



East Bay Boulevard Corridor Management Plan

Public Workshop
February 24, 2020



Final Public Workshop

February 24, 2020

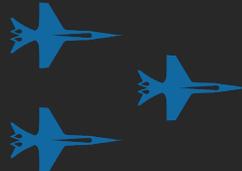
- Introductions
- Project Purpose
- Areas of Concern
- Recommended Improvements
- Project Schedule
- Public Comment



Introductions



Florida-Alabama

TPO 

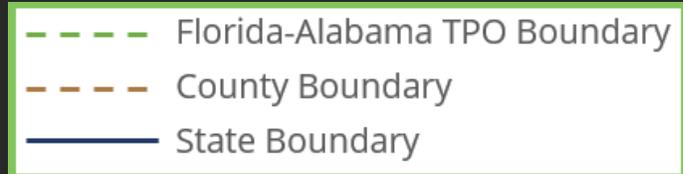
Transportation Planning Organization

ATKINS



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.





East Bay Boulevard – Corridor Management Plan

- 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.



East Bay Blvd. from US 98 to SR 87





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



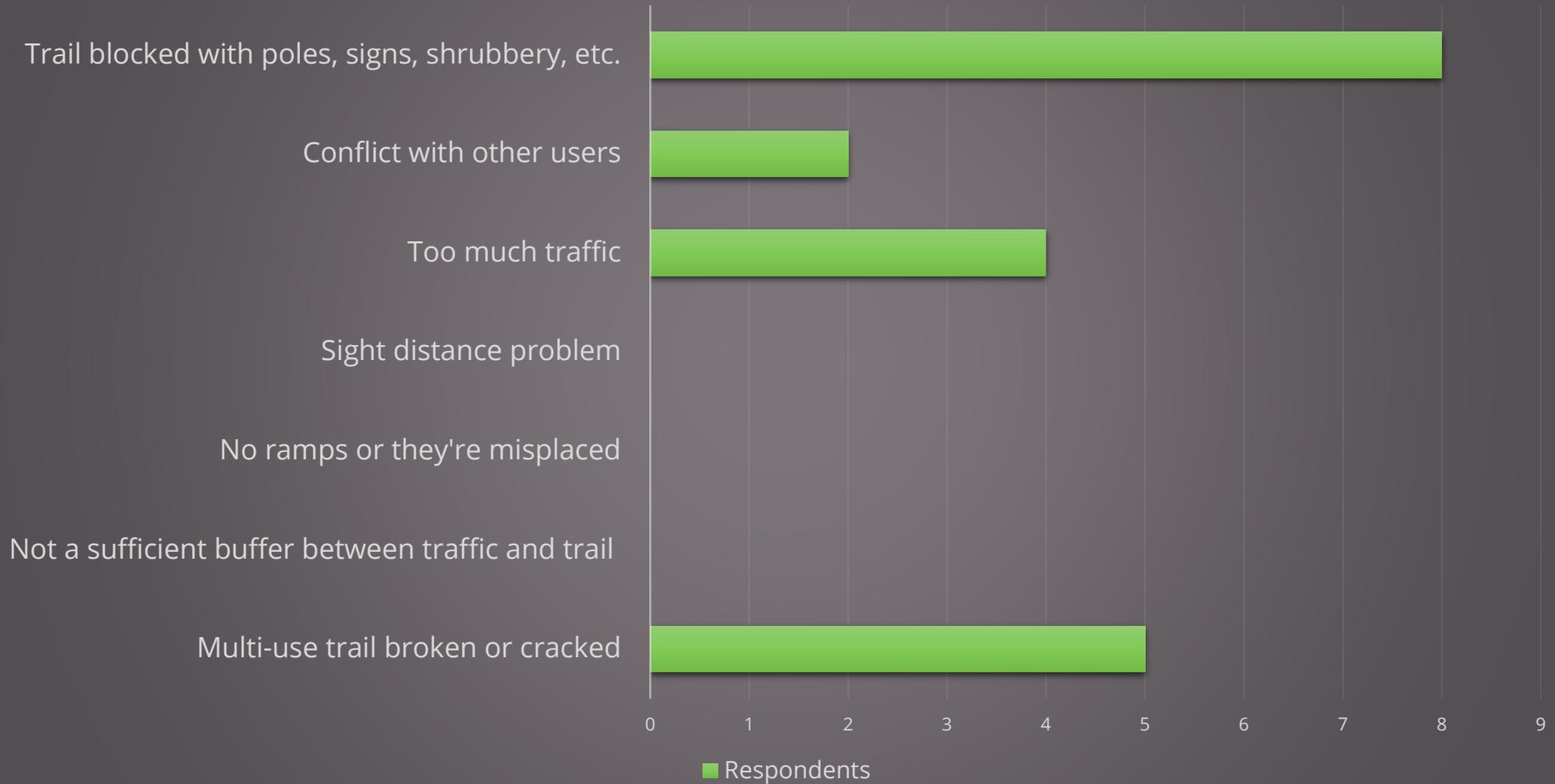


Driver Behavior

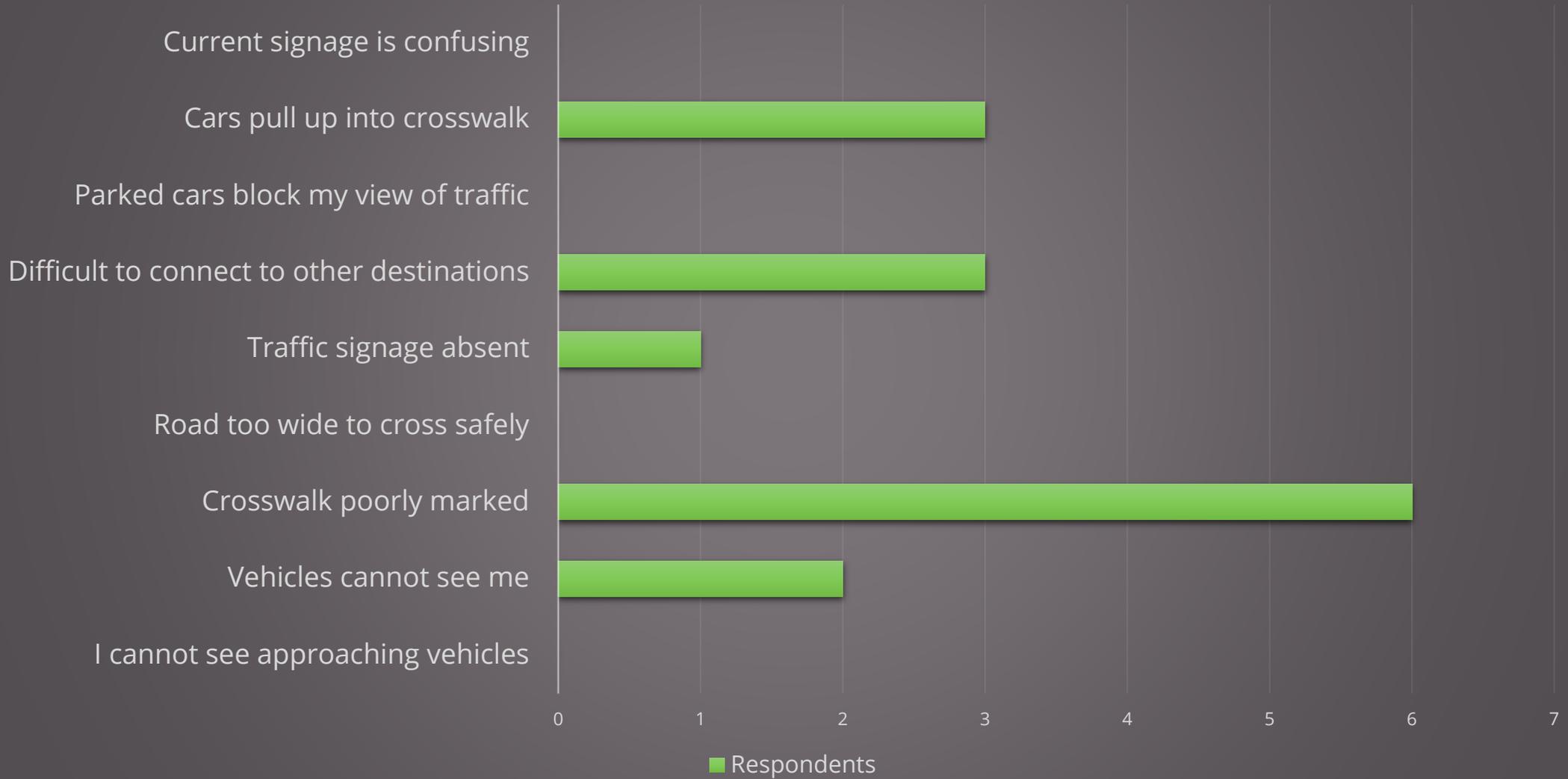




Bicyclist and Pedestrian Safety



Trail and Roadway Navigation





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

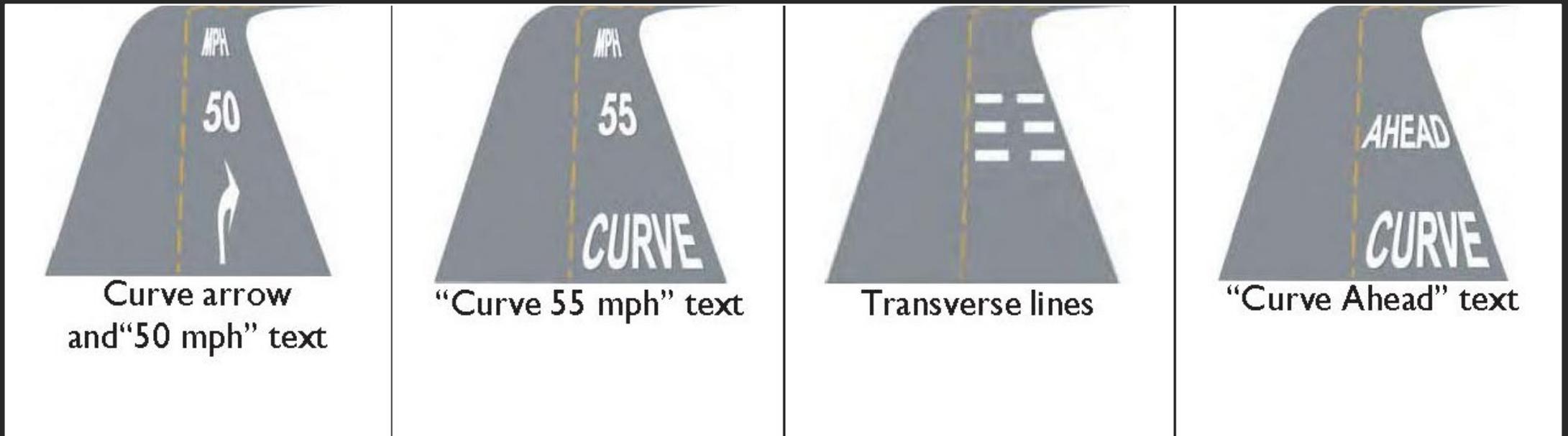
- Installation of illuminated raised pavement markings (RPMs)
 - Solar powered





Speed Advisory Markings

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



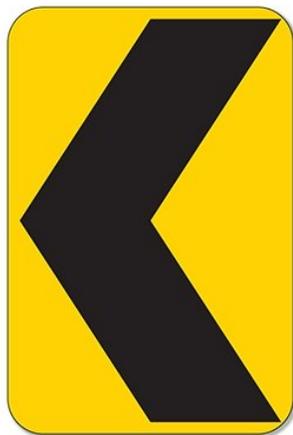
Examples of In-Lane Speed Advisory Markings, Source: FHWA

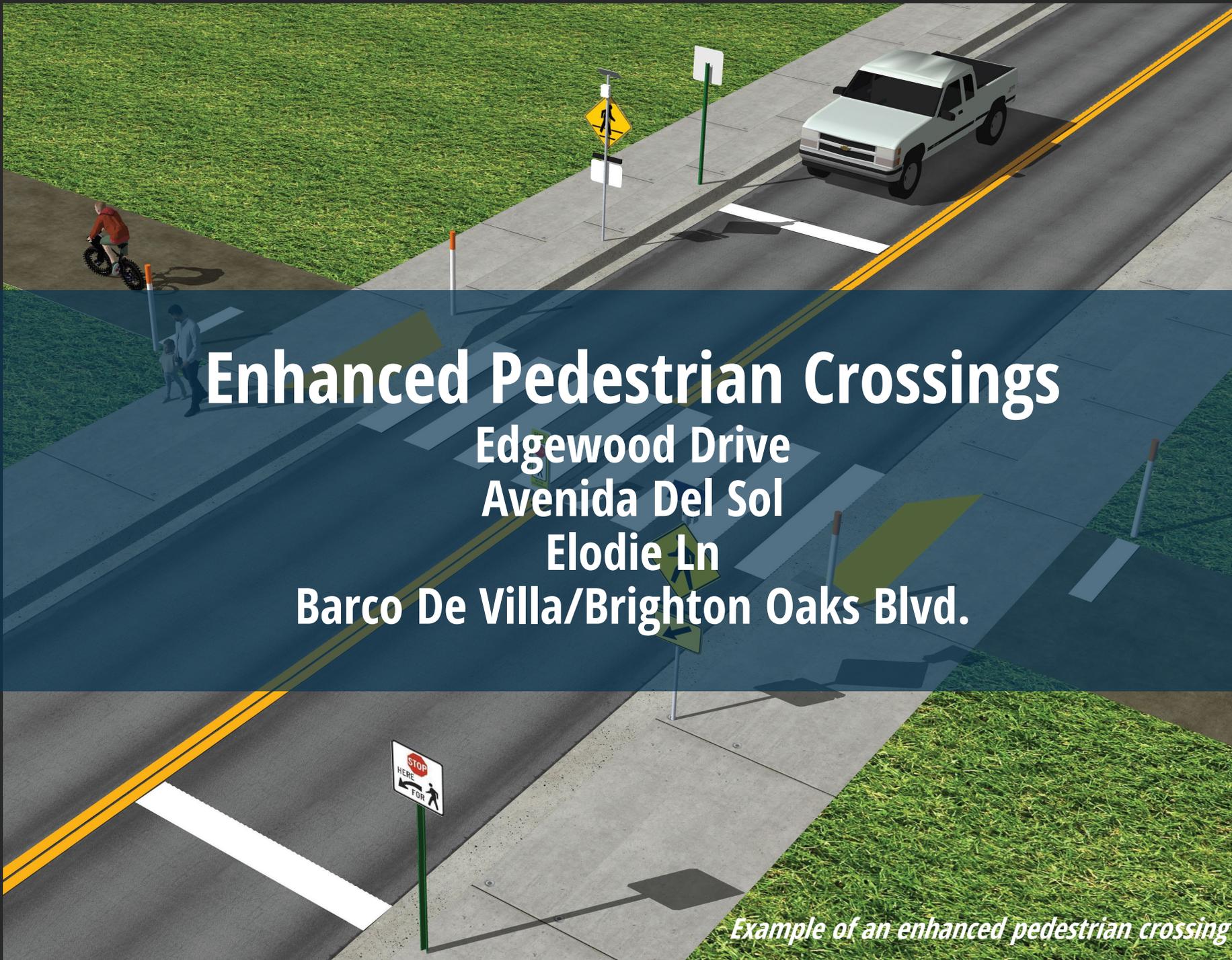




Chevron Signs

- Installation of additional chevron signs for enhanced delineation
 - 16% reduction in fatal and injury crashes at curves





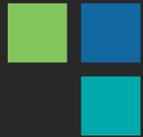
Enhanced Pedestrian Crossings

Edgewood Drive

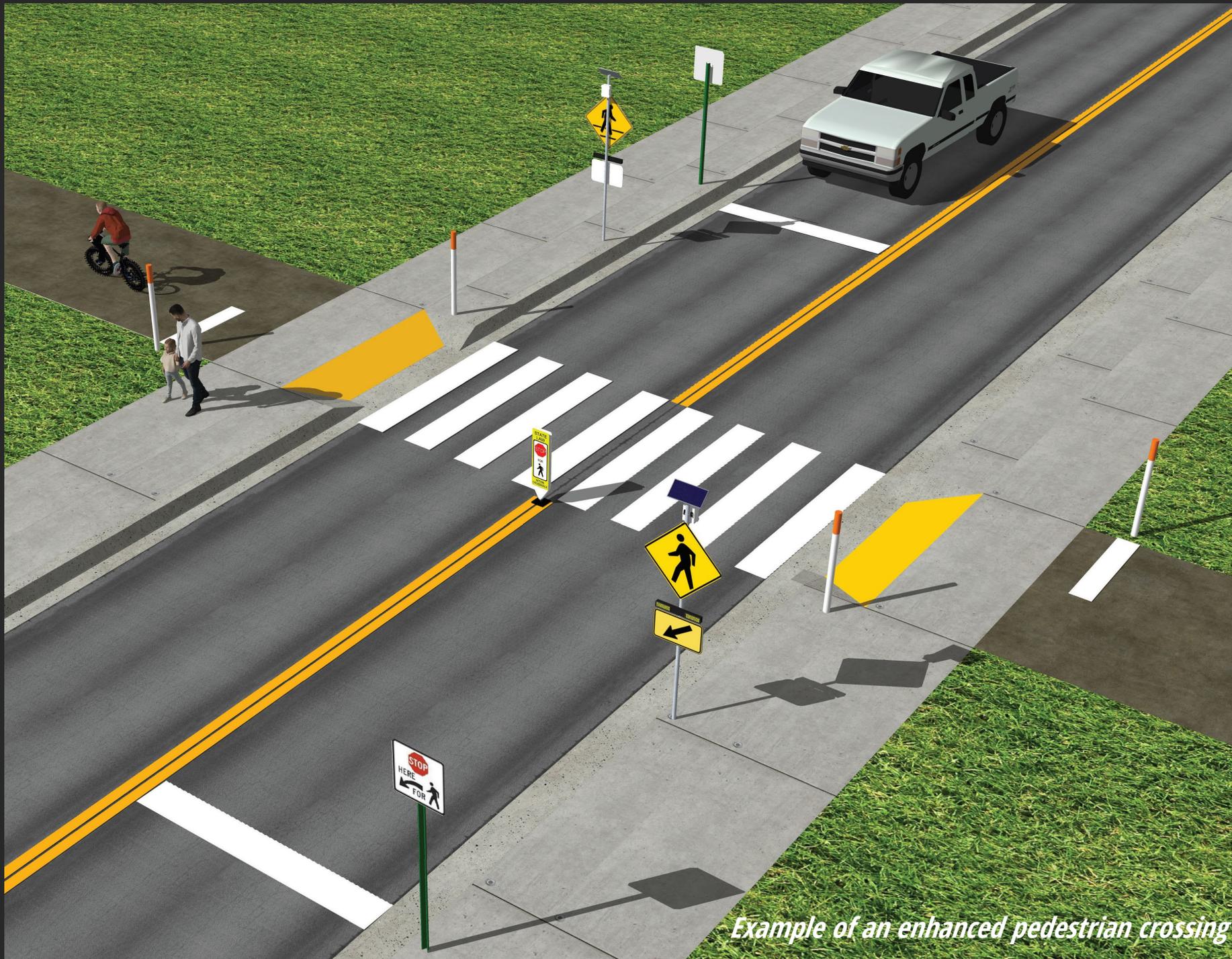
Avenida Del Sol

Elodie Ln

Barco De Villa/Brighton Oaks Blvd.



Example of an enhanced pedestrian crossing



Example of an enhanced pedestrian crossing



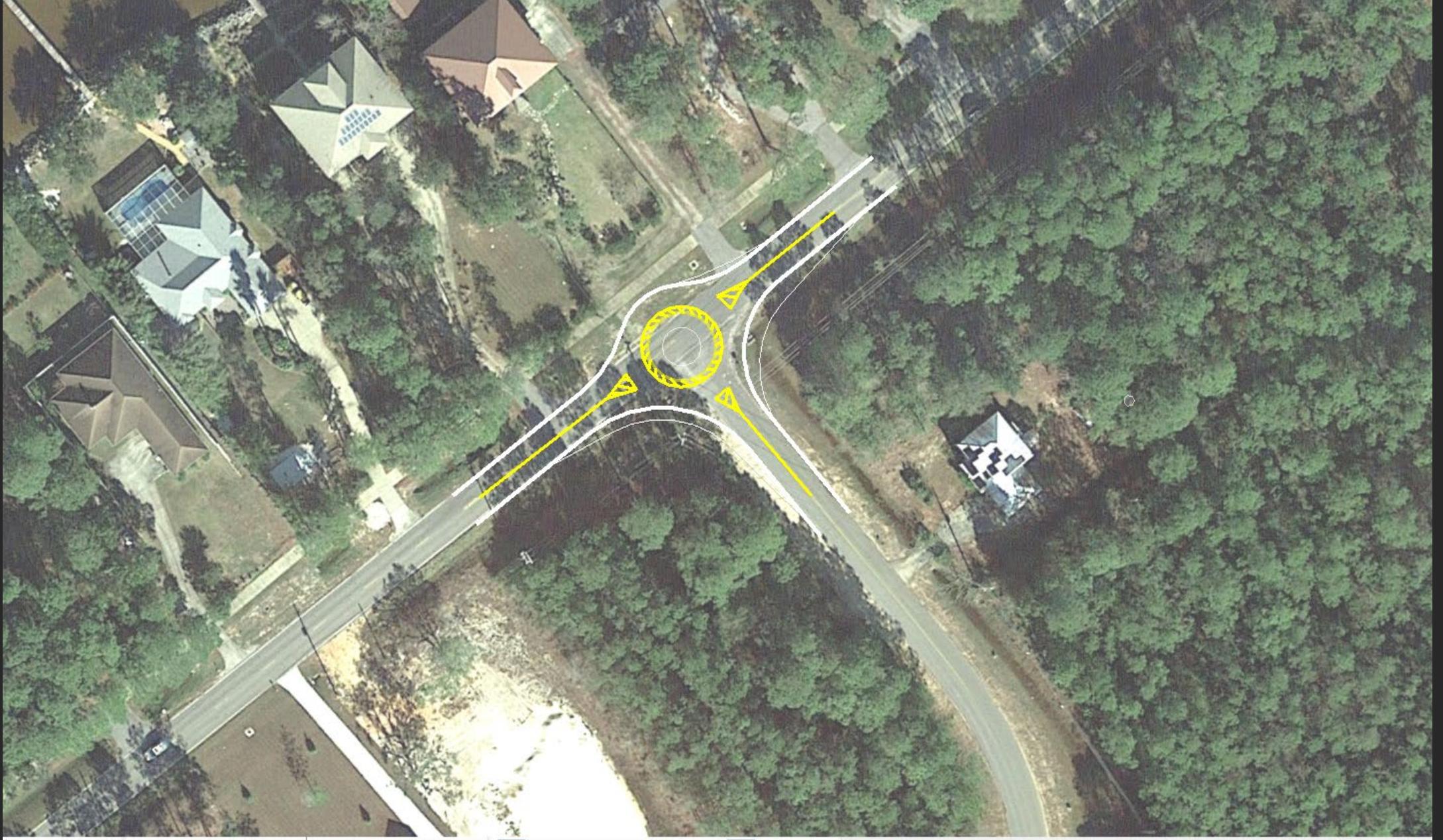
Roundabouts

- 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





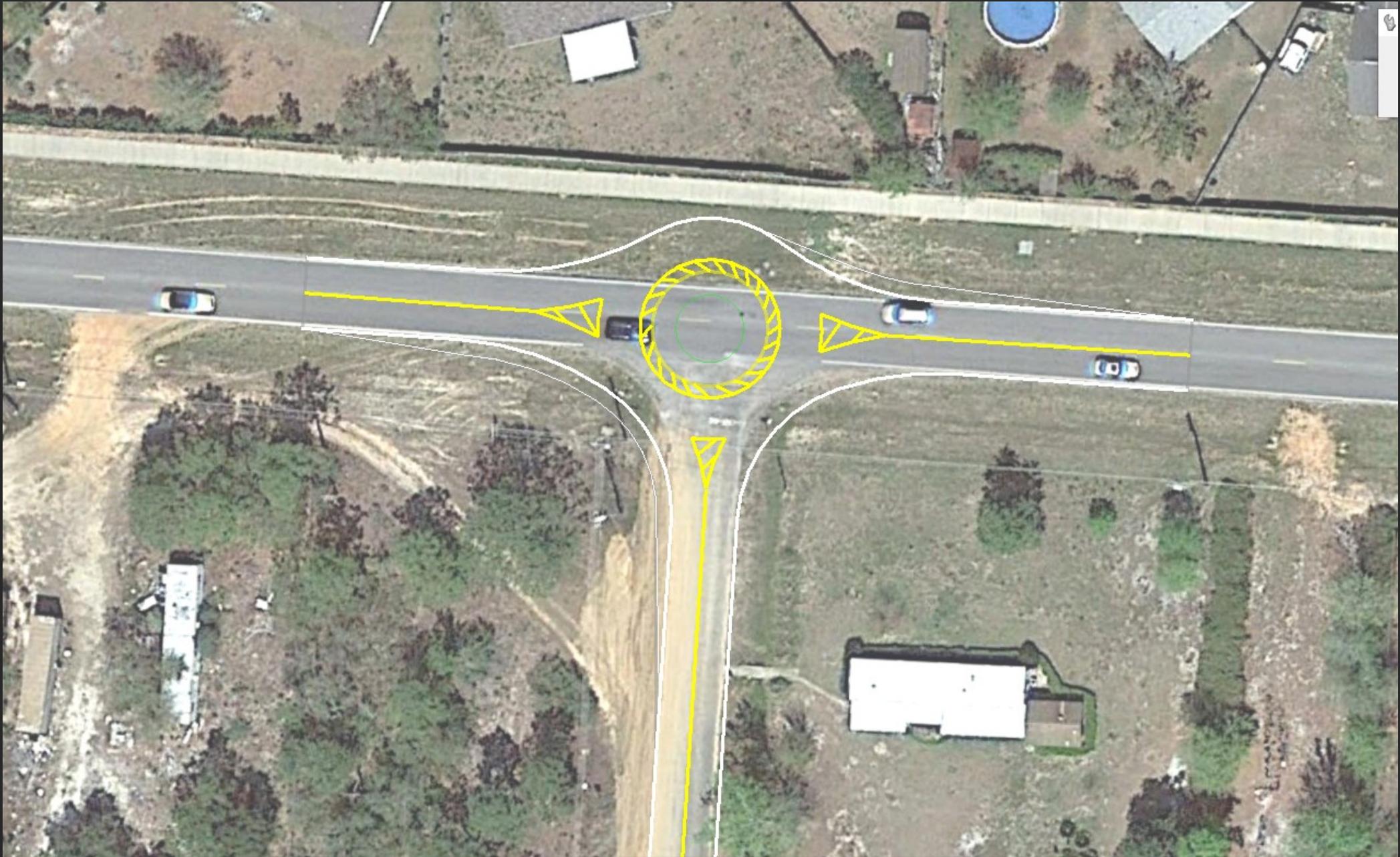
Roundabout Option – Edgewood Drive





Roundabout – Andorra Street







Westbound Left Turn Lane Option - Edgewood Drive





EAST BAY BLVD.

EDGEWOOD DR.





Existing Shared Use Path

10' Wide Sidewalk, Typ.

Holley by the Sea Community Sign

Bench, Typ.
Trailhead Kiosk

EAST BAY BOULEVARD

EDGEWOOD DRIVE

Trailhead at Edgewood Drive

- Provide parking for shared-use path and allow for gateway features

10' Wide Sidewalk, Typ.

5' Wide Sidewalk

Covered Seating Area

Sidewalk Connects to Future Sidewalk

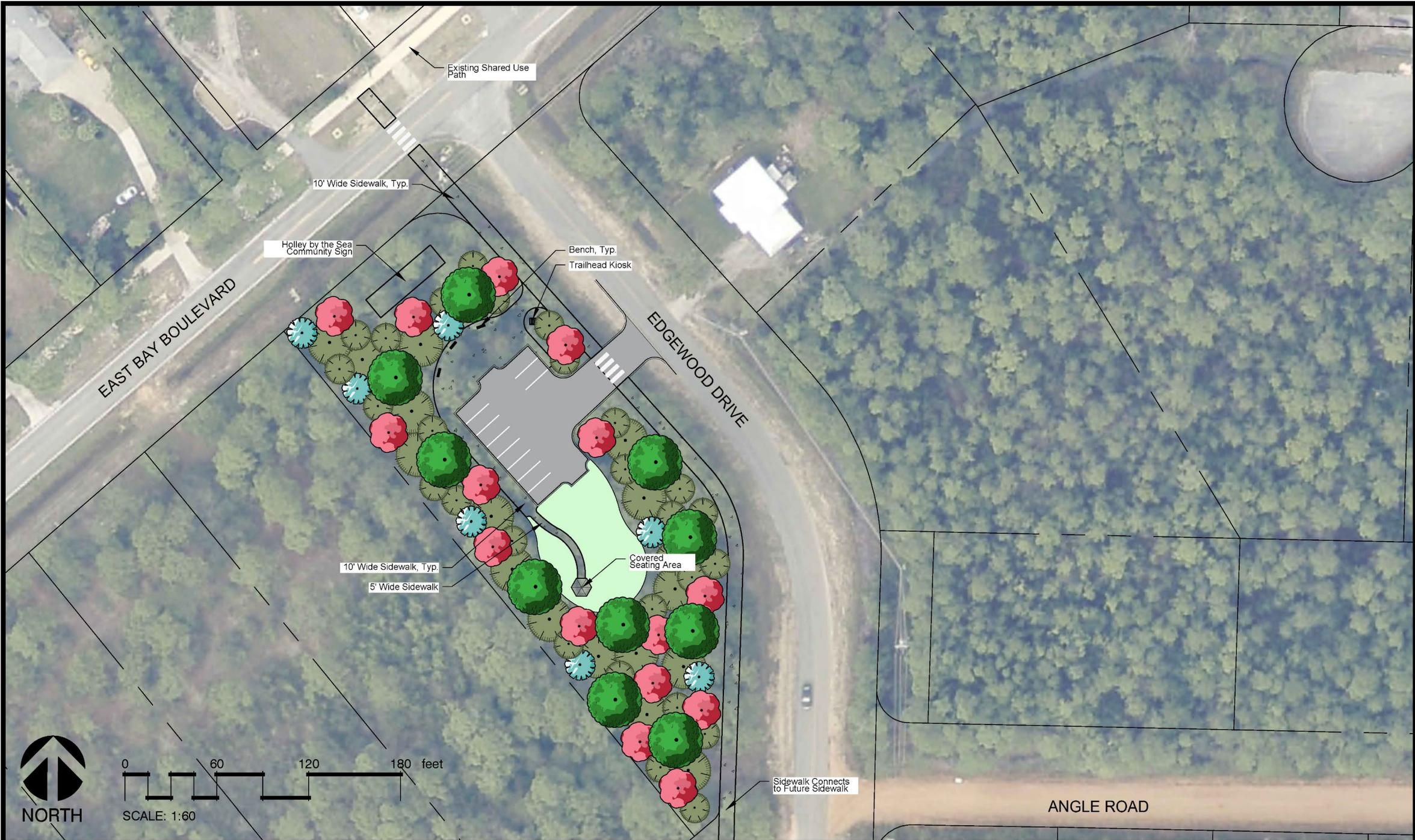
ANGLE ROAD



NORTH

0 60 120 180 feet

SCALE: 1:60



Existing Shared Use Path

10' Wide Sidewalk, Typ.

Holley by the Sea Community Sign

Bench, Typ.
Trailhead Kiosk

EAST BAY BOULEVARD

EDGEWOOD DRIVE

10' Wide Sidewalk, Typ.
5' Wide Sidewalk

Covered Seating Area

Sidewalk Connects to Future Sidewalk

ANGLE ROAD



NORTH

0 60 120 180 feet

SCALE: 1:60

Shared-Use Path Amenities

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



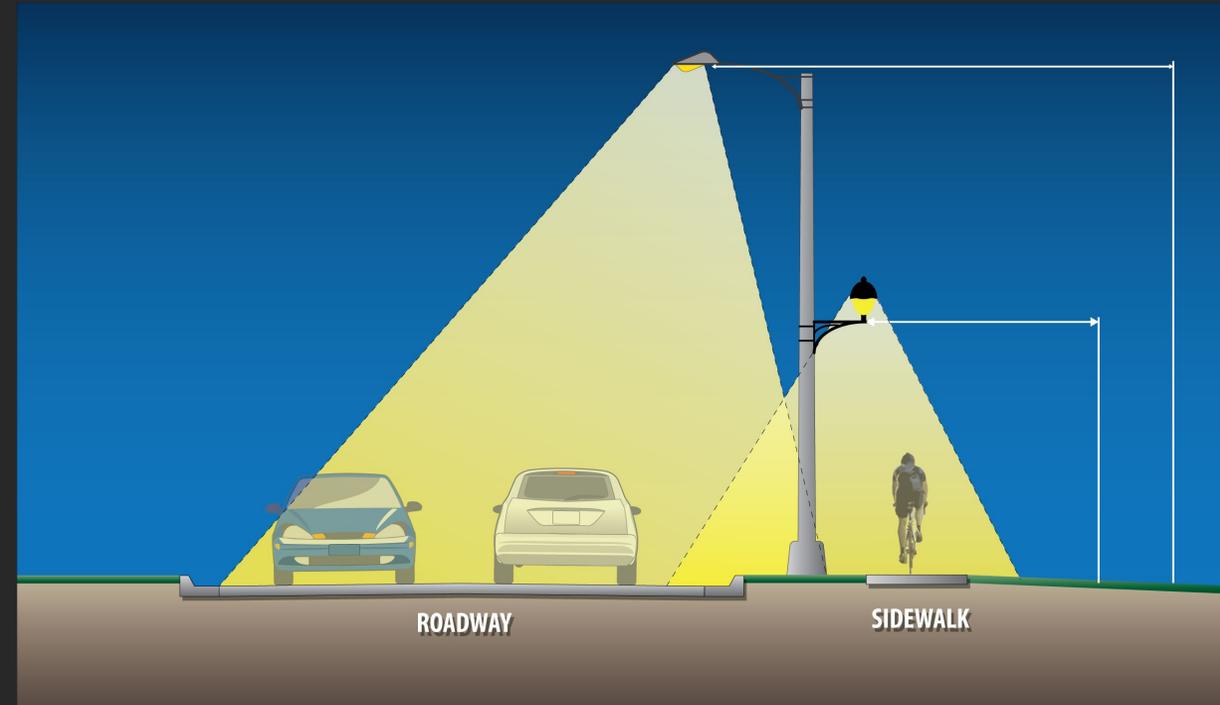


Corridor-Wide Improvements



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



Examples of Speed Feedback Signs



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



Existing Roadway Shoulder



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



Rumble Strips



Profiled Pavement Markings



Project Schedule





Public Input



- Questions and Comments



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





Contact Information

Caitlin Cerame, AICP
Caitlin.Cerame@ecrc.org
Emerald Coast Regional Council



Phil Shad, AICP, PTP
Philip.Shad@atkinsglobal.com
Atkins

