Street. **Option A** received 67% of the first ranked votes.



The second highest scoring route was **Option D,** which continues the trail along 1st Street to Atlantic Boulevard, then connects north to the existing trails on Sherry Drive and Plaza Street. **Option D** received 44% of the second ranked votes.

Option A (#1 Ranked)

Option D (#2 Ranked)

Lowest Scoring Routes

The lowest scoring route was **Option C**, which utilizes 3rd Street instead of 1st Street to Atlantic Boulevard. Both options take Atlantic Boulevard to the existing trail on Seminole Road. **Option C** was ranked last by over 50% of the survey takers.

Option B scored in the middle range closer to **Option D**. Option B differs from Option D by utilizing Atlantic Boulevard to Seminole Road, whereas **Option D** is only on Atlantic Boulevard for a block to Sherry Drive. **Option B** was ranked third by approximately 47% of the survey takers.

Option B (#3 Ranked)

Option C (#4 Ranked)

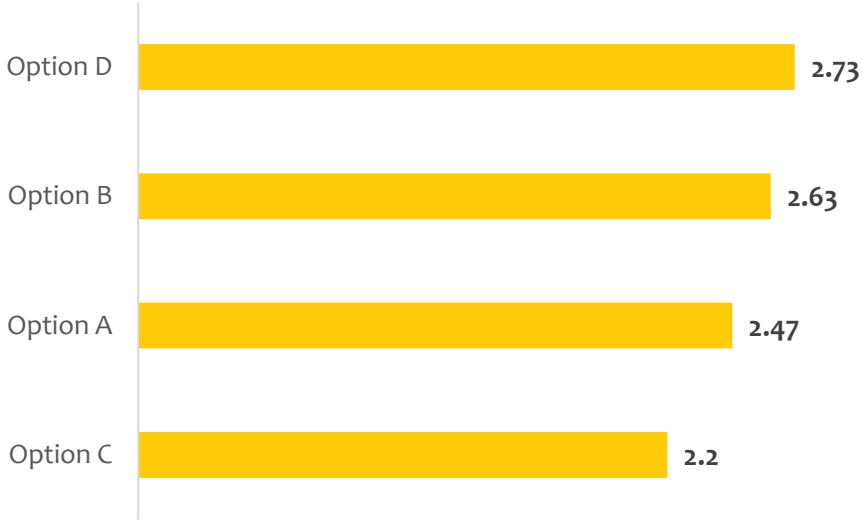
"Truly enjoy the Sherry and Seminole designated pathways, I feel safe from cars. In a perfect world, this the type of pathway I would want to see more in [Atlantic Beach]" – Survey Question 12, Response 5.

Q7. Preferred Trail Route (Mayport to Wonderwood)

Four route options were provided for Mayport Road to Wonderwood Drive (Options A through D). to be ranked from one to four.

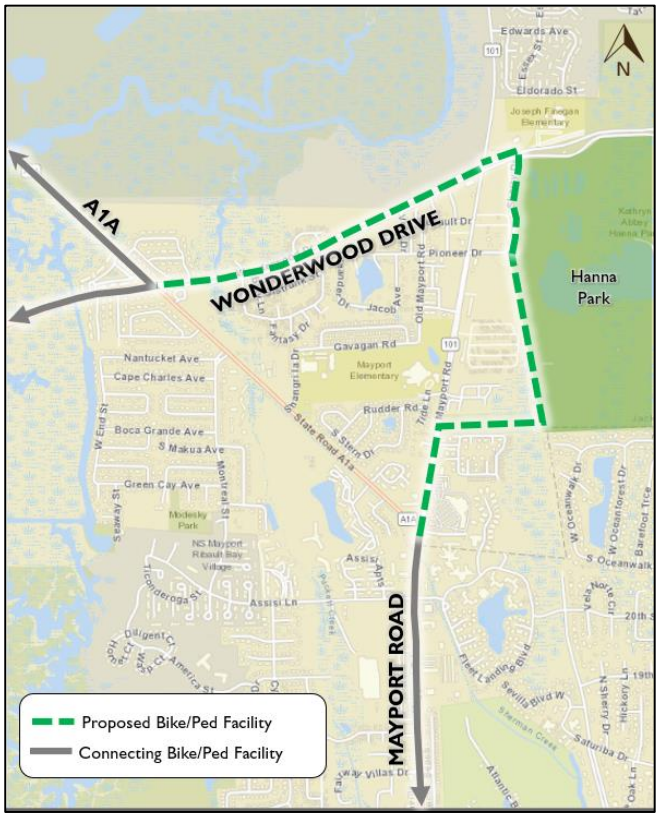
Highest Scoring Routes

The highest ranked route was **Option D**. This route utilizes the City of Jacksonville-owned parcel from Mayport Road and travels north along the western side of Hanna Park (Sherry Road) to Wonderwood Drive. **Option D** received 42% of the number one rankings.

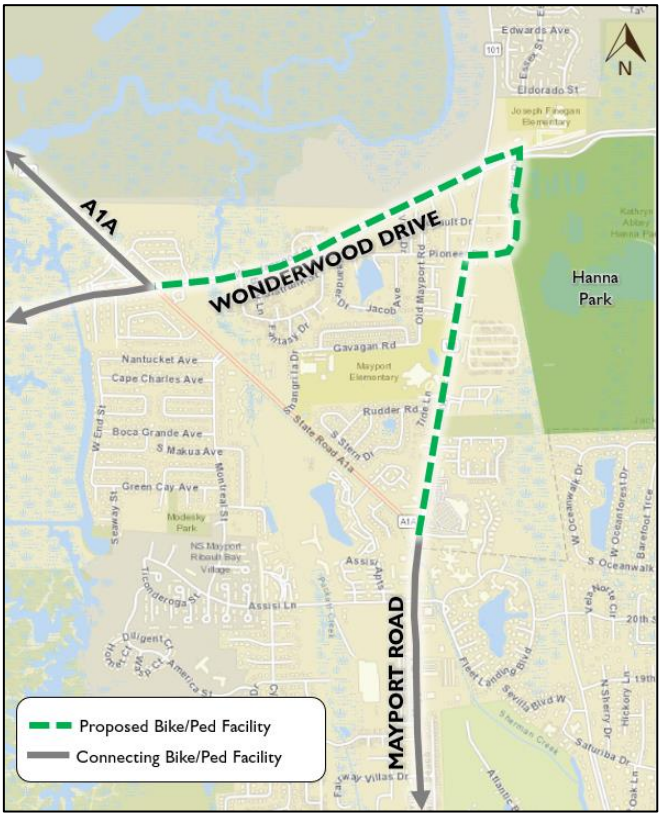


Option B scored the second highest. This route is similar to **Option D** but travels further north along Mayport Drive to Pioneer Drive, then along the western edge of Hanna Park to Wonderwood Drive. **Option B** Received 45% of the number two rankings.

Option D (#1 Ranked)



Option B (#2 Ranked)

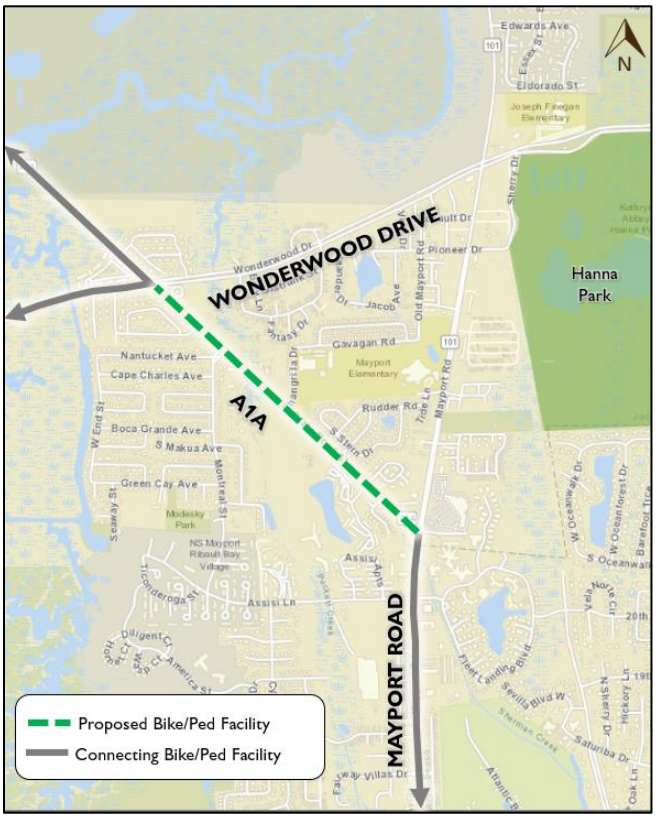


Lowest Scoring Routes

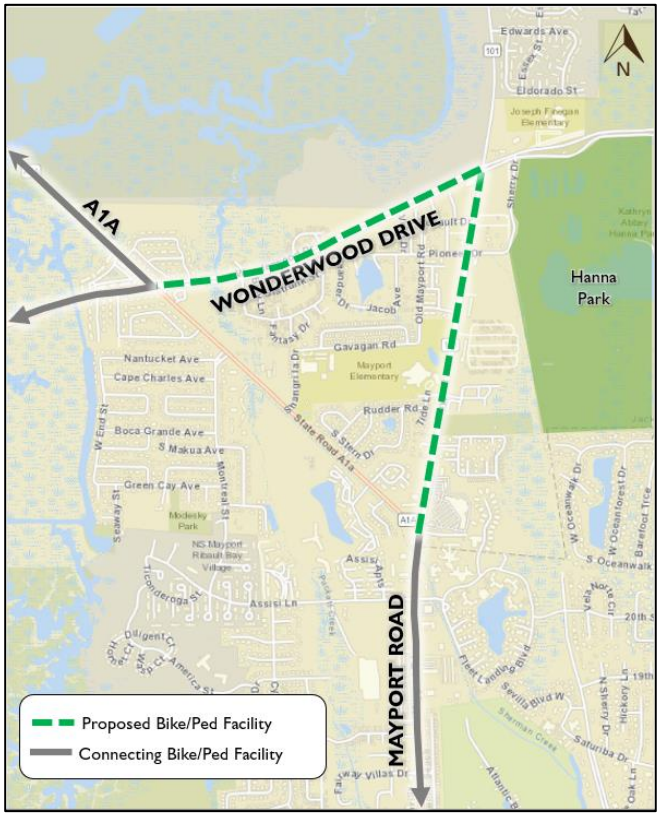
The lowest scoring route was **Option C** with 25% of number two ranked votes and 46% of the number three ranked votes. **Option C** utilizes Mayport Road to Wonderwood Drive.

The second lowest scoring route was **Option A**, which received the most number four ranked votes (39%), but also received the second highest number one ranked votes (36%). This option is the existing East Coast Greenway alignment taking A1A north from Mayport Road to Wonderwood Drive.

Option A (#3 Ranked)



Option C (#4 Ranked)

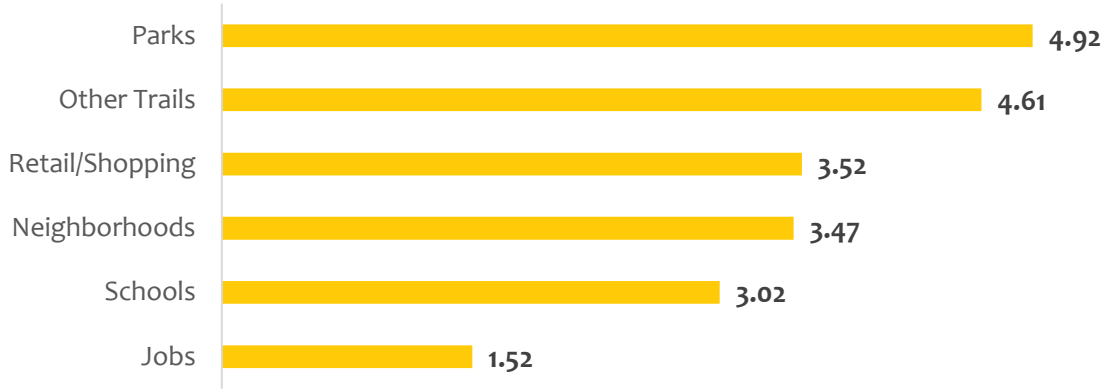


"I love riding my bike along A1A though safety is an issue for me as cars lack awareness of bikes and pedestrians." – Survey Question 12, Response 11.

"It is unlikely that pedestrians will use busy roads like Mayport unless that is absolutely necessary. It can be perilous to health and safety. Minimize the exposure." – Survey Question 12, Response 11.

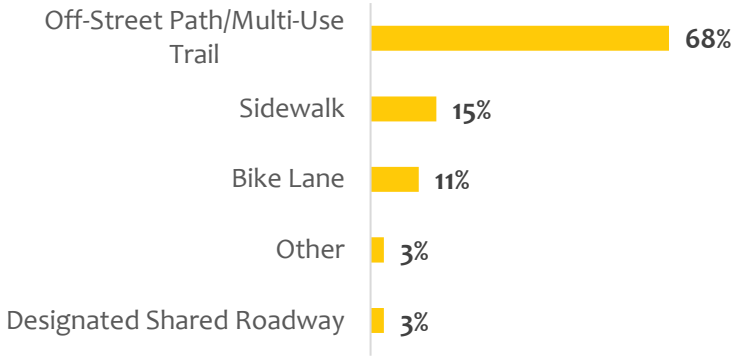
Q8. Bike/Ped Connections

The survey takers were asked to rank in order of importance the locations they would like bike/ped facilities to connect to. The highest priority connections were *Parks* and *Other Trails*. *Retail/Shopping* and *Neighborhoods* scored similarly in the middle, followed next by *Schools*. The lowest priority connection was *Jobs*.



Q9. Preferred Bike/Ped Facility

Respondents were asked about preferred bike/ped facility. *Off-street path/Multi-use path* was the most preferred facility (68%). *Sidewalks* and *Bike Lanes* were preferred by 15% and 11%, respectively. The lowest scoring facilities were *Designated Shared Roadway* (3%) and *Other* (3%). The most common *Other* response was a protected bike path.



"I always prefer to not share the road with cars when biking/walking. A separate trail or sidewalk path that is safely separated is preferred." – Survey Question 12, Response 32.

Q10. Any Other Comments?

Finally, the survey takers were asked if they had other comments to share with the project team. The most popular theme was the need for a separated/ buffered path (27 comments). After that, better driving education/ law enforcement for e-bikes, golf carts, and speed received 16 mentions. Comments mentioning a distrust or feeling of danger for Mayport Road received 14 comments. Both wide path (12) and intersection/ crosswalk improvements (12) had the same number of mentions. After that, comments that the path would be "too dangerous" (10) and need for connecting paths (10) also had the same number of mentions. With less mentions, impossible recommendations (9), more nature/ greenery (8), asking to open the gate from Seminole Road to Hanna Park (7), avoid "major roads" (6), water/bathrooms/shade/rest areas (6), do more research/personal recommendations (6), maintenance (5), lighting (4), clear signage (4), parking/ trailheads (3), and concerns for traffic on Seminole Road (3).

4.0 Feasibility Analysis

4.0Feasibility Analysis

A feasibility analysis was conducted to identify the most viable routes for each segment. The analysis provides a process to weigh the pros and cons of the potential alignments that can be used to inform future trail construction. This feasibility analysis presented the current data available for each route that can inform future decisions as funding and construction opportunities become available.

According to the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, the factors to consider when deciding where bicycle improvements are needed to develop a connected bicycle transportation network include:

- **User needs**
- **Traffic volumes, vehicle mix, and speeds**
- **Identifying major barriers**
- **Connection to land uses**
- **Logical route**
- **Intersections**
- **Aesthetics**
- **Spacing and density of bikeways**
- **Safety and security**
- **Overall feasibility**

These factors were integrated into the five analysis criteria listed below. Details regarding the methodology, data collection, and overall analysis for each segment alternative are included in this section.

Trail Atmosphere

The surrounding area of the trail, encapsulating the trail experience. Criteria included public preference trail setting and aesthethics (shade).

Trail Buildability

How easily or difficult it would be to build the trail. Criteria included right-of-way (ROW), existing sidewalks and bike lanes, and alternative-specific "other" constructability barriers.

Safety & Security

Considered the overall safety and security of the trail. Criteria included lighting, signalized intersections, and speed limit.

Environmental Impacts

Evaluated the environmental impacts of a trail. Criteria included wetland impacts and historic structures.

Connections

Accounted for trail connections and access. Criteria included bus stops, parks, public schools, and the Beaches Town Center.

4.1 Methodology and Data

Methodology

The feasibility analysis consisted of five categories (Trail Atmosphere, Trail Buildability, Environmental Impacts, Connections, and Safety) with two to four criteria in each.

Once the data was gathered for each criterion for each segment alternative, a score was assigned to each. The scores ranged from 0 to 2, with a higher score having a larger benefit. The alternatives with higher scores are considered to be more feasible than the alternatives with lower scores. A breakdown of the scoring definitions, data sources, and points categories are provided in **Table 4-1** for the Segment 2 and **Table 4-2** for Segment 3.

The feasibility analysis was performed for Segment 2 and Segment 3 as there was only one alternative developed for Segment 1. The results of the feasibility analysis are summarized in **Sections 4.2** and **4.3**.

Data Sources

Environmental data included sources from the Florida Department of Environmental Protection (FDEP), the St. Johns River Water Management District (SJRWMD), and State Historic Preservation Officers (SHPO) database. Roadway data sources were obtained from FDOT. The source utilized for each analysis category is included in **Table 4-1**.

Existing shared-use path along Florida Boulevard. Source: Project Team.

Additionally, some typically utilized data criteria for bicycle and pedestrian feasibility analyses data criteria was not included in the feasibility analysis based on consistency across alternatives for data available. For example, data was not included for equity categories such as zero car households, poverty, and minority population. Due to the geographic closeness of alternatives, they shared the same census tracts which means there was not data to compare. Traffic volume data via Annual Average Daily Traffic (AADT) was also not included due to lack of data for all alternatives (e.g. 1st Street or Plaza).

Table 4-1 Scoring Criteria, Segment 2

Category		Criteria	Score	Description/ Justification	Source
Atmosphere	Aesthetics	Good	2	Comparative aesthetics of surrounding area.	Desktop/windshield review based on surrounding area, land uses, etc.
		Moderate	1		
		Low	0		
	Public Preference	#1	2	Preferred routes as ranked by the public.	Public survey results for this study.
		#2	1		
		#3	0		
	Shade	Good	2	Comparative amount of shade along the streets/sidewalks.	Desktop/windshield review of existing shade.
		Moderate	1		
		Low	0		
Buildability	Existing/ Programmed Trail	75%+	2	Percentage of existing/programmed trail within the alternative.	Existing plans and resources evaluation
		50% - 74%	1		
		Less than 50%	0		
	Other Barriers	No	2	Atlantic Boulevard/3rd Street intersection.	Desktop/windshield review.
		Yes	0		
	Sidewalks	100%	2	Approximate percentage of existing sidewalks on both sides of the ROW.	Desktop/windshield review of existing sidewalks.
		90-95%	0		
Safety	Lighting	Good	2	Approximate amount of lighting along the streets/sidewalks.	Desktop/windshield review of existing lighting.
		Moderate	1		
		Low	0		
	Signalized Intersections	0-1	2	Number of signalized intersections	Desktop/windshield review of existing signalized intersections.
		2 to 3	1		
		4+	0		
	Speed Limit	15-20 mph	2	Posted speed limit.	FDOT posted speed limit shapefile.
		25-30 mph	1		
		35-40 mph	0		
Connections	Beaches Town Center	Yes	2	Connection to the Beaches Town Center.	Desktop/windshield review.
		No	0		
	Bus Stops	10+	2	Number of JTA bus stops within 250' of ROW.	JTA System Map, webapp viewer, 2022
		4 to 9	1		
		0-3	0		
	Parks	2+	2	Number of public parks along the alternative.	Existing plans and resources evaluation.
		1	1		
		0	0		
	Public Schools	1	1	Number of public schools along the alternative.	Schools shapefile from FDOT.
		0	0		
Environmental	Historic Structures	Less than 20	2	Number of historic structures within 100' of ROW.	SHPO structures and resource group shapefiles.
		20-39	1		
		40+	0		
	Wetland Impacts	Minimal/None	2	Comparative amount of wetland impacts.	Wetlands or waterbodies defined as either 5000 or 6000 FLUCCS code from the SJRWMD land cover shapefile
		Some	0		

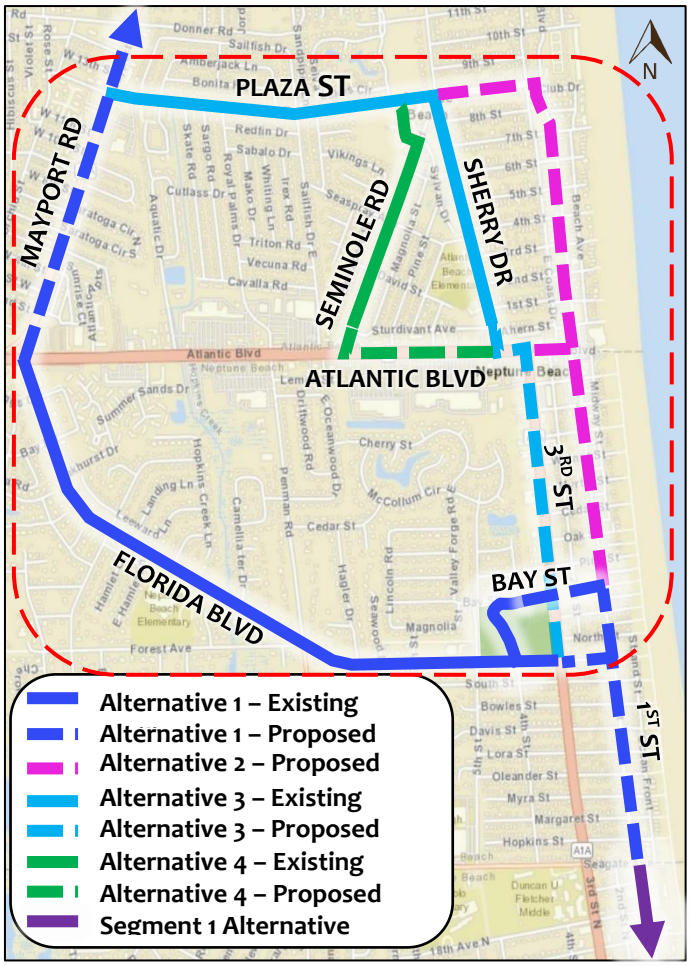
Table 4-2 Scoring Criteria, Segment 3

Category		Criteria	Score	Description/ Justification	Source
Atmosphere	Aesthetics	Good	2	Comparative aesthetics of surrounding area.	Desktop/windshield review based on surrounding area, land uses, etc.
		Moderate	1		
		Low	0		
	Public Preference	#1	2	Preferred routes as ranked by the public.	Public survey results for this study.
		#2	1		
		#3 or #4	0		
	Shade	Good	2	Comparative amount of shade along the streets/sidewalks.	Desktop/windshield review of existing shade.
		Moderate	1		
		Low	0		
Buildability	Bike Lanes	Partial	2	Amount of existing bike lanes.	Desktop/windshield review of existing bike lanes.
		None	1		
	ROW Constraints	No	2	ROW constraints for bike/ped facility expansion.	Desktop/windshield review of existing ROW.
		Potentially	1		
		Yes	0		
	Sidewalks	2 sides, 100%	2	Approximate percentage of existing sidewalks on both along the ROW.	Desktop/windshield review of existing sidewalks.
		1-2 sides, 75%	1		
		1 side, >75%	0		
Safety	Lighting	Good	2	Approximate amount of lighting along the streets/sidewalks.	Desktop/windshield review of existing lighting.
		Moderate	1		
		Low	0		
	Signalized Intersections	0-1	2	Number of signalized intersections.	Desktop/windshield review of existing signalized intersections.
		2 to 3	1		
		4+	0		
	Speed Limit	30-45 mph	2	Range of posted speed limits.	FDOT posted speed limit shapefile.
		40-45 mph	1		
Connections	Bus Stops	21+	2	Number of JTA bus stops within 250' of ROW.	JTA System Map, webapp viewer, 2022.
		15-20	1		
		Less than 15	0		
	Hanna Park	Yes	2	Direct connection to Hanna Park.	Desktop/windshield review of Hanna Park connection.
		No	0		
	Public Schools	1	2	Number of public schools along the alternative.	Schools shapefile from FDOT.
		0	0		
Environmental	Historic Structures	0	1	Number of historic structures within 100' of ROW.	SHPO structures and resource group shapefiles.
		1	0		
	Wetland Impacts	Minimal/None	2	Comparative amount of wetland impacts.	Wetlands or waterbodies defined as either 5000 or 6000 FLUCCS code from the SJRWMD land cover shapefile.
		Some	0		

4.2 Segment 2 Analysis Results

The Segment 2 alternatives were scored based on their limits from 1st Street and Florida Boulevard to Mayport Road/Plaza Street (outlined in red in **Figure 4-1**). The scores ranged from 12 to 19 points. The scores for Segment 2 are summarized in **Tables 4-3 and 4-4**.

Figure 4-1 Segment 2 Evaluation Area



Highest Scoring Overall Alternative

Alternative 1, shown in **blue** in **Figure 4-1**, scored the highest overall with 21 points and is the existing ECG alignment. This alternative scored high in Atmosphere, Buildability, and Environmental Impacts. Taking a closer look at **Alternative 1B** (Jarbo Park/Bay Street) versus **Alternative 1A** (Florida Boulevard/1st Street), **Alternative 1A** scored higher by public preference and **Alternative 1B** scored higher in aesthetics.

Alternatives 1A and **1B** scored lower in the Safety category due to the lighting along Florida Boulevard and through Jarboe Park, as well as the higher speed limits and number of signalized intersections. These alternatives scored moderately in Connections due to the number of bus stops, parks, and public schools they provide access to.

Highest Scoring Beaches Town Center Alternative

For the alternatives that direct the ECG through the Beaches Town Center (Alternatives 2-4), the highest scoring alternative was **Alternative 2**, utilizing 1st Street to Plaza Street with a score of 17 points (shown in **pink** in **Figure 4-1**). This alternative was ranked the highest in public preference for the Beaches Town Center routes. **Alternative 2** also scored the highest in the Safety category due to low speeds along 1st Street and fewer signalized intersections.

Alternative 2 scored moderately in Buildability and Connections due to lack of existing/programmed trails, incomplete sidewalks, lack of bus stops, or access to public schools along 1st Street. **Alternative 2** scored lower in Environmental Impacts due to the number of historic homes along 1st Street.

Second Highest Scoring Beaches Town Center Alternative

Alternative 3, shown in **light blue** in **Figure 4-1**, scored slightly lower than **Alternative 2** with a score of 14 points. **Alternative 3** scored highest in Connections due to providing access to the most bus stops and parks in addition to a public school.

Alternative 3 scored moderately in Buildability due to the existing trails on Plaza and Sherry and sidewalks along 3rd Street; Safety due to the ample lighting along 3rd Street, and Environmental Impacts as it avoids the historic homes along 1st Street. This alternative scored lowest in Atmosphere due to the lack of aesthetics along 3rd Street, and it ranked last in the public preference survey.

Lowest Scoring Alternative

The lowest scoring alternative was **Alternative 4**, shown in **green** in **Figure 4-1** with a score of 13 points. **Alternative 4** had high scores in Connections providing access to the Beaches Town Center, Bus Stops, and Parks.

Alternative 4 scored moderately in Atmosphere due to aesthetics, shade, and public preference and Safety due to the moderate speed limit and intersections.

Alternative 4 scored low in Buildability due to limited existing/programmed trails, complete sidewalk system, and navigating the Atlantic Boulevard/3rd Street intersection. This alternative also scored low in Environmental Impacts due to the number of historic homes along 1st Street.

Table 4-3 Segment 2 Analysis Summary

Category	Alt. 1A	Alt. 1B	Alt. 2	Alt. 3	Alt. 4
Atmosphere	✓	✓	✓	✗	‖
Buildability	✓	✓	‖	‖	✗
Safety	‖	✓	✓	‖	‖
Environment	✓	✓	✗	‖	✗
Connections	‖	‖	‖	✓	✓

✓ High score ‖ Moderate score ✗ Low score

Bicycles at the Beaches Town Center. Source: Project Team.

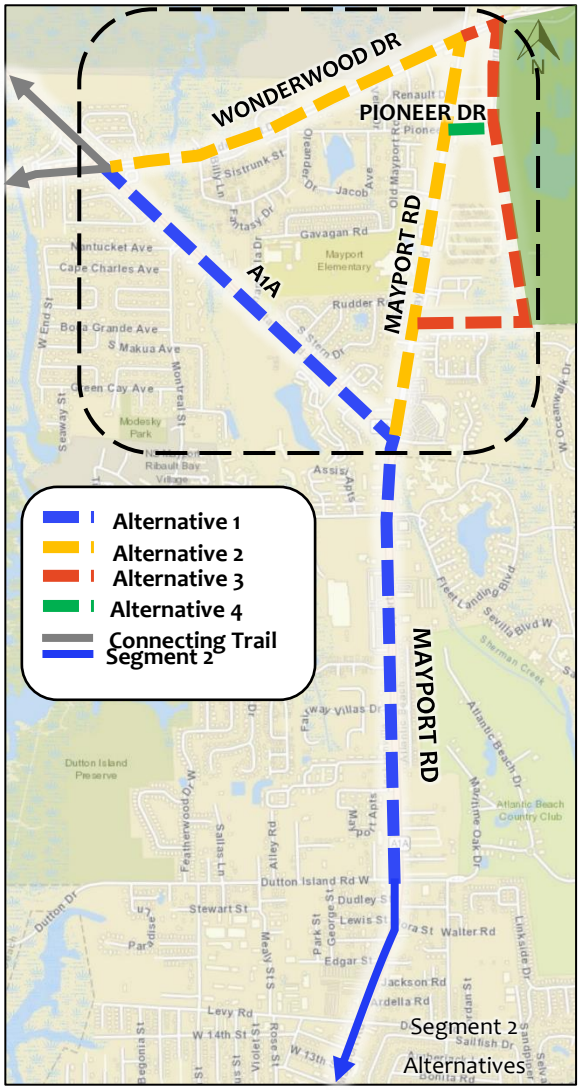
Table 4-4 Segment 2 Scoring Results

Category		Alternative 1A	Alternative 1B	Alternative 2	Alternative 3	Alternative 4
Atmosphere	Aesthetics	**1**	**2**	**2**	**0**	**1**
	Public Preference	2	1	2	0	1
	Shade	2	2	1	1	1
	Category Total	**5**	**5**	**5**	**1**	**3**
Buildability	Existing/ Programmed Trail	2	2	0	1	1
	Other Barriers	2	2	2	0	0
	Sidewalks	2	2	1	2	1
	Category Total	**6**	**6**	**3**	**3**	**2**
Safety	Lighting	1	1	0	2	0
	Intersections	1	2	2	0	1
	Speed Limit	0	0	2	0	1
	Category Total	**2**	**3**	**4**	**2**	**2**
Environmental Impacts	Historic Structures	2	2	0	1	0
	Wetland Impacts	2	2	2	2	2
	Category Total	**4**	**4**	**2**	**3**	**2**
Connections	Beaches Town Center	0	0	2	0	2
	Bus Stops	1	1	0	2	1
	Parks	1	1	1	2	1
	Public Schools	1	1	0	1	0
	Category Total	**3**	**3**	**3**	**5**	**4**
Overall Total		**20**	**21**	**17**	**14**	**13**

4.3 Segment 3 Analysis Results

The Segment 3 alternatives were scored based on their limits from the A1A/Mayport Road intersection to A1A/Wonderwood Drive (outlined in **black** in **Figure 4-2**). The scores ranged from 10 to 16 points. The scores for Segment 3 are provided in **Tables 4-5** and **4-6**.

Figure 4-2 Segment 3 Evaluation Area



Highest Scoring Alternative

The highest scoring alternative was **Alternative 3**, shown in **red** in **Figure 4-2**. This alternative utilizes the COJ-owned parcel from Mayport Road and runs along the west side of Hanna Park along Sherry Road. **Alternative 3** received high scores in Atmosphere due to the shade and aesthetics in addition to being ranked as the top preference in the public survey. This alternative also received high scores in Buildability and Connections due to access to public schools, bus stops, and Hanna Park.

Alternative 3 scored moderately in safety due to the lack of lighting along Sherry Road and low in Environmental Impacts due to a historic structure and the potential wetland impacts along the COJ-owned parcel.

Second Highest Scoring Alternatives

Alternatives 2 and 4 scored similarly with 14 and 15 points, respectively. **Alternative 2** continues the trail along Mayport Road to Wonderwood Drive (shown in **yellow/orange** in **Figure 4-2**). **Alternative 2** scored the highest in Buildability due to the existing bike lanes, ROW availability, and sidewalks. **Alternative 2** also received high scores in Environmental Impacts due to the lack of wetlands and historic structures. **Alternative 2** received a moderate score in Connections because it does not provide direct access to Hanna Park but does access a public school and the most bus stops. **Alternative 2** received a low score for Safety due to the number of signalized intersections, lighting, and higher speeds. **Alternative 2** also scored low in Atmosphere as it was ranked last in the public preference survey and provides the least amount of shade and general aesthetics out of all the alternatives.

Alternative 4 also continues north along Mayport Road and turns east along Pioneer Drive and then north along Sherry Road on the west side of Hanna Park (shown in **green** in **Figure 4-2**). **Alternative 4** scored high in Connections as it provides access to a public school, Hanna Park, and bus stops. This alternative scored moderately in the remaining categories. It was ranked second in the public preference survey and provides some shade and aesthetics along Pioneer Drive and Sherry Road. There are fewer existing sidewalks than Alternatives 1 and 5, and there may be ROW constraints along Pioneer Drive. There are also potential ROW limitations along Pioneer Drive and some signalized intersections.

Lowest Scoring Alternative

The lowest scoring alternative was **Alternative 1** with a score of 10 points, which is the currently designated East Coast Greenway alignment and utilizes A1A from Mayport Road to Wonderwood Drive (shown in **blue** in **Figure 4-2**. **Alternative 1** scored high in Safety due to the existing lighting along A1A and the number of signalized intersections. **Alternative 1** also scored high in Environmental Impacts due to the lack of wetland impacts and historic structures.

Alternative 1 scored moderately in buildability due to the existing sidewalks and available ROW. **Alternative 1** scored low in Atmosphere due to general aesthetics, existing shade, and scored second lowest in the public preference survey. **Alternative 1** also scored the lowest out of all the alternatives in Connections as it provides access to the fewest bus stops and does not provide direct access to a public school or to Hanna Park.

Table 4-5 Segment 3 Analysis Summary

Category	Alt. 1	Alt. 2	Alt. 3	Alt. 4
Atmosphere	✗	✗	✓	II
Buildability	II	✓	✓	II
Safety	✓	✗	II	II
Environment	✓	✓	✗	II
Connections	✗	II	✓	✓

✓ High score II Moderate score ✗ Low score

Mayport Road in Segment 3. Source: Project Team.

Table 4-6 Segment 3 Scoring Results

Category		Alternative 1	Alternative 2	Alternative 3	Alternative 4
Atmosphere	Aesthetics	0	0	2	1
	Public Preference	0	0	2	1
	Shade	1	0	2	1
	Category Total	**1**	**0**	**6**	**3**
Safety	Lighting	2	1	0	1
	Intersections	1	0	1	0
	Speed Limit	1	1	2	2
	Category Total	**4**	**2**	**3**	**3**
Buildability	Bike Lanes	0	2	2	2
	ROW	2	2	2	1
	Sidewalks	1	2	0	0
	Category Total	**3**	**6**	**4**	**3**
Environmental Impacts	Historic Structures	1	1	0	0
	Wetland Impacts	1	1	0	1
	Category Total	**2**	**2**	**0**	**1**
Connections	Bus Stops	0	2	1	1
	Hanna Park	0	0	2	2
	Public Schools	0	2	2	2
	Category Total	**0**	**4**	**5**	**5**
Overall Total		**10**	**14**	**18**	**15**

5.0 Conclusion

5.0 Conclusion

This feasibility study conducted a feasibility study in the cities of Atlantic, Neptune, and Jacksonville Beaches along with the City of Jacksonville to determine future potential routing of the East Coast Greenway through the Beaches communities.

The East Coast Greenway is a firm-surface multi-use trail connecting the east coast of the United States from Florida to Maine. All trails are owned and managed by agencies at the state and local levels. The East Coast Greenway Alliance provides signage, maps, and works to promote and build awareness of the route. A portion of the East Coast Greenway network has been built and designated (signed) along Florida Boulevard in Neptune Beach. This study looked to provide routes in addition to what has already been constructed and programmed, and not to re-route existing East Coast Greenway.

Potential route alternatives were developed based on existing plans and resources and in coordination with local agencies. Then, a public survey was distributed to solicit feedback to determine the preferred routes from the community. The route alternatives were then analyzed for their feasibility based on a variety of attributes that resulted in a feasibility matrix summarizing the positives and negatives for each route.

The recommended routes are provided in **Section 5.1** and are consistent with the highest scoring routes from the feasibility analysis. The total recommended trail across all three segments is approximately **15.4 miles** long including approximately **11.1 miles** of proposed trail and **4.3 miles** of existing/programmed trail.

East Coast Greenway signage in Jarboe Park. Source: Project Team.

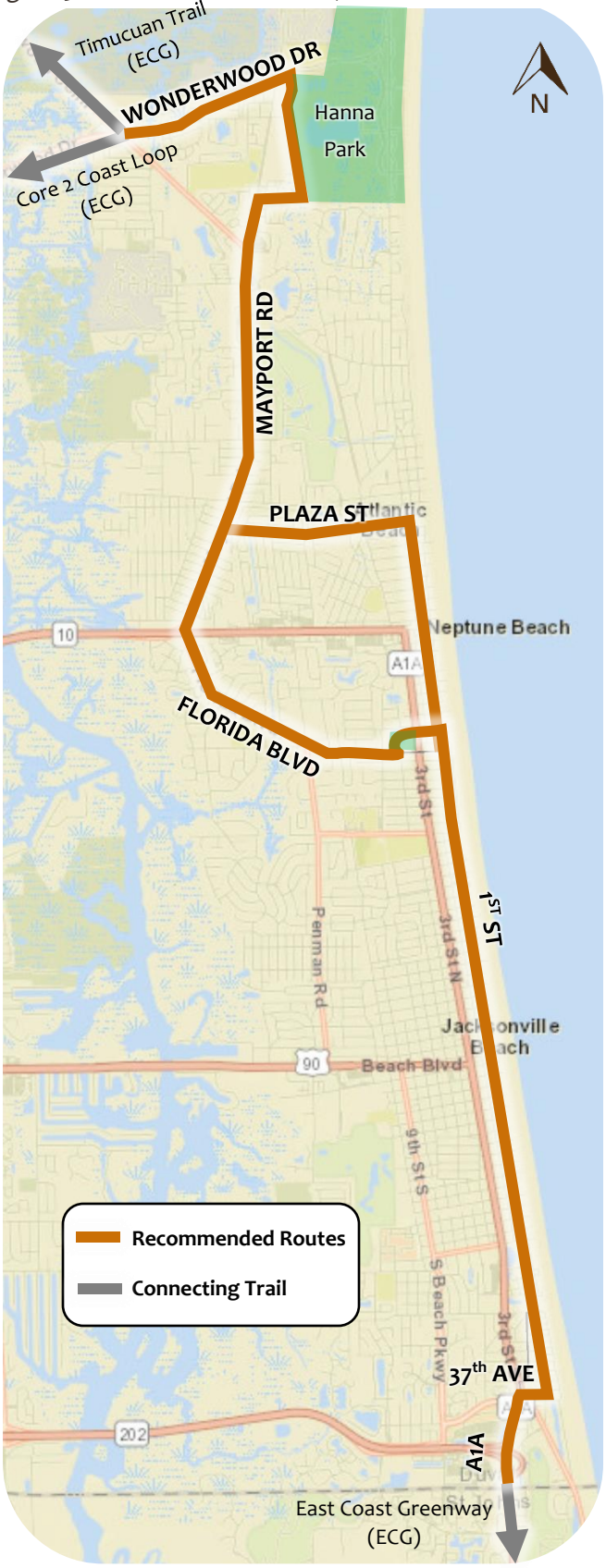
5.1 Recommended Routes

The overall highest scoring routes for the study area are displayed in **Figure 5-1.** More specific maps by segment are provided in the following pages, and a preliminary cost is provided in **Table 5-1**. The routes displayed include the existing and programmed East Coast Greenway trail in addition to directing the trail through the Beaches Town Center and to Hanna Park. This will provide access to additional commercial and recreational opportunities to East Coast Greenway users and were the highest ranked trail routes by the public.

There are several other existing and planned trails within the project area that bring benefit to the community and to the local trail system. However, the recommended routes provide a direct and safe way through the Beaches communities while accentuating and providing access to available amenities to East Coast Greenway users.

Existing trail along Florida Boulevard. Source: Project Team.

Figure 5-1 Recommended Route, Overall

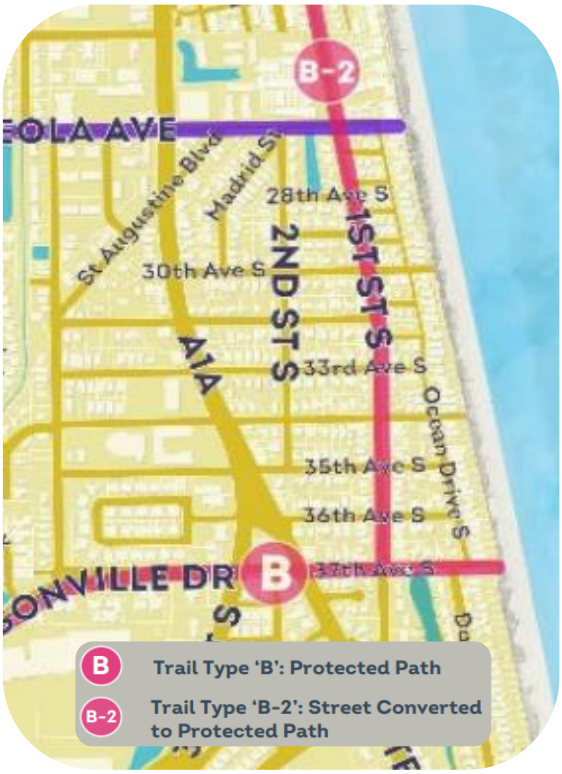


Segment 1 Route

The Segment 1 Route follows the recommended route through Jacksonville Beach as identified in the recently completed *Jax Beach Urban Trails Master Plan ("Master Plan")*. This *Master Plan* includes a protected paths along Jacksonville Drive/37th Avenue South and along 1st Street (see below).

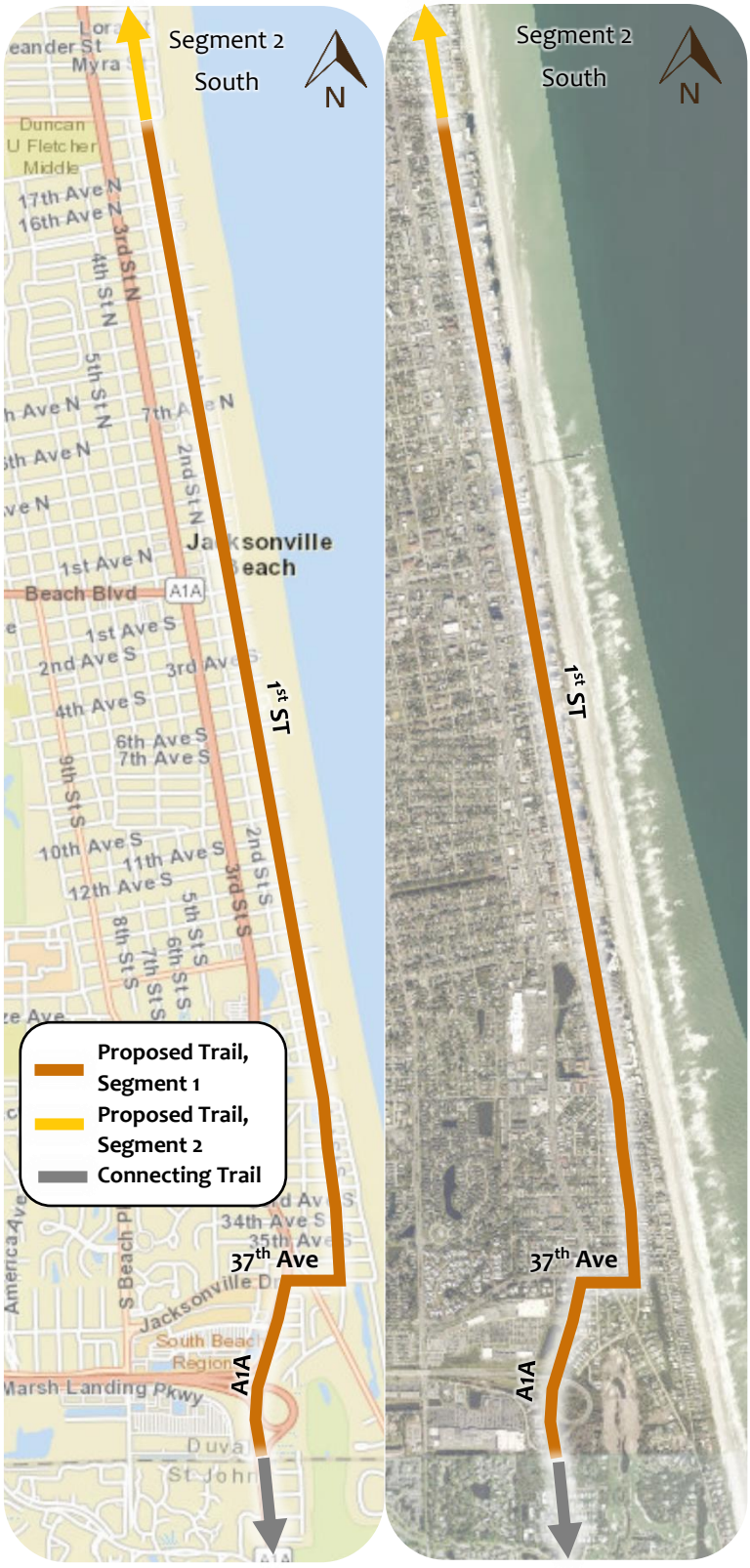
However, the *Master Plan* did not include a connection to St. Johns County. Therefore, the planned East Coast Greenway connection along A1A was included, as consistent with the current East Coast Greenway alignment on the interactive map and the *Northeast Florida Regional Multi-Use Trail Master Plan*.

This recommended route was refined from the Base Trail Route and Segment 1 Route outlined in **Sections 2.2** and **2.4.** These previous alignments utilized A1A to 35th Avenue to 2nd Street, then 25th Avenue to 1st Street. The total length of trail in Segment 1 is approximately **4.6 miles**.



Source: Jax Beach Urban Trails Conceptual Layout South.

Figure 5-2 Segment 1 Recommended Route



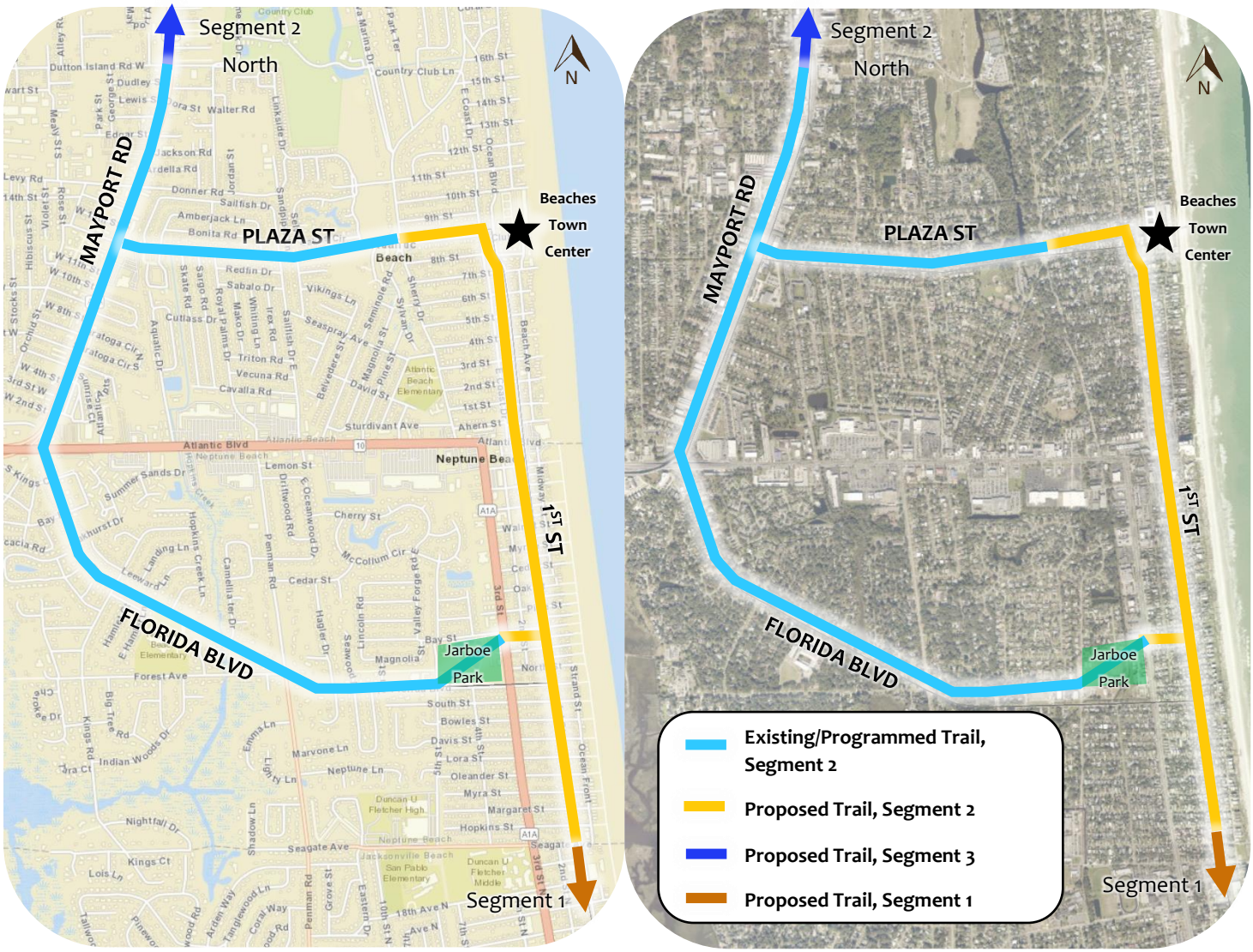
Segment 2 Route

The recommended Segment 2 route is consistent with the highest scoring routes from the feasibility analysis and the results of the public preference survey. The route includes the existing East Coast Greenway trail alignment along Florida Boulevard and continues north along Mayport Road. This route crosses 3rd Street at Bay Street using the new Pedestrian Hybrid Beacon. The trail is currently programmed (funded) along Mayport Road to Dutton Island Road.

Additionally, the Segment 2 route is recommended to continue north along 1st Street through the Beaches Town Center, then connects to the existing trail along Plaza Street ultimately creating a loop between the Beaches Town Center and Florida Boulevard.

The recommended Segment 2 route is approximately 6.8 miles long, including approximately 4.3 miles of existing/programmed trail and 2.6 miles of proposed trail.

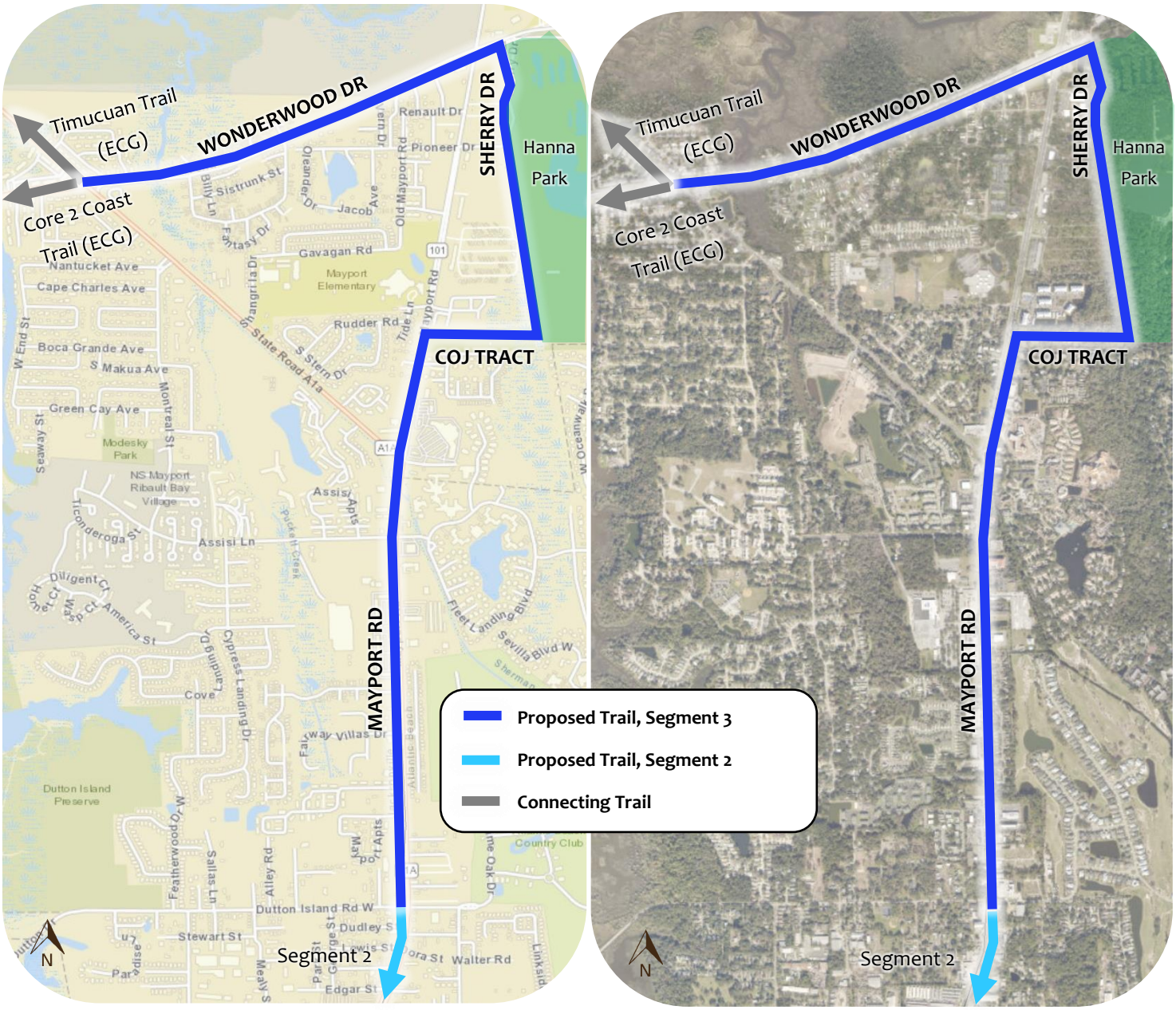
Figure 5-3 Segment 2 Recommended Route



Segment 3 Route

The recommended route for Segment 3 continues north along Mayport Road to the City of Jacksonville-owned tract near the southwestern edge of Hanna Park. The trail then travels east along this parcel then north along the western edge of Hanna Park to Wonderwood Drive. This recommended route is consistent with the highest scoring route from the feasibility analysis and was the number one preferred route from the public survey. This route enhances the overall aesthetics of the trail route, provides access to the Hanna Park facilities and trail connections, and limits the amount of trail along the A1A and Mayport Road. The route is approximately 3.9 miles long.

Figure 5-4 Segment 3 Recommended Route



5.2 Planning-Level Costs

Information on the East Coast Greenway Alliance website indicates that they estimate a rough cost $1 million per mile to construct the ECG and that costs can vary widely depending on terrain and need for bridges or other special fixtures. However, for this study, FDOT cost-per-mile estimates were utilized to provide localized costs for trail improvements.

Table 5-1 Planning-Level Cost Estimates

Segment	Improvement	Cost	Est. Miles	Est. Cost
Segment 1	12' paved multi-use trail	$345,000/mile	4.6 miles	$1.6 million
Segment 2	12' paved multi-use trail	$345,000/mile	2.6 miles	$900,000
Segment 3	12' paved multi-use trail	$345,000/mile	3.9 miles	$1.3 million
Grand Total			**11.1 miles**	**$3.8 million**

Cost estimate source: FDOT cost per mile model for a 12-foot two-directional shared-use path (October 2021). The cost per mile breakdown is included in Appendix B.

5.3 Next Steps

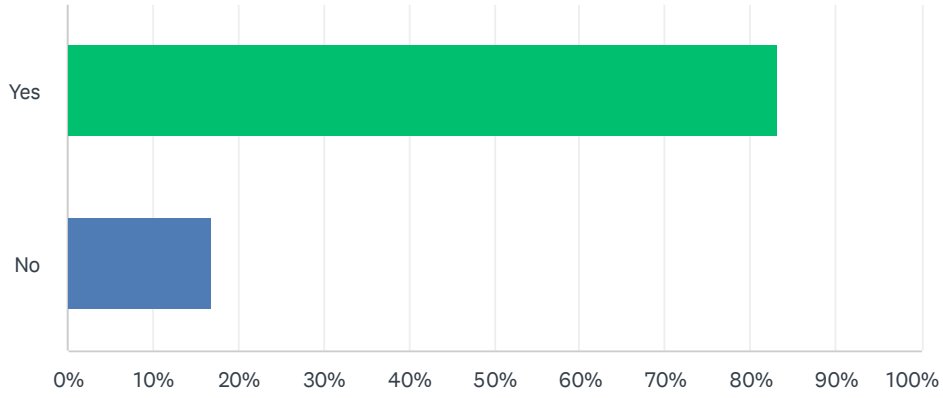
Any revised/additional East Coast Greenway alignments would need to be approved by the East Coast Greenway Alliance and would involve consensus of the local agencies. At the conclusion of this study, it is recommended that a resolution be adopted across the Beaches communities featuring a final map of revised East Coast Greenway routing to signify consistency among the municipalities. This resolution could be modeled after City of Jacksonville, Resolution 2018-553-8, which supports a request to the ECG Alliance to refine the identified spine route of the ECG to add the core city of Jacksonville to the Core 2 Coast Trail Route (referenced in **Section 2.1 Existing Plans and Resources Evaluation**).

Existing trail along Florida Boulevard. Source: Project Team.

Appendix A: Public Survey Results

Q1 Do you use the existing pedestrian and bicycle facilities in the Beaches communities?

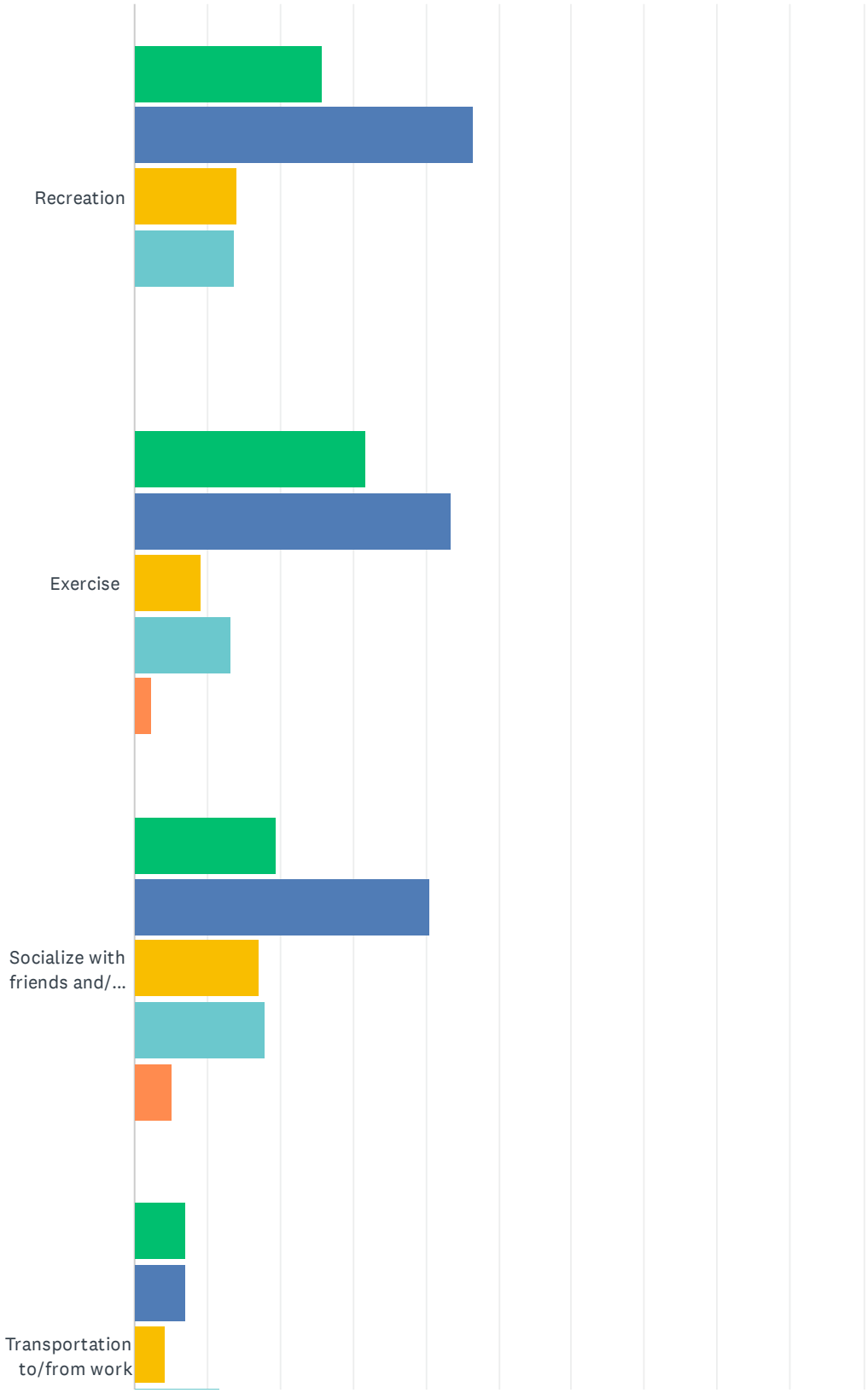
Answered: 896 Skipped: 1

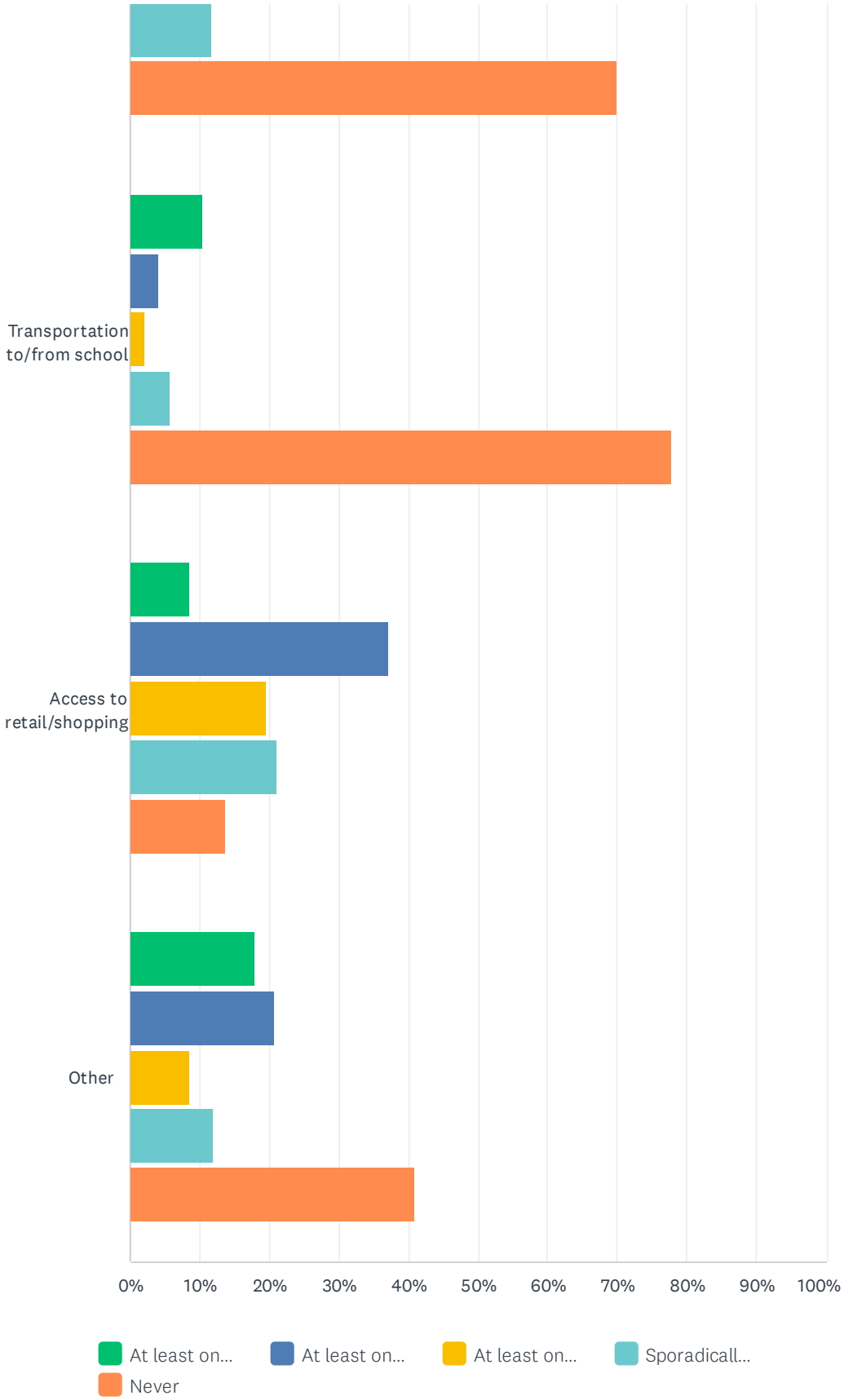


ANSWER CHOICES	RESPONSES	
Yes	83.26%	746
No	16.74%	150
TOTAL		896

Q2 How often do you do use the existing pedestrian and bicycle facilities for each of the following activities?

Answered: 611 Skipped: 286

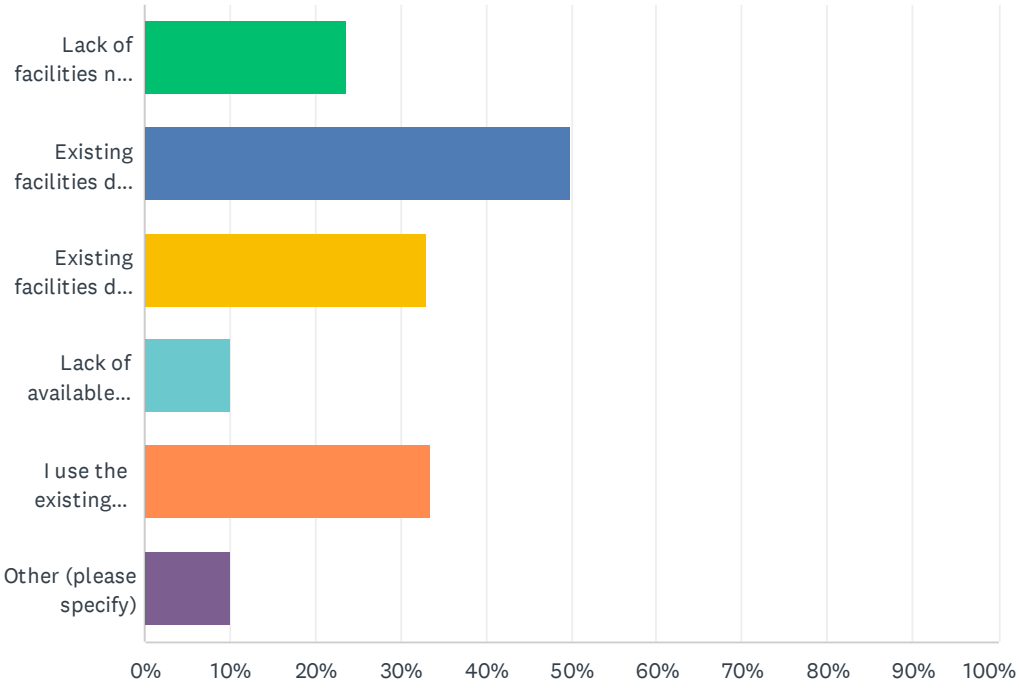



Transportation to/from school
Access to retail/shopping
Other
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
At least on...
At least on...
At least on...
Sporadicall...
Never

	AT LEAST ONCE A DAY	AT LEAST ONCE A WEEK	AT LEAST ONCE A MONTH	SPORADICALLY THROUGHOUT THE YEAR	NEVER	TOTAL
Recreation	25.75% 154	46.49% 278	14.05% 84	13.71% 82	0.00% 0	598
Exercise	31.76% 188	43.58% 258	9.12% 54	13.18% 78	2.36% 14	592
Socialize with friends and/or family	19.48% 112	40.52% 233	17.04% 98	17.91% 103	5.04% 29	575
Transportation to/from work	7.00% 38	7.00% 38	4.24% 23	11.79% 64	69.98% 380	543
Transportation to/from school	10.37% 56	4.07% 22	2.04% 11	5.74% 31	77.78% 420	540
Access to retail/shopping	8.48% 48	37.10% 210	19.61% 111	21.20% 120	13.60% 77	566
Other	17.86% 55	20.78% 64	8.44% 26	12.01% 37	40.91% 126	308

Q3 What barriers prevent you from using the existing pedestrian and bicycle facilities more often? Check all that apply.

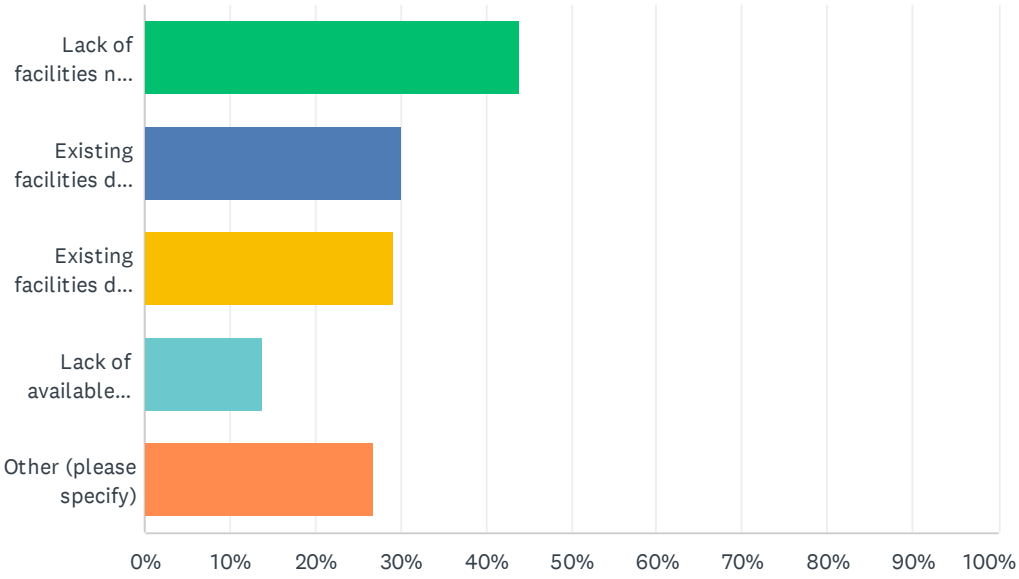
Answered: 554 Skipped: 343



ANSWER CHOICES	RESPONSES	
Lack of facilities near my house	23.65%	131
Existing facilities do not connect to places I want or need to go	49.82%	276
Existing facilities do not feel safe	33.03%	183
Lack of available parking	9.93%	55
I use the existing facilities as often as I want.	33.57%	186
Other (please specify)	9.93%	55
Total Respondents: 554		

Q4 What barriers prevent you from using the existing pedestrian and bicycle facilities in the Beaches communities? Check all that apply.

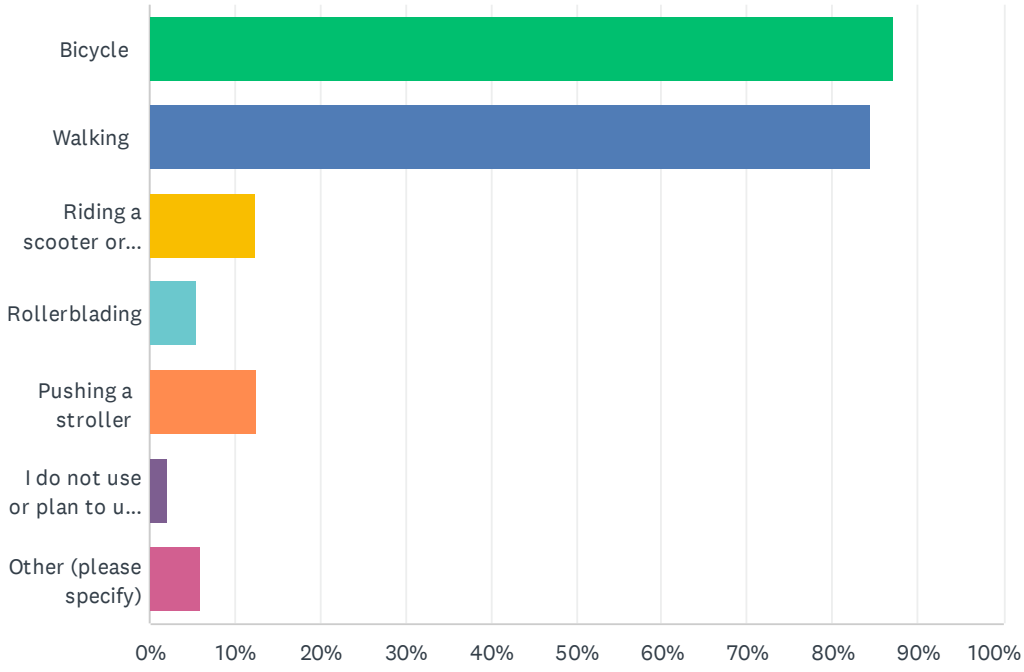
Answered: 123 Skipped: 774



ANSWER CHOICES	RESPONSES	
Lack of facilities near my house	43.90%	54
Existing facilities do not connect to where I want or need to go	30.08%	37
Existing facilities do not feel safe	29.27%	36
Lack of available parking	13.82%	17
Other (please specify)	26.83%	33
Total Respondents: 123		

Q5 Which method(s) of transportation do you currently use or anticipate using in the next year while on the Beaches communities' pedestrian and bicycle facilities? Check all that apply.

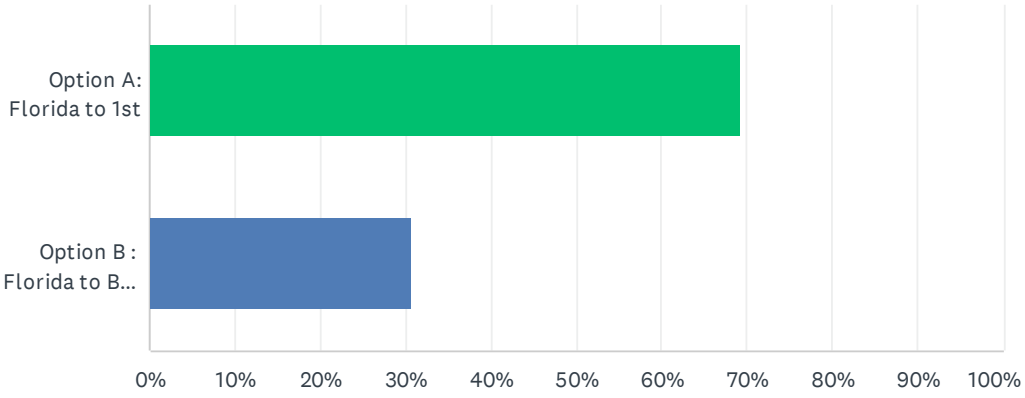
Answered: 679 Skipped: 218



ANSWER CHOICES	RESPONSES	
Bicycle	87.19%	592
Walking	84.54%	574
Riding a scooter or skateboard	12.37%	84
Rollerblading	5.60%	38
Pushing a stroller	12.52%	85
I do not use or plan to use the bicycle or pedestrian facilities.	2.21%	15
Other (please specify)	5.89%	40
Total Respondents: 679		

Q6 Please choose your preferred trail route to connect 1st Street and Florida Boulevard.

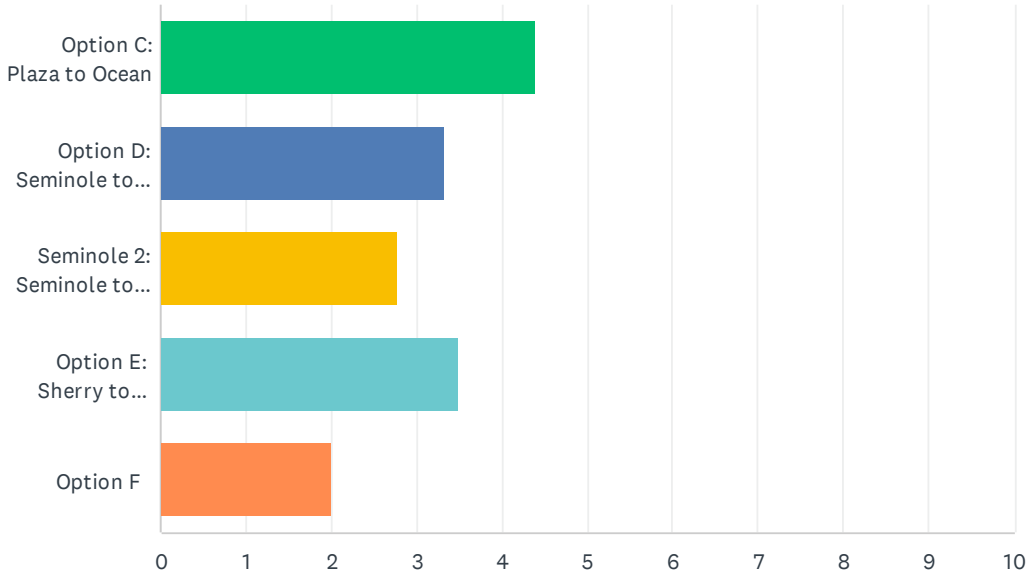
Answered: 594 Skipped: 303



ANSWER CHOICES	RESPONSES	
 Option A	69.19%	411
 Option B	30.81%	183
TOTAL		594

Q7 Please rank your preferred trail route for Neptune to Atlantic Beach from 1 - 4, where 1 is your most-preferred route and 4 is your least-preferred route.

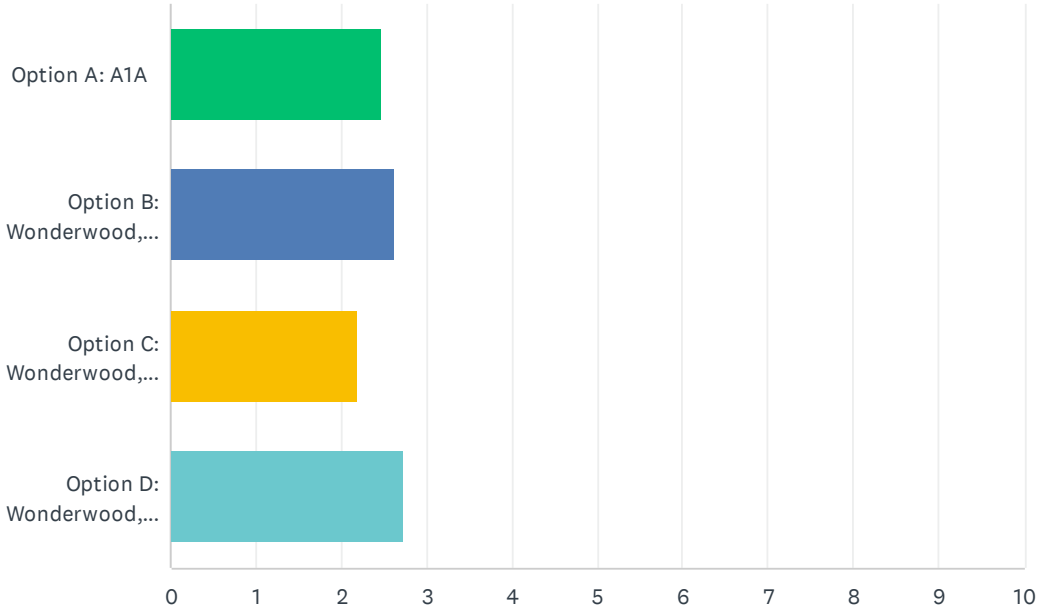
Answered: 516 Skipped: 381



	1	2	3	4	5	TOTAL	SCORE
	67.32% 342	16.34% 83	5.51% 28	10.83% 55	0.00% 0	508	4.40
	11.58% 58	25.75% 129	46.71% 234	15.97% 80	0.00% 0	501	3.33
	7.51% 38	13.44% 68	27.87% 141	51.19% 259	0.00% 0	506	2.77
	14.17% 72	44.29% 225	19.29% 98	22.24% 113	0.00% 0	508	3.50
	0.00% 0	0.00% 0	0.00% 0	100.00% 2	0.00% 0	2	2.00

Q8 Please rank your preferred trail

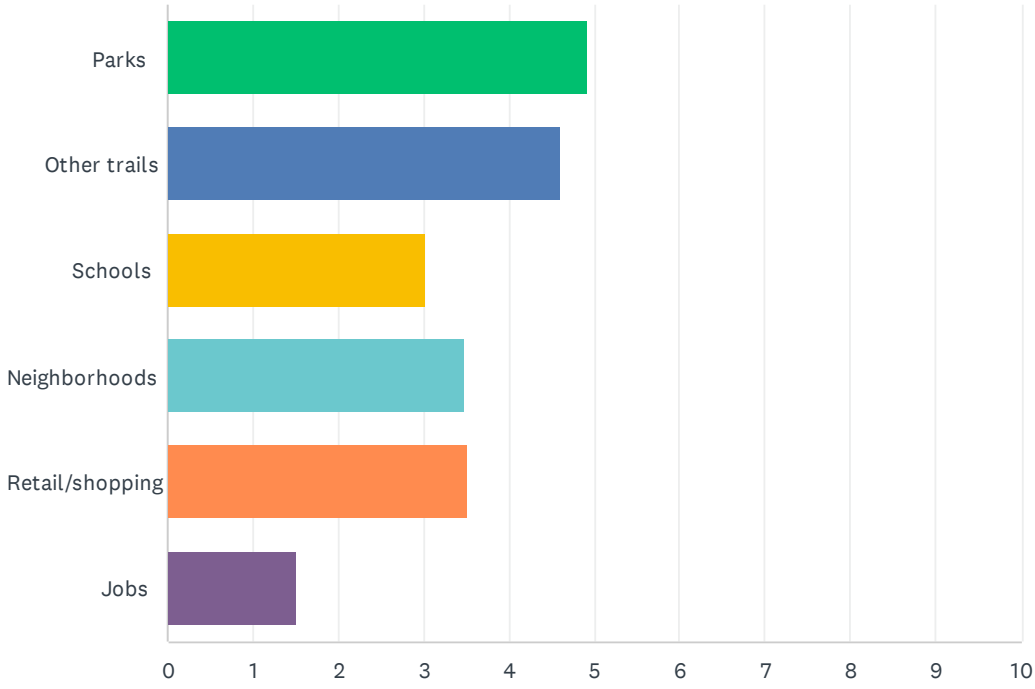
Answered: 451 Skipped: 446



	1	2	3	4	TOTAL	SCORE
	35.51% 158	15.06% 67	10.34% 46	39.10% 174	445	2.47
	15.32% 68	45.05% 200	26.58% 118	13.06% 58	444	2.63
	7.87% 35	24.94% 111	46.07% 205	21.12% 94	445	2.20
	42.12% 187	14.86% 66	16.89% 75	26.13% 116	444	2.73

Q9 Please rank in order of importance the locations you would like pedestrian and bicycle facilities to connect to, where 1 is the most important and 6 is the least important.

Answered: 463 Skipped: 434



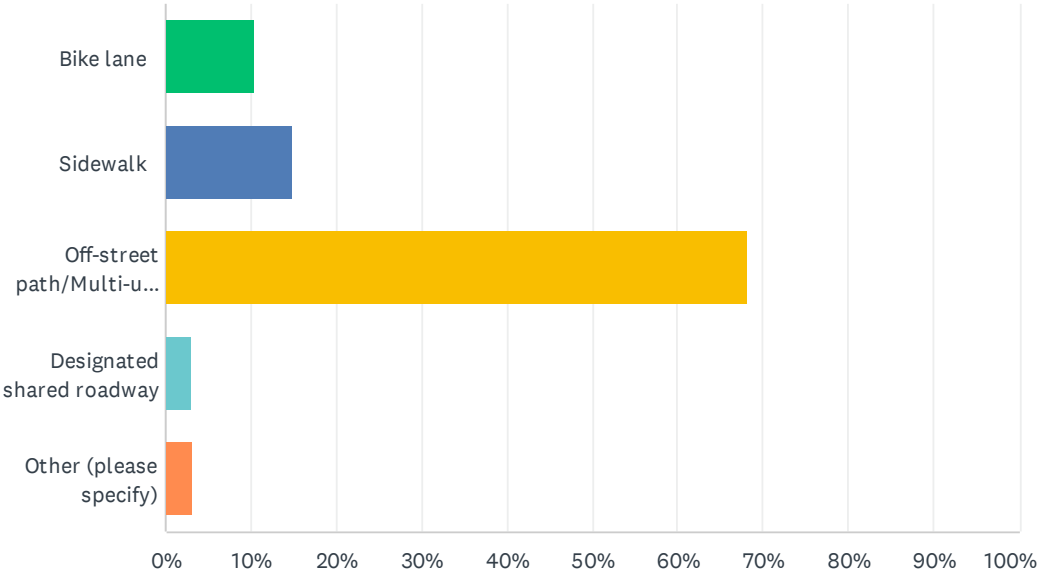
	1	2	3	4	5	6	TOTAL	SCORE
Parks	38.86% 178	33.41% 153	15.07% 69	7.86% 36	3.49% 16	1.31% 6	458	4.92
Other trails	33.19% 153	31.02% 143	13.67% 63	11.93% 55	6.29% 29	3.90% 18	461	4.61
Schools	6.68% 30	8.46% 38	20.71% 93	20.94% 94	30.96% 139	12.25% 55	449	3.02
Neighborhoods	7.73% 35	11.70% 53	27.37% 124	30.02% 136	19.43% 88	3.75% 17	453	3.47
Retail/shopping	13.85% 63	13.63% 62	20.44% 93	20.88% 95	25.27% 115	5.93% 27	455	3.52
Jobs	0.67% 3	2.44% 11	3.33% 15	7.33% 33	13.78% 62	72.44% 326	450	1.52

Q10 If there are other places you would like pedestrian and bicycle facilities to connect with, please include them in the comment box below.

Answered: 99 Skipped: 798

Q11 What type of facility would allow you to walk and/or bike more often?

Answered: 467 Skipped: 430



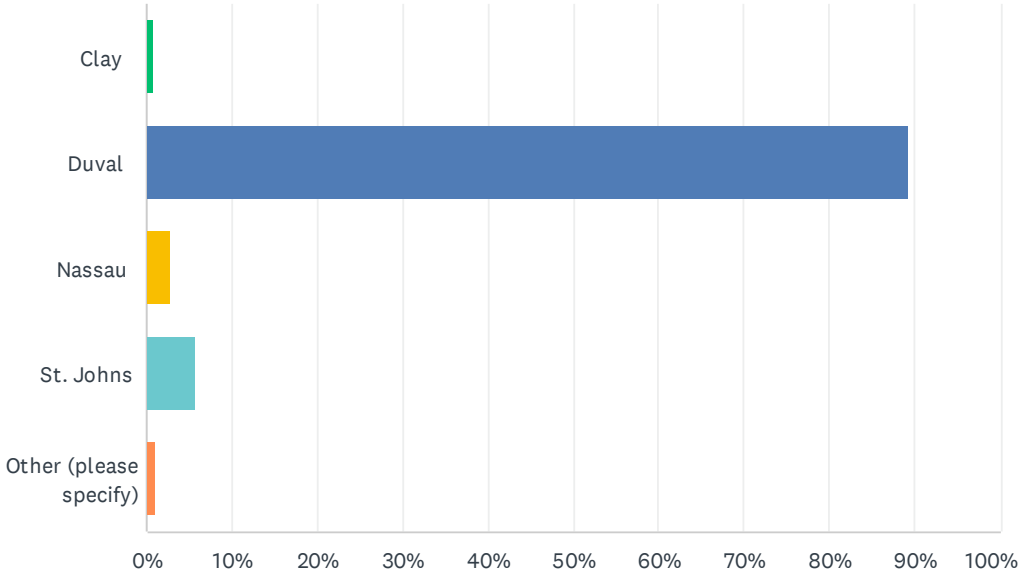
ANSWER CHOICES	RESPONSES	
Bike lane	10.49%	49
Sidewalk	14.99%	70
Off-street path/Multi-use trail	68.31%	319
Designated shared roadway	3.00%	14
Other (please specify)	3.21%	15
TOTAL		467

Q12 Are there any other comments you would like to provide to the study team regarding the East Coast Greenway Feasibility Study? If so, please use the comment box below.

Answered: 164 Skipped: 733

Q13 In which county do you currently reside?

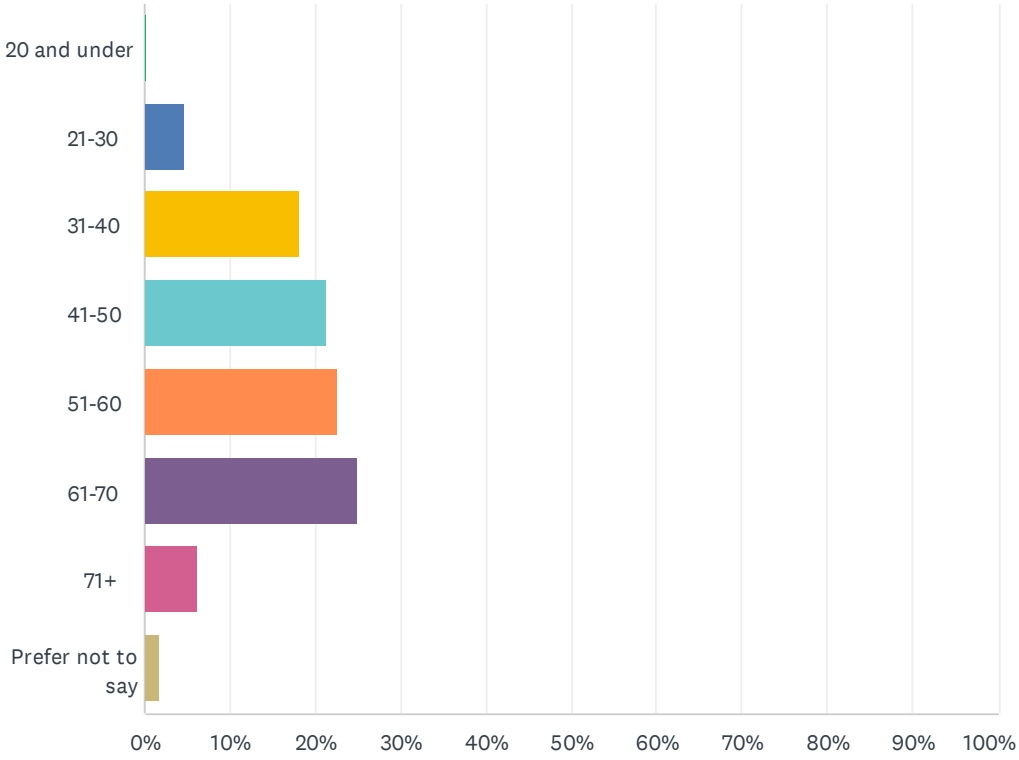
Answered: 464 Skipped: 433



ANSWER CHOICES	RESPONSES	
Clay	0.86%	4
Duval	89.44%	415
Nassau	2.80%	13
St. Johns	5.82%	27
Other (please specify)	1.08%	5
TOTAL		464

Q14 What is your age range?

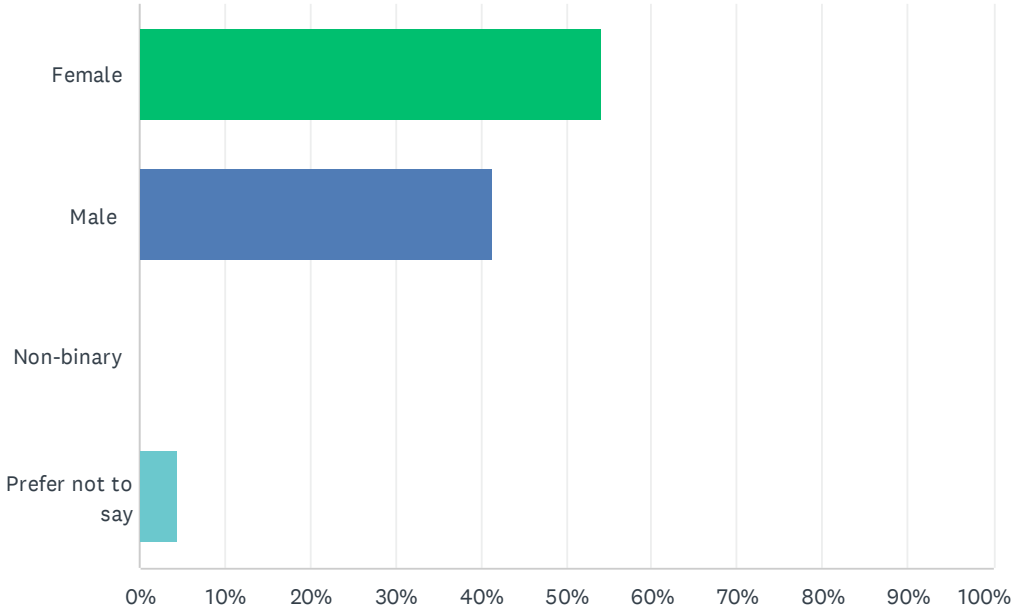
Answered: 464 Skipped: 433



ANSWER CHOICES	RESPONSES	
20 and under	0.22%	1
21-30	4.74%	22
31-40	18.10%	84
41-50	21.34%	99
51-60	22.63%	105
61-70	25.00%	116
71+	6.25%	29
Prefer not to say	1.72%	8
TOTAL		464

Q15 Please indicate your gender.

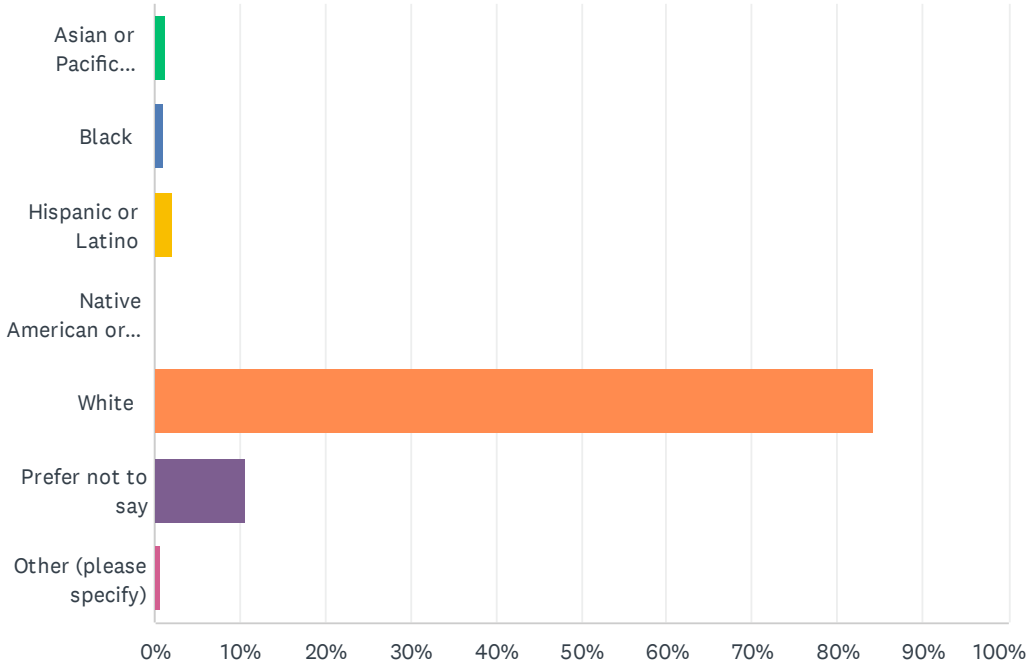
Answered: 462 Skipped: 435



ANSWER CHOICES	RESPONSES	
Female	54.11%	250
Male	41.34%	191
Non-binary	0.00%	0
Prefer not to say	4.55%	21
TOTAL		462

Q16 What is your race/ethnicity?

Answered: 461 Skipped: 436



ANSWER CHOICES	RESPONSES	
Asian or Pacific Islander	1.30%	6
Black	1.08%	5
Hispanic or Latino	2.17%	10
Native American or Alaskan Native	0.00%	0
White	84.16%	388
Prefer not to say	10.63%	49
Other (please specify)	0.65%	3
TOTAL		461

Q17 Would you like to be added to the North Florida TPO's email list to stay up-to-date on projects? If so, please share your contact information below.

Answered: 158 Skipped: 739

ANSWER CHOICES	RESPONSES	
Name	99.37%	157
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	158
Phone Number	0.00%	0

Appendix B: FDOT Cost Per Mile

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: SHRUSE-O-01-BB — **Letting Date:** 01/2099

Description: Two Directional, 12' Shared Use Path

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 15-P Project Grand Total **$344,768.94**

Description: October 2021 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	6.00			$16,896.30
101-1	MOBILIZATION	10.00			$29,850.12
110-1-1	CLEARING & GRUBBING	3.90	AC	$19,000.00	$74,100.00
160-4	TYPE B STABILIZATION	9,386.67	SY	$5.30	$49,749.35
285-701	OPTIONAL BASE,BASE GROUP 01	7,040.00	SY	$13.00	$91,520.00
334-1-11	SUPERPAVE ASPHALTIC CONC, TRAFFIC A	528.00	TN	$113.00	$59,664.00
570-1-2	PERFORMANCE TURF, SOD	2,347.00	SY	$2.80	$6,571.60
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$16,417.57	$16,417.57
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 15-P Project Grand Total					**$344,768.94**