Final Public Workshop
February 24, 2020

- Introductions
- Project Purpose
- Areas of Concern
- Recommended Improvements
- Project Schedule
- Public Comment
Introductions
Florida-Alabama TPO

- In each urbanized area with a population of 50,000 or more, Federal and State Laws require a Metropolitan Planning Organization (MPO) to be designated. We refer to the MPOs as the Transportation Planning Organizations (TPO).

- A TPO is a board of local government officials who make transportation-related decisions at a regional level.
The East Bay Blvd. Corridor Management Plan (CMP) is a product of the FL-AL TPO.

The purpose is to identify operational and access management improvements needed to support all modes of transportation.
Why should I participate in this process?

- This is your community. You are the expert. Who knows the community better than someone who lives, works, and/or plays there?
- This public workshop is a chance for you to be a part of creating positive change, impacting the growth of your community for years to come.
Major Tasks

- Public workshops
- General data collection
- Existing and future conditions analysis
- Develop alternatives
- Incorporate into planning document
Concerns

Topics

- Speeding
- Safely crossing the street
- Student safety
- Path amenities
- Access to path
- Lighting
- Golf carts

Locations

- Curve on East Bay Blvd. near Cedar St.
- Edgewood Dr.
- Andorra St.
- Brighton Oaks Blvd.
- US 87/East Bay Blvd. intersection
- Grand Bay Ct.
Bicycle and Pedestrian Assessment Results
Driver Behavior

- Do not have signage that communicates yielding to bicyclists/pedestrians on the trail/crosswalk
- Traffic signage is not spaced and located properly
- Drive too fast
- Turn into path of bicyclist/pedestrian
- Fail to yield at intersections
- Back out of driveways without looking

Respondents
Bicyclist and Pedestrian Safety

- Trail blocked with poles, signs, shrubbery, etc.
- Conflict with other users
- Too much traffic
- Sight distance problem
- No ramps or they're misplaced
- Not a sufficient buffer between traffic and trail
- Multi-use trail broken or cracked

 Respondents
<table>
<thead>
<tr>
<th>Issue</th>
<th>Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>I cannot see approaching vehicles</td>
<td>2</td>
</tr>
<tr>
<td>Vehicles cannot see me</td>
<td>3</td>
</tr>
<tr>
<td>Crosswalk poorly marked</td>
<td>6</td>
</tr>
<tr>
<td>Road too wide to cross safely</td>
<td>1</td>
</tr>
<tr>
<td>Difficult to connect to other destinations</td>
<td>3</td>
</tr>
<tr>
<td>Traffic signage absent</td>
<td>1</td>
</tr>
<tr>
<td>Parked cars block my view of traffic</td>
<td>2</td>
</tr>
<tr>
<td>Current signage is confusing</td>
<td>3</td>
</tr>
</tbody>
</table>
East Bay Boulevard at Cedar Street – Horizontal Curve
Repainting

- 67% of crashes at curve were either off-road or rollover crashes
  - Of those, 83% were at night

- Recommended Improvement
  - Repainting of center line and edge line
Raised Pavement Markings

- Installation of illuminated raised pavement markings (RPMs)
  - Solar powered
Speed Advisory Markings

- Installation of in-lane speed advisory markings
  - Helpful in reducing vehicle speed before entering the curve

Examples of In-Lane Speed Advisory Markings, Source: FHWA
Chevron Signs

- Installation of additional chevron signs for enhanced delineation
  - 16% reduction in fatal and injury crashes at curves
Enhanced Pedestrian Crossings
Edgewood Drive
Avenida Del Sol
Elodie Ln
Barco De Villa/Brighton Oaks Blvd.
Example of an enhanced pedestrian crossing
Roundabouts

- Potential locations include:
  - Edgewood Drive
  - Andorra Street

- Conversion of a two-way stop-controlled intersection to a roundabout has shown up to an 82% reduction in severe crashes

- Roundabouts help reduce speeds along a roadway
Roundabout Option – Edgewood Drive
Roundabout – Andorra Street
Westbound Left Turn Lane Option - Edgewood Drive
Trailhead at Edgewood Drive
- Provide parking for shared-use path and allow for gateway features
Shared-Use Path Amenities

- Dog waste collection stations
- Benches
- Wayfinding signage
- “No Motorized Vehicles” signage
- Bollards
- Crosswalk markings at cross-street intersections
Corridor-Wide Improvements
Lighting Plan

- No consistent street or pedestrian lighting along corridor
- Lighting is justified according to FHWA/FDOT warrant system
- Existing and proposed crosswalks should be illuminated (priority areas)
Speed Feedback Signs

- Installation of signs has resulted in decreased speeds
- Recommend placement in advance of curve at Cedar Street at a minimum
Paved Shoulders

- Adding 2’ paved shoulders can reduce crash frequency up to 31%
- Allows room for cyclists on the road who choose not to use the path
Rumble Strips

- Off-road crashes are the second highest crash type along the corridor representing **17%** of all crashes
- Rumble Strips on the shoulder of the roadway has shown a 30-40% reduction in off-road vehicle crashes
- Profiled pavement markings (painted lines with raised bumps) could be used in place of rumble strips
Project Schedule

- **Summer/Fall 2019**: Data Analysis Existing Conditions
  - Fall 2019: Non Traditional Workshop & Public Workshop One
- **Winter 2019/2020**: Development of Conceptual Study Solutions
  - Winter 2020: Public Workshop Two
- **Spring 2020**: Draft Plan Review Period Final Plan Presented to TPO
Public Input

- Questions and Comments
- Complete comment cards
- Review aerial maps and note improvement preferences