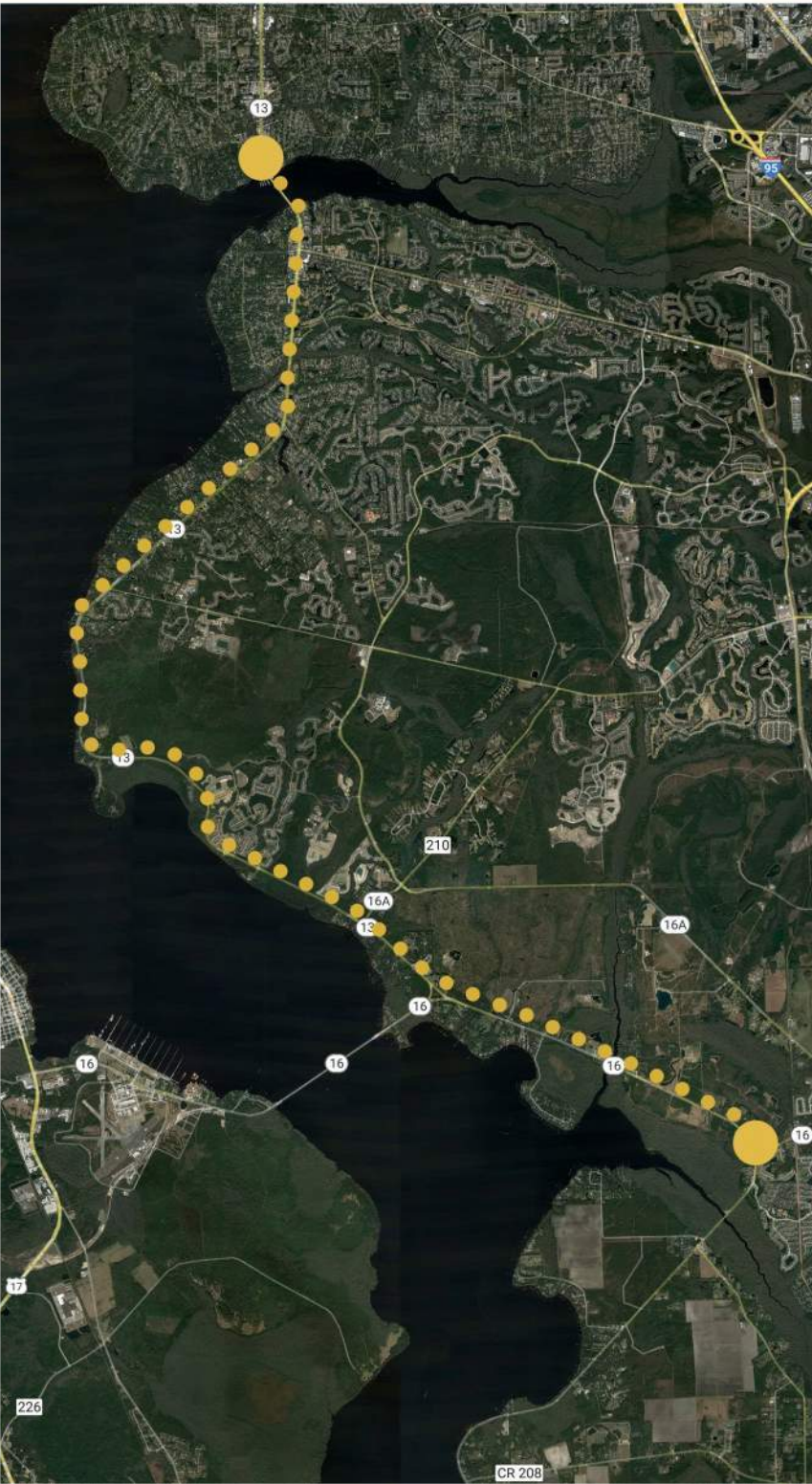


SR 13 Bicycle/Pedestrian Gap Analysis Study



SR 13 Bicycle/Pedestrian Gap Analysis Study

Prepared for:



North Florida Transportation Planning Organization

960 North Jefferson Street

Jacksonville, FL 32209

(904) 306-7500 | www.northfloridatpo.com

Prepared by:



14775 Old St. Augustine Road

Jacksonville, FL 32258

(904) 642-8990 | www.etminc.com

January 2024

EXECUTIVE SUMMARY

The State Road (SR) 13 Bicycle/Pedestrian Gap Analysis, LOS Model and Implementation Strategy was completed for St. Johns County staff to assist leadership with identifying, evaluating, and prioritizing bike lane and sidewalk improvements on SR 13 between SR 16 (Wards Creek) and the Duval County Line (approximately 17 miles). Bike lanes and sidewalks exist north of Roberts Road. South of Roberts Road, paved shoulders, available for bicycle use, exist in most of the remaining segments. Some small sidewalk sections and multi-use paths (around the Rivertown area of SR 13) also exist south of Roberts Road.

This report should be considered a planning tool to assist safe bicyclist and pedestrian movements along SR 13 in St. Johns County by connecting sidewalks and improving bicycle access. This report employed evaluation criteria to assess various physical considerations which influence the feasibility and costs associated with sidewalk and multi-use path construction.

A two-stage procedure was developed to assess and rank the importance of addressing SR 13 improvements in the existing bicycle and sidewalk infrastructure. The first step created and applied evaluation criteria based on potential bicyclist and pedestrian demand, access to major destinations, system connectivity, safety, mobility, and equity. The second step involved field reviews to evaluate the constructability of the proposed improvements.

An online survey was also conducted to collect public input that helped determine community preferences and identify sidewalk and bike-lane needs. The survey findings confirmed the necessity for constructing new sidewalks/multi-use paths, bolstered the assessment criteria validity, and aligned with the ranked list of prioritized sidewalk/multi-use path improvements.

Using ArcGIS, an analysis was conducted to apply evaluation criteria to a need-based scoring system for addressing identified deficiencies. The ArcGIS analysis and subsequent scoring confirmed segments with the highest scores are located on SR 13 near Roberts Road and within the segment between SR 16 West and to SR 16 East. The northern areas of the study area received high scores due to higher population densities and increased commercial and employment activity, among other factors. Conversely, the southern areas received high scores based on the proximity to recreational parks and trails. Geographic areas surrounding the top-ranked sidewalk gaps also have higher traffic volumes and more pedestrian-related crashes.

The SR 13 priority list should not be viewed as rigid or static. Instead, the priority list provides the County with general guidance on the relative need to improve the bicyclist/pedestrian network. Other funding, constructability and cost-based factors should be considered and reviewed and adjusted by St. Johns County and Florida Department of Transportation (FDOT) staff, who have expertise in planning, design, funding, and construction.

Based on the report's findings, the SR 13 segment between Roberts Road and Greenbriar Road should continue to be evaluated and programmed for sidewalk construction (as funding becomes available). The segments from Greenbriar Road to the southerly limits of the study (at SR 16 East) should be evaluated and pursued as a multi-use path on the east side of SR 13. The new Shands Bridge and the Rivertown development are currently being constructed with multi-use paths. Therefore, continuing the multi-use path north and south of these areas would provide needed multi-modal connections within this part of St. Johns County.

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Appendix G: Cost-Based Sidewalk Gap Results

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1 INTRODUCTION/BACKGROUND

The St. Johns County SR 13 Bicycle/Pedestrian Gap Analysis, Future LOS Model and Implementation Strategy (the “Study”) was prepared on behalf of the North Florida Transportation Planning Organization (TPO) in partnership with St. Johns County. This Study identified potential sidewalk and multi-use path improvements along SR 13 between SR 16 (Wards Creek) and the Duval County Line and developed a methodology to evaluate and prioritize this potential construction. The methodology was used to develop a preliminary list of prioritized improvements and this list can be replicated by St. Johns County and/or the Florida Department of Transportation (FDOT) as part of their annual capital improvement programs.

1.1 Related Efforts

1.1.1 State

- FDOT Sidewalk Gap Analysis – In 2023, FDOT’s District Two Urban Planning Office conducted a sidewalk gap scoring and ranking effort, leveraging GIS-based analytics. This initiative encompassed state roadways within District Two, including SR 13 in St. Johns County, resulting in the prioritization of sidewalk gaps. The analysis findings did not designate any section of the SR 13 study corridor as one of the “Top 10” ranked sidewalk gap facilities for 2023 in St. Johns County. However, within this corridor, a 2.3-mile stretch, spanning from north of Greenbriar Road to south of Roberts Road (Gap ID #326), received the highest ranking. It secured the 29th position in the County’s ranking, placing it within the top one-third of the list.
- FDOT First Coast Expressway Multi-Use Path – The study team acquired information regarding the connectivity of the multi-use path to be constructed as a component of FDOT's First Coast Expressway Shands Bridge Replacement project. This multi-use path aims to establish a connection between Clay County and the recreational piers (remnants of the existing Shands Bridge) situated on either side of the St. Johns River. However, on the St. Johns County side of the bridge, it is anticipated that the multi-use path will not fully connect to SR 13 as part of the FDOT's First Coast Expressway Shands Bridge Replacement project.
- William Bartram Scenic & Historic Highway – In 1980, SR 13 in St. Johns County, from SR 16 (at Wards Creek) to the Julington Creek Bridge, was designated William Bartram Scenic Highway by the Florida legislature. In 2005, the roadway was designated a Florida Scenic Highway by the State of Florida. SR 13 is maintained by FDOT and the general purpose of the Florida Scenic Highways Program (FSHP) is to promote tourism and protect scenic resources. The FSHP promotes awareness of Florida’s unique resources (i.e., cultural, historic, archaeological, recreational, natural and scenic resources); focuses on community-based support and resource protection; and seeks to promote regional economic benefits. The William Bartram Scenic & Historic Highway Corridor Management Plan, dated June 2005, identifies several goals and objectives for the corridor. The goals are listed on the following page:

- Goal 1 – To protect, preserve, maintain, and enhance the natural, scenic, historic, cultural, and recreational resources along the corridor, in concert with the appropriate governmental agencies and volunteers.
- Goal 2 – Promote safe, enjoyable vehicular and non-vehicular transportation along the Bartram Trail Scenic and Historic Corridor.
- Goal 3 – Seek community support and participation throughout the implementation process upon the selection of the William Bartram Scenic and Highway Corridor as a Florida State Scenic Highway.
- Goal 4 – Promote awareness of the corridor and the St. Johns River through education and public outreach.
- Goal 5 – Economic activity shall preserve the ambiance and scenic vistas of the corridor.
- Goal 6 – Retain the scenic and historic quality of the corridor through applicable growth management tools used by St. Johns County and the State.
- Goal 7 – Protect tree canopy.
- Goal 8 – William Bartram Scenic and Historic Overlay District shall outline a focused plan for the future.

The William Bartram Scenic & Historic Highway Corridor Master Plan, completed in 2012, supplements the corridor management plan and contains guidelines and standards for the Scenic Highway. The corridor master plan identifies the following transportation issues that affect the quality of the scenic highway experience:

- Pedestrian facilities – The need for a designated pedestrian facility such as a walking path or sidewalk (should be) balanced with the desire to protect the existing tree canopy along the scenic highway. The master plan’s description of this issue recognized that many of the scenic highway amenities are best viewed on foot rather than driving down the corridor.
- Traffic speeds – The need for traffic calming devices to reduce traffic speeds around key scenic highway amenities (should be considered).
- Safe roadway crossings – The need for safe pedestrian crossings at key locations along the corridor (should be considered).

To address the above-listed transportation issues, the corridor master plan features a “livable transportation plan” that identifies “big ideas” and proposes several improvements, as listed below:

- 7-foot aggregate pathway (5-foot minimum) that parallels SR 13.
- Dedicated bicycle lanes that meet FDOT standards.

- Roundabouts and crosswalk enhancements as part of a comprehensive traffic calming plan.
- Enhanced vegetation along SR 13 north of Roberts Road.
- Cohesive wayfinding, including gateway and directional signs.
- Pedestrian bridge crossings with overlooks and vehicular pull-offs.
- Steel-backed wood guardrails that reflect the character of the scenic highway.

A map and list of specific transportation improvements within the corridor master plan is contained in **Appendix A** of this report. In addition to transportation-related recommendations, the corridor master plan contains recommendations related to scenic highway character, parks and resources, community development and tourism, and wayfinding.

1.1.2 Regional

- Sidewalk Asset Strategy – In 2020, the North Florida TPO collaborated with St. Johns County to finalize a Sidewalk Asset Strategy, aimed at aiding the county in determining optimal locations for sidewalk construction and reducing gaps in sidewalk coverage. The study team identified these gaps along both major and minor collector roadways within the County and developed a methodology for evaluating and prioritizing the construction of these sidewalks, employing GIS-based analytics. The resulting deliverable included an interactive tool that could be viewed in real-time, offering valuable support to both the TPO and the County in their decision-making processes. The GIS-based analysis conducted for this study was influenced by the methods applied during the Sidewalk Asset Strategy.

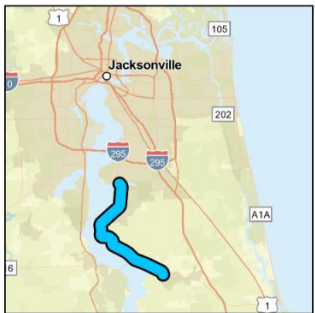
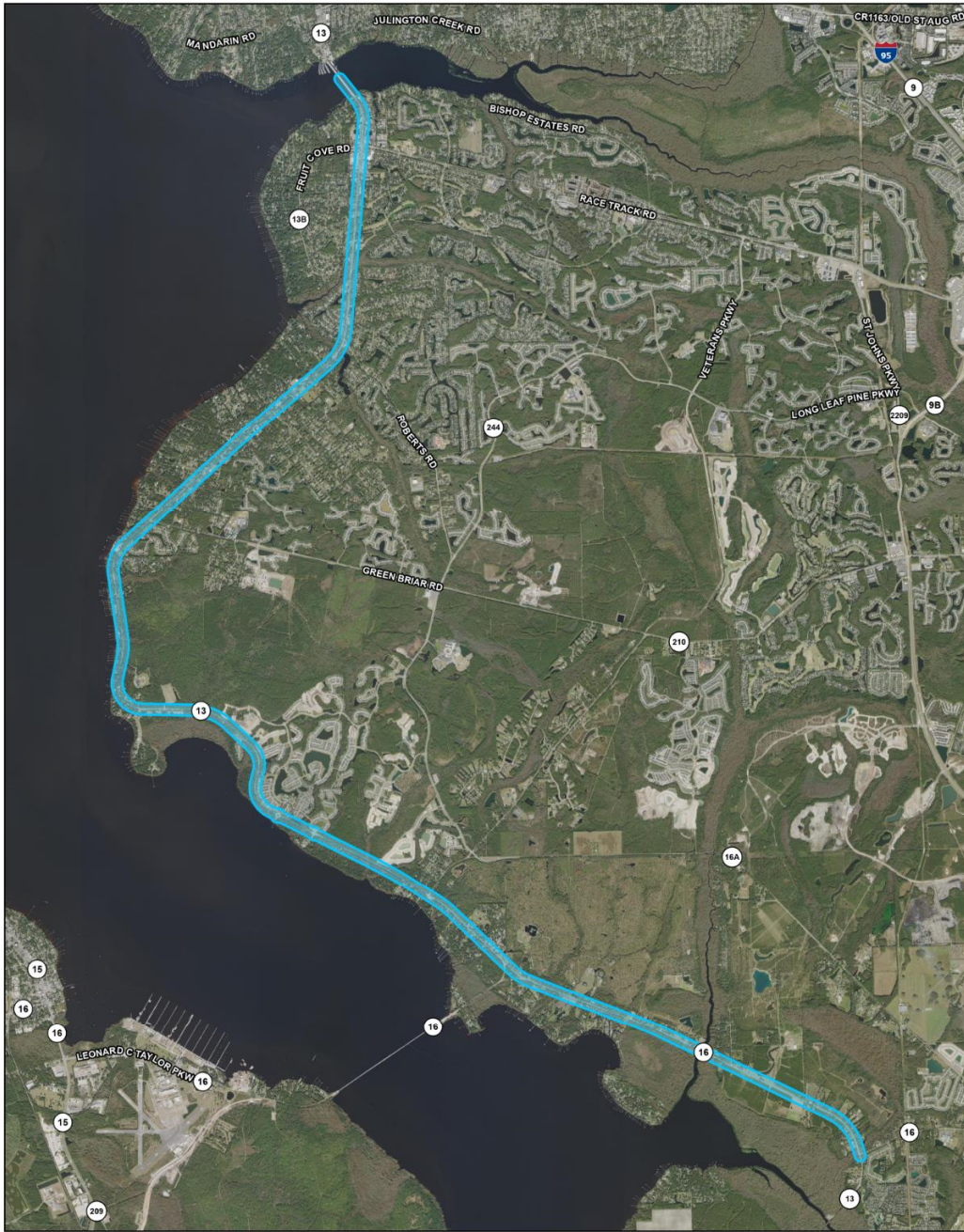
1.1.3 County

- 2023 Transportation Alternatives Project Priorities (approved 01.17.2023) – Sidewalk on SR 13 from Worthington Parkway to Remington Forest Drive, on the east side, is ranked 12 out of 15 for school sidewalks within St. Johns County.

1.2 Study Area

The Study Area includes SR 13 between SR 16 (Wards Creek) and the Duval County Line as identified in the Scope of Services for the North Florida TPO. Please reference the Study Area Map (next page).

Study Area Map



SR 13 Corridor Study

Location

Source: ETM

SR 13 Corridor



ETM England-Thim & Miller, Inc.
DISCLAIMER: INFORMATION ON THIS MAP IS SUBJECT TO CERTAIN ASSUMPTIONS AND CONDITIONS. PROVIDER MAKES NO WARRANTY OF THE CONTENT, ACCURACY, OR FITNESS FOR ANY PARTICULAR PURPOSE. THE INFORMATION PROVIDED HEREON, INCLUDING COMPLETION OF THE INFORMATION CONTAINED HEREIN, IS NOT INTENDED TO BE USED FOR ANY OTHER PURPOSE.
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2 METHODOLOGY

2.1 Verification of Sidewalk Gaps

Approximately 13 miles of sidewalk gaps were identified. A GoPro camera was used to document the entire 17-mile corridor (in both directions) and to verify existing bike-lane and sidewalk infrastructure.

Sidewalk Gaps exist mostly south of Roberts Road, where the population density decreases significantly. Conversely, the highly populated area near Race Track Road has existing bike lanes and sidewalks on both sides of SR 13.

Although paved shoulders (which can be used by bicyclists) exist on both sides of SR 13 south of Roberts Road, there are a few locations where the shoulders are insufficient or where curb and gutter sections have been installed adjacent to the motorist travel lanes.

2.2 Sidewalk Gap Analysis

A three-step process was developed to evaluate and determine a strategy for the construction of new sidewalks or multi-use paths:

- Developing and applying need-based criteria to determine the relative need for filling sidewalk gaps.
- Developing and applying cost-based criteria to the highest ranked gaps by conducting field reviews.
- Re-evaluating the gaps based on both the need-based and cost-based criteria and providing a framework for refining the list.

2.2.1 Need-Based Criteria

The need-based criteria considered land use, roadway, and population/demographics to identify and prioritize locations where filling sidewalk gaps will provide the greatest benefit. The need-based criteria addresses the potential for pedestrian demand, access to major destinations, system connectivity, safety, mobility and equity.

The general categories and specific need-based criteria are described below:

Access and Demand: Analysis of locations where potential walking demand is greatest and that provide access to schools, parks and other major destinations. These criteria assess distance to points and areas of interest such as schools, parks, libraries, trails, and commercial services.

Population and Equity: Analysis of locations that will help people move from place to place more easily, especially individuals in underserved communities (such as those with limited access to vehicles or those with lower incomes). These criteria also focus on areas where potential walking demand is higher.

Safety and Multimodal Roadway Characteristics: Analysis of locations with a history of crashes or potentially unsafe conditions. These criteria include traffic counts, speed limits, bicyclist/pedestrian crashes and visible footpaths.

A copy of the need-based criteria evaluation system utilized for this Study is included in **Appendix B**.

2.2.2 *Cost-Based Criteria*

The second step involves developing cost-based criteria to evaluate potential constructability and cost-based factors associated with sidewalk construction. The cost-based criteria involved a feasibility review which evaluated several cost or risk-based factors to determine constructability and the complexities associated with sidewalk and/or multi-use path construction. The specific cost- or risk-based criteria considered bridge crossings, slopes, right-of-way availability, stormwater/buffer concerns, wetland impacts and mitigation, presence of specimen trees, and utility conflicts. In addition, this step included a review of evidence of pedestrian use (visible footpaths, of which none were found). This step required field visits to document these factors.

A copy of the cost-based evaluation system utilized in this Study is included in **Appendix C**.

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3 PUBLIC INPUT

The study team developed an on-line survey to collect public input to help determine community preferences and identify pedestrian and bicyclist infrastructure needs. The survey was available February 28 - March 21, 2023. Study area residents and others familiar with the corridor were encouraged to fill out the survey. The survey was promoted via social and print media, e-newsletters to over 2,000 North Florida TPO contacts and through stakeholders to share with colleagues and constituents within the study area and county. Below is an image from the e-newsletter (emailed February 28, 2023) that featured the survey. **Appendix D** contains the survey questions and results.

Online Survey for Public Input



The North Florida TPO and St. Johns County have teamed up to study sidewalk and bicycle needs on State Road (SR) 13 between SR 16 and the Julington Creek Bridge, north of Race Track Road.

If you live or travel within the study area – Fruit Cove, Switzerland and other St. Johns communities along SR 13 – please take a few minutes to complete our survey.

[TAKE THE SR 13 SURVEY](#)

The survey received a strong response, with 580 responses. Most respondents were study-area residents (69%), while 17% lived in other portions of St. Johns County. Other key findings of the survey are summarized below:

- Of those who drive, walk or bicycle along SR 13 ...
 - 57% drive or rideshare often (daily or almost daily).
 - 32% walk often and 10% bicycle often.
 - 42% rarely or never walk.
 - 57% rarely or never bicycle.
- Most agree that a more connected sidewalk or bicycle network with fewer gaps would encourage them to either walk (76% agree) or bicycle (80% agree) more often.
- Of those who walk or bicycle on SR 13, 82% walk for recreation/exercise and 92% bicycle for recreation/exercise.
- Regarding demographic characteristics, 51% of respondents were female and 44% of respondents were 35 to 54 years old.
- 47% had an annual household income of \$100,000 or more.

Top Reasons to Build New Bicyclist/Pedestrian Infrastructure

Respondents were asked to rank several factors for building new sidewalks and bicycle infrastructure. The top-ranked reasons were proximity to schools, public or community destinations and higher traffic volumes and speeds.

For sidewalks, survey respondents indicated that their top three reasons to build new sidewalks along the study corridor were:

1. Location is near a school.
2. Adjacent roadway has more vehicles and/or higher speeds.
3. Location is near a public or community place (i.e., library, recreation center or trail).

For bicycle lanes/multi-use paths, the top three reasons to build new bicycle lanes/paths along the study corridor were:

1. Adjacent roadway has more vehicles and/or higher speed
2. Location is near a public or community place (i.e., library, recreation center or trail).
3. Location is near a school.

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Table 1: Ranking of Reasons to Build Bicycle/Pedestrian Infrastructure or Fill-in Gaps

Ranking	Items Ranked	%	#
Sidewalks			
2.94	Location is near a school	56	104
2.95	Adjacent roadway has more vehicles and/or higher speeds	60	111
3.13	Location is near a public or community place such as a library, recreation center or trail	60	112
3.46	Location serves area with more residents (dense population)	49	91
4.05	Location has visible foot paths (indicating that people are walking there)	45	83
4.62	Location has a history of pedestrian crashes	39	73
4.79	Location is near a store, restaurant, healthcare or similar service	46	86
5.25	Location is near a bus stop or bus route	37	68
6.75	Location serves area with more jobs	34	63
7.76	Location serves low income and/or minority community	32	59
Bicycle Lanes or Paths			
2.21	Adjacent roadway has more vehicles and/or higher speeds	74	111
2.85	Location is near a public or community place such as a library, recreation center or trail	65	98
3.09	Location is near a school	57	85
3.75	Location serves area with more residents (dense population)	51	77
4.04	Location has a history of bicycle crashes	49	74
4.55	Location is near a store, restaurant, healthcare or similar service	49	73
5.34	Location is near a bus stop or bus route	41	61
6.42	Location serves area with more jobs	38	57
7.27	Location serves low income and/or minority community	35	52

Preferred Bicycle Infrastructure

The survey asked where people would prefer to ride bicycles if there were no on-street bicycle lanes. Sixty-two percent (62%) of respondents would prefer to ride bicycles on the sidewalk with pedestrians, while 21% would prefer a travel lane adjacent to motorists. When asked, “Which bicycling improvement do you feel would be most beneficial?”, most respondents preferred an off-street multi-use path (results listed below):

- 57% - Off-street multi-use path
- 21% - On-street, clearly marked bicycle lane
- 16% - Wider sidewalk
- 5% - None of the above

Survey Comments

The survey collected over 375 comments and opinions related to bicyclist/pedestrian infrastructure and other traffic concerns throughout along the Study corridor. Examples of suggested reasons to build new sidewalks and bicycle lanes/paths and fill in gaps are listed below:

- *To connect neighborhoods.*
- *Yes, for health reasons, both mental and physical for our citizens, both young and old.*
- *I would rather not use gasoline to travel to a nearby park...*
- *...Improved walkability would encourage more to explore the area...*
- *Quality of life*
- *The entire strip of SR 13 should have a bicycle or multi-use path along it. Aside from the health benefits of bicycling, it may help reduce vehicular traffic.*
- *For children to safely commute between neighborhoods & school.*
- *Simply to make it a better and safer community.*
- *Filling in gaps and expanding the network for pedestrians and bicyclists expands mobility options for all.*
- *Some of the current sidewalks are in bad shape.*
- *The entire length is not conducive to walking or cycling.*

The following are sample comments that support more sidewalks and/or bicycle lanes/paths. Many survey comments highlight the importance of this community infrastructure.

- *Given the natural beauty that surrounds this area, it should not be exclusively for cars traveling at a high rate of speed. Improving width and markings for bike lanes, as well as reducing speed limits to 45 mph or below on SR 13 would be ideal.*
- *This is a very active area with a lot of people using it for athletic and recreational activities. While I believe the natural beauty of the area should be preserved, it would greatly benefit from more pedestrian and bike access.*
- *I see kids riding bikes & walking on the side of the road near San Juan Del Rio coming back from fishing. Despite it being a school zone, cars speed through the area making it dangerous for people walking & riding as well as people leaving school/church.*
- *From Roberts down to Greenbriar is a very heavily populated area with no sidewalks. I see kids riding their bikes in the road and am fearful every time.*
- *My kids stand in the grass or mud sometimes when it rains since there are no sidewalks near the bus stops when they must wait on the school bus to pick them up.*

- *Kids get transportation over 2 miles to school but under 2 miles still lacks safe riding paths in the SR13-between Alpine Groves State Park and Roberts Road. Many teens live in this area and need safer ways to move between neighborhoods or access stores, trails, and friends' homes without riding directly on SR13.*
- *Separated facility for non-motorized needs to be constructed. Crossings need to be installed to treat mid-block type issues.*
- *As the surrounding area builds up, a proper traffic stop will be needed for pedestrians and vehicles [at SR 13 and Greenbriar Road].*
- *Traffic speed and lack of dedicated or off-road bike paths [are concerns for SR 13 near Rivertown].*
- *This is a scenic highway that should be accessible and safe for other modes of transportation...not just vehicles. Presently, it is not a safe road for cycling or pedestrian activity.*

Some survey respondents were opposed to additional bicyclist/pedestrian infrastructure that would potentially remove tree canopy and/or hinder the goals of the William Bartram Scenic Highway. Below are sample comments that express concerns about constructing more sidewalks and/or bicycle lanes/paths.

- *To do this [to add sidewalks or bike lanes], you will need to remove centennial oak trees lining the highway. We are already losing these to housing developments causing more cars on the road. No sidewalks or bike lanes.*
- *You will lose that natural beauty you love by adding pedestrian and bike access.*
- *Please do not build sidewalks or increase bike lanes. It is very, very dangerous when the people on bikes ride in this area. Most of the people that live here are happy with the way things are now, if they wanted to live in a community where they can walk and bike, I'm sure they would've chosen to live there, however, we like to live among nature and the river. State Route 13 has become very overcrowded and challenging to drive on. People use it as a cut through to avoid all the traffic on CR 210. If you're going to do something fix that area so that people will drive over there instead of in our peaceful Switzerland area.*

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4 BICYCLIST/PEDESTRIAN GAP ANALYSIS

4.1 Need-Based Evaluation

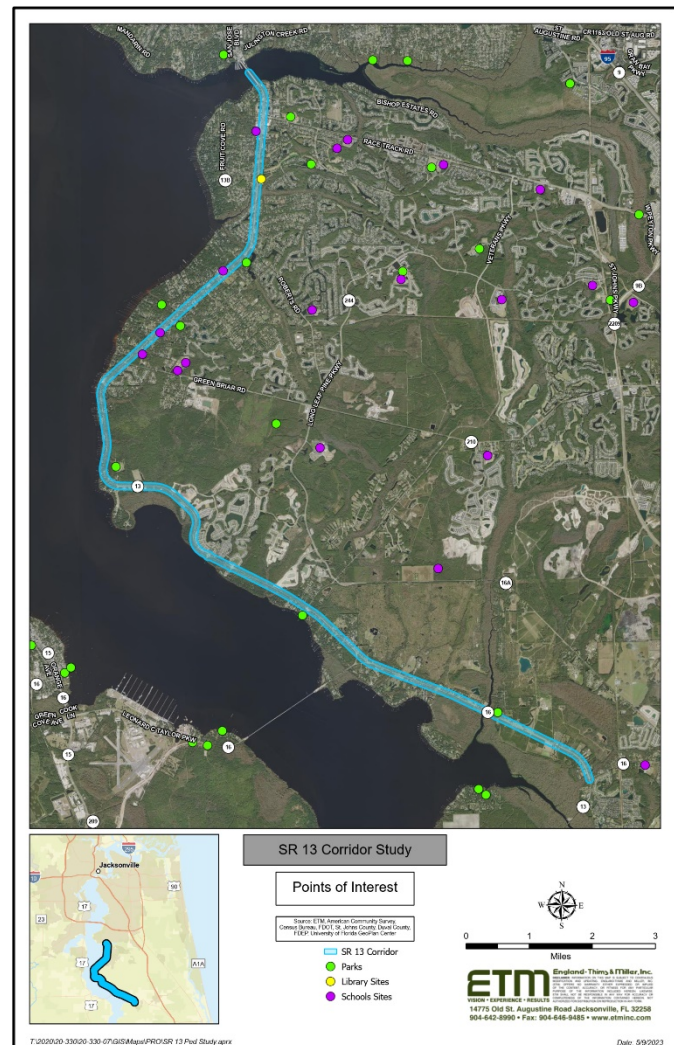
The following describes the evaluation utilized to assign a score to each SR 13 segment using need-based criteria. Analysis of each criterion was assigned to each segment using the scoring provided in **Appendix B**.

Pedestrian Access and Demand Category (for Points/Areas of Interest)

School, Libraries, Multi-use Trails/Paths and Parks: ArcGIS was used to apply a buffer analysis to measure the distance between the sidewalk/bicycle lane gaps and several points of interest, including schools, libraries, multi-use trails/paths and park sites. Data regarding school locations were obtained from the St. Johns County GIS Department and St. Johns County School District. Four (4) separate buffers were created from each gap to perform the distance-based analysis:

- one for quarter mile or less;
- one for quarter to half mile;
- one for half to 1 mile; and
- one for 1 to 2 miles.

A similar process was applied to the evaluation of libraries, multi-use trails/paths, parks and transit stops. Each analysis used the scoring provided in **Appendix B**. A larger map illustrating points of interest is located in **Appendix E**.



Residential and Employment Connectivity: ArcGIS was used to apply a buffer analysis to measure each gap's ability to connect residential and employment land uses. Data regarding residential and employment land uses were obtained from the St. Johns County Property Appraiser. The four (4) distance-based analysis buffers created were:

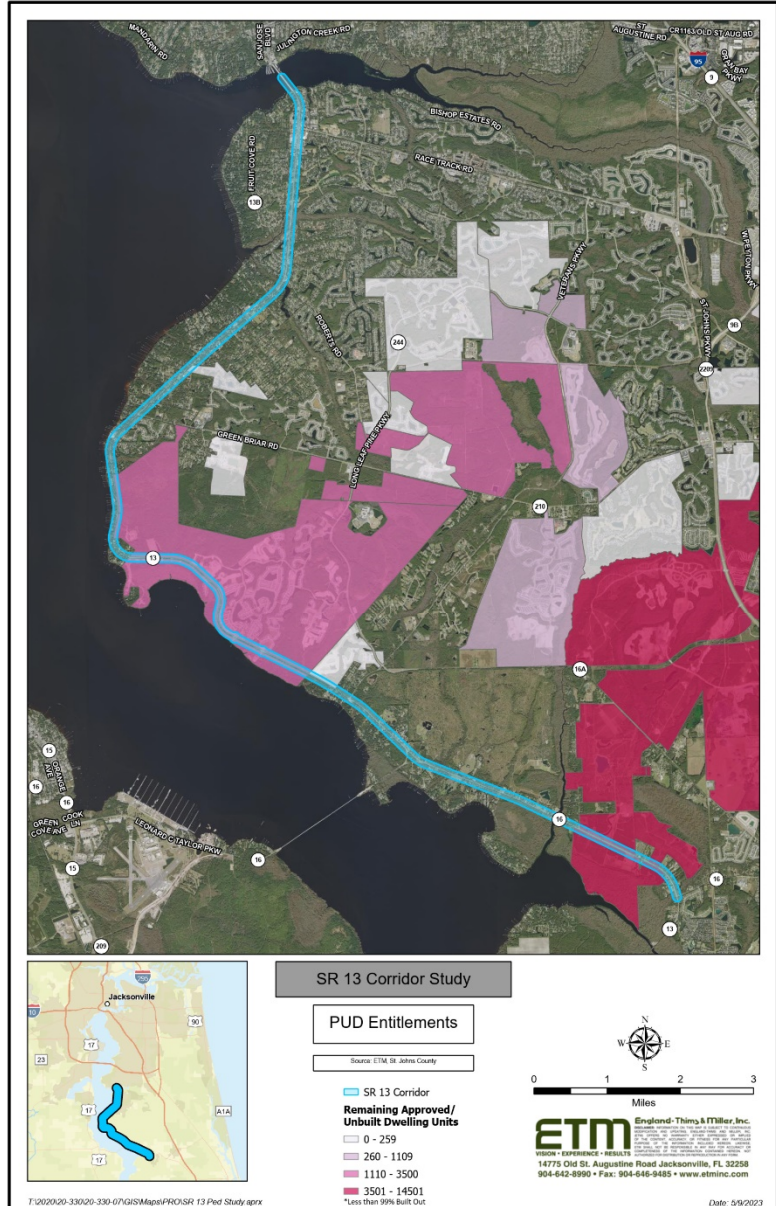
- quarter mile or less from both residential and employment land uses;
- quarter mile or less from either residential or employment land uses;
- quarter to half mile from either residential or employment land uses; and
- half to 1 mile from both residential and employment land uses

The analysis used the scoring provided in **Appendix B**. A larger map illustrating Future Land Use is located in **Appendix E**.

Future Dwelling Units: To consider the location of future development, ArcGIS was used to apply a buffer analysis to measure each gap's proximity to remaining unbuilt PUD Entitlements. Data was obtained from the St. Johns County Entitlement Tracker and the study team. The two (2) distance-based analysis buffers created were:

- quarter mile or less; and
- more than a quarter mile.

The future dwelling unit used the scoring provided in **Appendix B**. A larger map illustrating future dwelling units is located in **Appendix E**.



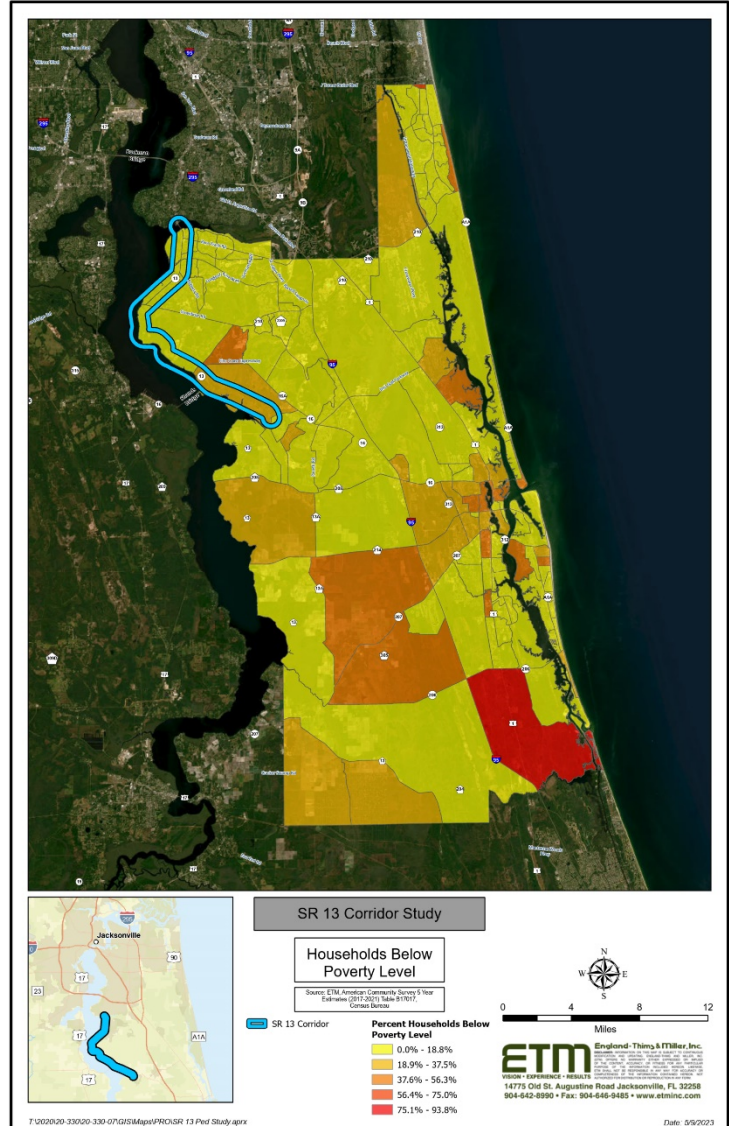
Population and Equity Category

Demographic data was obtained from the U.S. Census Bureau's 2021 5-year American Community Survey (ACS). SR 13 is a dividing line between multiple Block Groups causing some SR 13 segments to share multiple Block Groups. In these instances, the study team averaged the Block Group data that was shared by a segment so that one number resulted for each segment and for each demographic data item.

Population Density: ArcGIS was used to calculate and apply equal (or natural break) intervals representing the population density for the SR 13 segments. The most recent five-year population data within Census Block Groups was obtained from the ACS. A spreadsheet list was created, and population density was calculated by dividing the total population in the census block group by the total square mileage of the block group. The analysis used the scoring provided in **Appendix B**.

Household Income: ArcGIS was used to calculate and apply equal intervals representing low-income households within the Study area. The most recent five-year data of households below poverty level within Census Block Groups was obtained from the ACS. A spreadsheet list was created, and below poverty level households were populated. The analysis used the scoring provided in **Appendix B**. A larger map illustrating poverty percentages is located in **Appendix E**.

Vehicle Ownership: ArcGIS was used to calculate and apply equal intervals representing zero-vehicle households for each roadway segment. The most recent five-year data of zero-vehicle households within Census Block Groups was obtained from the ACS. A spreadsheet list was created, and zero-vehicle households were populated. The analysis used the scoring provided in **Appendix B**.

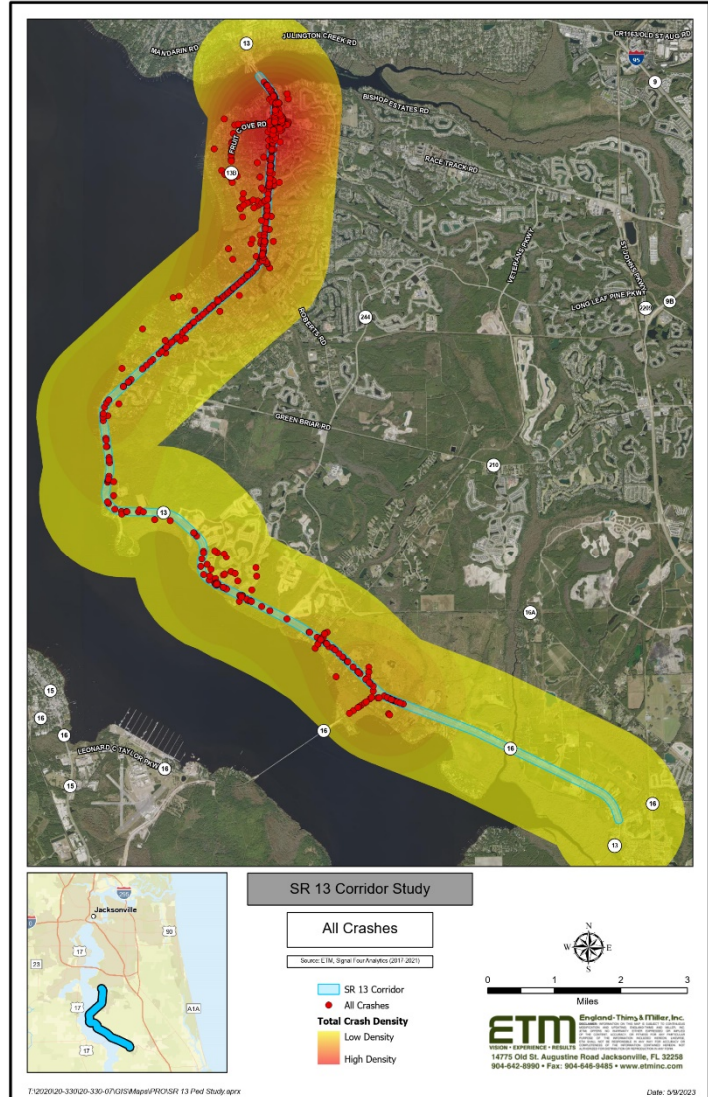


Safety and Multimodal Characteristics Category

Traffic Counts: Annual Average Daily Traffic (AADT) was obtained from the FDOT District 2 and/or St. Johns County Traffic Count files that the study team obtained from Peggy Malone & Associates and from FDOT. The traffic count scoring analysis used the scoring provided in **Appendix B**.

Speed Limit: ArcGIS was used to apply a posted speed limit attribute. Data was obtained from Google Earth street view and verified using site visits and the video recordings of the SR 13 corridor. The speed limit analysis used the scoring provided in **Appendix B**. For roadway segments with two or more posted speed limits, the posted speed limit that existed for the majority of the roadway segment was used.

Pedestrian Bicycle Crash History: The study team applied a pedestrian and bicycle crash occurrence attribute. Recent data was obtained from Signal Four Analytics. A shapefile was created of relevant crash data to reveal hotspots on Crash Density Maps for three crash types, “All Crashes”, “Fatal and Incapacitating Injuries”, and “Off Road Lane Departure Events”. These maps revealed the low- and high-density areas of each crash type. Crash Density Maps are located in **Appendix E**. The pedestrian crash history analysis used the scoring provided in **Appendix B**.



Sidewalk presence on other side of street: Using Google Earth Street view and SR 13’s video recordings, a yes/no attribute was applied to indicate the presence of sidewalks on the opposite side of the roadway. Scoring analysis used the scoring provided in **Appendix B**.

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4.2 Preliminary Need-Based Scores

Based on the GIS analysis of each of the need-based criteria, a score was assigned to each SR 13 segment to develop a prioritized listing. The results are provided in Table 2 (below) and **Appendix F**. The application of the need-based criteria was intended to identify the sidewalk/multi-use path segments that, if constructed, would provide the greatest benefit to the most people expected to utilize the sidewalk/path system to travel to work, school, parks and other places within the community. As expected, the highest scores were located in the northernmost portion of the SR 13 corridor, as this area has higher population densities, more shopping, employment, and service options (when compared to the other areas of the corridor). This area of SR 13 also has higher traffic volumes and more bicyclist/pedestrian crashes compared to other segments of the corridor.

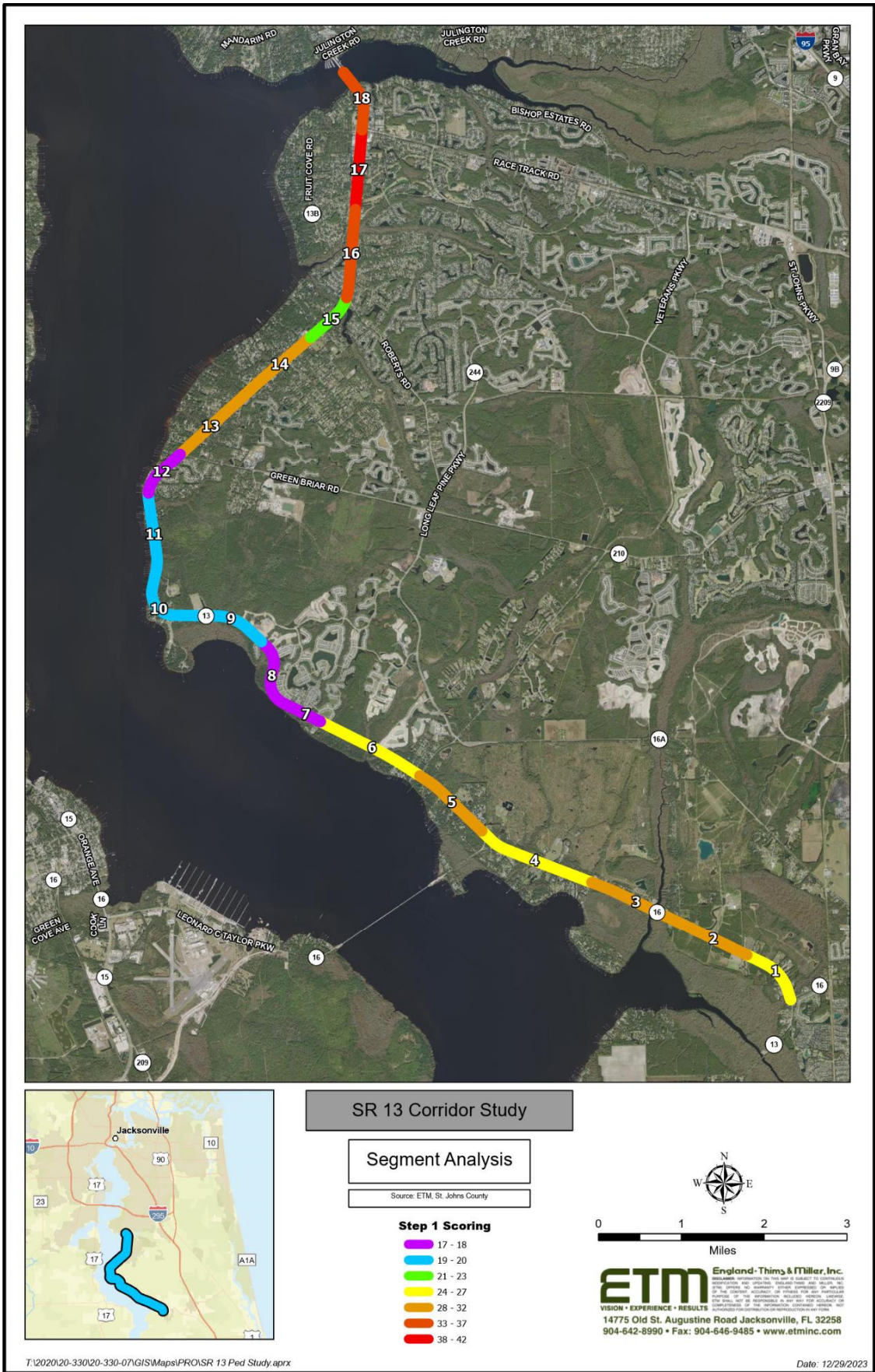
Since the highest-scored roadway segments already contain sidewalks and bicycle lanes, the results should be used to assist St. Johns County and FDOT as they prioritize the remaining segments.

The maximum possible score of the need-based evaluation was 59 points. The priority listing should not be viewed as rigid or static. Instead, the priority listing provides a starting point for improving SR 13’s bicyclist and pedestrian infrastructure.

Although roadway segments north of Roberts Road were included in the analysis, both bike lanes and sidewalk exist in this area. The segment limits and scoring are detailed on the following page.

Table 2 – Need Based Score Results

SEGMENT ID	NAME	Segment From	Segment To	Step 1 Score
1	SR 13 N	SR 16 East	S&J Tree Farm	27
2	SR 13 N	S&J Tree Farm	Collier Road	30
3	SR 13 N	Collier Road	Jack Wright Island Road	29
4	SR 13 N	Jack Wright Island Road	SR 16 West (North Interchange)	27
5	SR 13 N	SR 16 West (North Interchange)	SR 16A	32
6	SR 13 N	SR 16A	Rafter Trail Lane	26
7	SR 13 N	Rafter Trail Lane	Rivertown Boulevard	17
8	SR 13 N	Rivertown Boulevard	Back Cove	18
9	SR 13 N	Back Cove	Sequoia Creek Trail	20
10	SR 13 N	Sequoia Creek Trail	Swamp Oak Trail	20
11	SR 13 N	Swamp Oak Trail	Bartram Trail	19
12	SR 13 N	Bartram Trail	Greenbriar Road	17
13	SR 13 N	Greenbriar Road	Worthington Parkway	30
14	SR 13 N	Worthington Parkway	Scott Road	30
15	SR 13 N	Scott Road	Roberts Road	23
16	SR 13 N	Roberts Road	Davis Pond Boulevard	34
17	SR 13 N	Davis Pond Boulevard	Racetrack Road	42
18	SR 13 N	Racetrack Road	Duval County Line	37



4.3 Cost-Based Evaluations

Cost- or risk-based factors were used to determine constructability and identify complexities associated with future sidewalk and/or multi-use path construction. These criteria included slope severity, easement/right-of-way constraints, above ground utility observations, stormwater buffers/concerns, wetland impacts and mitigation, presence of tree specimens for potential removal, evidence of foot traffic/pedestrian use, and any form of pedestrian bridge crossing.

Each SR 13 segment was analyzed using a three-category point system with each question response receiving a category score of four (4), two (2) or zero (0) points.

To determine right-of-way availability, the most recent available parcel data from the St. Johns County Property Appraiser was used to compare parcel lines to the edge of pavement with an aerial-based map. The distance between parcel lines and edge of pavement was measured at each end and in the middle of the gap segment.

Each sidewalk gap was reviewed in the field by licensed traffic engineers. To maintain consistency in the scoring, the presence of slopes/ditches/drop-offs, right-of-way, above-ground utilities, specimen trees, stormwater/wetland concerns, whether a bridge crossing would be required, etc. were documented using on-site features (elevations, fence lines, utilities, standing water, drainage inlets, tree locations, and similar physical conditions). The cost-based criteria were used to assign a score to each SR 13 segment, using the following categories:

- Bridge Crossing Score
- Severe Slope Score
- Easement or ROW Score
- Stormwater Score
- Tree Removal Score
- Utility Conflict Score
- Pedestrian Use Score

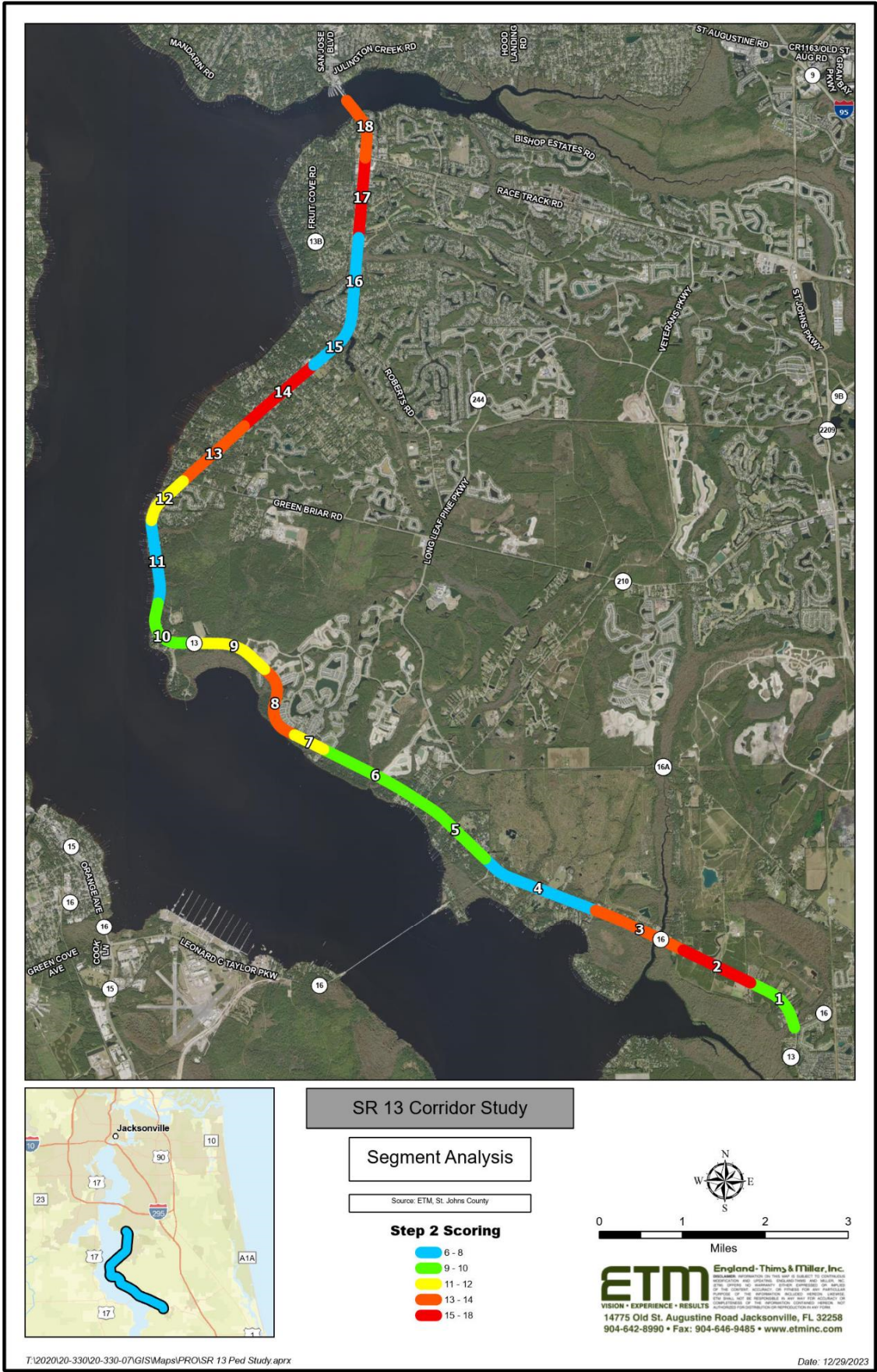
The results are provided in Table 3 (next page) and **Appendix G**. The segment limits and scoring are detailed on page 22.

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Table 3 – Step 2 Scoring Results

SEGMENT ID	NAME	Segment From	Segment To	Step 2 Score
1	SR 13 N	SR 16 East	S&J Tree Farm	10
2	SR 13 N	S&J Tree Farm	Collier Road	16
3	SR 13 N	Collier Road	Jack Wright Island Road	14
4	SR 13 N	Jack Wright Island Road	SR 16 West (North Interchange)	6
5	SR 13 N	SR 16 West (North Interchange)	SR 16A	10
6	SR 13 N	SR 16A	Rafter Trail Lane	10
7	SR 13 N	Rafter Trail Lane	Rivertown Boulevard	12
8	SR 13 N	Rivertown Boulevard	Back Cove	14
9	SR 13 N	Back Cove	Sequoia Creek Trail	12
10	SR 13 N	Sequoia Creek Trail	Swamp Oak Trail	10
11	SR 13 N	Swamp Oak Trail	Bartram Trail	6
12	SR 13 N	Bartram Trail	Greenbriar Road	12
13	SR 13 N	Greenbriar Road	Worthington Parkway	14
14	SR 13 N	Worthington Parkway	Scott Road	16
15	SR 13 N	Scott Road	Roberts Road	8
16	SR 13 N	Roberts Road	Davis Pond Boulevard	8
17	SR 13 N	Davis Pond Boulevard	Racetrack Road	18
18	SR 13 N	Racetrack Road	Duval County Line	14

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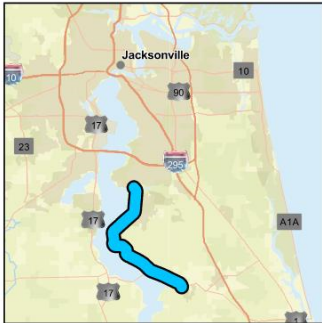
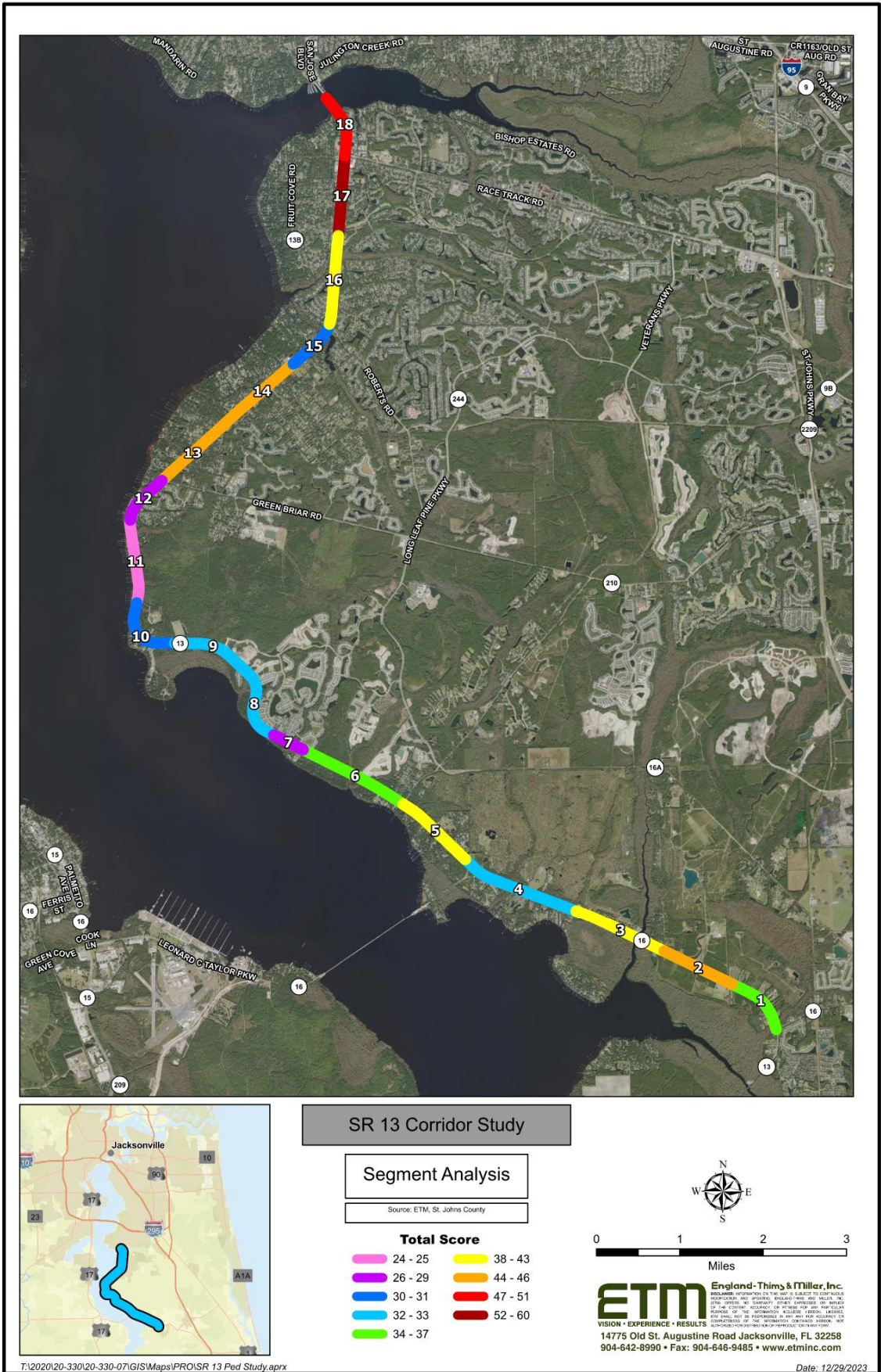


5 RECOMMENDATIONS

The SR 13 segment between Roberts Road and Greenbriar Road should continue to be evaluated and programmed for sidewalk construction (as funding becomes available). The SR 13 segments from Greenbriar Road to the southerly limits of the study (at SR 16 East) should be evaluated and pursued as a multi-use path on the east side of SR 13. The new Shands Bridge and the Rivertown development are currently being constructed with multi-use paths. Therefore, continuing the multi-use path north and south of these areas would provide a good multi-modal connection within this part of St. Johns County. The combined scoring results are provided in Table 4 (below) and **Appendix H**. The segment limits and scoring are detailed on the following page.

Table 4 – Segment Combined Scoring

SEGMENT ID	NAME	Segment From	Segment To	Total Score
1	SR 13 N	SR 16 East	S&J Tree Farm	37
2	SR 13 N	S&J Tree Farm	Collier Rd	46
3	SR 13 N	Collier Rd	Jack Wright Island Rd	43
4	SR 13 N	Jack Wright Island Rd	SR 16 West (North Interchange)	33
5	SR 13 N	SR 16 West (North Interchange)	SR 16A	42
6	SR 13 N	SR 16A	Rafter Trail Ln	36
7	SR 13 N	Rafter Trail Ln	Rivertown Blvd	29
8	SR 13 N	Rivertown Blvd	Back Cv	32
9	SR 13 N	Back Cv	Sequoia Creek Trl	32
10	SR 13 N	Sequoia Creek Trl	Swamp Oak Trl	30
11	SR 13 N	Swamp Oak Trl	Bartram Trl	25
12	SR 13 N	Bartram Trl	Greenbriar Rd	29
13	SR 13 N	Greenbriar Rd	Worthington Pkwy	44
14	SR 13 N	Worthington Pkwy	Scott Rd	46
15	SR 13 N	Scott Rd	Roberts Rd	31
16	SR 13 N	Roberts Rd	Davis Pond Blvd	42
17	SR 13 N	Davis Pond Blvd	Racetrack Rd	60
18	SR 13 N	Racetrack Rd	Duval County Line	51



SR 13 Corridor Study

Segment Analysis
Source: ETM, St. Johns County

Total Score	
24 - 25	38 - 43
26 - 29	44 - 46
30 - 31	47 - 51
32 - 33	52 - 60
34 - 37	



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Date: 12/29/2023

6 COST ESTIMATES

Cost estimates were based on FDOT’s Cost-per-Mile Models from December 2023 and then adjusted for contingency, Engineering and CEI costs. The resulting opinion of probable costs per segment are shown in Table 5.

Table 5 – Opinion of Probable Cost by Segment

SEGMENT ID	NAME	Segment From	Segment To	Sidewalk Cost	12' Shared Use Path Cost
1	SR 13 N	SR 16 East	S&J Tree Farm	\$400,505.98	\$702,827.54
2	SR 13 N	S&J Tree Farm	Collier Road	\$455,579.15	\$799,472.65
3	SR 13 N	Collier Road	Jack Wright Island Road	\$585,428.82	\$1,027,339.23
4	SR 13 N	Jack Wright Island Road	SR 16 West (North Interchange)	\$722,006.46	\$1,267,012.36
5	SR 13 N	SR 16 West (North Interchange)	SR 16A	\$533,431.29	\$936,091.40
6	SR 13 N	SR 16A	Rafter Trail Lane	\$675,295.18	\$1,185,041.11
7	SR 13 N	Rafter Trail Lane	Rivertown Boulevard	\$188,863.51	\$331,426.95
8	SR 13 N	Rivertown Boulevard	Back Cove	\$463,748.82	\$813,809.19
9	SR 13 N	Back Cove	Sequoia Creek Trail	\$484,317.16	\$849,903.52
10	SR 13 N	Sequoia Creek Trail	Swamp Oak Trail	\$421,843.23	\$740,271.20
11	SR 13 N	Swamp Oak Trail	Bartram Trail	\$506,231.10	\$888,359.17
12	SR 13 N	Bartram Trail	Greenbriar Road	\$304,200.00	\$533,825.09
13	SR 13 N	Greenbriar Road	Worthington Parkway	\$506,519.44	\$888,865.17
14	SR 13 N	Worthington Parkway	Scott Road	\$562,842.09	\$987,702.92
15	SR 13 N	Scott Road	Roberts Road	\$301,316.59	\$528,765.14

APPENDIX

Appendix A: William Bartram Scenic & Historic Highway Corridor Master Plan

Appendix B: Need-Based Criteria

Appendix C: Cost-Based Criteria

Appendix D: Public And Stakeholder Engagement Materials

Appendix E: GIS Maps

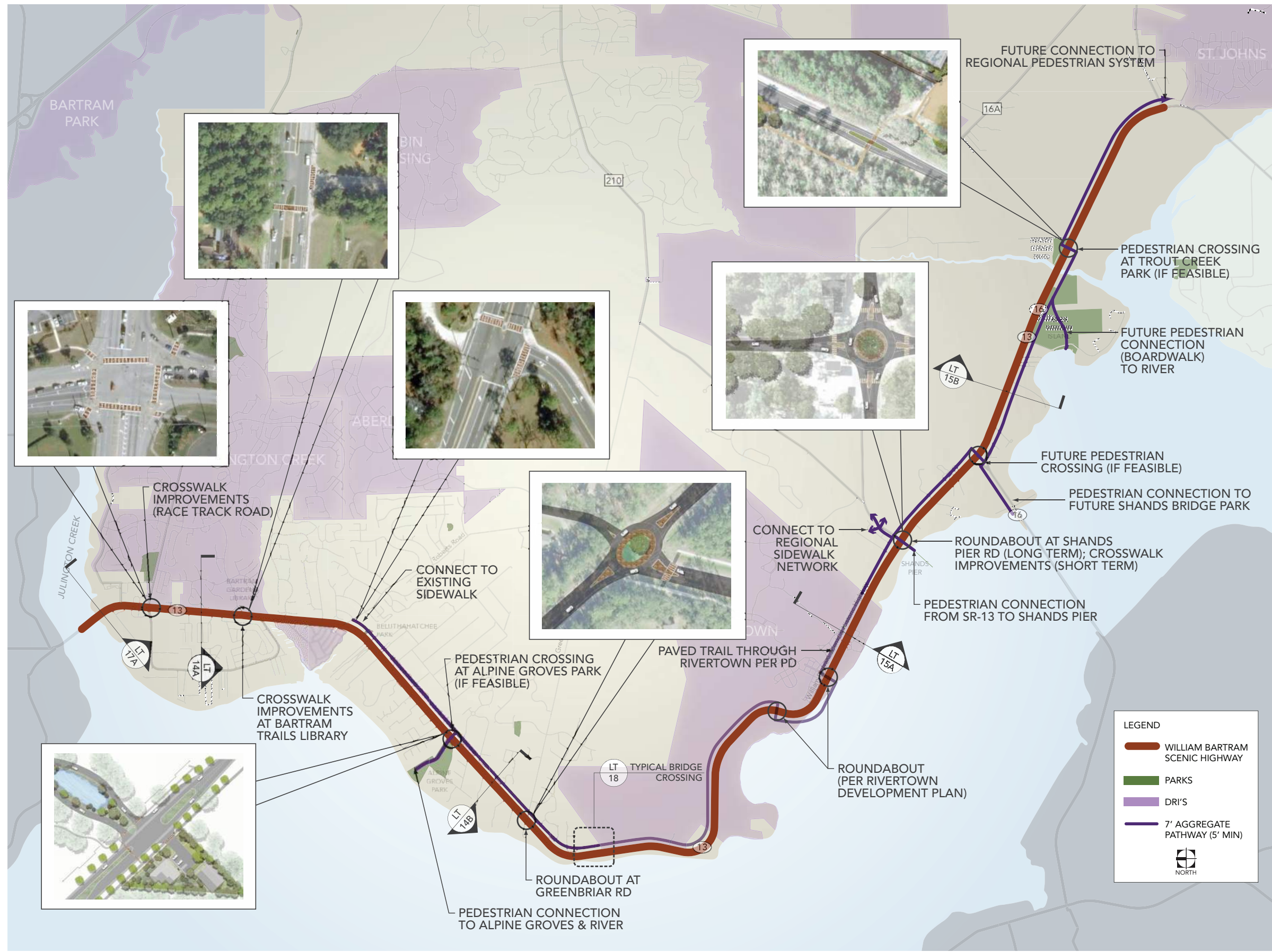
Appendix F: Preliminary Need-Based Sidewalk Gap Results

Appendix G: Cost-Based Sidewalk Gap Results

Appendix H: Sidewalk Gap Final Results

Appendix A:

William Bartram Scenic & Historic Highway Corridor Master Plan



These drawings are provided for design intent only and are not for construction. No engineering review, structural or otherwise, has been performed. As such, they are subject to modification pending environmental and engineering considerations and agency review.



Next Steps

As stated above, a more detailed study for the implementation of a pedestrian system south of Roberts Road will need to be conducted including safety measures for the bike lanes at the Governor’s Oaks. Also, additional study of the geometric design for all of the pedestrian safety improvements (i.e. roundabouts and refuge islands) needs to be undertaken to determine the feasibility and potential right-of-way acquisition and tree removal necessary. While it is understood that some tree removal may be necessary for the implementation of these improvements, the CMC was only supportive of shorter-lived vegetation (e.g. pines and laurel oaks) being removed with the understanding that some of that vegetation can be replanted as part of the implementation (outside of the required FDOT recovery areas). Removal of any specimen material, particularly large canopy oaks is not desired.

The pathway also provides an opportunity to create a “history trail” where secondary resources that cannot be reached or seen by automobile can be interpreted along the trail using smaller interpretive signs. Both the smaller sign design and interpretive sign content will need to be developed; however, it should be in keeping with the larger interpretive displays currently proposed as part of this master plan.

Any tree removal that may occur as a result of these improvements should be coordinated with the CMC and must be permitted according to St. Johns County requirements.

Statement of Probable Cost

1. Wayfinding System	\$240,000
2. Corridor Pathway (incl. mile markers, historic signs, and creek crossings)	\$1.85 mill.
3. Textured Crosswalks (Race track Rd, Roberts Road, and Davis Pond Road)	\$110,000
4. Alpine Groves Roadway Improvements	\$475,000
5. Roundabout @ SR-13 and Greenbriar Road	\$600,000
6. Roundabout @ SR-13 and Shands Pier	\$520,000
7. SR-13/Trout Creek Pedestrian Crossing	\$185,000
8. Bike Lanes (widening where necessary, striping, and signage)	\$1.05 mill.
9. Vehicular Pulloffs (assume three locations)	\$170,000
10. SR-13 Median Improvements (North of Roberts Road)	\$300,000
11. Byway Reforestation (South of Roberts Road)	\$710,000

AECOM has no control over the cost of labor, materials, or equipment, the Contractor's method of determining prices or competitive bidding or market conditions. Therefore our statement of probable cost provided herein is made on the basis of experience and represents our best judgment as Landscape Architects familiar with the construction industry. The firm cannot and does not guarantee that proposals, bids, or the construction cost will not vary from our statement of probable cost. If the Owner wishes greater assurances as to the construction cost, we recommend the employment of an independent cost estimator. This estimate only includes construction costs. Design, engineering, and permitting costs are not included.

Appendix B:
Need-Based Criteria

SR 13 Bike/Ped Need Based Criteria (Step-1)

No ¹ .	Criteria	Brief Description	Measurement and Data Source	Criteria Scoring
Points/Areas of Interest (28 possible points)				
1	School Proximity	Potential school walking routes; Provides connection/access to schools; Within walking distance to schools	Schools (public and private) within 2 miles of the gap Data Source: St. Johns County GIS Division, St. Johns County School District and Duval County	¼ mile or less – 4 points ¼ - ½ mile – 3 points ½ - 1 miles – 2 points 1 - 2 miles – 1 point (Over 2 miles – 0 points)
2	Library Proximity	Provides connection/access to St. Johns County libraries	County library is near the gap Data Source: St. Johns County GIS Division and Duval County	¼ mile or less – 4 points ¼ - ½ mile – 3 points ½ - 1 miles – 2 points 1 - 2 miles – 1 point (Over 2 miles – 0 points)
3	Multi-Use Paths & Trails	Assists with connectivity to existing or planned trails	Path or trail is near the gap Data Source: FDEP existing recreational trails and North Florida TPO existing and proposed	¼ mile or less – 4 points ¼ - ½ mile – 3 points ½ - 1 miles – 2 points 1 - 2 miles – 1 point (Over 2 miles – 0 points)

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

No ¹ .	Criteria	Brief Description	Measurement and Data Source	Criteria Scoring
4	Proximity to Parks	Provides connection/access to St. Johns County parks	Mainly county and locally owned parks near the gap Data Source: UF Geoplan Center	¼ mile or less – 4 points ¼ - ½ mile – 3 points ½ - 1 miles – 2 points 1 - 2 miles – 1 point (Over 2 miles – 0 points)
5	Transit Proximity	Provides access to public transit service	Bus route is near the gap and/or the gap has a designated bus stop Data Source: St. Johns County and JTA	Route within ¼ mile or less OR gap has a bus stop – 4 points Route within ¼ - ½ mile – 3 points Route within ½ - 1 miles – 2 points Route within 1 - 2 miles – 1 point (Over 2 miles – 0 points)
6	Residential and Employment Connectivity	Provides connection/access between residential and employment land uses, potential paths between housing and shopping, services or work-related destinations	Residential and/or employment land uses near gap Data Source: St. Johns County Property Appraiser Use Code	Both Residential and Employment within ¼ mile or less – 4 points Either Residential or Employment within ¼ mile or less – 3 points Either within ¼ - ½ mile – 2 points Both within 1 - 2 miles – 1 point (Both over 2 miles – 0 points)
7	Proximity to Future Dwelling Units	Provides connection/access to remaining PUD Entitlements within ¼ Mile	Approved, unbuilt dwelling units near gap Data Source: St. Johns County Entitlement Tracker/Study Team	Within ¼ mile or less – 4 points Over ¼ miles – 0 points

No ¹ .	Criteria	Brief Description	Measurement and Data Source	Criteria Scoring
Population Density and Underserved Areas (12 possible points)				
8	Population Density	Favors sidewalk/bicycle gaps in areas with relatively higher population density	Population density (population per square mile) of the Census Block Group where the gap is located. Scoring is based on equal interval/natural break from highest to lowest density. Data Source: U.S. Census Bureau, American Community Survey (ACS), 2021 5-year estimate, Table B01003	Highest interval – 4 points 2 nd highest interval – 3 points Middle interval – 2 points 2 nd Lowest interval – 1 point (Lowest interval – 0 points)
9	Household Income Below Poverty Level	Favors sidewalk/bicycle gaps in areas with a relatively higher number of households below poverty level	Household income of Census Block Groups where the gap is located. Scoring is based on equal interval/natural break from highest to lowest number of households. Data Source: U.S. Census Bureau, American Community Survey (ACS), 2021 5-year estimate, Table B17101	Highest interval – 4 points 2 nd highest interval – 3 points Middle interval – 2 points 2 nd Lowest interval – 1 point (Lowest interval – 0 points)
10	Households with no Vehicles	Favors sidewalk/bicycle gaps in areas with relatively more zero-car households	Number of “zero-car” households within the Census Block Group where the gap is located. Scoring is based on equal interval/natural break. Data Source: U.S. Census Bureau, American Community Survey (ACS), 2021 5-year estimate, Table B25044	Highest interval – 4 points 2 nd highest interval – 3 points Middle interval – 2 points 2 nd Lowest interval – 1 point (Lowest interval – 0 points)

No ¹ .	Criteria	Brief Description	Measurement and Data Source	Criteria Scoring
Safety and Multimodal Characteristics (19 possible points)				
11	Traffic Count	Favors sidewalk/bicycle gaps along relatively high traffic roads (i.e., safety of pedestrians based on traffic volume)	AADT along the roadway where the gap is located. Scoring is based on natural breaks from highest to lowest AADT. Data Source: FDOT, 2021	Highest interval – 4 points 2 nd highest interval – 3 points Middle interval – 2 points 2 nd Lowest interval – 1 point (Lowest interval – 0 points)
12	Speed Limit	Favors sidewalk/bicycle gaps along roads near higher speeds (i.e., safety of pedestrians based on posted speeds)	Posted speed limit along the street near the gap Data Source: Google Earth	55 mph – 3 points 45 mph – 2 points
13	Pedestrian Use	Evidence of Pedestrian Use (visible worn-down footpaths)	Visible footpath along the street near the gap Data Source: Google Maps or field visit	Visible along most of gap – 4 points Visible along 50% of gap – 2 points (No visible footpath – 0 points)
14	Pedestrian Crash History	Favors sidewalk/bicycle lane gaps along roads near Bike/Ped crashes (i.e., safety of pedestrians based on crash history)	5-year pedestrian crash history along the street near the gap (for gaps within ¼ mile of pedestrian crash) Data Source: Signal Four Analytics	Highest interval – 4 points 2 nd highest interval – 3 points Middle interval – 2 points 2 nd Lowest interval – 1 point (Lowest interval – 0 points)
15	Sidewalk presence on other side of street (from the sidewalk gap)	Favors gaps with no sidewalk on the other side of the street	Indicates whether sidewalk or bike lane is present across the street from the gap Data Source: Google Maps or field visit	Sidewalk NOT present – 4 points Partially present – 2 points Sidewalk is present – 0 points
Maximum Possible Need-Based Score >>				59 points

Appendix C:
Cost-Based Criteria

Sidewalk Asset Strategy Criteria - Cost-Based and Field-Check Criteria (Step 2)

No ¹ .	Cost-Based Criteria	Criteria Scoring
1	Bridge Crossing Required	Bridge crossing NOT likely required – 4 points Likely required along approx. 50% of gap – 2 points Likely required along most of the gap – 0 points
2	Severe Slope Presence	No/Minimal slope concerns – 4 points Severe slope along approx. 50% of gap – 2 points Severe slope along most of the sidewalk gap – 0 points
3	Easement or ROW Required	No/Minimal ROW concerns – 4 points ROW concerns along approx. 50% of gap – 2 points ROW concerns along most of the sidewalk gap – 0 points
4	Stormwater Buffer Concerns or Wetland Mitigation Required	No/Minimal Stormwater or Wetland concerns – 4 points Concerns along approx. 50% of gap – 2 points Concerns along most of the sidewalk gap – 0 points
5	Specimen Tree Removal Required (Tree/Oak-Canopy concerns)	No/Minimal concerns visible – 4 points Concerns visible along approx. 50% of gap – 2 points Concerns visible along most of the sidewalk gap – 0 points
6	Above-ground Utilities	No/Minimal concerns visible – 4 points Utilities are visible along approx. 50% of gap – 2 points Utilities are visible along most of the sidewalk gap – 0 points
7	Evidence of Pedestrian Use (visible worn-down footpaths)	Footpath is visible along most of the sidewalk gap – 4 points Footpath is visible along approx. 50% of gap – 2 points No footpath is visible along the gap – 0 points
Maximum Score for Step 2 >>		28 points

Maximum Possible Score for Steps 1 and 2 is 87 points (with no weight applied)

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

Appendix D:

Public And Stakeholder Engagement Materials

State Road 13 Sidewalk and Bicycle Study

Project Engagement

VIEWS
1,266

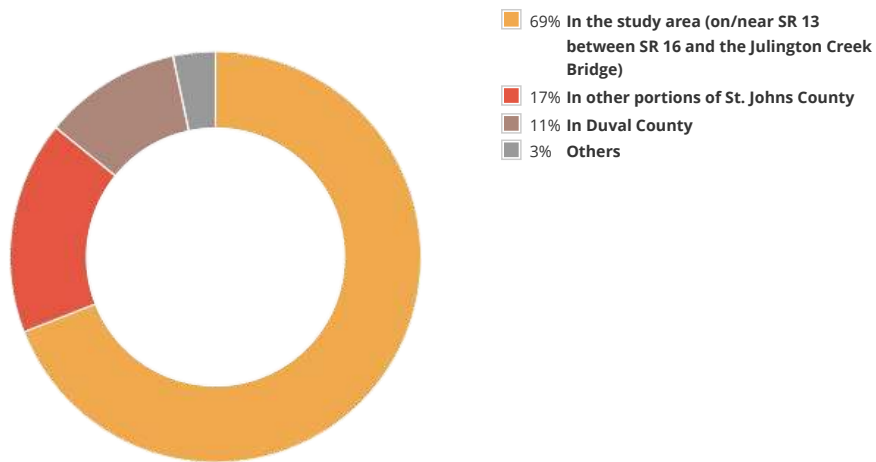
RESPONSES
8,032

SUBSCRIBERS
199

PARTICIPANTS
580

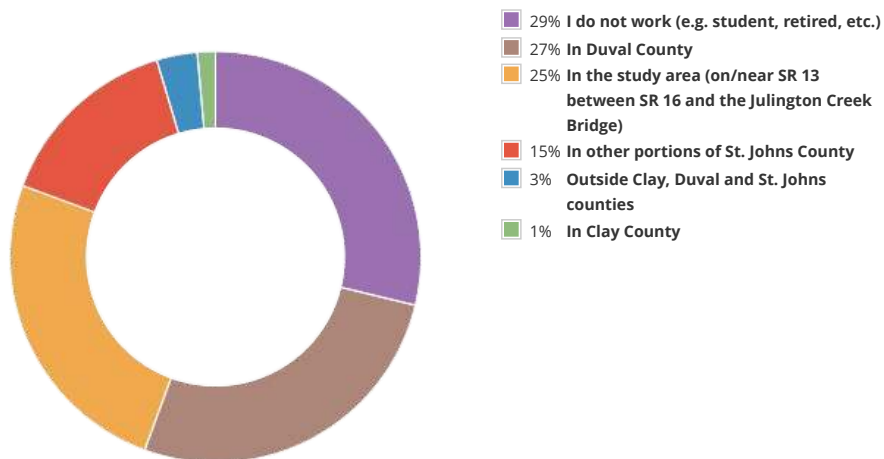
COMMENTS
379

Where do you live?



572 respondents

Where do you typically work?



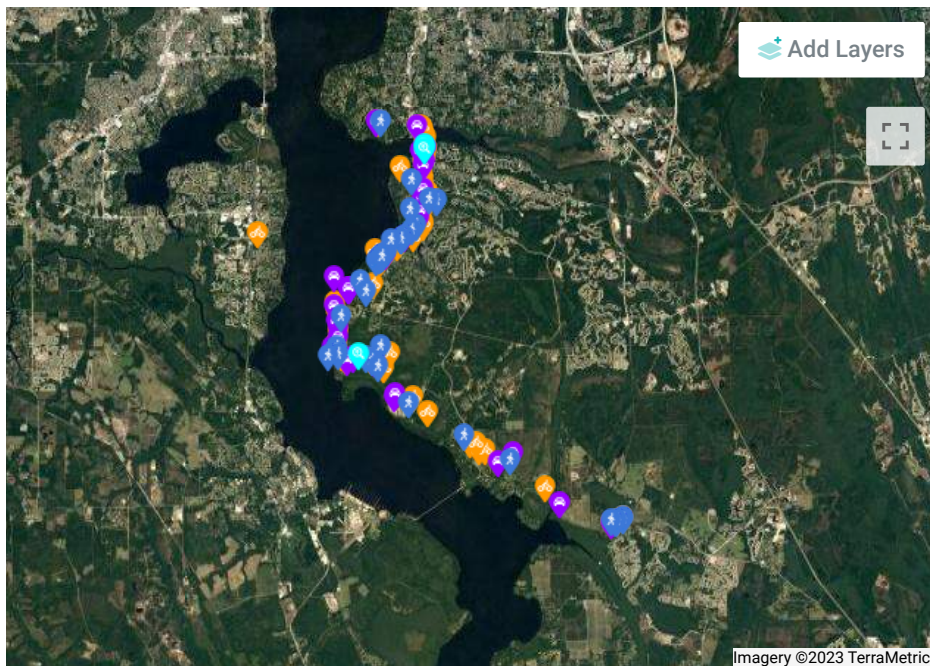
563 respondents

How often do you travel on SR 13 within the study area?

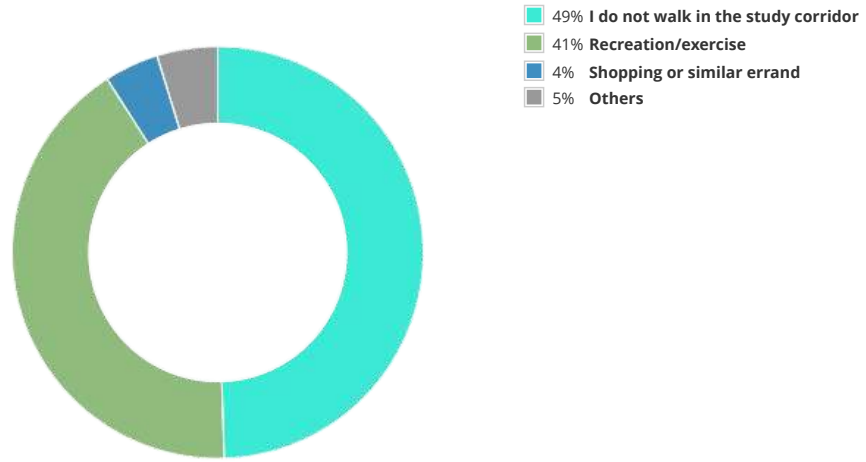
	Every day	Almost every day	A few times a week	Once or twice a week	A few times each month	Rarely	Never
Walking	21% Every day	11% Almost every day	11% A few times a week	6% Once or twice a week	9% A few times each month	17% Rarely	25% Never
Riding a bike	3% Every day	7% Almost every day	10% A few times a week	7% Once or twice a week	15% A few times each month	17% Rarely	40% Never
Driving or riding with someone else	40% Every day	17% Almost every day	15% A few times a week	8% Once or twice a week	10% A few times each month	7% Rarely	3% Never
Riding public transit	- Every day	- Almost every day	- A few times a week	- Once or twice a week	- A few times each month	6% Rarely	94% Never
Other	4% Every day	3% Almost every day	1% A few times a week	2% Once or twice a week	3% A few times each month	8% Rarely	78% Never

538 respondents

Please mark the location of walking, bicycling or other vehicle/traffic-related problem spots on the map below. Select or drag an icon, explain the problem in the pop-up box and select post at the bottom right. You can also upload a photo with your description.

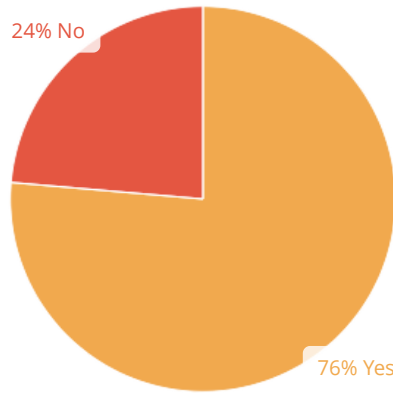


If you walk on SR 13, please select your primary destination or purpose.



398 respondents

Would a more connected sidewalk network (with fewer gaps and more sidewalks available to use) encourage you to walk more?



402 respondents

Please rank the following reasons (from most important at the top to least important at the bottom) for building new sidewalks and filling in sidewalks along the corridor. You can drag your selections up and down. To begin, tap or drag your first priority to the top.

56%	Location is near a school	Rank: 2.94	104 ✓
60%	Adjacent roadway has more vehicles and/or higher speeds	Rank: 2.95	111 ✓
60%	Location is near a public or community place such as a library, recreation center or trail	Rank: 3.13	112 ✓
49%	Location serves area with more residents (dense population)	Rank: 3.46	91 ✓
45%	Location has visible foot paths (indicating that people are walking there)	Rank: 4.05	83 ✓
39%	Location has a history of pedestrian crashes	Rank: 4.62	73 ✓
46%	Location is near a store, restaurant, healthcare or similar service	Rank: 4.79	86 ✓
37%	Location is near a bus stop or bus route	Rank: 5.25	68 ✓
34%	Location serves area with more jobs	Rank: 6.75	63 ✓
32%	Location serves low income and/or minority community	Rank: 7.76	59 ✓

186 Respondents

If you believe there are other important reasons to build new sidewalks and fill in sidewalk gaps, please list them briefly below.

Keep pedestrians safe, get them out and moving and especially adjacent to SR-13 where there are a lot of trees, history and natural areas to enjoy.

21 days ago

there are other areas better suited for what you want. 13 isn't it.

11 days ago

Between 16A and CR13 on 16 needs to have sidewalks and bike route. People walk and ride down this route but it is high risk in my opinion. I use to ride my bike to Publix when i lived in King and the Bear. Now that I live in Ashley oaks you'd have to be crazy to attempt that ride along 16. Plus you need to connect a bike/pedestrian route from Herritage to Silver leaf.

21 days ago

People walk and bike along sr13. It's dangerous if they are in the roadway or shoulder with the increase of population and cars. Sidewalks or bike lanes need to be done with keeping the scenic area of William Bartram Scenic Highway.

20 days ago

In order to do this, you will need to remove centennial oak trees lining the highway. We are already losing these to housing developments causing more cars on the road. No sidewalks or bike lanes.

11 days ago

SR16 to CR13 between Silverleaf parkway and CR13 South need be connected via sidewalk too.

21 days ago

Nope. Too many cars are traveling that road as it is. If you need to get to Silverleaf, drive and park then you can walk or bike.

11 days ago

Yes for health reasons, both mental and physical for our citizens, both young and old.

21 days ago

I walk and ride bike. Shoulders are too dangerous due to speeding cars. Sidewalks would help immensely, thank you

20 days ago

We need sidewalks between Roberts road and Greenbriar on sr 13

19 days ago

we need separated bike lanes as well as sidewalks, all along SR13

cyclists on sidewalks conflict with pedestrians but painted bike lanes make cyclists a prime target for angry or inattentive drivers

20 days ago

No. I want to prevent the removal of centennial oak trees lining the highway. I'm already seeing GROUPS of bicyclists on 13 and from experience, they don't stay in the bike lanes. This road should not permit biking if it means cutting down the trees.

11 days ago

Needs to be in keeping with William Bartram Scenic Hwy

21 days ago

Agreed!!!

11 days ago

For children to safely commute between neighborhoods & school

19 days ago

As an avid cyclist I can only say two things.

1. The study corridor is absolutely beautiful and I often reroute my work day for an opportunity to drive through.
2. Given the lack of pedestrian sidewalk or a dedicated and well defined bike lane there is zero chance I would risk my life trying to cycle through the area.

19 days ago

I see kids riding bikes & walking on the side of the road near San Juan Del Rio coming back from fishing. Despite it being a school zone, cars speed through the area making it dangerous for people walking & riding as well as people leaving school/church.

20 days ago

My kid is one of those! We need safer options in this area for our teens to get around. These are good kids.

14 days ago

Kids get transportation over 2 miles to school but under 2 miles still lacks safe riding paths in the SR13-between Alpine Groves State Park and Roberts Road. Many teens live in this area and need safer ways to move between neighborhoods or access stores, trails, and friends' homes without riding directly on SR13.

14 days ago

Increased Shoulders on each side of SR13 would be helpful for cyclists and make it much safer.

14 days ago

Not if it means removing or endangering the health of any of the centennial oaks along that road.

11 days ago

The entire stretch of road is not pedestrian friendly and very dangerous for bikes where people are driving highway speeds and all it takes is being distracted for a couple seconds for a fatal accident to occur.

14 days ago

Exactly why it shouldn't have bike lanes. Large groups of cyclists are starting to bike down 13 causing issues and from past experience, they don't stay in the bike lanes. This would stay as is with no biking allowed. There are just too many vehicles now with more on the way.

11 days ago

My kids got to stand in the grass or mud sometimes when it rains since there are no sidewalks near the bus stops when they have to wait on school bus to pick them up.

15 days ago

This is a very active area with a lot of people using it for athletic and recreational activities. While I believe the natural beauty of the area should be preserved, it would greatly benefit from more pedestrian and bike access.

15 days ago

You will lose that natural beauty you love by adding pedestrian and bike access.

11 days ago

We are in a community that likes to walk and ride bikes but this area is incredibly dangerous for both

15 days ago

some of the current sidewalks are in bad shape

15 days ago

The area of 13 that is William Bartram historic Trail should be more walkable for bird watching reaching at least to Alpine Grove Park.

15 days ago

Need safe cycling pathways

16 days ago

The area is scenic with its established trees and natural Florida look. Improved walkability would encourage more to explore the area and improve pedestrian safety of the fast growing county.

17 days ago

I want to ride bikes to school with my kids to give them more exercise, but can't bc there are no sidewalks and it's not safe to ride bikes on SR13.

17 days ago

Most worthwhile expenditure of funds greatly improving our community.

18 days ago

People bike along this area and need safer access

18 days ago

Blind Deadly curves, high speed vehicles, construction vehicles.

19 days ago

CR 13 needs a bike lane for safety with the volume of traffic

19 days ago

Simply to make it a better and safer community.

19 days ago

Would like to be able to exercise/walk without getting hit by a car or walking in the mud. Please put one continuous sidewalk from Julington creek to 16. SR is dangerous and needs wider bike lanes!

19 days ago

Separated facility for non motorized needs to be constructed. Road cyclists need to be properly addressed with better lane configuration that discourages people driving cars from thinking road cyclists don't belong. Crossings need to be installed to treat mid block type issues.

19 days ago

Used to be able to ride bike to 16A from SR13 but with all the new developments it's not safe. There is no public transportation at all. Sidewalks have been needed since the 90's. We got one on Greenbrier but it's so small two people have a difficult time walking. Why can't the county make them wider?

19 days ago

I would love to see asphalt sidewalks as they are easier when biking or jogging.

19 days ago

Bike lanes would be wonderful. It is scary to be a road bike cyclist as cars speed by so close and fast

20 days ago

More bike safety please!

20 days ago

I would rather not use gasoline to travel to nearby park. Walking and biking is a much healthier and happier option.

20 days ago

Great idea! On a new and safe sidewalk !😊

11 days ago

Get an e-bike

11 days ago

Filling in gaps and expanding the network for pedestrians and bicyclists expands mobility options for all.

20 days ago

With growing development in the area, it would be strongly advised to accommodate for the increasing population.

20 days ago

Safety is number one. Number two is better walking and bicycle access to recreate in creek and bridge area, and to easily visit businesses on each side of the bridge.

20 days ago

Being active outside in this area is dangerous. We have needed better and safer options for pedestrian and bicycle traffic. I hope this project comes to fruition and the sidewalks that are existing along 13 are also made safer.. maybe even with a crosswalk so people can actually walk to the restaurants and shops without fear of being hit by a speeding car.

20 days ago

Need bicycle lanes going both directions, especially from greenbriar to roberts roads. Bike lanes actually need to be smooth and maintained periodically. There should be a hitlibe to call to clean up debris in bike lanes. I do not ride my bike on sidewalks.

20 days ago

People walk and bike along sr13. It has become dangerous with them on the road or shoulder with the increase of population and cars on the road. New sidewalks or bikelanes need to be done with keeping the scenic area of William Bartram scenic Highway in mind. Keep the trees!

20 days ago

Building sidewalks encourages people to walk, and provides a safe option. Its especially helpful to connect neighborhoods to nearby schools.

20 days ago

SR13 has a ton of fast-moving traffic and, where there are no sidewalks, it's unsafe to leave a neighborhood other than by car.

6 hours ago

Bike riders on SR13 are putting themselves at risk as well as putting unnecessary pressure on drivers as well as their insurance rates. Auto Insurance rates have almost doubled in this area

yesterday

kids can get to friends homes without driving with sidewalks away from street. too many drunk drivers to trust them walking in road

7 days ago

Please do not build sidewalks or increase bike lanes. It is very, very dangerous when the people on bikes ride this area. Most of the people that live here are happy with the way. Things are now, if they wanted to live in a community where they can walk and bike I'm sure they would've chose to live there however, we like to live among nature and the river. State Route 13 has become very overcrowded and challenging to drive on. People use it as a Cutthrough to avoid all the traffic on 210. If you're going to do some thing fix that area so that people will drive over there instead of in our peaceful Switzerland area.

8 days ago

To keep everyone safe just slow the speed limit down there are more people using 13 the speed limits in some spots are 55 and I see people going 80 on motorcycles. It's a peaceful road let's keep it peaceful.

8 days ago

I would be able to walk and bike safely

9 days ago

A safe and accessible sidewalk will allow children to walk or ride their bikes to and from the bus stop or to visit friends in adjacent neighborhoods. The minimal shoulder on SR13 prevents everyone, young or old, from walking or riding their bikes.

11 days ago

Protect the oaks, take out one of the traffic lanes and turn it into a large mixed-use path

11 days ago

Don't believe this road needs sidewalks or bike lanes.

11 days ago

My kids would cycle to school if there was a footpath/cycle path off and away from the road.

I would cycle to more local places, too, if that was the case. My wife would run more. The 13 is simply a death trap as it is, between the Speedway and the jctn with the 210

12 days ago

SR 13 gets very congested during school bus hours. A better sidewalk system might allow for fewer bus stops and therefore improve traffic flow.

12 days ago

Access to Alpine Groves Park is mainly limited to cars. Sidewalks are non-existent. The bicycle lanes along the route in question near the park are dangerous at best. Why spend to maintain a park and not provide pedestrian or decent bicycle access.

12 days ago

The sidewalks need to be extended from Fruit Cove all the way down through Switzerland. I live very close to Alpine Groves but have to walk on SR13 to get there. There is a high volume of traffic traveling at high speeds and it is unnerving to walk on the shoulder or grass area of SR13 to get there. We could even ride our bikes to school with our kids if there were sidewalks, but there is no way we can attempt it without proper sidewalks or a bike path.

12 days ago

I think St. John's should build a path along 13 like Clay County did along 17. It would attract a many to the area.

12 days ago

People walk and bike along sr13. It's dangerous if they are in the roadway or shoulder with the increase of population and cars. Sidewalks or bike lanes need to be done with keeping the scenic area of William Bartram Scenic Highway.

13 days ago

Safely exercise without concern for being hit by a car.

13 days ago

Need a bicycle lane!

13 days ago

This is one of the most scenic areas but inaccessible by foot for much of it and dangerous on bike. It would be such a benefit to our community to have an uninterrupted path from the bridge to SR16.

13 days ago

This is a nice wish list of to do this. Would only recommend doing it if it is completely affordable and does not put pressure on the tax base. If more than adequate tax revenue is available then this will be a good project.

14 days ago

Build them prior to them becoming a terrible need. People walking are particularly at risk as are bike riders.

14 days ago

Quality of life

14 days ago

Completely over crowded and unsafe.

14 days ago

There are ALWAYS pedestrians on 13 whether they be because they are exercising or getting from point A to point B whatever the case may be it's very DANGEROUS another for the pedestrians as well as the drivers of vehicles. I have seen families with small children walking to Alpine Groves Park and I cringe at the thought of one of those little tykes walking too close to the roadway or an inattentive driver driving off the road it is an accident waiting to happen.

14 days ago

Safety.

14 days ago

I often walk or jog on sr 13. Unfortunately there is heavy traffic, virtually no bike lane, and no good way to walk between neighborhoods. Alpine Grove is a beautiful park with literally no way to get there except by vehicle. I see kids riding their bikes in that road ALL THE TIME and it's an accident waiting to happen due to the lack of bike lanes and sidewalks. It's a beautiful area for walking and biking but bike lanes and sidewalks need to be a priority. It's ridiculous that they is no way to walk to Alpine Groves Park from an adjacent neighborhood, unless you want to take your life in your hands.

14 days ago

It is so dangerous to have cyclists and cars on this two lane road. Please make a bicycle friendly lane and a walking sidewalk.

14 days ago

The SR13 corridor is beautiful and should be enjoyed safely. Traffic has increased so much its dangerous for cyclists and pedestrians. Too many cars park on the side of the road near RiverTown Fields during games. At the same time we need to be mindful of preserving what's left of the tree canopy.

14 days ago

Safer for all specially pedestrians

14 days ago

Connect neighborhoods

14 days ago

Wider sidewalks for mixed use would be really nice. Think of nocatee and bartram park where you can walk, bike, scooter, and golf cart around on the wide sidewalks. I think mixed use wide sidewalks are a quality of living improvement for the area.

14 days ago

Too much traffic and traffic accidents around each bend of the road alone make this area highly dangerous for bikers and walkers. Need dedicated bike lanes for road bikes on BOTH sides of the roads. I'd never walk or bike this area unless the walking and bike paths had a little distance between them and the roadway. Best option would be an extra wide paved path clearly marked for bikes on one side and walkers on the other side of that path. Consider crossways as well near entrances of neighborhoods and shopping.

14 days ago

We have lived just north of the Shand's Bridge since 1991. There is a definite need for wide and safe lanes for bicycles. SR 13 is a very dangerous road.

14 days ago

Please widen the bike lane or make a sidewalk where you can bike too. I take my road bike to silver thorn and bike there because I don't feel safe biking on 13

14 days ago

As more communities are built, there will be more diverted traffic to this corridor, having more accessible sidewalks will provide pedestrians with safer travels.

14 days ago

There will be a school built near SR 13 in Rivertown. The new Shands bridge is to have a pedestrian cross way so it would be nice to have a path on SR 13 to get there from Rivertown instead of driving and finding parking

14 days ago

It's extremely dangerous to walk or ride a bike on 13 currently - our neighborhood has cars crashing into the roundabouts constantly. A area to be able To walk/ride bikes to Rivertown fields would be great and to be able To get to woodpeckers.

14 days ago

SR13 is a dangerous 2 lane road. It is almost impossible to see bicyclists, walkers, etc.

15 days ago

Please include streetlights. Another of St Johns deficiency is a dearth of streetlights on heavily trafficked roads. Duval County is much better and St. John's is the worst

15 days ago

Narrow 2 lane road is dangerous.

15 days ago

N/a

15 days ago

Because the way people drive in this area someone is going to get killed. Do NOT put down bike lanes. Do not enable these clowns to bike ride along two ton vehicles and 5 ton trucks , especially with all the construction going on. You are setting us up for death

15 days ago

Agreed!!!

11 days ago

I lived in the Netherlands for 4 years and they are a prime example of having a wonderful transportation system that accommodates pedestrians, cyclists, and drivers with safety in mind for all. I used to cycle everywhere and never felt threatened by vehicles because they had special bicycle, asphalt lanes, with traffic signals and all that made it so easy for everyone to use that means of transportation versus driving a vehicle.

15 days ago

State Road 13 has in recent years become more congested and dangerous for pedestrians and cyclists as well. Too many distracted drivers not paying attention when making turns into a business can easily run over a pedestrian or cyclist. I have a friend that was struck by a vehicle while she was on the sidewalk, crossing the entrance to a business. Fortunately, she was not killed but had injuries that to this day bother her.

15 days ago

The historic trail nd tress are special should be protected. There is not room for added bike paths in the current configuration. Any added paths should be pulling people away from the road, not adjacent to speeding cars. If paths are added, please also address the flooding and improve ditches along the route.

15 days ago

connections! racetrack to sr 13 to bridge to lovely mandarin park--make easier to biking

15 days ago

Most communities are becoming a combination of living, retail and outdoor spaces, in the same geographic area. St. Johns needs to do the same for the health and well being of its residents.

15 days ago

Many people ride their bike including my children on 13 trying to get to the safe sidewalks North of Greenbriar and on Greenbriar. The curve going out of Bartram Trail is difficult as more and more cars are coming from both directions and they are driving faster than the speed limit.

15 days ago

Child safety!

16 days ago

I believe SR 13 is good the way it is.

16 days ago

Me too!

11 days ago

The bicyclists on SR 13 on the weekends are a nuisance and a safety hazard.

18 days ago

Absolutely they are. Especially those large groups I'm beginning to see more and more of and who take up the entire road!

11 days ago

build a sidewalk to separate traffic

18 days ago

I don't think there should be a sidewalk built

19 days ago

I agree with you wholeheartedly.

11 days ago

Yu

19 days ago

Safety!!!

20 days ago

20 days ago

We do NOT have bus stops or public transportation. would be nice - even better than nice

20 days ago

Keep this area rural! We don't need big buses stopping on 13 causing more traffic issues.

11 days ago

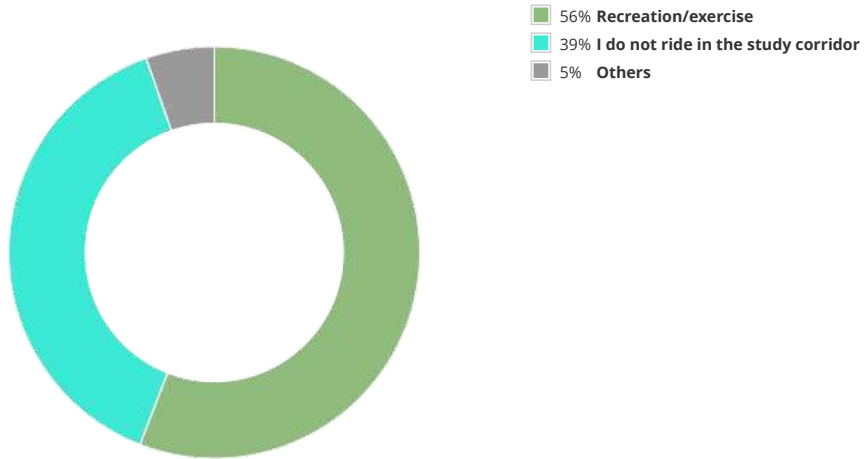
The lack of sidewalks or poor condition increase accidents or cause people to go to the road. we live in the fruit cove area, we need safer areas to walk and ride and repair of current sidewalks.

20 days ago

N/A

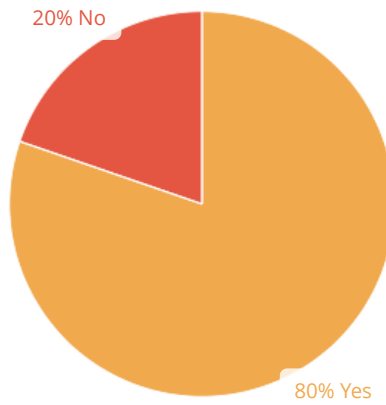
21 days ago

If you ride a bicycle along SR 13, please indicate your primary destination or purpose.
(Select one)



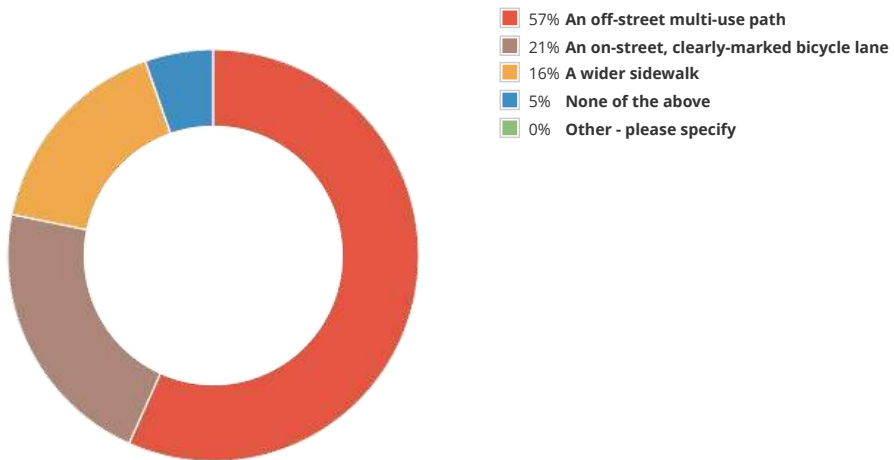
297 respondents

Would a more connected bicycle network (with fewer gaps and more bicycle options) encourage you to bicycle more?



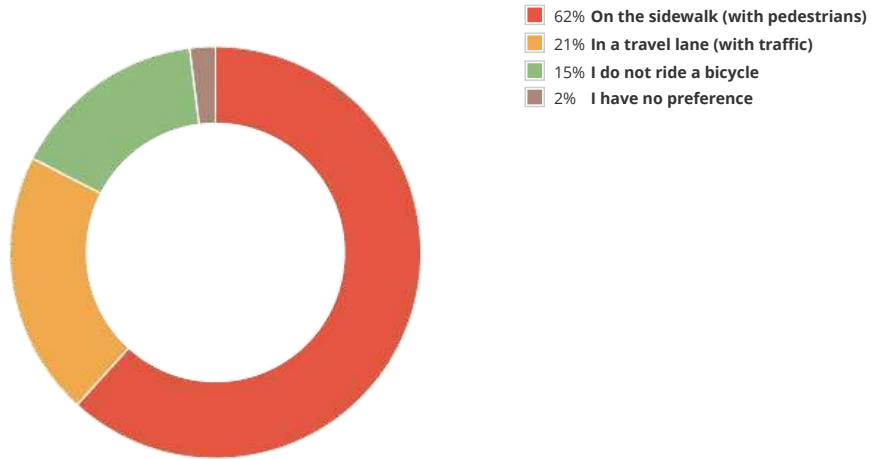
299 respondents

Which bicycling improvement do you feel would be most beneficial?



298 respondents

In locations where there are no on-street bicycle lanes, where would you prefer to ride your bicycle? (Select one)



298 respondents

Please rank the following reasons (from most important at top to least important at bottom) for building new bicycle lanes/paths and filling in bicycle gaps along the study corridor. You can drag your selections up and down. To begin, tap or drag your first priority to the top.

74%	Adjacent roadway has more vehicles and/or higher speeds	Rank: 2.21	111 ✓
65%	Location is near a public or community place such as a library, recreation center or trail	Rank: 2.85	98 ✓
57%	Location is near a school	Rank: 3.09	85 ✓
51%	Location serves an area with more residents (dense population)	Rank: 3.75	77 ✓
49%	Location has a history of bicycle crashes	Rank: 4.04	74 ✓
49%	Location is near a store, restaurant, healthcare or similar service	Rank: 4.55	73 ✓
41%	Location is near a bus stop or bus route	Rank: 5.34	61 ✓
38%	Location serves an area with more jobs	Rank: 6.42	57 ✓
35%	Location serves lower income and/or minority community	Rank: 7.27	52 ✓

150 Respondents

If you believe there are other more important reasons to build new bicycle lanes/paths and fill in gaps, please list them briefly below.

I also believe cars have to made more aware of the dangers of bicycling on the roads. Some motorist use the cyclists as targets sometime. There should be a law where motorist are automatically guilty if they ever hit a cyclists just as they do in Holland

21 days ago

I would say that is why they need a designated place to ride other than the road. What if they veer in front of a car? You can't hold a vehicle 100% accountable. You can provide a safer environment.

14 days ago

On the other side of that argument, I've seen bicyclists think they own the whole road and won't ride one behind the other even with a bike lane. They also ride so close to the cars instead of the side of the road that if they have a bike malfunction there is the possibility they will fall in front of you.

Now you have a car trying to veer away from a bicyclist, heading into oncoming traffic.

Sidewalks yes, bike lanes NO!

11 days ago

Safety for cyclists, pedestrians and motorists. Well marked roadways and signage are must

21 days ago

Majority of competitive cyclists ride in the roadways with no bike lanes, where a MPP is available most families/children ride there however cyclists always prefer to ride in traffic and that will not change with MPP only with striped bike lanes.

21 days ago

Bicycling needs to be protected from traffic.

20 days ago

Location is in an area of significant traffic congestion where bikes in the traffic lane would be forced to stop and start frequently. Momentum is everything on a bike, if you're constantly having to start and stop it's exhausting.

21 days ago

US 1 from the St Johns River in San Marco to the Bridge Lions in St Augustine. There has been so many pedestrian accidents along this area. It would significantly reduce the Pedestrian/ Cyclist accidents. And be a boom for economic growth and eco tourism.

21 days ago

With growing development in the area, it would be strongly advised to accommodate for the increasing population.

20 days ago

Why? They knew moving here what they bought into. Leave the "historical scenic highway" and centennial trees alone! We are already losing enough trees 🌲 to these developments.

11 days ago

Wider lanes on 13 or cut the grass and more because the grass half the time is overgrown at least halfway through the bike lane. Also would like to see more police vehicles out there because it's a speed haven especially the heros with their giant pick up trucks Thinking they're all cool doing 80 flying by you. Lastley please clean up the Julington bridge because you have almost a 50% chance of getting a flat tire because there's so much metal and other debris on the side.

19 days ago

I would love to be able to safely ride my bike around the Fruit Cove area to Publix, the library and restaurants but with the high speeds and amount of traffic, it's very unsafe.

20 days ago

I would not feel safe biking on a bike lane in the road. We love the sidewalks on Greenbriar and would like that on SR 13!

20 days ago

No one respects the speeding limit
People pass cars despite double lines

21 days ago

People are more likely to e/bike for their daily trips and therefore reduce congestion and increase safety along the road

21 days ago

Give people save locations to do these things away from cars who love to text and drive or got music so loud they can't hear.

15 days ago

It is not safe to ride bikes in the street here. Need a safe way for kids to bike to school.

17 days ago

SR 13 and Racetrack Rd are dangerous on street biking, not enough room and drivers are numerous .

18 days ago

This is a scenic highway that should be accessible and safe for other modes of transportation...not just vehicles. Presently, it is not a safe road for cycling or pedestrian activity. Given the natural beauty that surrounds this area, it should not exclusively for cars traveling at a high rate of speed. Improving width and markings for bike lanes, as well as, reducing speed limits to 45 mph or below on SR 13 would ideal.

19 days ago

Just prioritizing REAL bike lanes would help alleviate the aggression from most all drivers to cyclists. The lack of them at all is abysmal

20 days ago

This is considered and is designated a historical scenic "highway". Just like other highways we should perhaps make it no pedestrian or biking. There are some areas where a sidewalk would be beneficial as long as no cutting down of trees 🌲 are involved.

11 days ago

No trees should be destroyed

21 days ago

Agree!

11 days ago

The traffic has increased tremendously on this road over the last two years. The curve in front of our development is very dangerous for cars and bikes. The bikes don't have a path and the road is narrow with steep ditches. Almost no shoulder.

15 days ago

But you knew all this when you moved here.

11 days ago

By interconnecting this area, you provide access to to a wealth of biking and walking opportunities. According to the designs plans the future shans bridge will have a bike lane over it. Safety is a huge concern in the area at minimum it needs a bike lane.

18 days ago

This area is highly populated now. Deadly blind curves is not conducive to bicycle riders or walkers which is a shame since the area is beautiful and needs to be enjoyed

19 days ago

It is a shame but the real shame would be to change what is here. Don't take away the beauty because of development. There already has been too much open and beautiful land taken away.

11 days ago

We need them short and simple. It's all about safety

19 days ago

I have had drivers block the painted cycle lane and get out of their vehicles to accost me

please build fully separated bicycle lanes so that we aren't in danger of being run over

20 days ago

Heath of the general public. We are one of the only places in the world that does not value biking or walking. I've lived in EU 6 years& I just cannot stand living in a place where cars are a priority

20 days ago

Golf carts are effective way to get from neighborhood to neighborhood

7 days ago

There aren't any. All the new housing construction is ruining the beauty of this area. They move here for what they see then complain because they didn't think it through. I moved here to get away from the "Nocatee" lifestyle for the rural ambience. It's a give and take and I'm tired of people taking.

If there are no old oak trees or overhangs, then create sidewalks but leave the bike lanes OUT!

11 days ago

The existing bicycle lanes along SR 13 encourage people to use them but are very dangerous. I worry for my wife to use them and as much as I would like to I will not take the risk as they presently are.

12 days ago

Recreation! Access to Bayard will change dramatically with the new beltway. We need something with easy access.

12 days ago

Safety for cyclists, pedestrians and motorists. Well marked roadways and signage are must.

I also believe cars have to made more aware of the dangers of bicycling on the roads. Some motorist use the cyclists as targets sometime. There should be a law where motorist are automatically guilty if they ever hit a cyclists

13 days ago

This area serves many avid cyclists that want to ride on this scenic roadway but it's incredibly dangerous to do so.

13 days ago

Safety for all!

14 days ago

A dedicated bike and pedestrian path should be sought taking the 2 away from the sometimes congested and speeding vehicles

14 days ago

Quality of life

14 days ago

For safety! I stopped riding my bike because I rode my bike to relax and enjoy the beautiful scenery on ST RD 13 but I would get so nervous riding where the cars would just zoom by me and many times the shoulder of the road is non existent and I decided my nerves could no longer handle the stress of riding my bike on St Rd 13 so now I walk because at least now I can avoid the snakes and other critters easier than INATTENTIVE drivers.

14 days ago

All of 13 including South of this area is used for bikers to exercise. At a minimum need bike lanes next to road all the way to at least Buddy Boys where many bikers take pit stop. 13 is dangerous without bike traffic. Bike traffic on the weekends makes it even worse.

14 days ago

Cyclists need a safe place on SR13. Increased traffic had made it very dangerous. Please be mindful of preserving the tree canopy as well.

14 days ago

They need designated rosd

14 days ago

Safety and quality of life improvement to the area

14 days ago

Cyclists understandably do not want to ride on a sidewalk but riding in the street without a bike lane is very dangerous. We need a bike lane to protect the cyclists and motor vehicle drivers.

14 days ago

To encourage safe exercise

14 days ago

A multi-use path is needed to connect subdivisions so children can walk or bike to visit their friends safely.

14 days ago

Do not build bicycle lanes. These clowns think they are untouchable and nothing. Will happen to them. Too many distracted drivers in this area. You are setting up bicyclists and pedestrians for serious physical injury and death.

15 days ago

Bicyclists frequently cause traffic back-ups and put themselves in danger's way

15 days ago

Increased traffic in these areas need more lanes with bike lanes.

18 days ago

Need clear signage and marked bicycle lanes for vehicles to safely share the road with cyclists

19 days ago

Bike people will not ride on a sidewalk or bike path, they insist on driving on the road. They need a bike lane not a bike path.

19 days ago

Big groups of bicycles riding sr13 causes a dangerous situation as you are unable to pass safely due to the curving, 2 lane road. Too much oncoming traffic. Causes backup of cars. Population has grown too much.

20 days ago

There should be some place for golf carts to go instead of on the same narrow path for walkers and runners.

20 days ago

N/A

21 days ago

Please provide any final comments or suggestions to help determine where to build pedestrian or bicycle infrastructure along SR 13 in St. Johns County.

A multi-use path adjacent to SR13 would be preferred

21 days ago

From Roberts down to Greenbriar is a very heavily populated area with no sidewalks. I see kids riding their bikes in the road and am fearful everytime.

21 days ago

Very much agree too.

12 days ago

Completely agree

17 days ago

Making SJC more walkable, both for fitness and daily activities, is essential to keeping in with the county's reputation of being the trendy new place to live. People are moving here for a certain quality of life, and then are disappointed when they discover that the northern states they left had more and better infrastructure and recreation opportunities for them.

20 days ago

One final comment I have traveled extensively the last couple of years in the south east, cycling a lot. What puzzles me is with the growth we are having. Why doesn't JEA open up power line corridors like most counties for pedestrians and cyclists? The West Orange Trail in Orlando is a great example of this. JEA has hundreds of miles of unused public land. It would be away from cars for an amazing trail system. It's done most other places but not in Duval except along the Baldwin Trail that I am aware of.

21 days ago

Thanks for conducting this study. SR 13, like so many of our local roads, which benefit enormously from better sidewalks and bike paths.

21 days ago

SR13 has sufficient right of way to include at least a 10' foot MU path on the west side if not both sides.

21 days ago

A multiuse path should be created so that people of all ages (including kids) can derive the health benefits of more exercise and fresh air.

17 days ago

The area is growing and this road is used by everyone who wants to get to another development or to grocery stores with their bike. Many kids are starting to use their bikes to go to the stores and right now it's very dangerous for them.

15 days ago

Please, bigger lanes with rails for protection, or paths that are further off street.. and more connections with other areas... Yield light crosswalks would also be great. It is scary now, and population boom is literally out of control. Everyone speeding. Don't forget about us up here in the NW corner of SJC.

20 days ago

Make SR 13 no passing full length at 45 miles an hour
Greenbriar / SR13 is dangerous intersection

21 days ago

The entire strip of SR 13 should have a bicycle or multi-use path along it. Aside from the health benefits of bicycling, it may help reduce vehicular traffic

15 days ago

I think the area along the River and with the Alpine grove park has the potential to be a beautiful and healthy place to visit if a sidewalk were added

15 days ago

Bike lanes both ways needed.

20 days ago

Roberts to Greenbriar is used by bikers and pedestrians due to landlocked neighborhoods. Residents can't take advantage of parks, walk/bike their kids to school, or take in the beautiful area because of the lack of paths/sidewalks.

20 days ago

Filling in the sidewalk from Roberts to Greenbriar would be a great improvement to the area, and allow local resident to walk/bike to the park and the schools

20 days ago

From jcp Bridge to Greenbriar road on sr13.

20 days ago

Large, wider sidewalks to accommodate both walkers and bicyclists is the safest option. The entire length of CR 16A should have large, wide sidewalks to encourage both walkers and bicycle riders. That would help eliminate some of the extremely congested roads during school hours on 16A so that more families could walk and ride to Ward's Creek Elementary School. Sidewalks throughout the county, especially around neighborhoods, could help alleviate some traffic congestion in busy areas.

20 days ago

fully separated cycle lanes with concrete barriers

that's the whole comment

20 days ago

We need safer roads with all the overcrowding here in st Johns

21 days ago

A connected path for walking or biking down 13 would be amazing for the area for recreation and enjoyment. I will not bike down this street as it is now. Thank you for your consideration.

15 days ago

From the Shands Bridge north to Rivertown would be great.

15 days ago

Bike lane on the entire route/area with appropriate signage for motorists to watch for cyclists.

18 days ago

Adding this infrastructure to SR 13 will greatly improve the safety of the bicyclists and pedestrians of the area. Especially after dark. Adding this will save lives.

19 days ago

My primary interest would be a dedicated and highly visible bike lane. Jacksonville drivers are so notorious for injuring cyclist that I have confined most of my riding to Baldwin Rails to Trails.

19 days ago

Pedestrian & Bike infrastructure should have fallen on county budget & not dependent on the developers.

20 days ago

SR13 is a beautiful road south of Julington Creek. Adding a multipurpose lane, similar to a golf cart path would be awesome! Room enough for everyone and cats have their own space

yesterday

Separate bike and pedestrian infrastructure from roadways. No new roadways with speeds above 25mph should be constructed with on-street bike lanes.

4 days ago

None needed. Use other areas that were built for riding. Keep SR13 as is, scenic route!

9 days ago

A multi-use off road path in the studied area would be fantastic! My entire family would use and benefit from this.

13 days ago

A multi-use path that has connections to other trails would be ideal.

14 days ago

Plan carefully to accommodate future growth.

14 days ago

Use Amelia Island / Talbots Islands path along A1A as a model. Beautiful route, heavily used.

14 days ago

Bicycle paths or sidewalks will be a plus to the community, both for the bikers, walkers and the drivers, or a multi use path.

14 days ago

Bike lanes should be added all the way down 13.

14 days ago

Build a multi use path in lieu of a narrow sidewalk, AND add a well-marked, bicycle lane for cyclists.

14 days ago

from the bridge over Julington Creek all the way until SR 13 becomes a two lane road

14 days ago

Build wider sidewalks for mixed use: walking, biking, scooters, golf carts, etc. I think this improves quality of life in the area and improves safety from vehicle related accidents.

14 days ago

I use a road bike but do not feel safe on the road next to traffic on 13. If the path had a bike lane and walking lane it would be so helpful. Must have curb cuts and minimal bumps for thin tires.

14 days ago

The new Shands bridge (when it is built) to Julington creek bridge would be really helpful for runners and cyclist

14 days ago

Multiusers paths - no on street bike lanes please!!

14 days ago

On side streets that connect to SR 13 like Lemonwood

15 days ago

there are no sidewalks on my side streets and people walk, run and ride bikes that have dangerous curves and people drive fast on. And I live right off of SR 13 and Lemonwood

15 days ago

As a motorist, one aspect I don't understand, is why bicyclists always seem to ride on the white line NEXT to traffic in the biking lane. They have an add'l 3' of space to the right and don't utilize it. That 3' of space would make them safer from motorists.

15 days ago

Well, three feet of space is not enough for one thing, with the speed and distraction of general traffic down the 1, and there is always an obstruction within that paltry amount of space: trash, debris, etc

12 days ago

Leave SR 13 as it is.

16 days ago

Agreed!!

No sidewalks or bike lanes. There are too many vehicles on this road as it is. Don't need people and bicycles added to this mix. Recipe for disaster.

11 days ago

I think the scenic Highway should be left alone

19 days ago

Agreed!

11 days ago

I agree. We should do no improvements. Let it fall into disrepair and go back to horse and wagon.

17 days ago

Ban cyclists!!!

19 days ago

Everywhere. Please.

20 days ago

With growing development in the area, it would be strongly advised to accommodate for the increasing population.

20 days ago

Better sidewalk would be a great change.

20 days ago

Thanks for opportunity to comment At some point I wish a similar study can be done on Robert's Road for benefit of cyclists. Vehicle traffic, including large trucks, has significantly increased and there are no bicycle lanes.

20 days ago

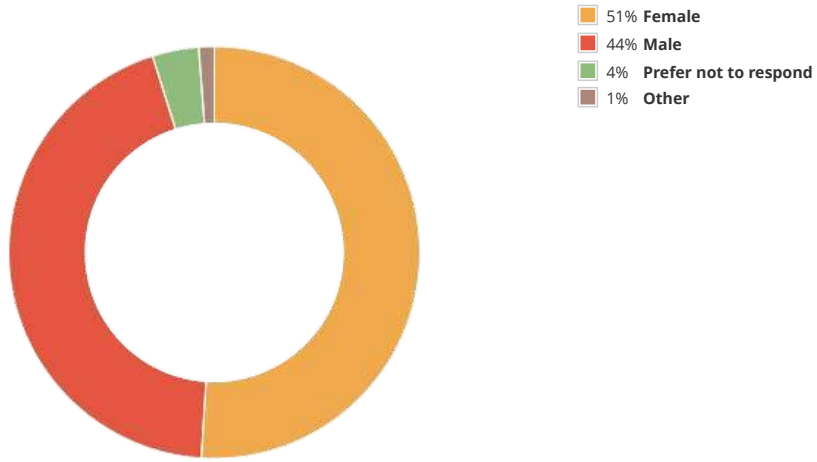
N/A

21 days ago

Please share your contact information to receive study updates and announcements.

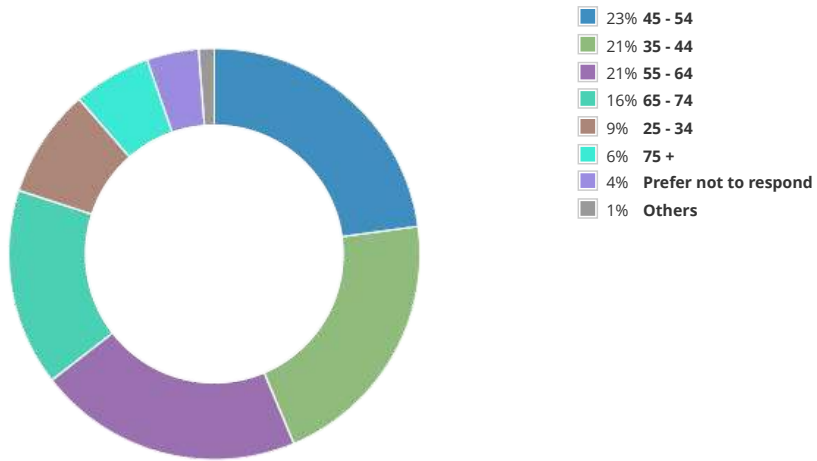
No data to display...

What is your gender?



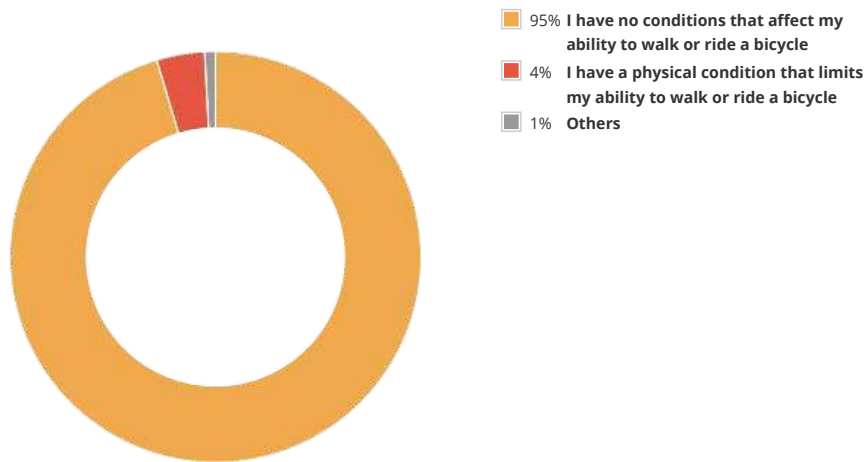
247 respondents

What is your age range?



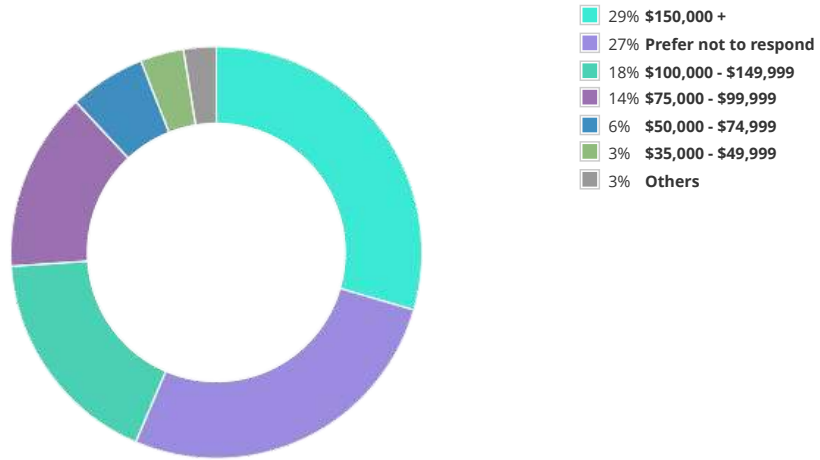
245 respondents

How would you describe your current ability to walk or ride a bicycle? (Select one)



238 respondents

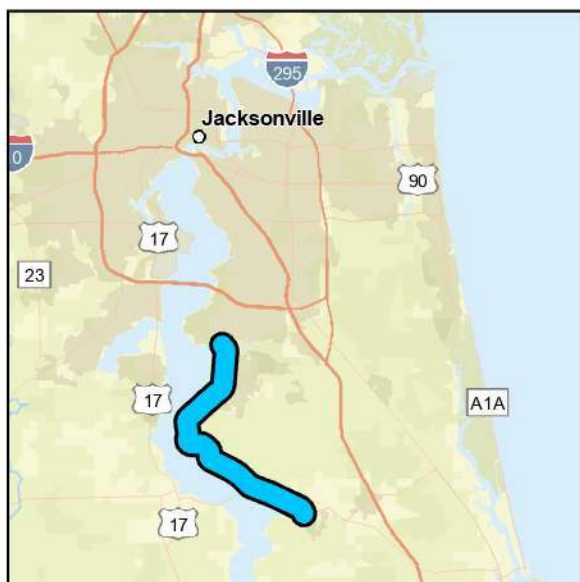
What is your household income?



234 respondents

Appendix E:

GIS Maps



SR 13 Corridor Study

All Crashes

Source: ETM, Signal Four Analytics (2017-2021)

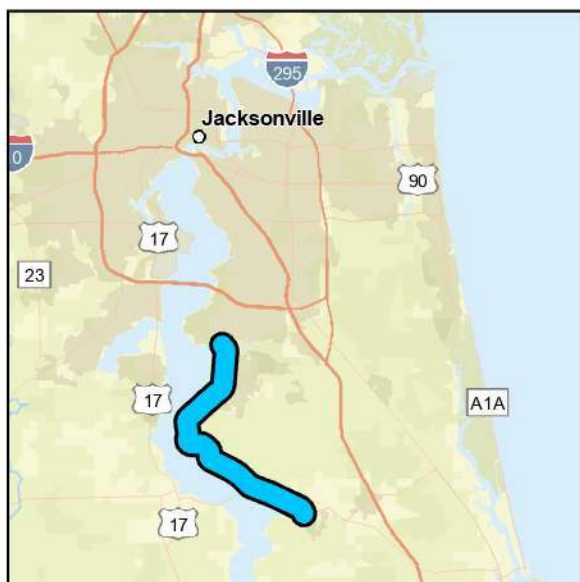
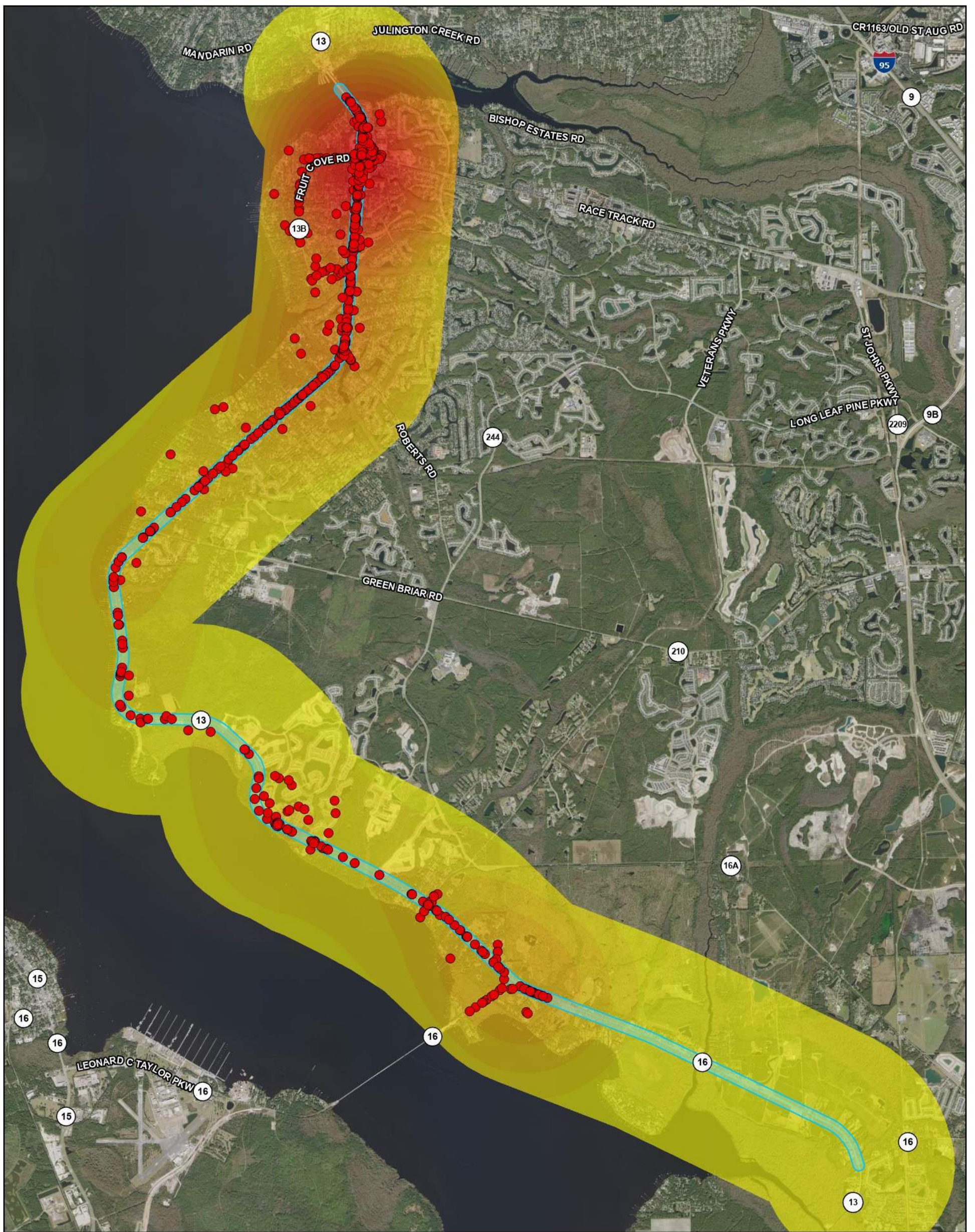
- SR 13 Corridor
- All Crashes



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SR 13 Corridor Study

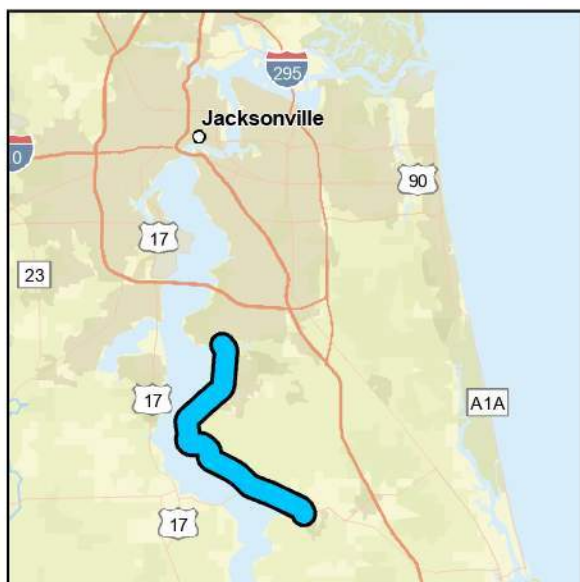
All Crashes

Source: ETM, Signal Four Analytics (2017-2021)

- SR 13 Corridor
- All Crashes
- Total Crash Density**
- Low Density
- High Density



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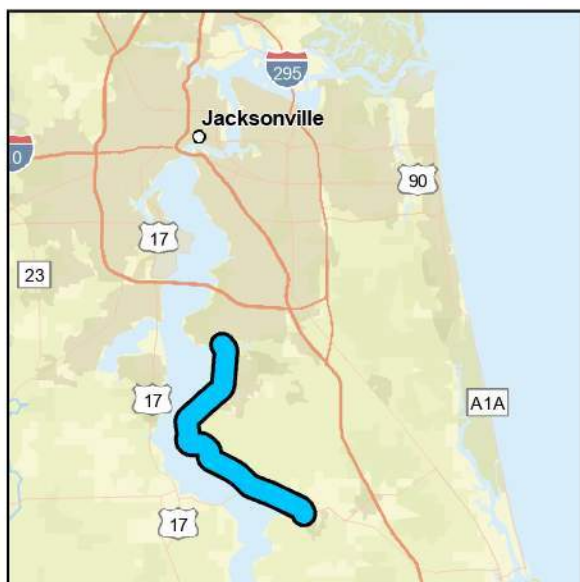
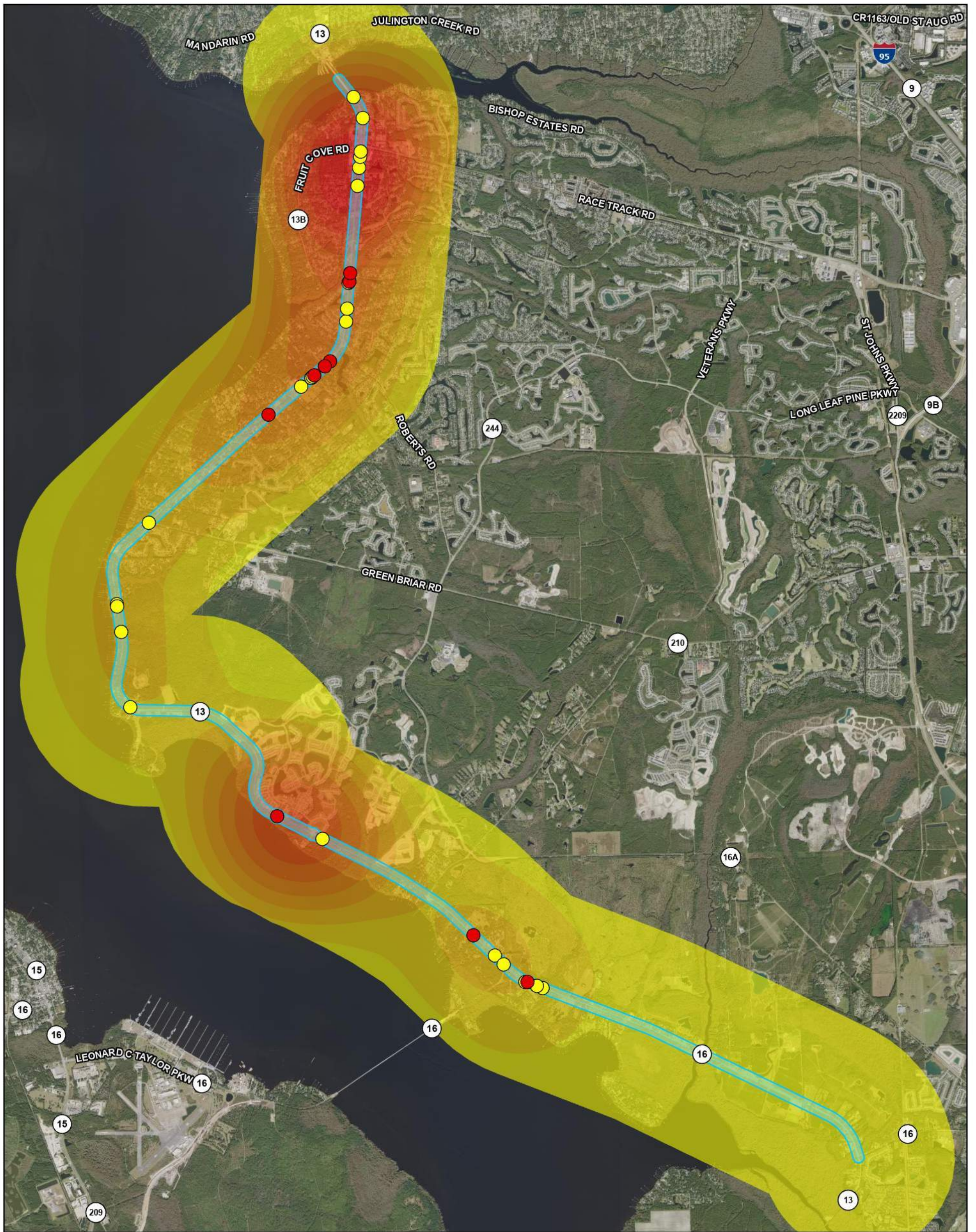
Crash Severity

Source: ETM, Signal Four Analytics (2017-2021)

- SR 13 Corridor
- Crash Severity**
- Fatal (within 30 days)
- Incapacitating Injury



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SR 13 Corridor Study

Crash Severity

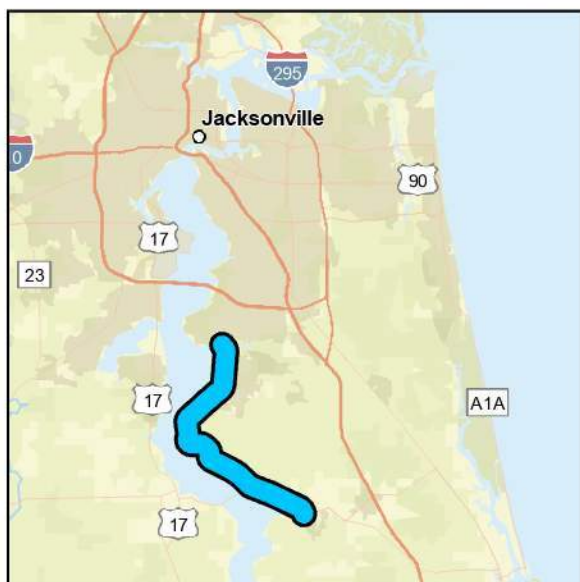
Source: ETM, Signal Four Analytics (2017-2021)

- SR 13 Corridor
- Crash Severity**
- Fatal (within 30 days)
- Incapacitating Injury
- Fatal and Incapacitating Crash Density**
- Low Density
- High Density



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SR 13 Corridor Study

Crash Type

Source: ETM, Signal Four Analytics (2017-2021)

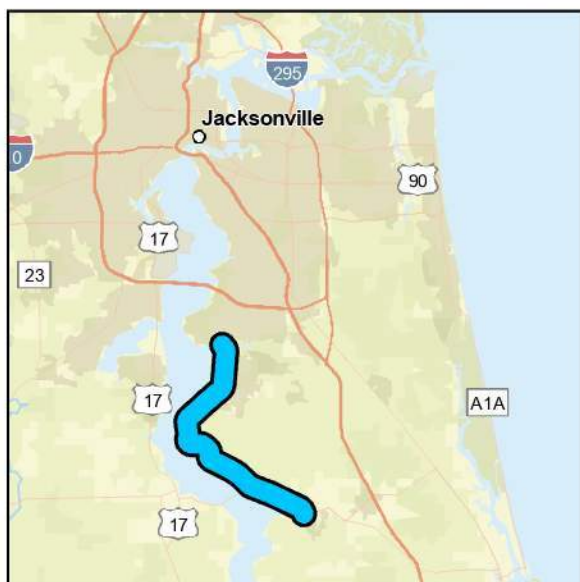
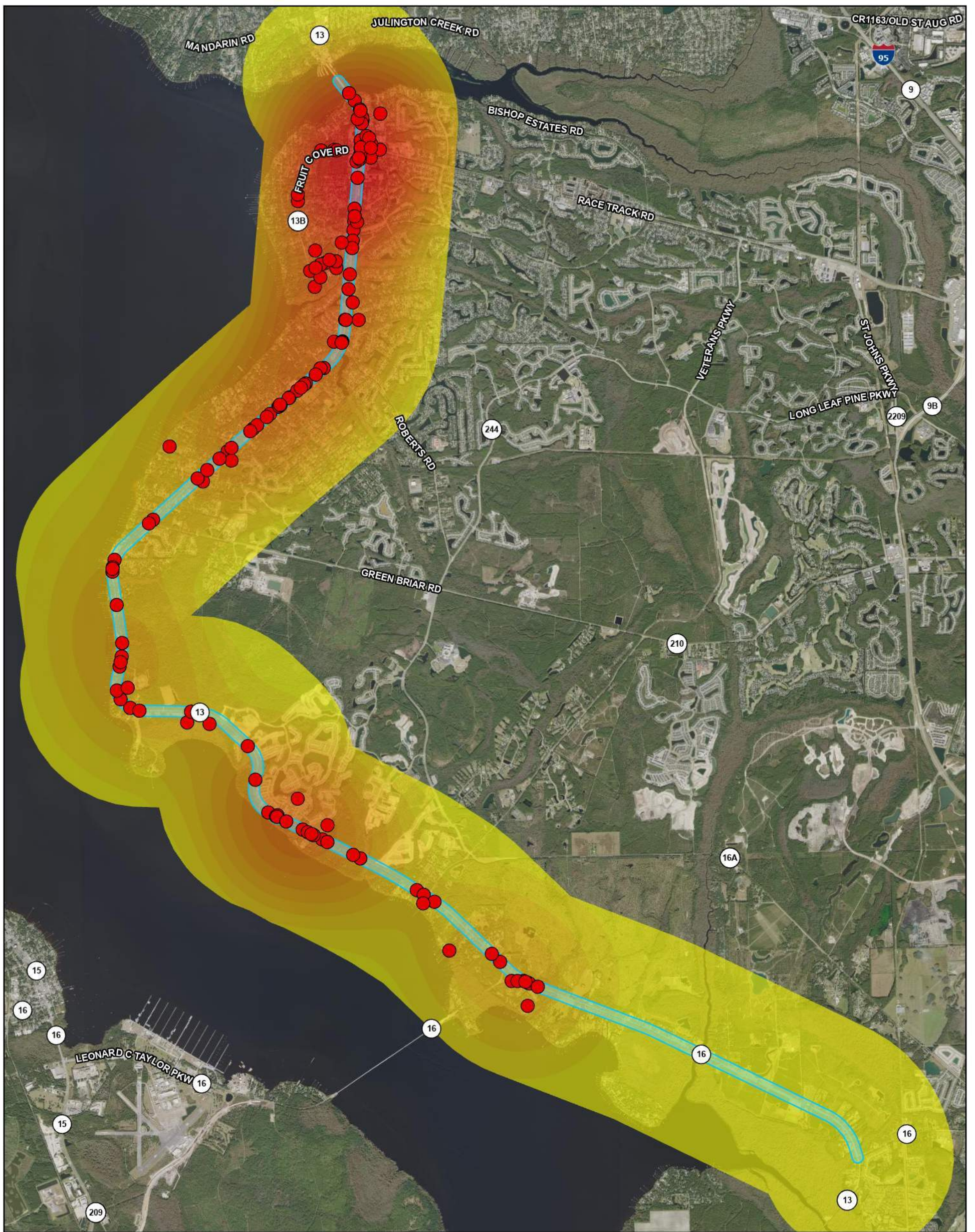
- SR 13 Corridor
- Off Road Lane Departure**
- Yes



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SR 13 Corridor Study

Crash Type

Source: ETM, Signal Four Analytics (2017-2021)

SR 13 Corridor

Off Road Lane Departure

● Yes

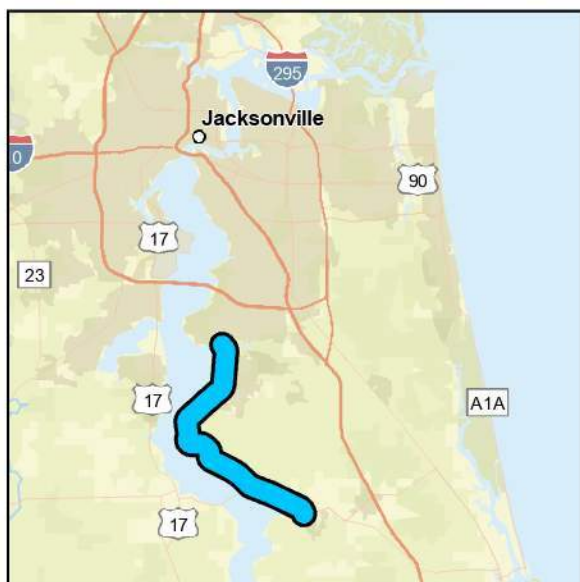
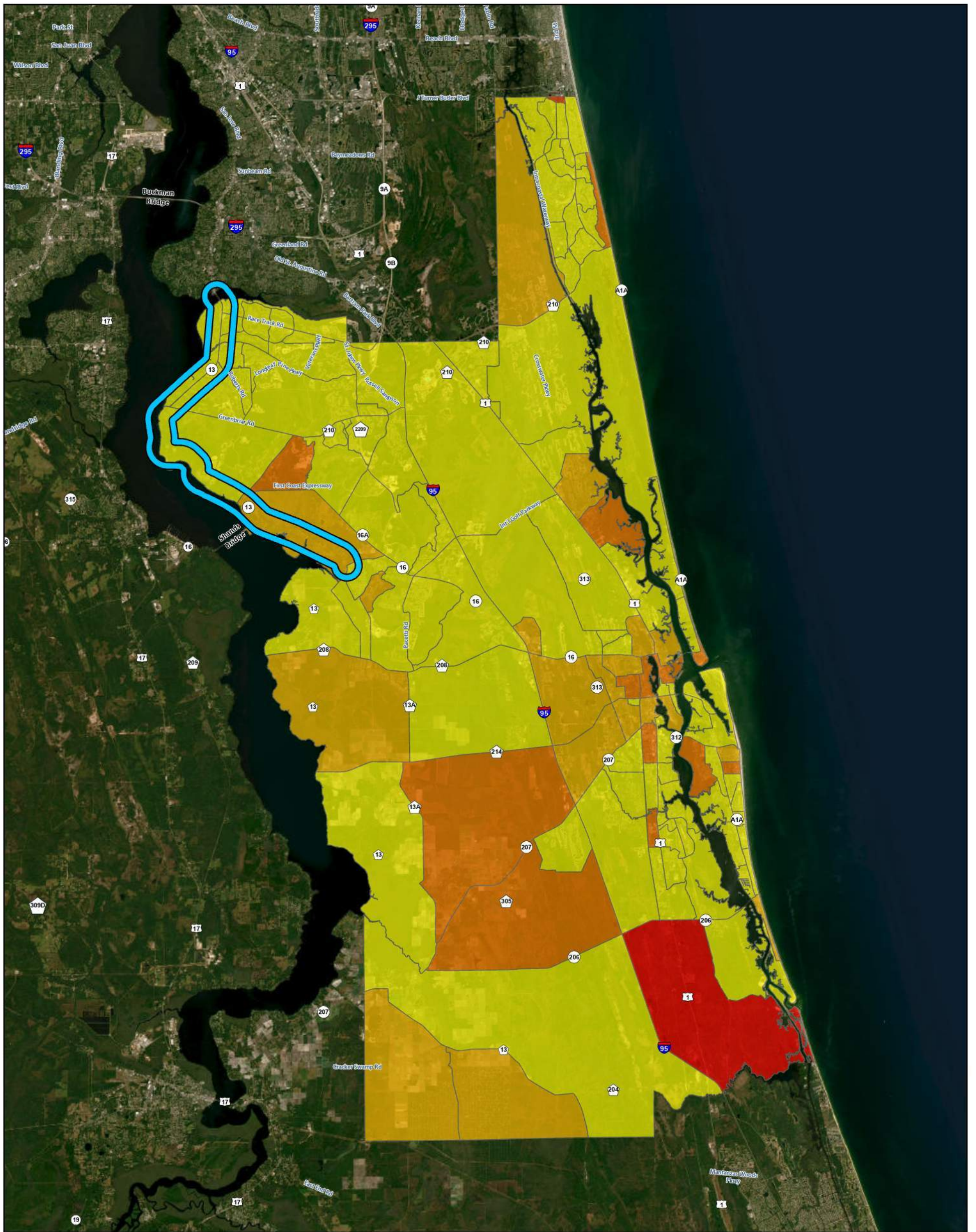
Off Road Lane Departure
Crash Density

Low Density

High Density



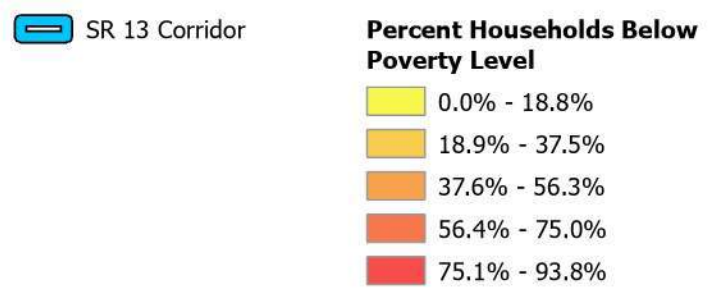
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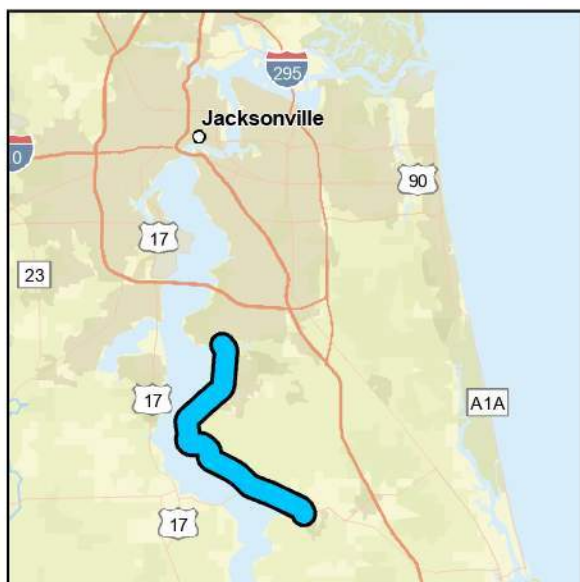
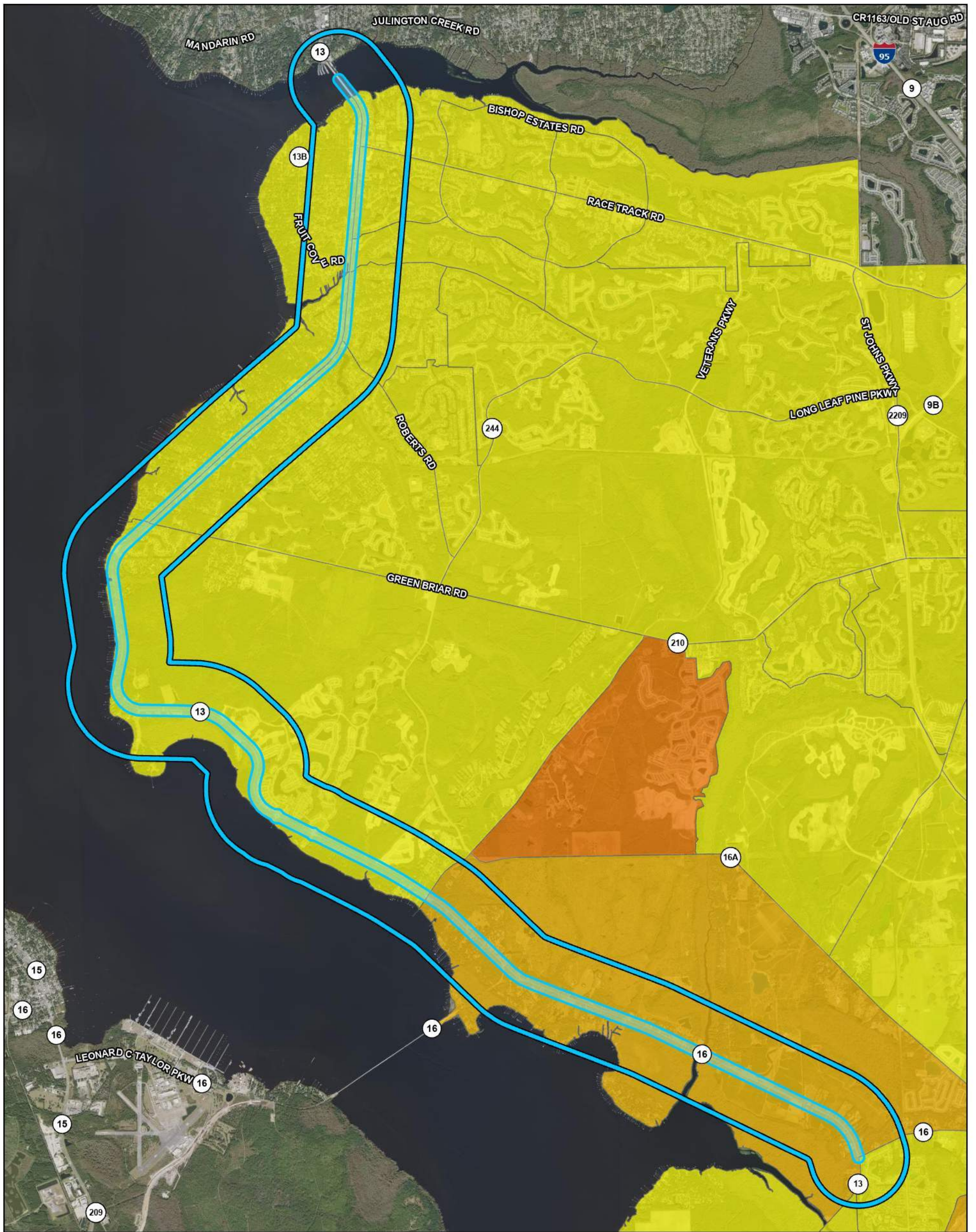
SR 13 Corridor Study

Households Below Poverty Level

Source: ETM, American Community Survey 5 Year Estimates (2017-2021) Table B17017, Census Bureau



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SR 13 Corridor Study

Households Below Poverty Level

Source: ETM, American Community Survey 5 Year Estimates (2017-2021) Table B17017, Census Bureau

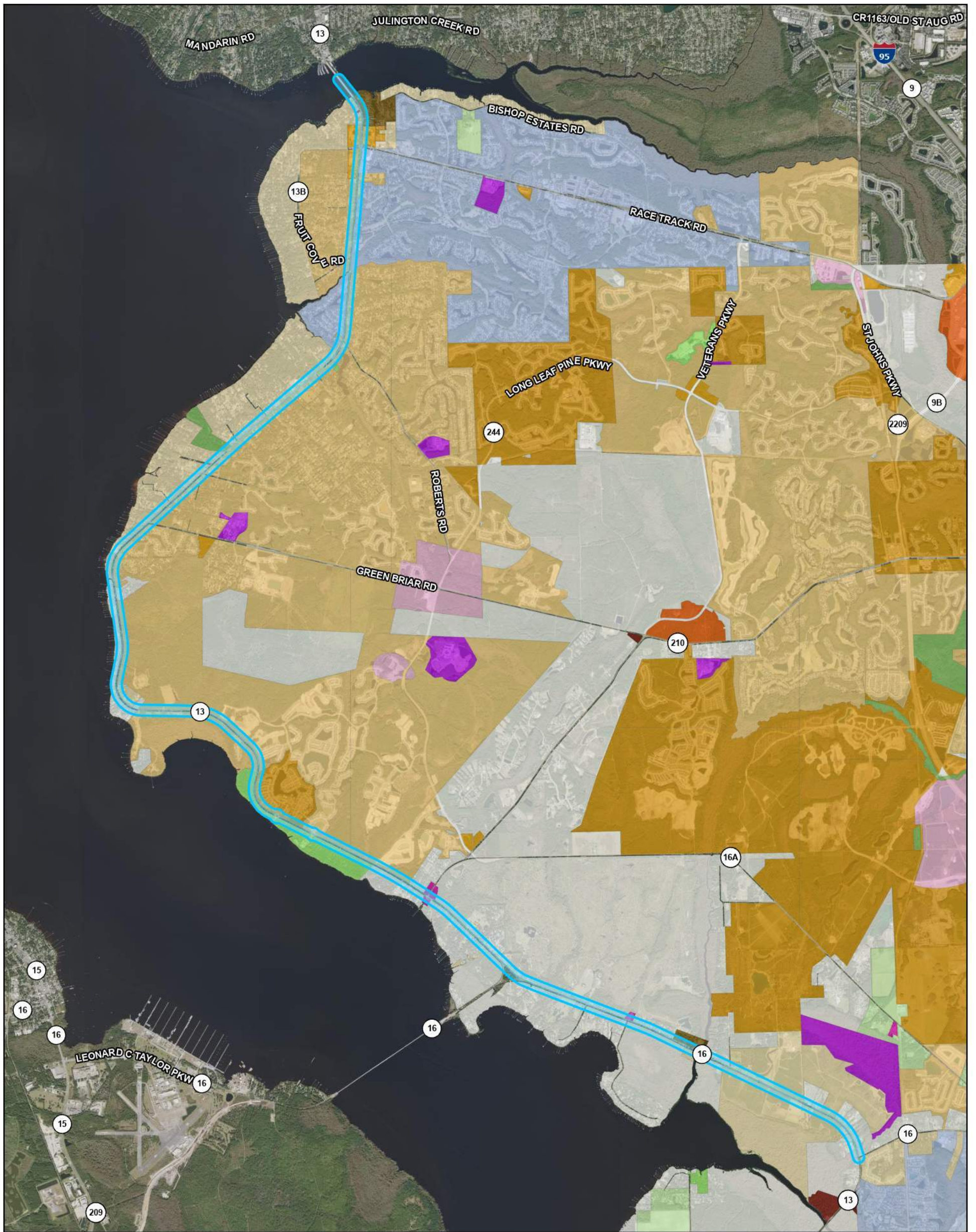
- Half Mile Radius
- SR 13 Corridor

Percent Households Below Poverty Level

- 0.0% - 18.8%
- 18.9% - 37.5%
- 37.6% - 56.3%
- 56.4% - 75.0%
- 75.1% - 93.8%



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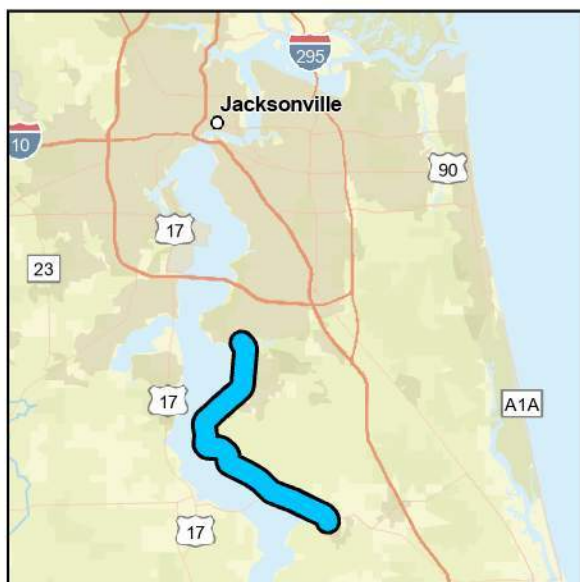
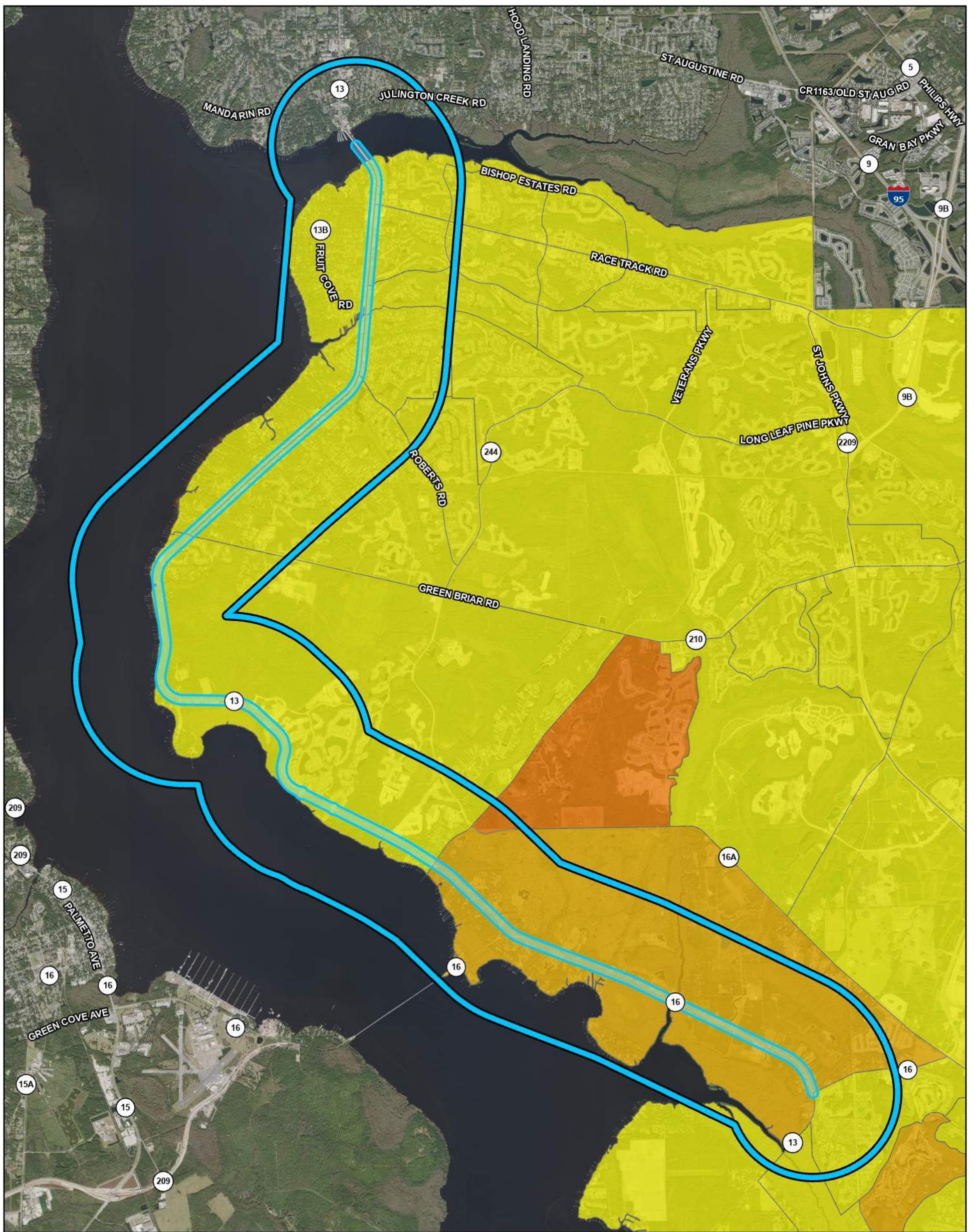
Future Land Use

Source: ETM, St. Johns County

- | | | |
|--------------------------|-----------------------------|-------------------------|
| SR 13 Corridor | JC-DRI: JULINGTON CREEK DRI | RES-A: RESIDENTIAL-A |
| AGR: AGRICULTURE | MU: MIXED USE DISTRICT | RES-B: RESIDENTIAL-B |
| COM: COMMERCIAL | NC: NEIGHBORHOOD COMMERCIAL | RES-C: RESIDENTIAL-C |
| CC: COMMUNITY COMMERCIAL | REC: PARK/RECREATION | RES-D: RESIDENTIAL-D |
| CSV: CONSERVATION | PUB: PUBLIC | R/S: RURAL/SILVICULTURE |
| IC: INTENSIVE COMMERCIAL | | RC: RURAL COMMERCIAL |
| | | SJ-DRI: ST. JOHNS DRI |



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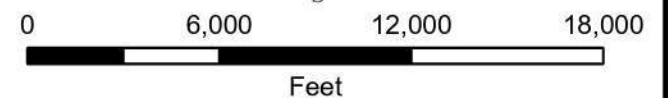
Households Below Poverty Level

Source: ETM, American Community Survey 5 Year Estimates (2017-2021) Table B17017, Census Bureau

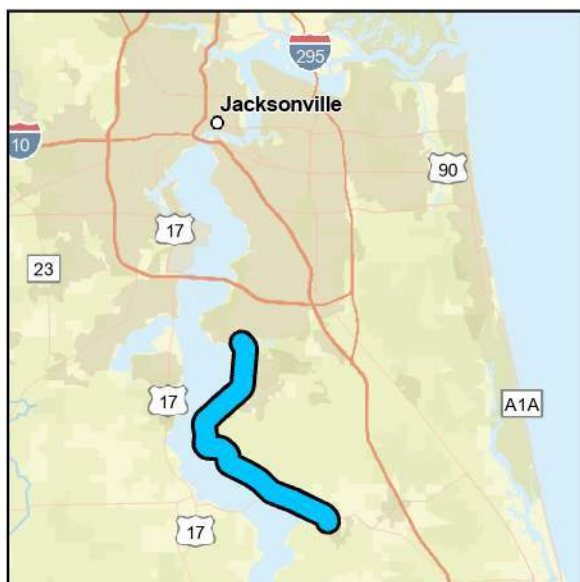
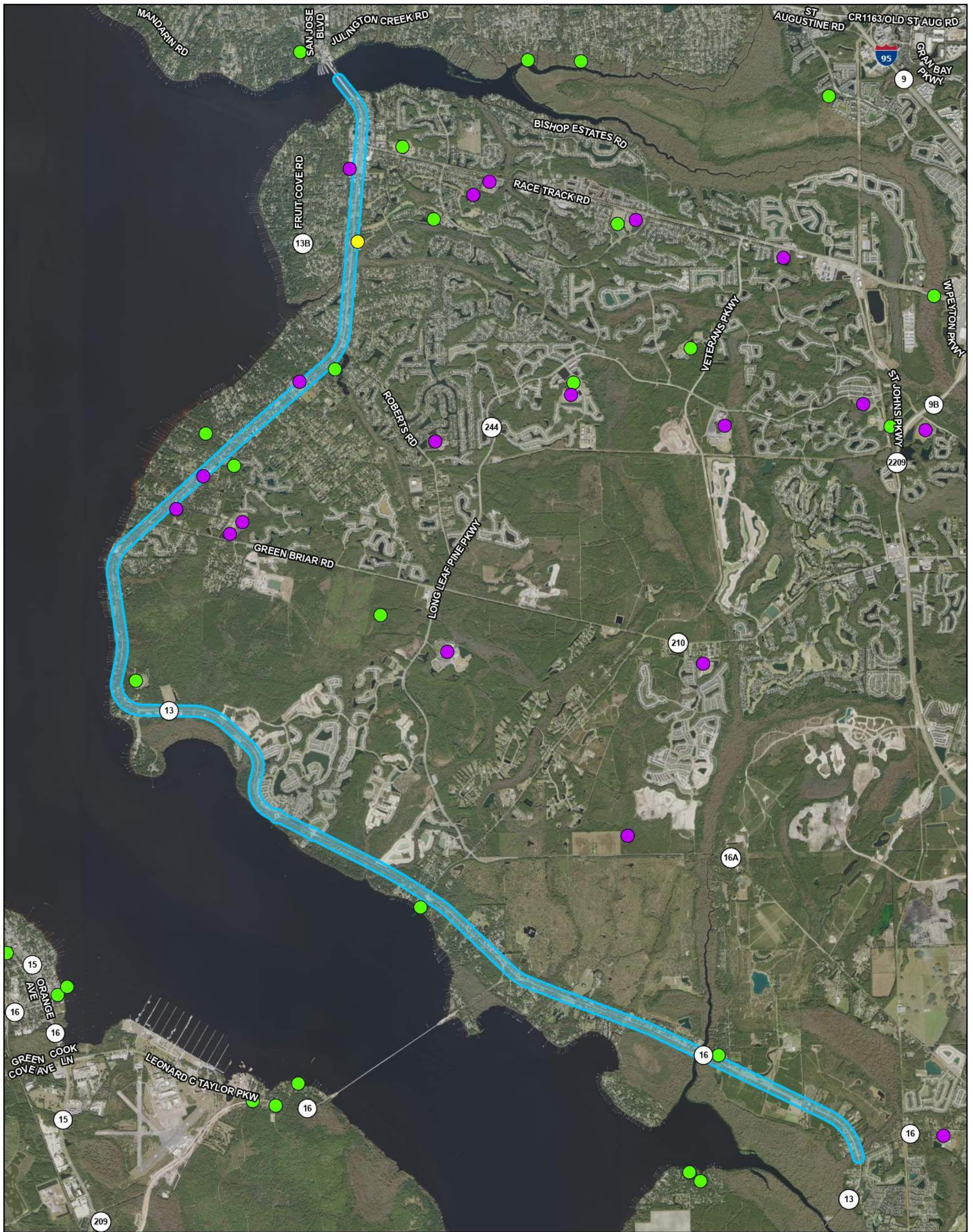
- One Mile Radius
- SR 13 Corridor

Percent Households Below Poverty Level

- 0.0% - 18.8%
- 18.9% - 37.5%
- 37.6% - 56.3%
- 56.4% - 75.0%
- 75.1% - 93.8%



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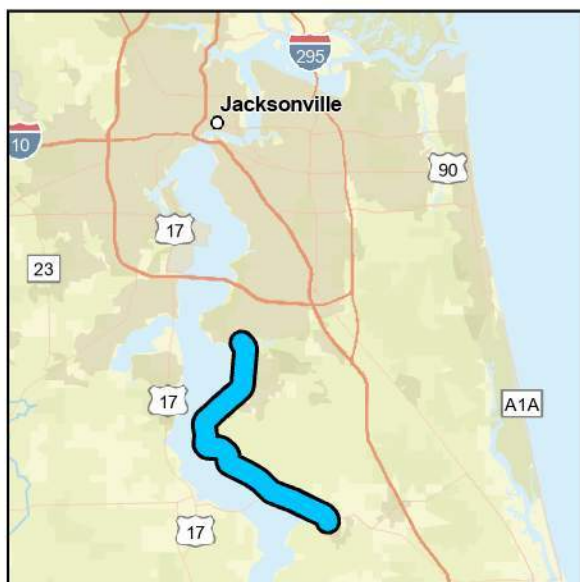
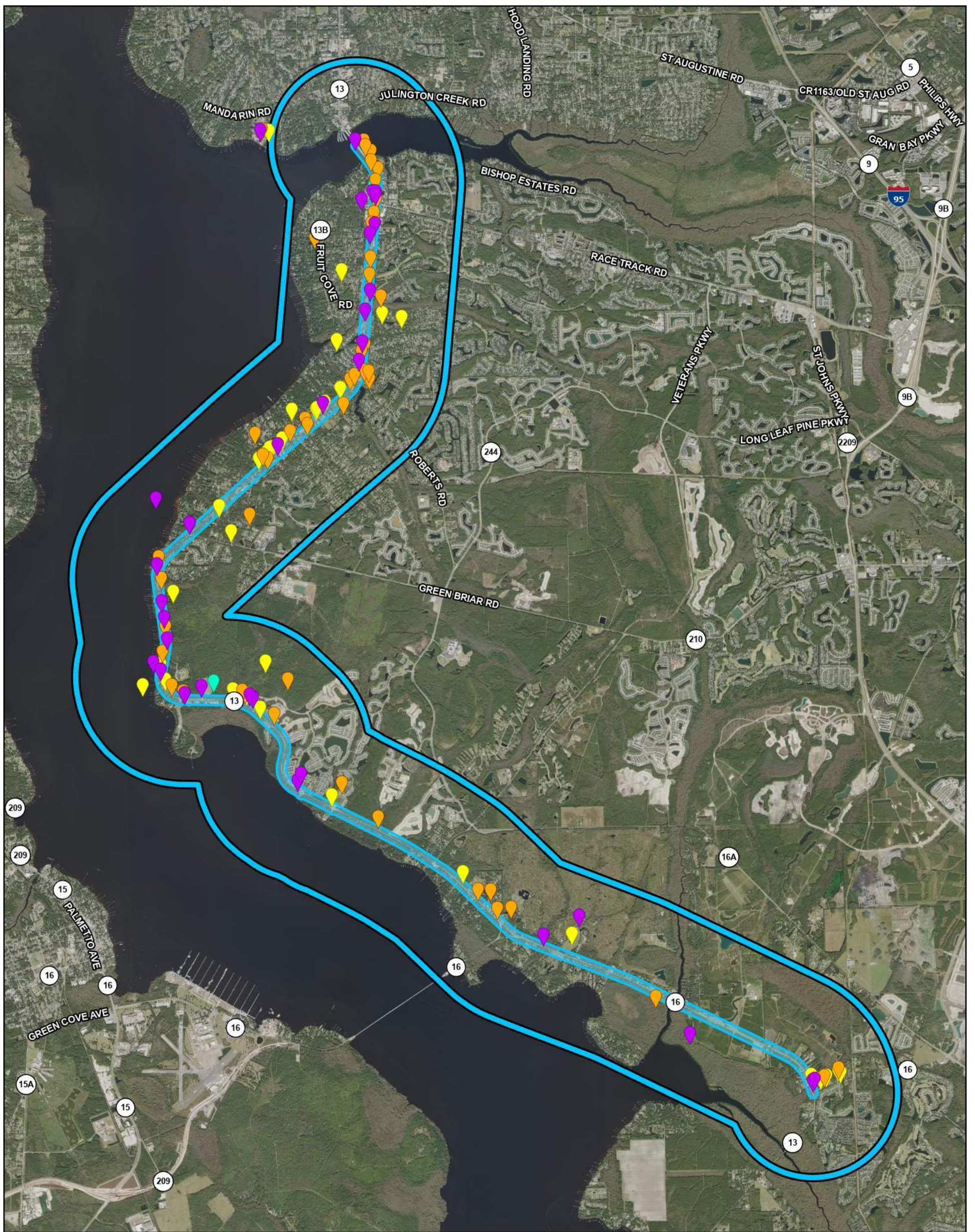
Points of Interest

Source: ETM, American Community Survey, Census Bureau, FDOT, St. Johns County, Duval County, FDEP, University of Florida GeoPlan Center

- ▬ SR 13 Corridor
- Parks
- Library Sites
- Schools Sites



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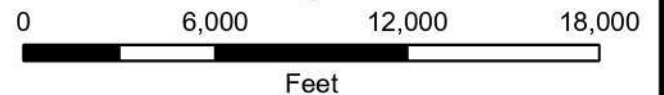
SR 13 Corridor Study

Public Survey

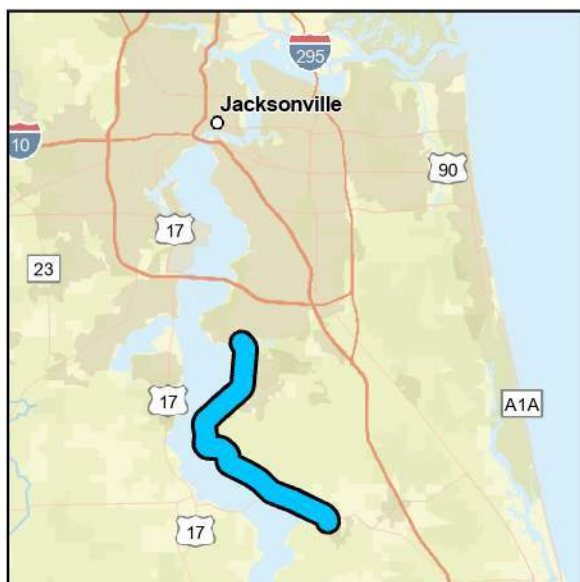
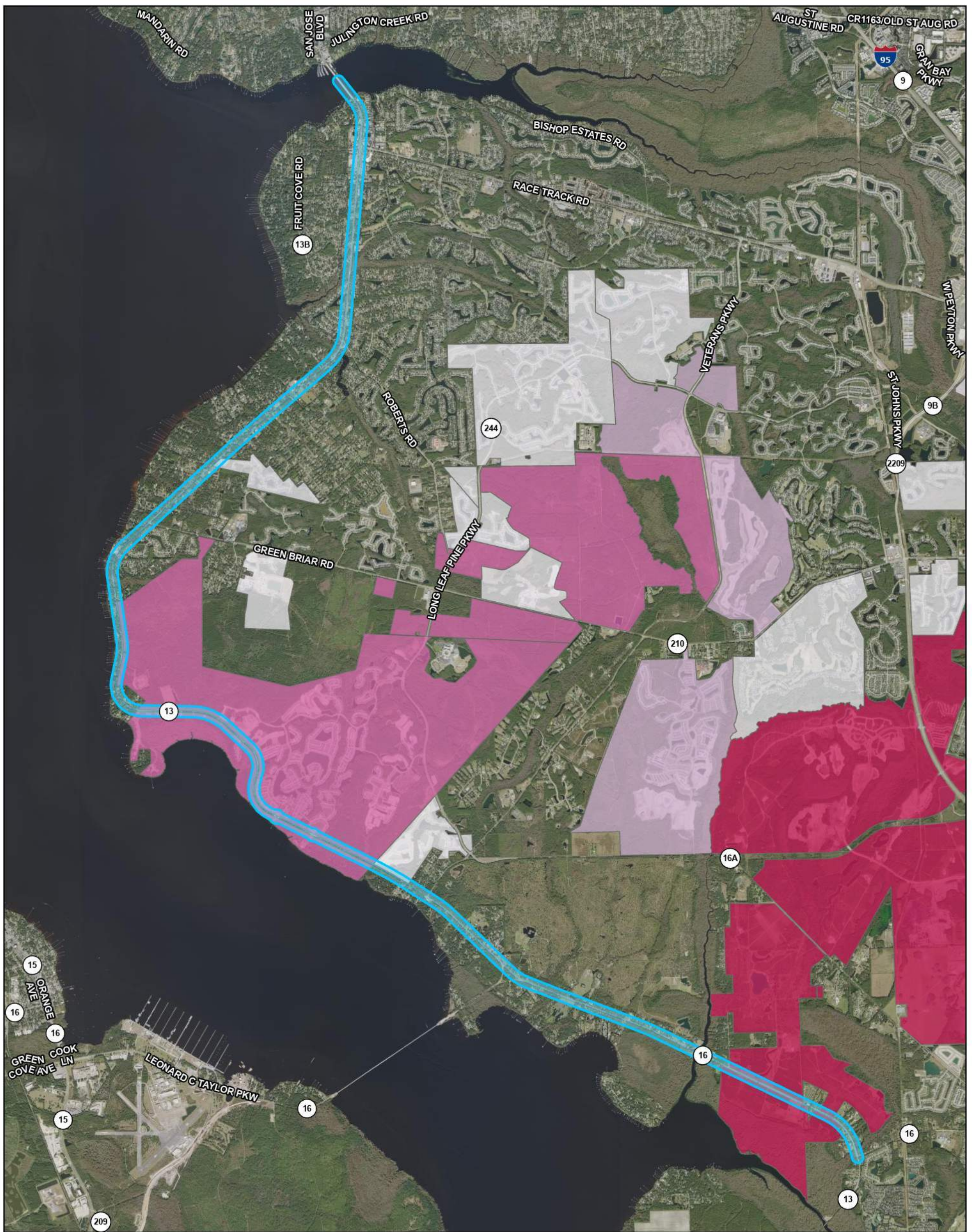
Source: ETM, St. Johns County

- One Mile Radius
- SR 13 Corridor

- Public Survey Concerns**
- Bicycle
 - Walk
 - Vehicle/Traffic
 - Other



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SR 13 Corridor Study

PUD Entitlements

Source: ETM, St. Johns County

SR 13 Corridor

Remaining Approved/ Unbuilt Dwelling Units

0 - 259

260 - 1109

1110 - 3500

3501 - 14501

*Less than 99% Built Out



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SR 13 Corridor Study

Segment Analysis

Source: ETM, American Community Survey, Census Bureau, FDOT, St. Johns County, Duval County, FDEP, University of Florida GeoPlan Center

-  SR 13 Corridor
-  Schools Sites
-  Library Sites
-  Parks



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Appendix F:

Preliminary Need-Based Sidewalk Gap Results

SEGMENT ID	NAME	ROADTYPE	Segment From	Segment To	Speed Limit	Speed Limit Score	School Proximity	School Proximity Score	Library Proximity	Library Proximity Score	Rec Trail Proximity	Rec Trail Score	Park Proximity	Park Proximity Score	Bus Stop Proximity	Bus Stop Proximity Score	AADT	AADT Score	Res Com Connectivity	Res Com Connectivity Score	Bike Ped Crashes	BikePed Crashes Score	Other Side Presence	Other Side Presence Score	Ped Use	Ped Use Score	Future Development Proximity	Future Development Score	HH Income	HH Income Score	HH Zero Vehicle	HH Zero Vehicle Score	Pop Density	Pop Density Score	Step 1 Score
1	SR 13 N	Major	SR 16 East	S&J Tree Farm	55	3	1 mi	2	>2 mi	0	<0.5 Miles ≥1 Mile	2	2 mi	1	> 2 mi	0	9100	3	1 mi	2	0	0	No	4	No footpath visible	0	Yes	4	138	4	44	2	189.05	0	27
2	SR 13 N	Major	S&J Tree Farm	Collier Rd	55	3	2 mi	1	>2 mi	0	≥0.25 Miles	4	0.25 mi	4	> 2 mi	0	9100	3	2 mi	1	0	0	No	4	No footpath visible	0	Yes	4	138	4	44	2	189.05	0	30
3	SR 13 N	Major	Collier Rd	Jack Wright Island Rd	55	3	2 mi	1	>2 mi	0	≥0.25 Miles	4	0.25 mi	4	> 2 mi	0	9100	3	0.25 mi	4	0	0	Yes	0	No footpath visible	0	Yes	4	138	4	44	2	189.05	0	29
4	SR 13 N	Major	Jack Wright Island Rd	SR 16 West (North Interchange)	55	3	2 mi	1	>2 mi	0	≥0.25 Miles	4	1 mi	2	> 2 mi	0	9100	3	0.25 mi	4	0	0	No	4	No footpath visible	0	No	0	138	4	44	2	189.05	0	27
5	SR 13 N	Major	SR 16 West (North Interchange)	SR 16A	55	3	2 mi	1	>2 mi	0	≥0.25 Miles	4	0.25 mi	4	> 2 mi	0	13000	4	0.25 mi	4	2	2	Yes	0	No footpath visible	0	Yes	4	138	4	44	2	189.05	0	32
6	SR 13 N	Major	SR 16A	Rafter Trail Ln	55	3	> 2 mi	0	>2 mi	0	<0.5 Miles ≥1 Mile	2	0.25 mi	4	> 2 mi	0	4300	1	0.25 mi	4	0	0	No	4	No footpath visible	0	Yes	4	42	3	0	0	270.83	1	26
7	SR 13 N	Major	Rafter Trail Ln	Rivertown Blvd	45	2	> 2 mi	0	>2 mi	0	<2 Miles	0	2 mi	1	> 2 mi	0	4300	1	2 mi	1	0	0	No	4	No footpath visible	0	Yes	4	42	3	0	0	270.83	1	17
8	SR 13 N	Major	Rivertown Blvd	Back Cv	55	3	> 2 mi	0	>2 mi	0	<2 Miles	0	2 mi	1	> 2 mi	0	4300	1	2 mi	1	0	0	No	4	No footpath visible	0	Yes	4	42	3	0	0	270.83	1	18
9	SR 13 N	Major	Back Cv	Sequoia Creek Trl	55	3	2 mi	1	>2 mi	0	<2 Miles	0	0.5 mi	3	> 2 mi	0	4300	1	> 2 mi	0	0	0	No	4	No footpath visible	0	Yes	4	42	3	0	0	270.83	1	20
10	SR 13 N	Major	Sequoia Creek Trl	Swamp Oak Trl	45	2	2 mi	1	>2 mi	0	<2 Miles	0	0.25 mi	4	> 2 mi	0	4300	1	> 2 mi	0	0	0	No	4	No footpath visible	0	Yes	4	42	3	0	0	270.83	1	20
11	SR 13 N	Major	Swamp Oak Trl	Bartram Trl	45	2	1 mi	2	>2 mi	0	<1 Mile ≥2 Miles	1	0.25 mi	4	> 2 mi	0	4300	1	2 mi	1	0	0	Yes	0	No footpath visible	0	Yes	4	42	3	0	0	270.83	1	19
12	SR 13 N	Major	Bartram Trl	Greenbriar Rd	45	2	0.5 mi	3	>2 mi	0	<1 Mile ≥2 Miles	1	2 mi	1	> 2 mi	0	4300	1	2 mi	1	0	0	No	4	No footpath visible	0	No	0	42	3	0	0	270.83	1	17
13	SR 13 N	Major	Greenbriar Rd	Worthington Pkwy	45	2	0.25 mi	4	>2 mi	0	≥0.25 Miles	4	0.25 mi	4	> 2 mi	0	4300	1	0.25 mi	4	0	0	No	4	No footpath visible	0	Yes	4	9	0	25	1	1396.73	2	30
14	SR 13 N	Major	Worthington Pkwy	Scott Rd	45	2	0.25 mi	4	2 mi	1	≥0.25 Miles	4	0.25 mi	4	> 2 mi	0	8300	2	0.25 mi	4	0	0	Partial	2	No footpath visible	0	Yes	4	9	0	25	1	1396.73	2	30
15	SR 13 N	Major	Scott Rd	Roberts Rd	45	2	0.25 mi	4	2 mi	1	<1 Mile ≥2 Miles	1	0.25 mi	4	> 2 mi	0	8300	2	0.25 mi	4	2	2	Yes	0	No footpath visible	0	No	0	9	0	25	1	1396.73	2	23
16	SR 13 N	Major	Roberts Rd	Davis Pond Blvd	45	2	1 mi	2	0.25 mi	4	<0.5 Miles ≥1 Mile	2	0.5 mi	3	> 2 mi	0	26303	4	0.25 mi	4	4	4	No	4	No footpath visible	0	No	0	21	1	25	1	1784.37	3	34
17	SR 13 N	Major	Davis Pond Blvd	Racetrack Rd	45	2	0.25 mi	4	0.25 mi	4	≥0.25 Miles	4	0.5 mi	3	> 2 mi	0	26303	4	0.25 mi	4	7	4	No	4	No footpath visible	0	No	0	23	2	51	3	2451.42	4	42
18	SR 13 N	Major	Racetrack Rd	Duval County Line	45	2	0.5 mi	3	1 mi.	2	≥0.25 Miles	4	0.5 mi	3	> 2 mi	0	40500	4	0.25 mi	4	5	4	Partial	2	No footpath visible	0	No	0	23	2	51	3	2451.42	4	37

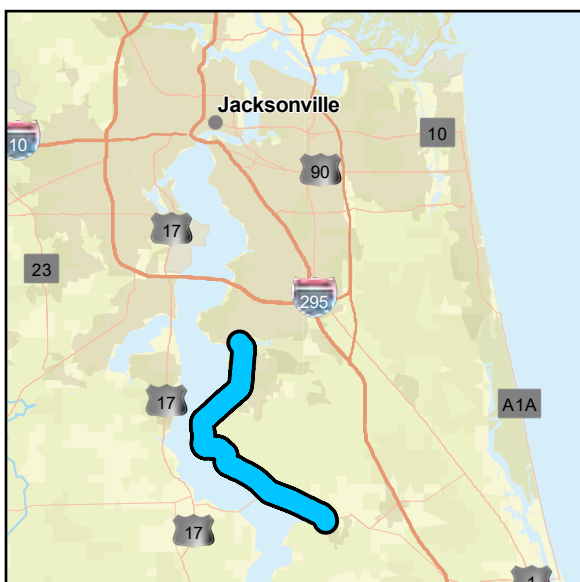
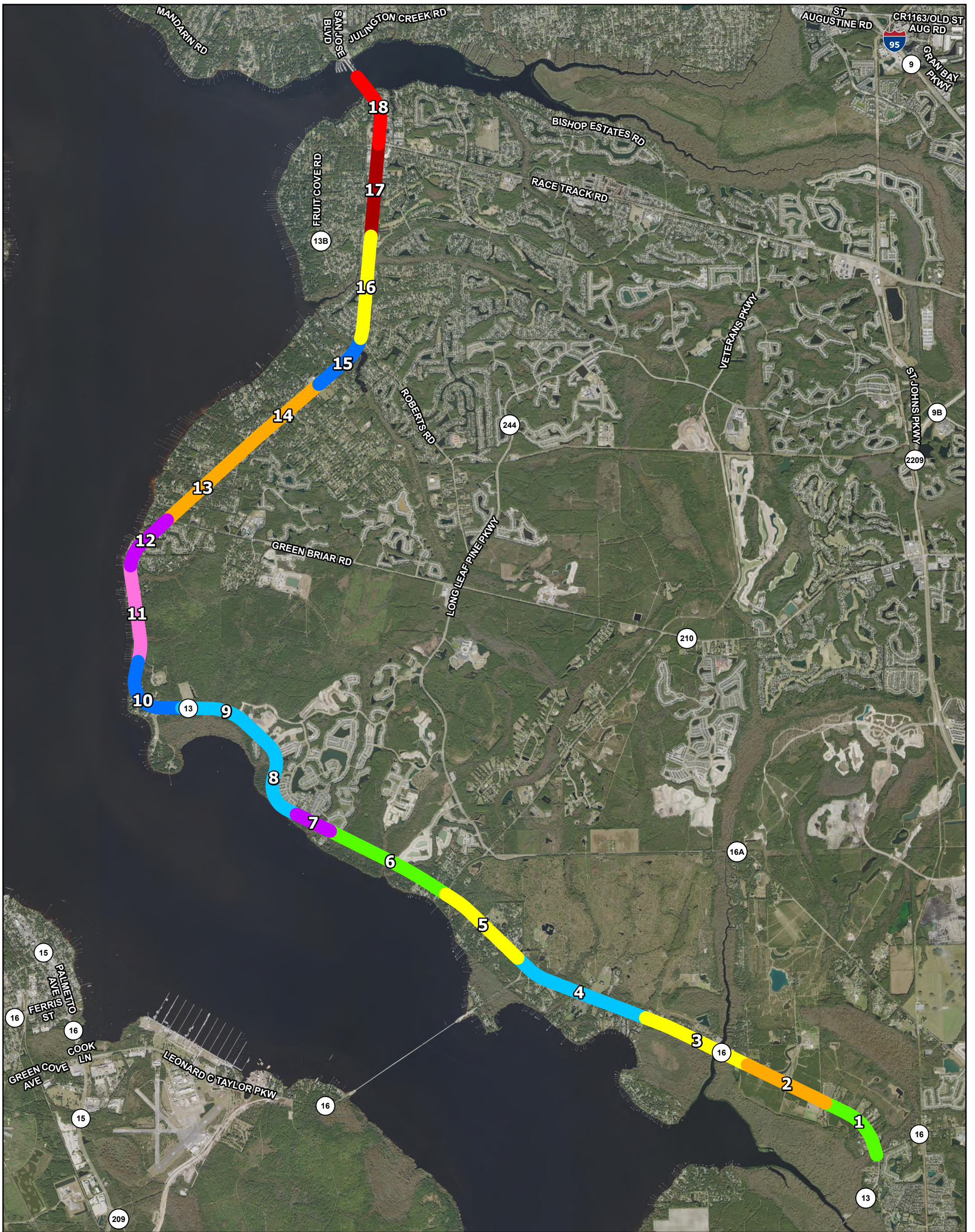
Appendix G:

Cost-Based Sidewalk Gap Results

SEGMENT ID	NAME	ROADTYPE	Segment From	Segment To	Bridge Crossing Score	Severe Slope Score	Easement or ROW Score	Stormwater Score	Tree Removal Score	Utility Conflict Score	Pedestrian Use Score	Maximum Roadway Width	ROW Width	Remaining ROW	Step 2 Score
1	SR 13 N	Major	SR 16 East	S&J Tree Farm	2	0	2	0	4	2	0	59	97	38	10
2	SR 13 N	Major	S&J Tree Farm	Collier Rd	2	4	2	2	4	2	0	59	98	39	16
3	SR 13 N	Major	Collier Rd	Jack Wright Island Rd	2	2	2	2	4	2	0	46	88	42	14
4	SR 13 N	Major	Jack Wright Island Rd	SR 16 West (North Interchange)	0	0	0	0	4	2	0	65	90	25	6
5	SR 13 N	Major	SR 16 West (North Interchange)	SR 16A	0	0	4	0	4	2	0	49	115	66	10
6	SR 13 N	Major	SR 16A	Rafter Trail Ln	0	0	4	0	4	2	0	38	101	63	10
7	SR 13 N	Major	Rafter Trail Ln	Rivertown Blvd	2	2	4	0	2	2	0	38	101	63	12
8	SR 13 N	Major	Rivertown Blvd	Back Cv	2	2	4	0	2	2	2	38	101	63	14
9	SR 13 N	Major	Back Cv	Sequoia Creek Trl	2	2	2	0	2	2	2	49	101	52	12
10	SR 13 N	Major	Sequoia Creek Trl	Swamp Oak Trl	2	2	2	0	0	2	2	49	105	56	10
11	SR 13 N	Major	Swamp Oak Trl	Bartram Trl	0	0	2	0	2	2	0	49	103	54	6
12	SR 13 N	Major	Bartram Trl	Greenbriar Rd	2	2	2	0	4	2	0	49	100	51	12
13	SR 13 N	Major	Greenbriar Rd	Worthington Pkwy	2	2	2	2	4	2	0	47	91	44	14
14	SR 13 N	Major	Worthington Pkwy	Scott Rd	2	2	2	2	4	2	2	36	85	49	16
15	SR 13 N	Major	Scott Rd	Roberts Rd	0	0	0	0	4	2	2	73	100	27	8
16	SR 13 N	Major	Roberts Rd	Davis Pond Blvd	0	0	0	0	4	2	2	76	100	24	8
17	SR 13 N	Major	Davis Pond Blvd	Racetrack Rd	4	4	0	2	4	2	2	88	99	11	18
18	SR 13 N	Major	Racetrack Rd	Duval County Line	2	2	0	2	4	2	2	76	100	24	14

Appendix H:

Sidewalk Gap Final Results



SR 13 Corridor Study

Segment Analysis

Source: ETM, St. Johns County

Total Score	
24 - 25	38 - 43
26 - 29	44 - 46
30 - 31	47 - 51
32 - 33	52 - 60
34 - 37	



ETM England-Thims & Miller, Inc.
 VISION • EXPERIENCE • RESULTS
 14775 Old St. Augustine Road Jacksonville, FL 32258
 904-642-8990 • Fax: 904-646-9485 • www.etmnc.com