




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



0 0.5 1 2 Miles

Source: FDOT, ESRI, 2019

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11/18/2019



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

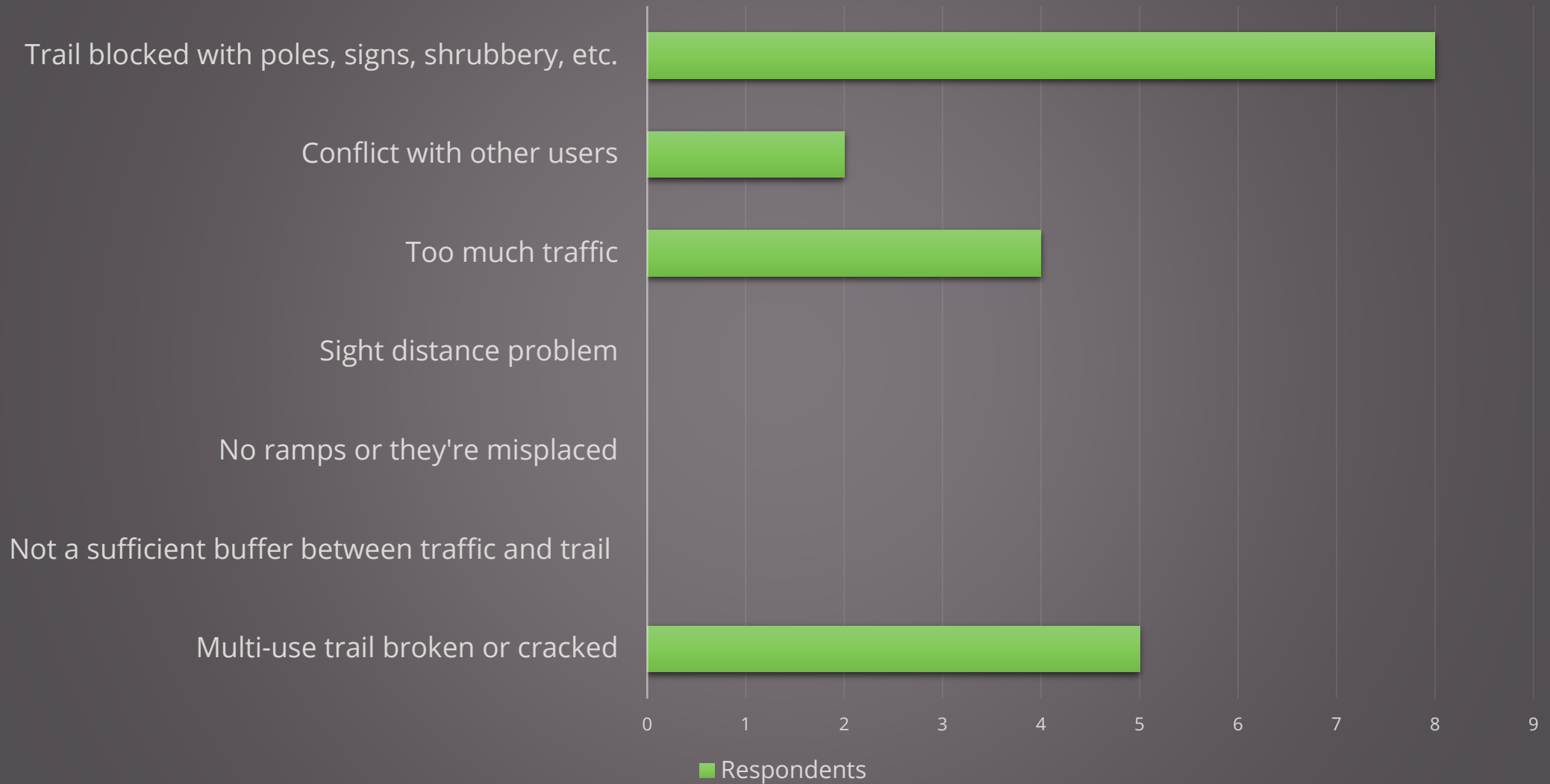




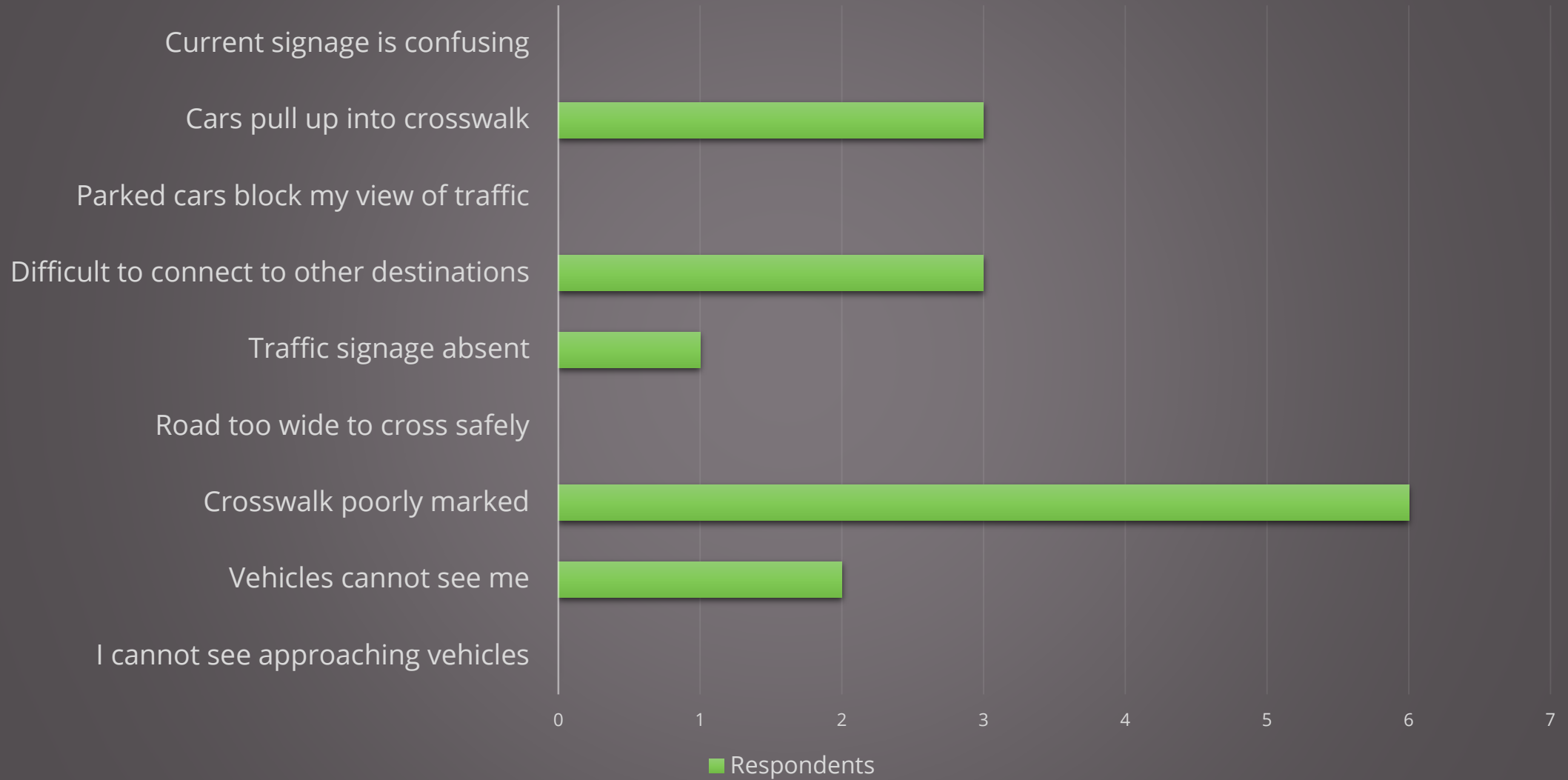
Driver Behavior



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



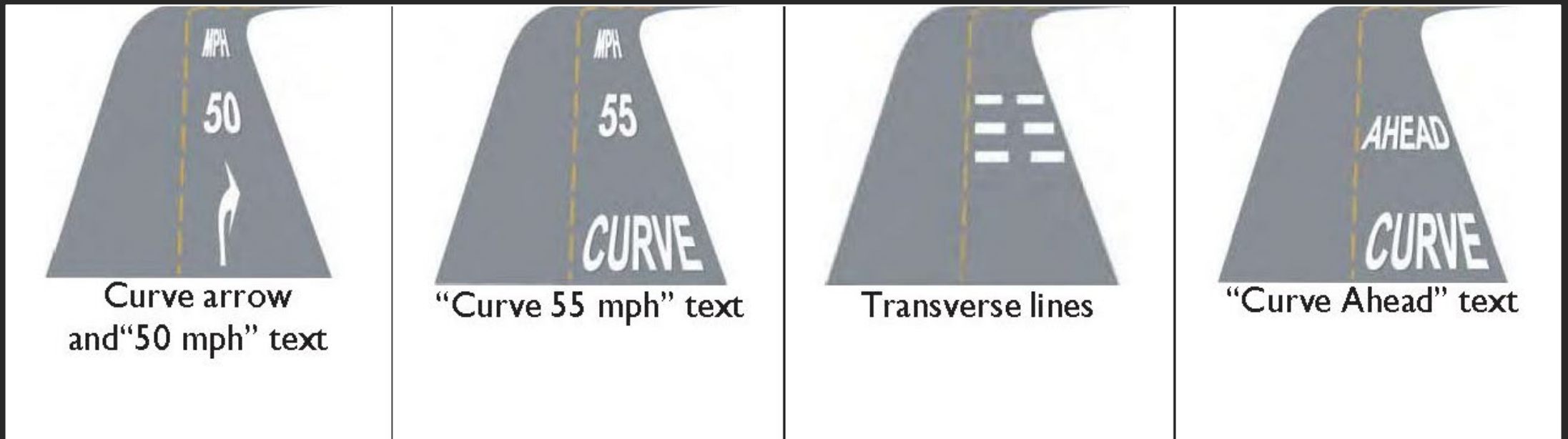
Raised Pavement Markings

- 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

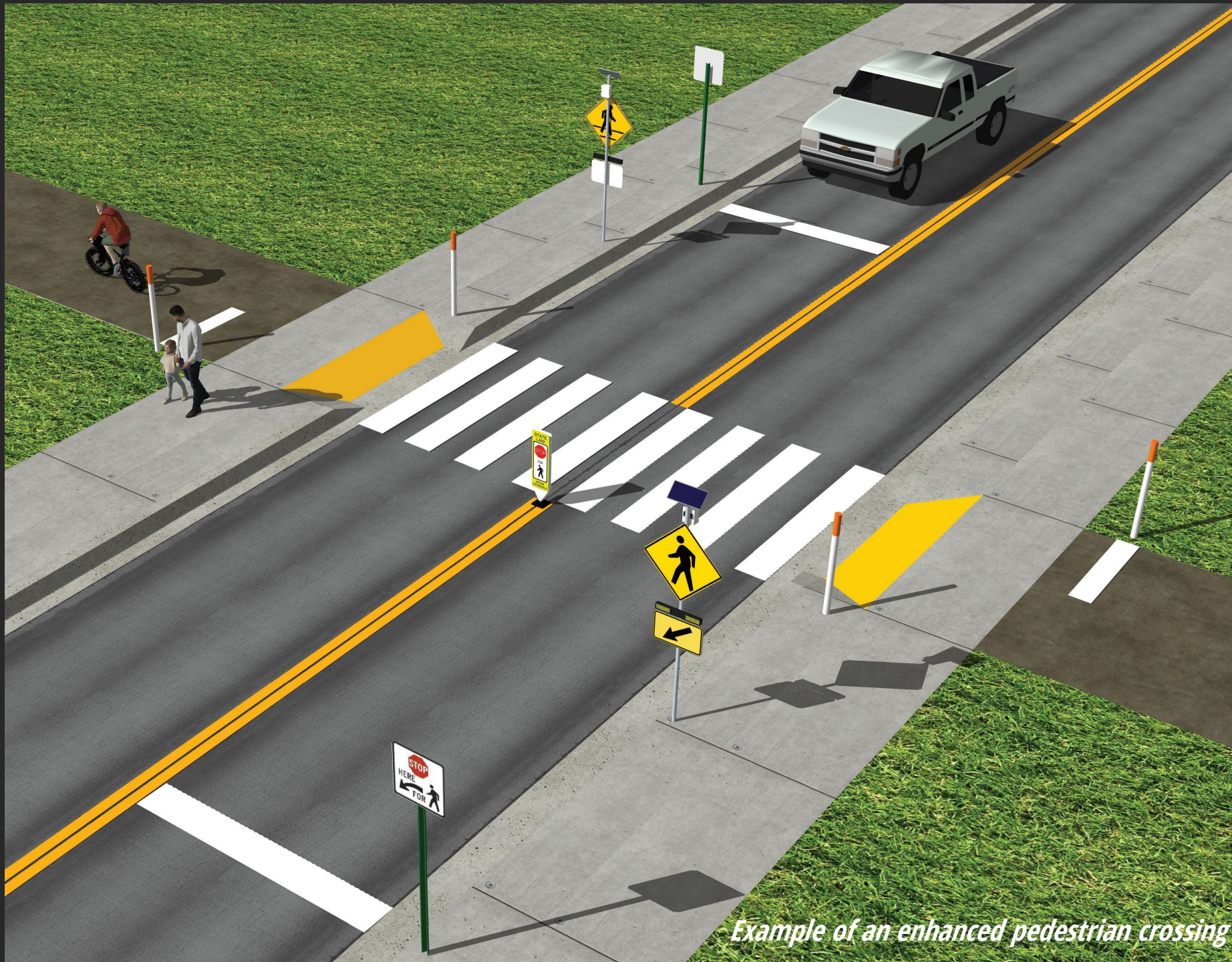
Edgewood Drive

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



An aerial photograph of a residential area with a proposed roundabout. The roundabout is highlighted with yellow lines and a yellow circular arrow indicating the traffic flow. The surrounding area includes houses, trees, and a road. The text "Roundabout Option – Edgewood Drive" is overlaid in white on a dark blue background.

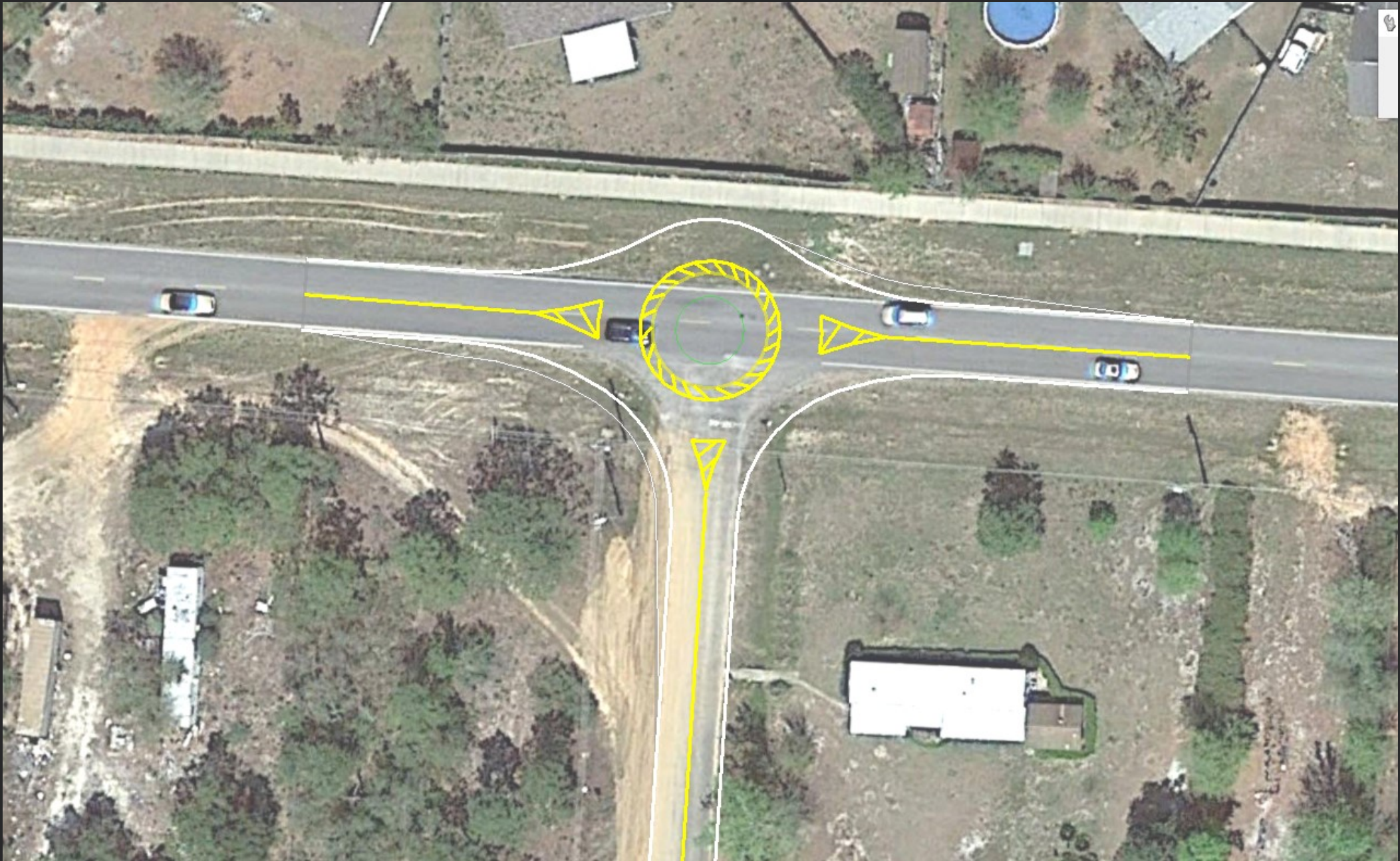
Roundabout Option – Edgewood Drive





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



NORTH





Existing Shared Use Path

10' Wide Sidewalk, Typ.

Holley by the Sea
Community Sign

Bench, Typ.
Trailhead Kiosk

EDGEWOOD DRIVE

EAST BAY BOULEVARD

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



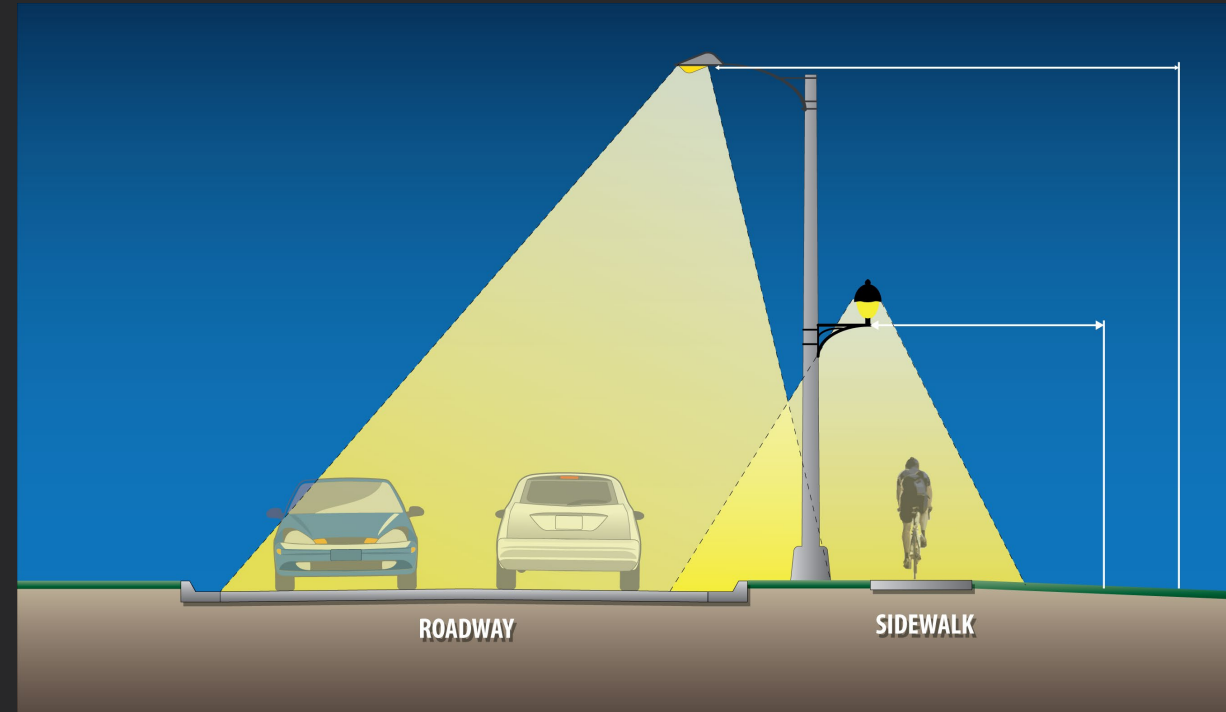


Corridor-Wide Improvements



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

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