

**CITY OF ATLANTIC BEACH  
CITY COMMISSION  
WORKSHOP**

June 27, 2016 - 5:00 p.m.  
AGENDA

Call to Order

1. Discussion on Safe Routes to Schools

Adjourn

Please Note: This meeting will be live-streamed and videotaped and can be accessed by clicking on the Commission Meeting Video tab located on the home page of the City's website at [www.coab.us](http://www.coab.us).

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this meeting should contact the City Clerk by 5:00 PM, Friday, June 24, 2016.

**STAFF REPORT**  
**City of Atlantic Beach**  
**Commission Meeting**

**AGENDA ITEM:** Safe Routes to Schools Route Selection

**DATE:** June 8, 2016

**SUBMITTED BY:** Donald D. Jacobovitz, P.E., Public Works Director

**BACKGROUND:** In late 2012, the City Commission asked Staff to investigate whether the FDOT Safe Routes to Schools (SRTS) Grant Program would be a viable means to get funding for improving bicycle access to Atlantic Beach Elementary School (ABE) by connecting and upgrading the current Multi-Purpose (bicycle & pedestrian) Path / sidewalk network on Seminole Road and Sherry Drive.

Staff applied for the SRTS grant, which was approved in late 2013. Under this grant, FDOT was responsible for engineering design and construction of the Multi-Purpose Path (MPP), with no requirement for matching funds from the City.

The proposed project, which will construct an eight foot multi-purpose path on Sherry Drive from Ahern Street to Plaza Drive, and on Seminole Road from Plaza Drive to 17<sup>th</sup> Street, was presented at public meetings in March 2013 and May 2016 and received enthusiastic support from attendees, including the Friends of Atlantic Beach Elementary (FABE), ABE SAC and PTA.

Two options for the path are under consideration and are to be presented to the Commission at a Workshop before the June 23<sup>rd</sup> Commission meeting. The first option is the original proposed route constructing the entire path along the eastern side of Sherry Drive and Seminole Road. The second option is to use the existing MPP on the west side of Seminole Road from Plaza Drive to Selva Marina Drive (~1300 LF) and continue on the west side to the existing crosswalk near 15<sup>th</sup> St / Country Club Lane.

Staff has evaluated the options and lists some Pros & Cons of each alternative in Attachment 1. A third option is for the Commission to decide the project is not in the best interests of the City and to terminate design and surrender the grant. Under Federal Law, the city will be obligated for the funds already expended to bring design to the current point (\$50,000 as of April 8, 2016).

The Commission proposed alternative for routing a portion of the path through Howell park was not considered based on community comments at the May 7<sup>th</sup> Town Hall meeting regarding safety concerns and also because the longer route through the park would further reduce the length of path to the north.

Preliminary design for the project began in 2014. After changes in project funding source and engineering consultant, final design was begun by Element Engineering in October 2015. Design is being held at the Conceptual (30%) stage pending City selection of the route to follow for the SRTS path. Construction is anticipated to begin after July 1, 2017.

The Jacksonville Transportation Authority (JTA) has agreed to serve as the Local Agency Project (LAP) Administrator for the FDOT on this project.

**BUDGET:** The negotiated public involvement support fee (\$6,136.57) is being paid from the Public Works Professional Services account (001-5002-541-3100) with no additional funding required.

The City will be obligated for design fees (~\$50,000) if the project is canceled, funding source to be determined, if needed.

FDOT has budgeted \$687,000 for design, construction and construction support efforts.

**RECOMMENDATIONS:** Staff recommends the Commission approve the original route keeping the entire multi-purpose path on the eastern side of Sherry Drive and Seminole Road.

**ATTACHMENTS:**

1. SRTS Path Alternatives – Pros & Cons
2. Powerpoint presentation

**REVIEWED BY CITY MANAGER:** \_\_\_\_\_

*M. Van Zure*

## Safe Routes to Schools Route Options

### 1) Original Route – East Side Sherry and Seminole – Ahern to 17<sup>th</sup> St.

- Pros:
  - Minimizes main route crossings of high traffic volume streets (crosses Plaza Drive at a five way Stop controlled intersection).
  - Route already field verified as having no significant obstacles and requiring minimal tree removal.
  - Design already at 30% level, no additional survey required.
- Cons:
  - Funding limitations dictate construction stops at 17<sup>th</sup> St. (instead of tying into existing MPP at Garden Lane as requested in initial grant application).
  - Constructs new concrete walkway where there is no existing path (east side of Seminole, Plaza to 15<sup>th</sup> St), while there is an existing MPP and sidewalk on the west side of Seminole.

### 2) Alternate Route – West Side Seminole – Plaza to 15<sup>th</sup> St.

- Pros:
  - Uses existing MPP from Plaza to Selva Marina Dr. and replaces existing sidewalk from Selva Marina Dr. to 15<sup>th</sup> St.
  - Use of existing path may allow extending path north to 18<sup>th</sup> St.
  - Reduces number of driveway crossings because one block is along south edge of Johansen Park.
- Cons:
  - Requires two additional main route crossings of high traffic volume streets (Seminole at 15<sup>th</sup> and at Plaza Dr.). 15<sup>th</sup> St crossing is not Stop controlled. Because of heavy traffic volume, Seminole at Plaza may require a Crossing Guard.
  - Crossing at 15<sup>th</sup> St is on a curve in Seminole Road.
  - Additional survey required, est. cost \$5,250 from Plaza to 15<sup>th</sup> St. (also additional survey if path is extended to 18<sup>th</sup> St., ~\$8,000). Probably at City expense.

# ABE Safe Routes To Schools Project



Atlantic Beach Elementary School DCPS#3065



# Safe Routes To Schools

- **FHWA / FDOT Sponsored Program**
  - To improve the bicycle and pedestrian safety of Kindergarten through eighth grade school children,
  - To enable and encourage children, including those with disabilities, to walk and bicycle to school,
  - To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age, and
  - To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

# Desired outcomes of the Safe Routes to School Program include:

- Increased bicycle, pedestrian, and traffic safety
- More children walking and bicycling to and from schools
- Decreased traffic congestion
- Improved childhood health
- Reduced childhood obesity
- Encouragement of healthy and active lifestyles
- Improved air quality
- Improved community safety
- Reduced fuel consumption
- Increased community security
- Enhanced community accessibility



# **Desired outcomes of the Safe Routes to School Program include:**

**(Continued)**

- Increased community involvement
- Improvements to the physical environment that increase the ability to walk and bicycle to and from schools
- Increased interest in bicycle and pedestrian accommodations throughout a community
- Improved partnerships among schools, local municipalities, parents, and other community groups, including non-profit organizations

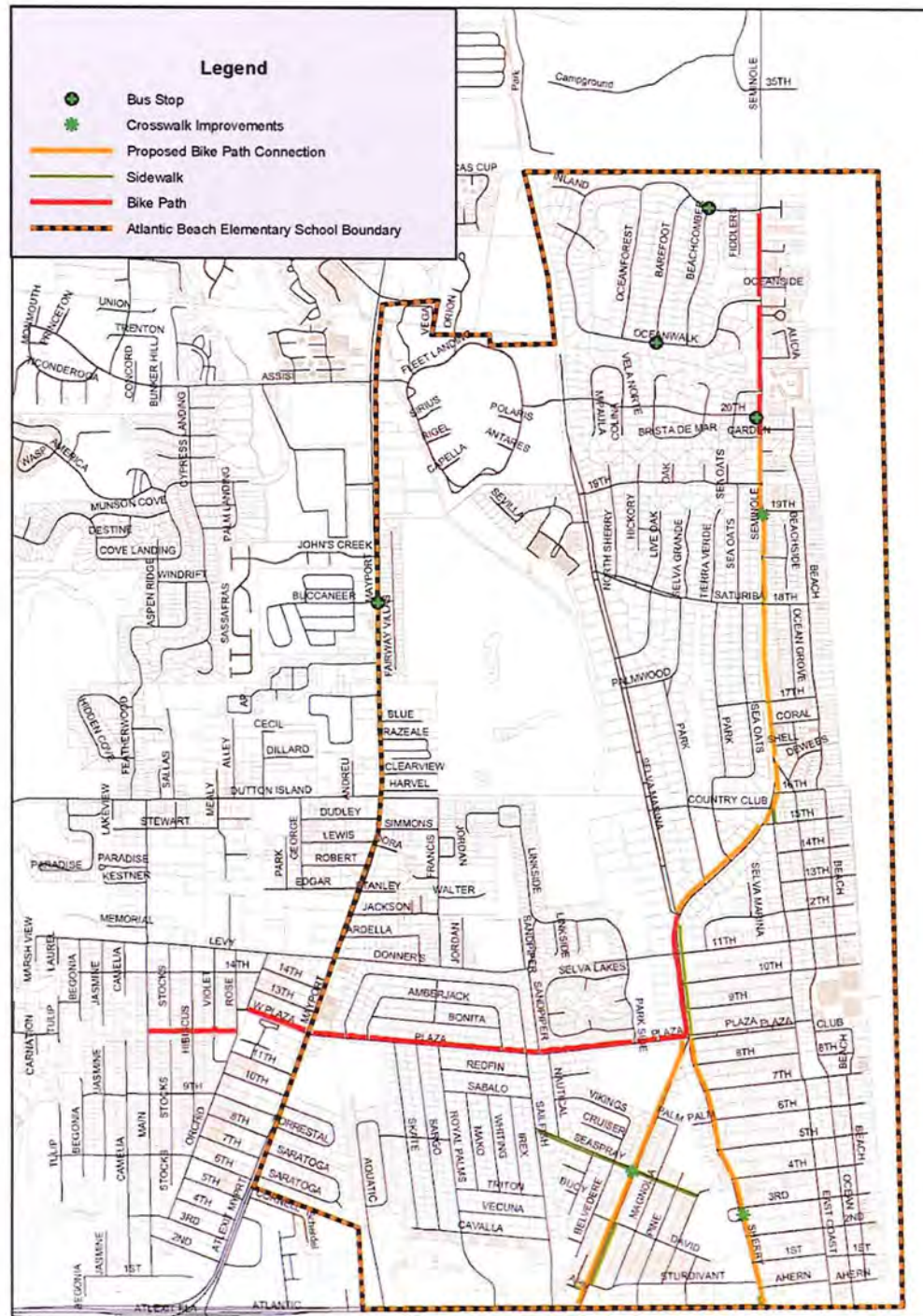
# **Safe Routes To Schools**

# The Five E's of Safe Routes to School:

The Federal Highway Administration (FHWA) recommends that SRTS efforts incorporate – directly or indirectly – five components, often referred to as the “5 E’s”. They are:

- **Engineering** – Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails and bikeways.
- **Education** – Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.
- **Encouragement** – Using events and activities to promote walking and bicycling.
- **Enforcement** – Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors), and initiating community enforcement such as crossing guard programs.
- **Evaluation** – Monitoring and documenting outcomes and trends through the collection of data, including the collection of data before and after the intervention (s).

**Atlantic  
Beach  
Elementary  
School  
and  
City of  
Atlantic  
Beach  
Safe Routes  
to School  
Project**



**Original grant request was for path to extend to meet existing path at Seminole and Garden lane. Project length was reduced because of funding limitations.**

# Plaza Drive Bikepath



# Timeline

- Grant Application approved – 2013
  - Funds 100% of Design and Construction Costs
- Survey & Engineering Design – In Progress
- Town Hall meeting held May 7th, 2016
- City Approved MOA with JTA to move forward with the project on May 23<sup>rd</sup>, 2016
- Workshop held June 27<sup>th</sup>, 2016 to discuss the selection of a path for the SRTS
- Construction – FY 2017 - 2018