



Meeting Date: April 21, 2016

Agenda Item: 13-A

Report to Town Council

Topic: Consideration Bicycle and Pedestrian Master Plan.

Recommended Motion: As determined by Council.

Summary: Please see attached staff report.

Requested by: Ms Joulani, Planning & Development Director

Approved by: Ms. Witt, Town Manager



MEMORANDUM

TOWN OF PONCE INLET, PLANNING AND DEVELOPMENT DEPARTMENT

The Town of Ponce Inlet staff shall be professional, caring and fair in delivering community excellence while ensuring Ponce Inlet citizens obtain the greatest value for their tax dollar.

To: Jeaneen Witt, Town Manager
From: Aref Joulani, Planning and Development Dept. Director 
Date: March 28, 2016
Subject: The Bicycle and Pedestrian Master Plan prepared by Lassiter Transportation Group, Inc.

MEETING DATE: April 21, 2016

Background

Following the completion of the town's right-of-way study by our engineering consultant Quentin L. Hampton Associates, Inc., staff began to work with Lassiter Transportation Group, Inc. (LTG), the town's traffic engineering consultant on the scope of work (Exhibit A) for a Bicycle and Pedestrian Master Plan. The development of the Master Plan was guided by the Town's Vision and supported by the Comprehensive Plan. Specifically, the Comprehensive Plan includes a number of goals, objectives, within the Future Land Use, Transportation and Recreation, and Open Space elements which provide frameworks for establishing this Bicycle and Pedestrian Master Plan (Master Plan).

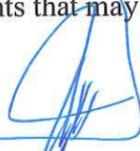
Summary

Per the Scope of Work, the Master Plan (Exhibit B) provides an analysis of the existing bicycle and pedestrian network elements and facility users, public transit routes and stops, network gaps, network amenities, and maintenance and safety issues. Additionally, the Master Plan provides a cost estimate of proposed improvements. The cost estimate does not include the design fees and possible right-of-way acquisitions. Finally, the Master Plan provides a list of potential funding sources for the various aspects of the future network improvements.

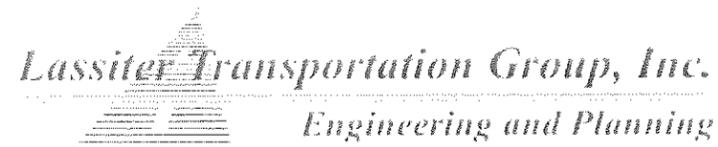
In addition to the Master Plan, the deliverables include recommended text for inclusion in the Town's comprehensive plan, GIS maps, GIS shape files and tables.

Recommendation

Staff recommends the adoption of the Master Plan and seeks Council's authorization to pursue grants that may fund the proposed improvements.


Aref Joulani, Director, Planning & Development Dept.

March 28, 2016
Date



Via Email: (ajoulani@ponce-inlet.org)

Ref: 2011026

June 2, 2014

Aref Joulani
Director, Planning and Development Dept.
Town of Ponce Inlet
4300 S. Atlantic Avenue
Ponce Inlet, FL 32127

RE: Bicycle and Pedestrian Master Plan
Town of Ponce Inlet, Florida

Dear Mr. Joulani:

The following Scope of Services (the SCOPE) addresses the needs of the Town of Ponce Inlet (the TOWN) for the preparation of a Bicycle and Pedestrian Master Plan guided by the Town's Vision and supported by the Comprehensive Plan as an alternative mode of transportation. The master plan will serve as basis for update of the TOWN's Comprehensive Plan. The TOWN intends to contract with a Lassiter Transportation Group, Inc. (the CONSULTANT) to perform this work. The SCOPE addresses data collection efforts, geographic information systems (GIS) database development, grant funding research, documentation, and meeting requirements.

SCOPE OF SERVICES

Task 1 – Data Collection

The CONSULTANT shall collect data as necessary to document the existing extent of the bicycle and pedestrian features of the TOWN's transportation network. This data shall be compiled in a GIS database suitable for use of accumulating the following data: roadway type (collector, sub-collector or local street), sidewalk location (left and right), sidewalk width (left and right), sidewalk surface type, identified bicycle routes, beach access walkways, potential bicycle and pedestrian destinations, marked crosswalks and transit stops.

Additional data to be collected for purposes of considering sidewalk improvements shall consist of right-of-way width (provided by the TOWN), road lane widths, condition of sidewalk, shoulder width, apparent location of road within right-of-way, apparent location of sidewalk within right-of-way, presence of curbs, and presence of curb ramps.

The GIS/roadway data source will be the most recent rectified aeriels and property data overlay files available from the TOWN, property appraiser data maintained by Volusia County (the COUNTY), as well as site plans and other development files obtained by the TOWN or COUNTY. Location of the roadway within the right-of-way shall be estimated from the above-stated sources.

The CONSULTANT shall also research clear zone requirements for separation between roads and sidewalks for safety purposes. The primary source of this research shall be the Florida Greenbook for non-state roadways and Florida Department of Transportation design guidelines for secondary standards. The Florida Greenbook contains the minimum design standards for transportation facilities.

Task 2 – GIS Database Development

The CONSULTANT shall develop a GIS database based on the best available shape file for roadways. Potential sources for the shape file include the TOWN, the COUNTY, and ESRI (ArcView provider). The CONSULTANT shall create shape files depicting roadway type (collector, sub-collector, or local street), sidewalk location (left and right), sidewalk width (left and right), sidewalk surface type, identified bicycle routes, beach access walkways, potential bicycle and pedestrian destinations, marked crosswalks, and transit stops.

A GIS database and maps will be developed for existing and proposed conditions. Proposed conditions shall identify sidewalk connectivity to eliminate gaps, proposed sidewalk alignments, accessibility improvements, transit stop improvements, and bicycle facility improvements. Crossings of South Atlantic Avenue will be identified in the existing conditions GIS database and maps. Pedestrian crossing features will be noted and analyzed to determine appropriateness based on roadway cross-section, posted speed, potential pedestrian volume (as noted based on review of generators), and adjacent crossing features. Consistency of signing and pavement markings is important to maintain driver expectancy, which improves overall corridor safety.

Task 3 – Funding Plan Assistance

The CONSULTANT shall research bicycle and pedestrian facility grant funding opportunities available through the River to Sea Transportation Planning Organization (R2CTPO). The research shall consist of contacting the R2CTPO, discussing funding opportunities, and documenting the potential funding sources. LTG is currently on continuing services contract with the R2CTPO to provide bicycle and pedestrian facility feasibility studies. Through this work, LTG is keenly aware of the priority project application criterion that yields the highest scores through the priority project selection process. This knowledge will be used to assist the TOWN to submit applications and supporting materials and obtain funding for sidewalk and bicycle improvement projects. However, it is important to note that only improvements on facilities that are designated as collectors or arterials are eligible to receive federal funds through the TPO process.

Alternative funding sources will be researched for roadways designated as local streets (i.e. sub-collectors). Sources may include, but not be limited to, community development block grant (CDBG) funds. Please note that CDBG funds are used within other Cities in Volusia County to finance similar bicycle and pedestrian improvement plans.

Task 4 – Master Plan Documentation

The CONSULTANT shall prepare a Bicycle and Pedestrian Master Plan that is consistent with the TOWN's Comprehensive Plan. The Master Plan shall address the inventory of existing system attributes, the need to connect residential areas to commercial and recreational destinations, identification of sidewalk gaps, the need to widen/repair sidewalks, and the apparent availability of right-of-way. Impediments to sidewalk widening, including apparent lack of right-of-way, presence of trees, excessive grades, etc. shall also be noted. Bus stops within the TOWN limits will be reviewed for compliance with the American's with Disabilities Act (ADA) and removal of accessibility barriers shall be identified. Recommendations for bus stop layout and amenities will take right-of-way availability into account. Inventoried data and recommendations shall be summarized in tabular and graphical forms to facilitate reporting of the information.

The Master Plan shall also provide bicycle path design alternatives and estimates of construction costs for the missing sidewalk/path segments and for sidewalk segments recommended for widening. The cost estimates shall be based on unit costs from best available local data. Sources shall include the Florida Department of Transportation's (FDOT) historic construction costs and bid data, as provided by Volusia County. The cost data shall be used to update the TOWN's capital improvements element of the Comprehensive Plan.

In addition to the Master Plan, the deliverables shall include text for inclusion in the TOWN's comprehensive plans, GIS maps, GIS shape files, and tables.

Task 5 – Meetings

The CONSULTANT shall attend up to two (2) meetings with the TOWN Staff and up to two (2) presentations to Town Boards. Presentation material shall be prepared by the CONSULTANT and submitted to the TOWN for review in advance of scheduled board meetings. It is anticipated that TOWN Council workshops will serve as public input workshops, as well.

SCHEDULE

LTG shall initiate the work effort immediately upon receipt of a properly executed contract/agreement and Notice to Proceed (collectively known as the Authorization). Exhibit A of this proposal includes a detailed project schedule. Completion of the master plan shall occur by September 29, 2014.

COMPENSATION

The master plan shall be conducted for a lump sum of fourteen thousand six hundred seventy-one dollars and 00/100 cents (\$14,671.00). A detailed fee breakdown is attached as Exhibit B.

Any revisions to the SCOPE shall constitute ADDITIONAL SERVICES and will require modifications to the COMPENSATION and SCHEDULE and must be mutually agreed to by LTG and the TOWN in writing. Revisions to the SCOPE may be conducted on a fixed-fee basis, if a fixed SCOPE can be determined, or on a time-and-expenses basis according to LTG's Standard Hourly Rate Sheet (see Attachment A) as shall be mutually agreeable to LTG and the CLIENT. Payment to LTG of fees under this contract must be kept current in order for LTG to continue work under this agreement as identified in LTG's Terms of Agreement (see Attachment B).

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Bicycle and Pedestrian Master Plan

Town of Ponce Inlet



LASSITER TRANSPORTATION GROUP, INC.

APRIL 2016

Bicycle and Pedestrian Master Plan

Town of Ponce Inlet

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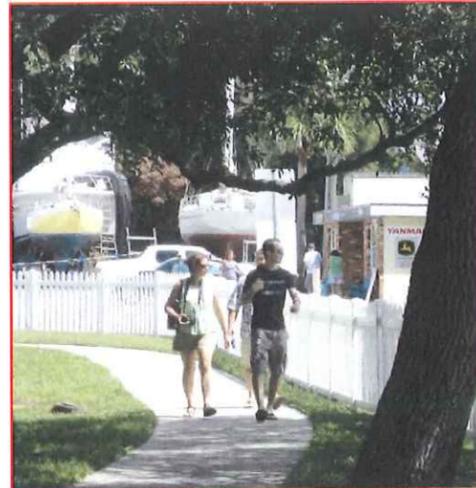


Bicycle and Pedestrian Master Plan

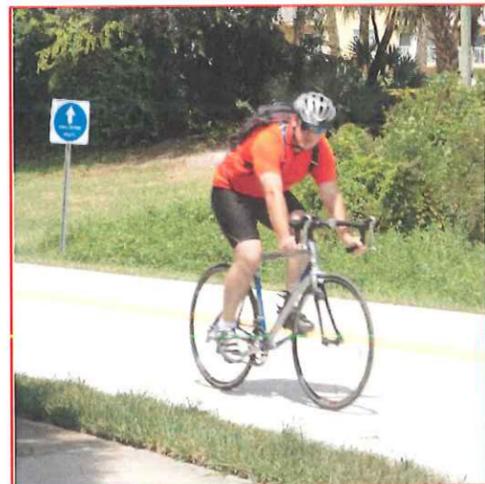
Town of Ponce Inlet

Introduction

Across the nation, a growing number of people are using bicycle and pedestrian facilities in their daily lives. Walking and biking have gained popularity as forms of recreation, exercise, and alternative modes of transportation. Many residents of Ponce Inlet take advantage of favorable weather to enjoy bicycle riding and walking for leisure and mobility. Providing appropriate bicycle and pedestrian facilities can encourage short trips to be made by bicycle or walking instead of by automobile which helps reduce the demand on the roadway network and parking capacity. Walking and bicycling also contribute to improved quality of life and a greater sense of community, providing more social opportunity for residents.



PEDESTRIANS AT LIGHTHOUSE POINT PARK



CYCLIST TRAVELING ON SOUTH PENINSULA DRIVE,
NEAR THE FIRE STATION

Walking and bicycling provide numerous benefits to residents, visitor, and the community in a variety of ways, including health and physical fitness, environment, transportation, and economic development. The positive effects of regular exercise, including bicycling and walking, can have significant impacts on a person's well-being, leading to weight loss, lowered blood pressure, increased strength and mobility, increased chance of remaining independent as they age, and ultimately lower healthcare costs both to individuals and the society.



Bicycle and Pedestrian Master Plan

Town of Ponce Inlet

In 2002, the Town embarked on a visioning process that resulted in the establishment of a number of goals that were intended to provide the basis for the vision of the town. As part of this visioning process, the following community values were identified:

- Quiet and privacy
- Safety
- Access to nature and open space through parks, bike paths, and sidewalks
- The small town character of the community
- The town's history

These community values led to a series of recommendations that were established by the visioning committee, including:

- Create a sidewalk and bike path network master plan that will provide adequate capacity and ease of access from anywhere in the community.

A safe, efficient multi-modal transportation system that meets the needs of bicycle users and pedestrians will promote active living by fostering an environment that encourages walking and bicycling. The Town of Ponce Inlet strives to be a healthy community as demonstrated by the town's recognition from the Florida Department of Health as a "Healthy Weight Community Champion." One of the reasons cited as to why the Town received this acknowledgement was the town's bicycle and pedestrian network, specifically stated:

- The Town maintains a network of sidewalks along the major roads and in many residential streets and requires a Complete Streets approach to all new and redeveloped roads. In addition, the Atlantic Ocean beaches within the town limits is part of the designated "World's Most Famous Beach" walking trail. Finally, the Town's parks feature networks of hiking/walking trails and walkways through natural dune systems, wetlands, and forest.



Bicycle and Pedestrian Master Plan

Town of Ponce Inlet

An efficient bicycling and pedestrian network is also a critical element to realize the potential economic benefits to be gained from non-motorized forms of transportation. There are both individual and community economic benefits to walking and bicycling. Individually, walking and bicycling is much less expensive than operating a motorized vehicle and ultimately can contribute to a healthier population resulting in reduced health care costs for both the individual and community. On a community wide basis, a well-connected bicycling and pedestrian network help make communities a more attractive place to live, work, and play, thereby providing economic benefits by adding vitality, contributing to the community's identity, and bringing tourism. Bicycle tourism is a growing industry in the state of Florida. Large and small group tours typically attract riders from out of state for week long riding events which are generally comprised of routes that link small towns with natural and historic land marks along scenic roadways. This makes Ponce Inlet an attractive destination for these tour groups to visit.

The Town's Comprehensive Plan states that the purpose of the Transportation Element is to set forth a plan for a safe, convenient, and energy efficient multi-modal transportation system for the town's residents and visitors. Multi-modal transportation system planning includes developing, programming, and providing for the infrastructure needs of users of all modes of transportation. In Ponce Inlet, these modes include walking, bicycling, transit, automobile, and boating. This Bicycle and Pedestrian Master Plan is intended to be a stand-alone document, focusing on meeting the needs of current and potential bicyclists and pedestrians in the Town.



Bicycle and Pedestrian Master Plan

Town of Ponce Inlet

Compatibility with Comprehensive Plan

The Town of Ponce Inlet Comprehensive Plan includes a number of goals, objectives, and policies (GOP) within the Future Land Use Element, Transportation Element, and Recreation and Open Space Element which provide a framework for establishing this Bicycle and Pedestrian Master Plan. A summary of these GOPs are identified below with the full GOPs specific to bicycle and pedestrian contained in Appendix A.

- Design for the pedestrian scale
- Maintain public access and view corridors to the river
- Promote walkability and the use of bicycles and public transit
- Accommodate the needs of pedestrians and bicyclists in road construction or reconstruction projects.
- Emphasize safety and aesthetics
- Promote a balanced transportation system compatible with the Town's small town character
- Provide a high level of active and passive recreational opportunities
- Provide recreational opportunities to residents of all ages

These GOPs are fluid and provide ongoing direction for maintaining and continuing to design/create pedestrian spaces and pedestrian amenities. They are not written to provide a checklist for completion, but rather to provide an ongoing framework to continue to provide, maintain and develop the bicycle and pedestrian network throughout the town.

Additional GOPs to consider for incorporation into the Town's Comprehensive Plan to further strengthen its commitment to providing a complete and balanced bicycle and pedestrian network include:

- Create a bicycle and pedestrian infrastructure by planning, designing, constructing and managing transportation and recreation facilities that will accommodate and encourage use by bicyclists and pedestrians and be responsive to their needs.
- Design all roadway improvements under the assumption that they will be used by bicyclists and pedestrians
- Involve the bicycling and walking community at the earliest stages of planning and implementation of improvements to transportation and recreational facilities to ensure full consideration of the needs of the bicyclists and pedestrians.



Bicycle and Pedestrian Master Plan

Town of Ponce Inlet

- Design and manage bicycle and pedestrian facilities to maximize personal security of the users.
- Make community destinations, transit facilities and recreation facilities accessible and convenient for use by all types and skill levels of bicyclists and pedestrians.
- Adopt and/or amend site review procedures and design guidelines to assure convenient pedestrian and bicyclist access to public and private buildings.
- Develop and implement education and enforcement programs that will result in reduction of crashes and a greater sense of security and confidence for bicyclists and pedestrians.
- Develop and conduct continuing public information and awareness campaigns targeted towards all roadway users, with the intent of modifying behavior and attitudes to create acceptance and tolerance of shared use of public rights of way by all modes.
- Promote and provide support for "Police on Bikes" programs.
- Educate planning and enforcement officials about bicycling and walking issues and concerns.
- Increase bicycling and walking by fostering a pro-bicycling and pro-walking ethic in individuals, private sector organizations and all levels of government.
- Depict bicycling and walking as everyday activities in all state publications, public activities and media campaigns related to transportation and recreation issues



Bicycle and Pedestrian Master Plan

Town of Ponce Inlet

Network Elements and Facility Users

Network Elements

In order to provide a complete multi-modal transportation system, three critical network elements are required: facilities, destinations, and amenities.



SIDEWALK FACILITY WITHIN THE TOWN

Facilities

Bicycle and pedestrian facilities can be broadly categorized as on-street facilities and off-street facilities. Typical off-street facilities accommodate bicyclists and pedestrians of all ages and skill levels while typical on-street facilities include facilities that accommodate bicyclists within the public right-of-way through designated space (bike lanes), undesignated space (paved shoulders) or within the travel lane for more advanced cyclists. The pedestrian facilities that are currently present in the town are sidewalks, multi-use paths, and shared roadways. There are no on-street designated bike lanes or paved shoulders within the Town

Destinations

A destination is the place or location to where someone is going. A bicycle or pedestrian trip may include multiple destinations in one trip or a single destination. The main destinations of the town include the beach, parks, museums, various commercial establishments and businesses, restaurants, the Ponce DeLeon Lighthouse and Museum, the Ponce Inlet Water Taxi, the community center, government buildings, the dog park, residences, etc.



HAPPY TAILS DOG PARK ON SOUTH PENINSULA DRIVE



Bicycle and Pedestrian Master Plan

Town of Ponce Inlet

Amenities

Amenities include components that complement the bicycle and pedestrian facilities to encourage use as a convenient travel option and are an essential element to a successful multi-modal transportation network. Typical amenities include infrastructure such as bicycle racks, water fountains, signage, benches, rest areas, trash receptacles, dog walking stations, shade, and bicycle and pedestrian route maps. Bicycle parking racks are used for bicycle parking and are typically available at public facilities including parks, community center, government buildings, and commercial establishments. They provide an inexpensive means of allowing bicyclists to park their vehicles outside of destinations and are typically appropriate for short-term bicycle parking. Water fountains and benches are typically found along common walkways or recreational areas, such as parks. The amenities that are currently present in the town are bicycle racks, water fountains, signage, benches, rest areas, trash receptacles, and dog walking stations.



BICYCLE RACK AT COMMERCIAL ESTABLISHMENT



SIGNAGE AT PONCE PRESERVE



Bicycle and Pedestrian Master Plan

Town of Ponce Inlet

Facility Users

The Town's bicycle and pedestrian network must support a variety of users such as pedestrians of all ages, pedestrians with and without handicaps, families with strollers, children on all levels of bicycles, skateboarders, pedestrians with leashed dogs, runners, and cyclists of all levels. The anticipated needs for the different types of users of the bicycle and pedestrian network are identified below.

Pedestrians

A walkable community can benefit residents by providing pedestrian facilities for travel, exercise and outdoor recreation. The basic needs of pedestrians include access to direct, continuous, and safe routes to/from their destinations. Facilities must be available to accommodate a wide range of different types of pedestrian users. Most times, pedestrians travel in pairs or groups. An ideal facility, especially along popular routes, would be wide enough to accommodate pedestrians traveling two-abreast in each direction.

Bicyclists

Bicycling is an efficient and inexpensive form of transportation that can improve personal health, improve outdoor air quality, and reduce roadway congestion. Facilities intended to accommodate bicycle use must address the needs and skills of both experienced and novice riders. According to the U.S. Department of Transportation's Policy Guide titled "Selecting Roadway Design Treatments to Accommodate Bicycles", there are three levels of bicyclists:

1. Group A – Advanced Bicyclists
2. Group B – Basic Bicyclists
3. Group C – Children

Group A — Advanced Bicyclists include the experienced users who can operate under most traffic conditions. They comprise the majority of the current users of collector and arterial streets and are best served by the following:

- Direct access to destinations usually via the existing street and highway system.
- The opportunity to operate at maximum speed with minimum delays.
- Sufficient operating space on the roadway or shoulder to reduce the need for either the bicyclist or the motor vehicle operator to change position when passing.



Bicycle and Pedestrian Master Plan

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Group B — Basic Bicyclists include the casual or beginner adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles. Some will develop greater skills and progress to the advanced level, but there will always be many millions of basic bicyclists. This group is best served by the following:

- Comfortable access to destinations, preferably by a direct route, using either low-speed, low traffic-volume streets or designated bicycle facilities.
- Well-defined separation of bicycles and motor vehicles on arterial and collector streets (bike lanes or shoulders) or separate bike paths.

Group C — Children include pre-teen riders whose roadway use is initially monitored by parents. Eventually they are accorded independent access to the system. They and their parents prefer the following:

- Access to key destinations surrounding residential areas, including schools, recreation facilities, shopping, or other residential areas.
- Residential streets with low motor vehicle speed limits and volumes.
- Well-defined separation of bicycles and motor vehicles on arterial and collector streets or separate bike paths.



Bicycle and Pedestrian Master Plan

Town of Ponce Inlet

Data Collection and Existing Conditions

An inventory of existing bicycle and pedestrian facilities was completed in order to assess the conditions of the existing network. Data was collected along the two major north/south roadways, South Peninsula Drive and South Atlantic Avenue, as well as along the nine east/west roadways that provide direct connection between South Peninsula Drive and South Atlantic Avenue. The inventory of existing conditions included the presence of sidewalks/multi-use paths including the identification of gaps within the pedestrian network, presence of bike lanes and signage of bicycle routes, presence of marked crosswalks, presence of pedestrian amenities, location of bus stops, and destinations.

Collector Roadways

South Atlantic Avenue – An eight-foot wide sidewalk exists on the western side of the roadway extending from Lighthouse Point Park to the Town's northern boundary. A five-foot sidewalk exists on the eastern side of the roadway along the four-lane section.



EXAMPLE OF CROSSWALK FLAG PAVEMENT MARKING



EXAMPLE OF CROSSWALK FLAG

There are 12 beach access locations along South Atlantic Avenue. Marked Crosswalks exist at all locations where there is beach access. In addition to marked crosswalks, crosswalk flags are available to assist in the visibility of pedestrians when crossing the roadway. Apparent right of way width along this roadway varies from 50 ft. to 100 ft. with the majority of the corridor at 50 ft. Apparent right of way width is 100 ft. adjacent to Harbor Village.



Bicycle and Pedestrian Master Plan

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Sub-Collector Roadways

South Peninsula Drive – South Peninsula Drive is the town's only signed shared roadway. It is a popular bicycle route for advanced cyclists in the area. A sidewalk exists on the west side of the roadway from just south of Ocean Way to the Town's northern limits. In most areas the sidewalk is six-feet wide, with the exception of a four-foot section as the sidewalk nears the lighthouse. South of Ocean Way, there is a mid-block crossing and the sidewalk continues on the east



SOUTH PENINSULA DRIVE CORRIDOR. AT NORTHERN TOWN LIMITS, LOOKING SOUTH.

side of the street through the lighthouse park. South of Lighthouse Drive, there is no sidewalk present. This road however ends at the back gate to Lighthouse Point Park resulting in minimal traffic on the roadway. Pedestrian and bicycle access to Lighthouse Point Park is available at this back gate. It was observed that this corridor has the highest amount of pedestrian and bicycling activity in the town. Many destinations are located along this corridor, including the Ponce deLeon Inlet Lighthouse and Museum, the Happy Tails Dog Park, the Ponce Inlet Fire and Rescue, the Ponce Inlet Community Center, Timucuan Oaks Garden, Ponce Preserve, the Ponce Inlet Police Department, the Town Hall, restaurants, and various commercial establishments and businesses. The minimum apparent right of way width is 40 ft. and the maximum apparent right of way width is 100 ft.

Beach Street – A sidewalk exists along the south side of the road from Front Street to South Atlantic Avenue. West of South Peninsula Drive, the sidewalk is four feet wide. East of South Peninsula Drive, the width of the sidewalk is six-feet. Commercial destinations are located on Front Street and vehicle beach access is located at South Atlantic Avenue. The apparent right of way width varies between 30 ft. and 52 ft. with the least right of way to the west and the most right of way to the east.



Bicycle and Pedestrian Master Plan

Town of Ponce Inlet

Inlet Harbor Road – A five-foot wide sidewalk is present along the south side of the roadway from South Peninsula Drive to South Atlantic Avenue. No sidewalk currently exists west of South Peninsula Drive. However, a development agreement between the Town Council and Inlet Harbor was reached that will require the construction of a six-foot wide bike path along the north right-of-way line of Inlet Harbor Road, which would provide pedestrian connection to the commercial areas at the west end of the roadway, including Inlet Harbor Restaurant. Public Beach Access is located on the east side of South Atlantic Avenue, opposite Inlet Harbor Road and is accessible via a marked crosswalk. Additional commercial businesses are located at the intersection of Inlet Harbor Road and South Atlantic Avenue. The apparent right of way varies between 40 ft. and 50 ft.

Harbour Village Boulevard - Five-foot wide sidewalks are present along both sides of the street connecting South Peninsula Drive to South Atlantic Avenue. Marked crosswalks occur at the two mid-block crossings. The apparent right of way width is 75 ft. for the full length of the facility.

Lighthouse Drive – A five-foot sidewalk is present along the north side of the street. This street provides access to the Marine Science Center as well as connection to Lighthouse Point Park. The apparent right of way width varies from approximately 45 ft. to 76 ft.

Local Roadways

The following local roadways provide a direct east/west connection between South Peninsula Drive and South Atlantic Avenue. These neighborhood streets are not signed or designated as bicycle routes, but are generally suitable for bicycling by most age groups due to lower traffic volumes and low-posted speed limits.



CALUMET AVENUE, LOOKING EAST



Bicycle and Pedestrian Master Plan

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Calumet Avenue – No pedestrian facilities exist along this roadway. Beach access is located on the east side of South Atlantic Avenue, opposite Calumet Drive. The apparent right of way is 45 ft. in width.

Oceanview Avenue – A five-foot wide sidewalk is present along the south side of the street connecting South Peninsula Drive to South Atlantic Avenue. Marked crosswalks are present at both the western end and eastern end of the street, connecting to the sidewalk on South Peninsula Drive and the beach access on South Atlantic Avenue. It is important to note that the crosswalk across South Atlantic Avenue is located north of Oceanview drive, which requires pedestrians traveling on the south side of Oceanview Drive to cross Oceanview Drive at the marked crosswalk prior to crossing South Atlantic Avenue. The apparent right of way varies between 40 ft. and 50 ft.

Cindy Lane – A four-foot wide sidewalk is present along the north side of the street extending from South Atlantic Avenue to approximately 350 feet west. The sidewalk does not extend to South Peninsula Drive, resulting in an approximate 750-foot sidewalk gap. Cindy Lane has an apparent right of way width of 50 ft.

Pompano Drive – Five-foot wide sidewalks are present along both sides of the street connecting South Peninsula Drive to South Atlantic Avenue. A marked crosswalk is present at the western end of the street providing connection to the sidewalk on South Peninsula Drive and Timucuan Oaks Garden. This roadway has an apparent right of way width of 60 ft.



SIDEWALK GAP ALONG CINDY LANE



Bicycle and Pedestrian Master Plan

Town of Ponce Inlet



BEACH WALKOVER AT OLD CARRIAGE ROAD

Old Carriage Road – A five-foot wide sidewalk is present along the south side of this northernmost east/west street. Marked crosswalks are present at both the western end and eastern end of the street, providing connection to the sidewalk on South Peninsula Drive and the beach access on South Atlantic Avenue. Old Carriage Road has a varying right of way width between 40 ft. and 65 ft.

Network Amenities

There are many locations, especially along South Peninsula Drive, where benches are placed that have no direct connection to the pedestrian network. These benches are located along the eastern side of the roadway, as opposed to the western side of the roadway adjacent to the pedestrian network. It is recommended that these benches be integrated into the pedestrian network and placed at locations where they are directly accessible from the adjacent sidewalk and locations where there are other pedestrian amenities, such as trash receptacles, dog walking stations, and shade.



SE CORNER OF S. PENINSULA DRIVE AND OCEANVIEW AVENUE



SE CORNER OF S. PENINSULA DR. AND SEAWINDS CIRCLE



SE CORNER OF S. PENINSULA DRIVE AND ALBERTA DRIVE



Bicycle and Pedestrian Master Plan

Town of Ponce Inlet

General Maintenance Issues

For the most part, the pedestrian network has few issues with maintenance. The issues that were observed were: sidewalk cracks, particularly in areas where vehicles may drive on the sidewalk, overgrowth of adjacent vegetation, and areas where sand and dirt accumulate on the sidewalk, typically after a heavy rain.



SIDEWALK ALONG S. PENINSULA DRIVE



SIDEWALK ALONG LIGHTHOUSE DRIVE



SIDEWALK ALONG BEACH STREET



Bicycle and Pedestrian Master Plan

Town of Ponce Inlet

Transit

VOTRAN operates one transit route (Route 17A) through the town. The route traverses from the north along South Atlantic Avenue to Lighthouse Drive before turning north on South Peninsula Drive to Inlet Harbor Road and back to South Atlantic Avenue. The route has 19 stops with some of the stops, mainly along South Atlantic Avenue, having benches. Most of the stops within however do not have any pedestrian amenities.

The one year ridership data from August 1, 2013 to July 31, 2014 was obtained from Votran for the portion of this route that travels through the municipal boundaries. The ridership information for this time period is provided in Appendix B and summarized as follows:



BUS STOP ALONG S. PENINSULA DRIVE

- There was a total of 11,071 combined alighting and boarding with the number of alighting representing approximately 1.4 times the number of boarding (6,219 alighting vs 4,542 boarding).
- Stop number 2838 located on Lighthouse Point Drive at the Marine Science Center had the highest number of riders with 4,283 combined alighting and boarding.
- Stop number 162 located at intersection of South Atlantic Avenue and Inlet Harbor Road had the second highest ridership with 2,504 combined alighting and boarding.
- Stop number 177 located on South Atlantic Avenue, midblock between Calumet Avenue and Glenview Avenue had the fewest combined alighting and boarding with 9.
- Of the 17 Votran stops within the Town, 12 of them lack boarding and alighting pads in accordance with the ADA.
- The Federal Transit Authority (FTA) has determined that if a sidewalk is adjacent to a bus stop, which means the sidewalk is along the roadway on the same side as the transit stop, a connection to the sidewalk must be made for the stop to have an accessible route to transit. Sidewalk connections are needed at nine stops within the Town.



Bicycle and Pedestrian Master Plan

Town of Ponce Inlet

Recommendations and Implementation

Existing Conditions

Identification of existing conditions improvements resulted from determining where significant network gaps exist, areas where network capacity appears insufficient, locations where safety issues were present, or where maintenance issues were observed.

Network Gaps

The network gaps include sections of roads where no sidewalk exists on either side or where sidewalks end mid-block. The following recommendations are made to address the observed network gaps:

- Cindy Avenue – Extend the sidewalk on the north side of the street from its current terminus approximately 350 feet west of South Atlantic Avenue to South Peninsula Drive, a distance of approximately 750 feet.
- Calumet Avenue – Since no pedestrian facilities exist along either side of this roadway, it is recommended that a sidewalk be constructed on the south side of the street to avoid the drainage inlets located on the north side of the street that would be impacted by a proposed sidewalk and expensive to move and to avoid crossing Riverglen Boulevard which intersects Calumet Avenue from the north.
- Pompano Drive – Construct sidewalk extension along the south side of the street to connect the existing sidewalk across Marie Drive.

Network Amenities

It is recommended that the placement of all benches within the town be integrated into the pedestrian network and placed at locations where they are directly accessible from the adjacent sidewalk and locations where there are other pedestrian amenities, such as trash receptacles, dog walking stations, and shade.



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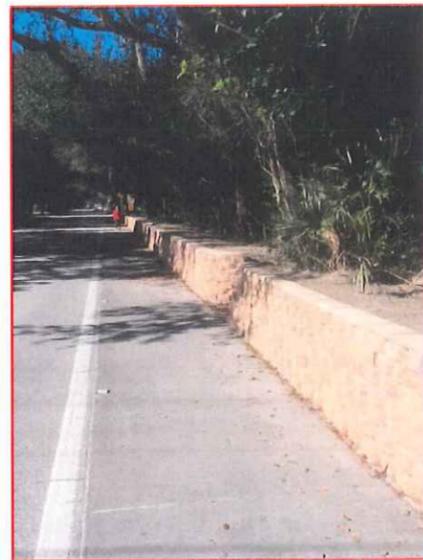
General Maintenance Issues

The following recommendations are provided to address general maintenance items identified in the data collection section of this document:

- Establish an online or call-in hotline for residents to report maintenance issues and a follow-up procedure for the responsible department to address the maintenance issues
- At the time of sidewalk replacement, reconstruct the sidewalks with a depth of 6 inches.
- Work with adjacent property owners to trim overgrowth on the pedestrian network.

Safety Issues

South Peninsula Drive Sidewalk - The eastern sidewalk along South Peninsula Drive, south of Ocean Way is currently at grade and immediately adjacent to the vehicular travel lane with no separation. It is recommended that a Type F curb be installed with a six-foot sidewalk constructed adjacent and flush to the curb. A design schematic of this improvement is provided in Appendix C. The sidewalk on the west side of South Peninsula Drive should be removed south of Ocean Way Drive, as well as the midblock crossing.



SOUTH PENINSULA DRIVE SIDEWALK



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South Peninsula Drive Crosswalks - Currently there are two marked crosswalks at the southern end of South Peninsula Drive that extend from Lighthouse Park to the adjacent boat ramp area and to the commercial parking lot. Given the heavy pedestrian activity in this area, it is recommended that "In-Street Pedestrian Crossing" signs be installed at these locations to provide greater visibility of the crosswalk.



EXAMPLES OF "IN-STREET PEDESTRIAN CROSSING SIGNS"



CROSSWALK AT THE SOUTHERN END OF SOUTH PENINSULA DRIVE

Transit Improvements

Of the 17 Votran stops within the Town, 12 of them lack boarding and alighting pads in accordance with the ADA. These should be added to each stop for a cost of approximately \$2,500 per location. The Federal Transit Authority (FTA) has determined that if a sidewalk is adjacent to a bus stop, which means the sidewalk is along the roadway on the same side as the transit stop, a connection to the sidewalk must be made for the stop to have an accessible route to transit. Sidewalk connections are needed at five stops within the Town. Appendix B identifies the boarding and alighting pad and sidewalk connection needs for each stop.

Existing Conditions Improvement Costs

A preliminary cost estimate was completed using FDOT's Basis of Estimates Manual. Actual construction costs may vary based on detailed engineering. An in-depth engineering constructability analysis of the project should be conducted to determine if the recommendation can be constructed at the suggested estimated cost since recommendations are based on field estimates. The preliminary cost estimates for the recommendations identified above are provided in the following table.



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Table 1: Preliminary Cost Estimate

Location	Description Recommendation	Plan Quantity	Unit Measure	Unit Price*	Estimated Cost
Cindy Avenue	Extend the sidewalk on the north side of the street from its current terminus (approximately 350 feet west of South Atlantic Ave.) to South Peninsula Dr.	750	Feet	\$43.80	\$32,850.00
Calumet Avenue	Install 5 foot wide sidewalk on the south side of Calumet Avenue from South Peninsula Drive to South Atlantic Avenue	1,350	Feet	\$43.80	\$59,130.00
Pompano Drive	Install sidewalk extension to connect the sidewalk across Marie Drive	28	Feet	\$43.80	\$1,226.40
	Install Curb Ramps	2	Each	\$802.86	\$1,605.72
	Install Crosswalk	40	Feet	\$5.89	\$235.60
Lighthouse Drive	Replace broken sidewalk	100	Feet	\$43.80	\$4,380.00
South Peninsula Drive	Install Type F Curb	340	Feet	\$32.31	\$10,985.40
	Install new 8 foot wide sidewalk	340	Feet	\$43.80	\$14,892.00
	Remove 4 foot wide sidewalk	135	Feet	\$8	\$1,080.00
	Remove midblock crosswalk	1	Each	\$150.00	\$150.00
Various	Install transit boarding and alighting pads	12	Each	\$2,500	\$30,000.00
Total:					\$156,535.12

*Costs include materials and labor fees and does not include design fees, right-of way acquisition

Future Network

In order to facilitate one of the Town's recommendations established by the visioning committee, as described in this plan's introduction, widening of existing facilities on the town's sub collector roadways should be planned. Such widenings should be considered in conjunction with other improvement projects, such as with utility improvement projects or as part of a development approval. It is recommended that the ultimate width of the pedestrian facility along South Peninsula Drive be widened in time to a width of eight feet, since this facility was observed to have the highest amount of pedestrian and bicycling activity. It is recommended that the remaining sub-collectors within the Town, Beach Street, Inlet Harbor Road, Harbor Village Boulevard, and Lighthouse Drive be widened in time to an ultimate width of six feet.



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Widenings of existing facilities should be designed and constructed in accordance with the Florida Greenbook, Chapter 8, Section C.3.a, as amended, pedestrian pathways should be placed as far from the roadway as practical, in accordance with the following criteria, which are given in sequence of desirability: 1.) outside of the right of way in a separately dedicated corridor adjacent to the right of way; 2.) at or near the right of way line (ideally, 3 feet of width should be provided behind the sidewalk for above ground utilities); 3.) outside of the minimum required clear zone; 4.) as far from the edge of driving lane as practical. Clear zone requirements are outlined in Table 3-13 of the Greenbook (<http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FloridaGreenbook.pdf>).



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Funding Resources

Funding sources for bicycle and pedestrian facilities can be attained from a variety of source at the federal, state and local levels. A variety of potential grant programs and funding sources are available through federal, state, and local agencies. Most of the grant programs are competitive and require the completion of applications with clear documentation of project need, cost, and benefits.

Potential Funding Sources

The **River to Sea Transportation Planning Organization** has an annual call for projects for the purpose of adding projects to its list of priority projects. This list is used to qualify and prioritize proposed transportation related projects (including bicycle and pedestrian projects) for feasibility study and/or implementation using federal and state transportation funding.

The **Florida Recreation Development Assistance Program (FRDAP)** is a state competitive grant program that provides financial assistance to local governments to develop and/or acquire land for public outdoor recreational. Eligible participants include all county governments, municipalities in Florida and other legally constituted local governmental entities, with the responsibility for providing outdoor recreational sites and facilities for the general public.

The **Land and Water Conservation Fund (LWCF)** is a federal competitive program which provides grants for acquisition or development of land for public outdoor recreation use. The matching ratio is one applicant dollar to one federal dollar for all grant awards (50% / 50%). Eligible participants include all county governments, municipalities in Florida and other legally constituted local governmental entities, with the responsibility for providing outdoor recreational sites and facilities for the general public.

The **Florida Department of Transportation Safety Office (FDOT)** funds subgrants that address traffic safety priority areas including bicycle and pedestrian safety. Grants are awarded to state and local safety-related agencies to assist in the development and implementation of programs that address traffic safety deficiencies or expand ongoing safety programs activities in safety priority program areas. Eligible participants include government agencies, state colleges and state universities, school districts, fire departments, public emergency services providers, and certain qualified non-profit organizations.



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The **Bike Florida** Share the Road Challenge Grant is a competitive grant program that funds projects intended to encourage innovative ideas to facilitate and promote safe and enjoyable bicycling at the community level. Proposals may include design improvements (bike lanes, bike boxes, etc.) bicycle education initiatives, public awareness programs, new approaches to bicycle safety education and enforcement. The program requires a one to one match. Eligible participants include Florida-based nonprofit organizations, local governments, and school districts.

The **PeopleForBikes** Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride. Projects may include bike paths, lanes, trails, and bridges, bike parks and pump tracks, or end-of-trip facilities such as bike racks, bike parking, and bike storage. Eligible participants include non-profit organizations with a focus on bicycling, active transportation, or community development, from city or county agencies or departments, and from state or federal agencies working locally.



Bicycle and Pedestrian Master Plan

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Appendices

Appendix A –Goals, Objectives and Policies

Appendix B –Transit Information

Appendix C –Design Schematics

Appendix D –Raw Data Collection

Maps

Map 1 –Existing Town Right-of-Way Map

Map 2 –Existing Conditions

Map 3 –Proposed Recommendations



Bicycle and Pedestrian Master Plan

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Appendix A –Goals, Objectives and Policies

The Town of Ponce Inlet Comprehensive Plan includes a number of goals, objectives, and policies (GOP) to provide a framework for establishing a Bicycle and Pedestrian Master Plan. The following are the GOPs from the Future Land Use, Transportation and Recreation, and Open Space Elements:

Future Land Use Element

Goal 4 Promote the development/redevelopment of the riverfront area with high quality development that: integrates a range of uses while honoring the historic and natural setting of the area; preserves and/or enhances recreational and commercial working waterfront uses; and maintains a viable waterfront economy.

Objective 4.1 Develop creative and innovative site design criteria to promote diversity of use, walkable street, secure and positive public spaces, high quality designed structures and accessible open space. These design criteria shall ensure that appropriate standards for architectural and historic character are achieved, and shall include such elements as building size, setbacks, landscaping, screening, signage, lighting, street furniture, parking, and paving.

Objective 4.3 Establish an integrated system of public access and view corridors to the river, including walks and paths in the riverfront area that promote walkability and the use of bicycles and public transit.

Policy 4.3.1 The town shall inventory all existing public access points to the riverfront, including public roads, trails, easements and publicly owned lands. Include in the inventory public view corridors to the river from the land, including view corridors that are not immediately adjacent to the river's edge.

Policy 4.3.2 Ensure that new development protects and when appropriate enhances existing public access



BOARDWALK PROVIDING RIVER ACCESS AT PONCE PRESERVE



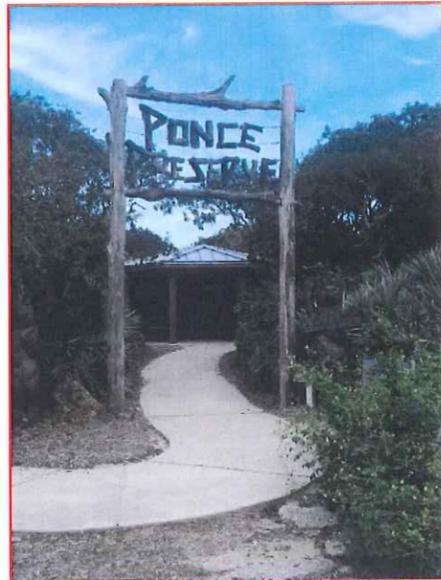
Bicycle and Pedestrian Master Plan

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and views of the riverfront, especially terminus viewpoints from key public roads, sidewalks, trails and parks.

Policy 4.3.3 Ensure that development protects and when appropriate enhances existing view corridors to the river, or significant view corridors from the river to the lighthouse.

Policy 4.3.4 Ensure that site designs include paths and walks to connect to off-site public roads, walkways and bike paths. If deemed warranted, incorporate appropriate adjustments in the Land Use and Development Code.



SITES INTEGRATING LINKAGE TO PEDESTRIAN SPACES AND PLAZAS

Objective 4.4 Consider the design of sites which incorporate plazas or other pedestrian scale people spaces linked to the path system.

Policy 4.4.1 The town shall maintain an integrated system of public walks and bicycle paths.

Policy 4.4.2 The planned waterfront development district shall include design standards that require orientation of buildings so as to provide attractive and adequately shaded pedestrian-oriented circulation areas. These areas may consist of plazas, promenades or other gathering places, and shall provide adequate opportunities for walking, resting and viewing to and along the waterfront, and shall be linked to a walkway system if one exists.



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Transportation Element

Goal 1 Provide a safe, convenient, efficient, and coordinated transportation system of motorized and non-motorized transportation facilities in a way that sustains the Town's small Town character and its historic, environmental and aesthetic characteristics.

Objective 1.3 The needs of pedestrians and bicyclists shall be accommodated in road construction and reconstruction projects whenever possible and appropriate.

Policy 1.3.1 The town shall continue to enforce the LUDC's design standards to insure that the needs of pedestrians and bicyclists are met.

Policy 1.3.2 The town shall continue to enforces the LUDC's design standards to insure safe and convenient access for pedestrians and bicyclists throughout the town as a minimum, developers shall be required to install sidewalks along one side of all new streets serving the development.



EXAMPLE OF PEDESTRIAN SAFETY PROGRAMS

Objective 1.4 The town's road network shall emphasize safety and aesthetics.

Policy 1.4.7 The town will ensure that paint demarcations and reflectors are maintained in good condition to mark the separation between roadways and at-grade sidewalks.



Bicycle and Pedestrian Master Plan

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Objective 1.7 Promote a balanced transportation system compatible with the town's small town character and its historic, environmental and aesthetic characteristics that provides, to the extent possible, transportation alternatives to motor vehicles.

Policy 1.7.4 The town shall limit the number and width of curb cuts and vehicular crossings over sidewalks to maximize the continuity of pedestrian movements, wherever feasible.

Policy 1.7.5 The town shall promote pedestrian and bicycle linkages between residential and nonresidential land uses.

Policy 1.7.6 The town shall strive to have pedestrian roadway crossings comply with the Florida Pedestrian Planning and Design Handbook (Current Edition).

Policy 1.7.7 The town shall continue to expand its bike path/sidewalk system whenever it can be accomplished in a fiscally sound manner.

Policy 1.7.9 The town shall require all new development, except single-family and two-family dwellings, to provide bicycle racks. The town will provide bicycle racks at all town parks and town buildings.



EXAMPLE OF BEACH ACCESS



Bicycle and Pedestrian Master Plan

Town of Ponce Inlet

Recreation and Open Space Element

Goal 1 Continue to provide a high level of active and passive recreational opportunities for the permanent and seasonal residents of Ponce Inlet



EXAMPLE OF PARK DEVELOPMENT WITHIN THE TOWN

Goal 2 Provide adequate management resources to offer park and recreational services to residents of all ages

Objective 2.1 Maintain existing town owned open space and recreational facilities through proper management techniques funded from the town's operating budget.



Bicycle and Pedestrian Master Plan

Town of Ponce Inlet

Appendix B – Transit Information

The ridership information for Route 17A was provided by Votran and adjusted to field verification. The following table represents the one year ridership numbers from August 1, 2013 to July 31, 2014.

Table 2: Votran Ridership Route 17A

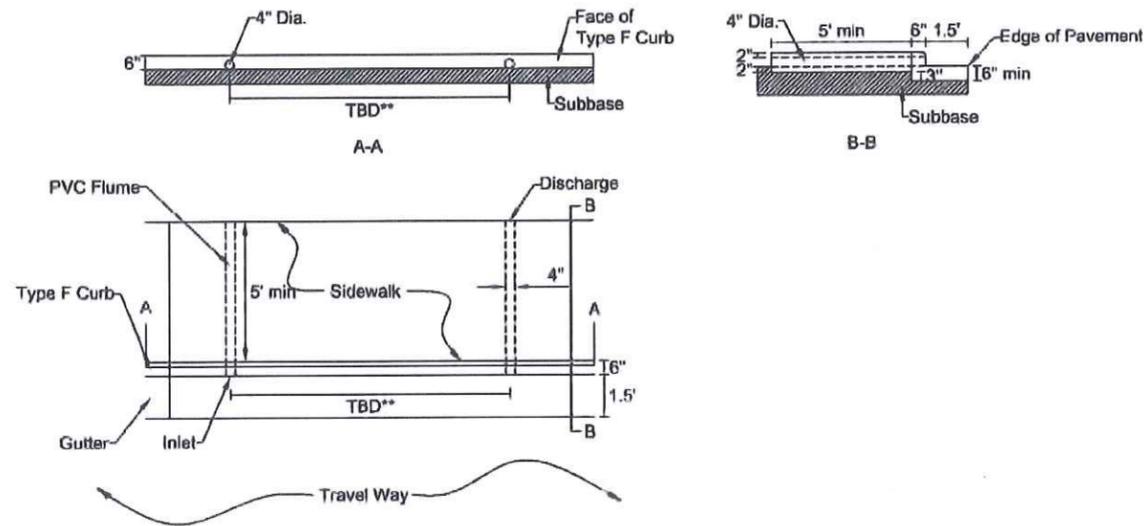
Stop Number	Stop Location	Alighting	Boarding	Total	Ridership Rank	Alighting/ Boarding Pad?	Adjacent Sidewalk?	Connection to Adjacent Sidewalk?
216	S Atlantic Ave at Old Carriage SB	78	25	103	11	No	Yes	No
217	S Atlantic Ave at Old Carriage NB	27	108	135	10	No	No	N/A
N/A	S Atlantic Ave b/n Jana and Sea Haven SB	N/A	N/A	N/A	N/A	No	Yes	No
206	S Atlantic Ave at North Turn SB	632	56	688	4	No	Yes	No
207	S Atlantic Ave at North Turn NB	70	372	442	7	Yes	Yes	Yes
200	S Atlantic Ave at Winterhaven Park NB	87	1,025	1,112	3	Yes	Yes	Yes
N/A	S Atlantic Ave at Harbour Village Blvd Commercial SB	N/A	N/A	N/A	N/A	Yes	Yes	Yes
N/A	S Atlantic Ave at Cindy Lane SB	N/A	N/A	N/A	N/A	No	Yes	No
N/A	S Atlantic Ave at Glenview NB	N/A	N/A	N/A	N/A	No	No	N/A
177	S Atlantic Ave at Antigua Condos NB	0	9	9	13	No	No	N/A
172	S Atlantic Ave at Calumet Ave NB	10	69	79	12	No	No	N/A
162	S Atlantic Ave at Inlet Harbor Rd	2,169	335	2,504	2	No	Yes	No
2838	Lighthouse Point Dr at Marine Science Center SB	2,330	1,953	4,283	1	Yes	Yes	Yes
139	S Peninsula Dr at County Boat Ramp WB	178	173	351	8	No	Yes	Yes
161	S Peninsula Dr at Ponce deLeon Lighthouse NB	83	221	304	9	Yes	Yes	Yes
168	S Peninsula Dr at Beach Street NB	35	142	487	6	No	No	N/A
189	Inlet Harbor Dr at Kelly Bea Ct	520	54	574	5	No	Yes	Yes



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Appendix C - Design Schematics



** Flume spacing to be determined by drainage calculations for specific location.



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Appendix D – Raw Data Collection

Roadway Segment	From	To	Roadway Functional Classification (Town of Ponce Inlet)	Sidewalk Location	Sidewalk Width (left and right)	Sidewalk Surface Type	Public Beach/River Access Walkways	Potential Bicycle and Pedestrian Destinations	Transit Stops	Road Lane Widths	Shoulder Width	Presence of Curbs	Presence of Curb Ramps
S Peninsula Drive	North Town Limits	Ponce Preserve	Sub-Collector	West	6 feet	Varies		Government Offices, Residential, Ponce Preserve	0	19 ft	No shoulder	No curbs	No curb ramps
	Ponce Preserve	Marsh Court	Sub-Collector	West	8 feet	Varies	1 at Ponce Preserve	Residential, Ponce Preserve	0	19 ft	No shoulder	No curbs	No curb ramps
	Marsh Court	Harbour Village Blvd	Sub-Collector	West	7 feet for 110 feet 6 feet	Varies	1 at Timucuan Oaks Garden	Residential, Timucuan Oaks Garden	0	19 ft	No shoulder	No curbs	No curb ramps
	Harbour Village Blvd	Inlet Harbor Rd	Sub-Collector	West	6 feet	Varies		Community Center, Sports Complex, Community Park, Happy Tails Dog Park, Residential	0	19 ft / 20 ft	No shoulder	No curbs	No curb ramps
	Inlet Harbor Rd	Beach St	Sub-Collector	West	6 feet	Varies		Residential	1	19 ft / 20 ft	No shoulder	No curbs	No curb ramps
	Beach St	Ocean Way Dr	Sub-Collector	West	6 feet	Varies		Residential	0	19 ft	No shoulder	No curbs	No curb ramps
	Ocean Way Dr	Lighthouse Dr	Sub-Collector	Sidewalk on East from Lighthouse Dr to the lighthouse. Sidewalk on West closer to Ocean Way Drive.	5 feet (6 feet inside Davies Lighthouse Park)	Varies	Public Boat Ramps	Ponce de Leon Inlet Lighthouse & Museum, Short Money Jet Ski Rentals, Daytona Parasail, Hidden Treasure Restaurant, Water Taxi	2	19 ft / 20 ft	No shoulder	Curbs in front of Lighthouse on the east side of S Peninsula Dr	Curb ramps in front of the Lighthouse on the east side of S Peninsula Dr
S Atlantic Avenue	Town Hall	Harbour Village Blvd	Collector	West	8 feet	Concrete	5 Total - Old Carriage Rd, Ponce Preserve, south of Sea Haven Dr, North Turn Approach, Winterhaven Park	Beach, Residential, Assorted Commercial (7 Eleven)	7	20 ft, 57 ft from the N Turn Approach to Pompano Dr	No shoulder	No curbs	No curb ramps
	Harbour Village Blvd	Inlet Harbor Rd	Collector	West, East (short)	8 feet	Concrete	4 Total - Harbour Village Blvd, Sidewalk Connection south of Harbour Village, Oceanview Ave, Glenview Ave, Calumet Ave	Residential, Beach	5	47 ft to beach access north of Cindy Ln then 19 ft	No shoulder	No curbs	No curb ramps
	Inlet Harbor Rd	Beach St	Collector	West	8 feet	Concrete	1 at Inlet Harbor Rd	Assorted commercial, Residential Beach	0	20 ft	No shoulder	No curbs	No curb ramps
	Beach St	Ocean Way Dr	Collector	West	8 feet	Concrete	1 at Beach St	Beach, Residential	0	24 ft	No shoulder	No curbs	No curb ramps
	Ocean Way Dr	Lighthouse Dr	Collector	West	8 feet	Concrete	1 at Lighthouse Dr and 3 within Lighthouse Point Park	Beach	0	23 ft / 24 ft	No shoulder	No curbs	No curb ramps
Beach Street	Front Street	South Atlantic Ave	Sub-Collector	South	6 feet	Concrete		Down the Hatch Seafood Restaurant, Ponce Inlet Museum, Beach, Residential	1	19 - 20 ft	No shoulder	No curbs	No curb ramps
Harbour Village Boulevard	South Peninsula Dr	South Atlantic Ave	Sub-Collector	North and South. South stops at Riverwalk Village Ct	5 feet	Concrete		Residential, 7 Eleven, Assorted Businesses	0	38 ft to the east, 22 ft to the west	No shoulder	Curbs	Curb ramps
Inlet Harbor Road	Inlet Harbor Restaurant	South Atlantic Ave	Sub-Collector	South stops at S Peninsula Dr	5 feet	Concrete		Beach, Inlet Harbour Restaurant, Inlet Harbour Realty, Sea Spirit Fishing, Fast Lane Charters, Residential	1	20 ft	No shoulder	No curbs	No curb ramps
Lighthouse Drive	South Peninsula Dr	South Atlantic Ave	Sub-Collector	East side South. West side North	6 feet	Concrete		Marine Science Center, Lighthouse Point Park, Dog Beach	1	24 ft	No shoulder	No curbs	No curb ramps
Ocean Way Drive	South Peninsula Dr	South Atlantic Ave	Local	North and South	4 feet	Concrete		Residential	0	22 ft	No shoulder	No curbs	No curb ramps
Calumet Avenue	South Peninsula Dr	South Atlantic Ave	Local	No sidewalk	N/A	Concrete		Residential, Beach	1	24 ft	No shoulder	No curbs	No curb ramps
Cindy Lane	South Peninsula Dr	South Atlantic Ave	Local	North up to approx. 350 feet from S Atlantic Ave	4 feet	Concrete		Residential	0	20 ft	No shoulder	No curbs	No curb ramps
Oceanview Avenue	South Peninsula Dr	South Atlantic Ave	Local	South	6 feet	Concrete		Residential, Beach	1	20 ft	No shoulder	No curbs	No curb ramps
Old Carriage Road	South Peninsula Dr	South Atlantic Ave	Local	South	6 feet	Concrete		Residential, Beach	0	22 ft	No shoulder	No curbs	No curb ramps
Pompano Drive	South Peninsula Dr	South Atlantic Ave	Local	North and South	4 feet	Concrete		Residential, Timucuan Oaks Garden	0	22 ft	No shoulder	No curbs	No curb ramps



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Appendix D –Raw Data Collection

Roadway Segment	From	To	Condition of Sidewalk	Marked Crosswalks
S Peninsula Drive	North Town Limits	Ponce Preserve	Fair, minimum cracking, discoloration.	1 N/S crosswalk on the west side of the intersection of S Peninsula Dr at Old Carriage Rd, 1 E/W crosswalk on the south side of the intersection of S Peninsula Dr at Carriage, 1 N/S crosswalk on the west side of the intersection of S Peninsula Dr at Anchor Dr, 1 E/W crosswalk with flags at Ponce Preserve
	Ponce Preserve	Marsh Court	Fair, minimum cracking, discoloration.	2 E/W crosswalks on the north and south sides of the intersection of S Peninsula Dr at Tina Maria Cir, 2 E/W crosswalks on the north and south sides of the intersection of S Peninsula Dr at Sundunes Cir, 1 N/S crosswalk on the west side of the intersection of S Peninsula Dr at Marsh Ct
	Marsh Court	Harbour Village Blvd	Fair, minimum cracking, discoloration.	1 E/W crosswalk and 1 N/S crosswalk on the west side of the intersection of S Peninsula Dr at Marie Dr
	Harbour Village Blvd	Inlet Harbor Rd	Fair, minimum cracking, discoloration.	2 E/W crosswalks on the north and south sides of the intersection of S Peninsula Dr at Harbour Village Blvd and 1 N/S Crosswalk on the west side, 1 E/W crosswalk, 3 N/S crosswalks, 1 E/W crosswalk on the north side of the intersection of S Peninsula Dr at Loggerhead Ct, 1 E/W crosswalk on the south side of the intersection of S Peninsula Dr at Oceanview Ave
	Inlet Harbor Rd	Beach St	Fair, minimum cracking, discoloration.	1 N/S crosswalk and 1 E/W crosswalk on the west and south sides of the intersection of S Peninsula Dr at Inlet Harbour Rd, 1 N/S crosswalk on the west side of the intersection of S Peninsula Dr at Ponce DeLeon Cir
	Beach St	Ocean Way Dr	Fair, minimum cracking, discoloration.	1 N/S crosswalk and 1 E/W crosswalk on the west and south sides of the intersection of S Peninsula Dr at Beach St, 1 N/S crosswalk on the west side of the intersection of S Peninsula Dr at Rains Dr
	Ocean Way Dr	Lighthouse Dr	Fair, minimum cracking, discoloration.	2 E/W crosswalks on the north and south sides of the intersection of S Peninsula Dr at Ocean Way Dr and 1 N/S Crosswalk on the west side, 2 E/W Crosswalks, 2 N/S Crosswalks Lighthouse Parking Lot
S Atlantic Avenue	Town Hall	Harbour Village Blvd	Good to fair, minimal cracking, level	1 N/S crosswalk on the west side of the intersection of S Atlantic Ave at Carriage and 1 E/W crosswalk with flags on the south side, 1 E/W crosswalk with flags at Ponce Preserve, 1 N/S crosswalk on the west side of the intersection of S Atlantic Ave at Jana Dr, 1 N/S crosswalk on the west side of the intersection of S Atlantic Ave at Sea Haven Dr, 1 E/W crosswalk with flags south of Sea Haven Dr, 1 E/W crosswalk at The North Turn, 1 E/W crosswalk with a rectangular Rapid Flashing Beacon (RRFB) south of the North Turn Beach Approach, 1 E/W crosswalk with flags at Winterhaven Park, 1 N/S crosswalk on the west side of the intersection of S Atlantic ave at Pompano Dr
	Harbour Village Blvd	Inlet Harbor Rd	Good to fair, minimal cracking, level	1 N/S crosswalk on the west side of the intersection of S Atlantic Ave at Harbour Village Blvd and 1 E/W crosswalk with flags on the north side, 1 E/W crosswalk with flags at the sidewalk connection south of Harbour Village, 1 N/S crosswalk on the west side of the intersection of S Atlantic Ave at Cindy Ln, 1 N/S crosswalk on the west side of the intersection of S Atlantic Ave at Oceanview and 1 E/W crosswalk with flags on the northside, 1 N/S crosswalk on the west side of the intersection of S Atlantic Ave at Glenview and 1 E/W crosswalk with flags on the south side, 1 N/S crosswalk on the west side of the intersection of S Atlantic Ave at Calumet Ave and 1 E/W crosswalk with flags on the south side
	Inlet Harbor Rd	Beach St	Good to fair, minimal cracking, level	1 N/S crosswalk on the west side of the intersection of S Atlantic Ave at Inlet Harbour Rd and 1 E/W crosswalk on the south side, 1 N/S intersection on the west side of the intersection of S Atlantic Ave at Coastal Oaks Cir, 1 N/S intersection on the west side of the intersection of S Atlantic Ave at Inlet Point Blvd
	Beach St	Ocean Way Dr	Good, some vegetation overgrowth	1 N/S intersection on the west side of the intersection of S Atlantic Ave at Caribbean Way, 2 N/S and 2 E/W crosswalks at the intersection of S Atlantic Ave at Beach St
	Ocean Way Dr	Lighthouse Dr	Good	1 N/S crosswalk on the west side of the intersection of S Atlantic Ave at Ocean Way Dr
Beach Street	Front Street	South Atlantic Ave	Fair, some cracking, some unlevel	2 N/S crosswalks on the east and west sides of the intersection of Beach St at SR A1A and 2 E/W crosswalks on the north and south sides, 1 N/S crosswalk, 1 N/S crosswalk on the east side of the intersection of Beach St at Inlet Point Blvd, 1 N/S crosswalk on the west side of the intersection of Beach St at S Peninsula Dr and 1 E/W crosswalk on the south side
Harbour Village Boulevard	South Peninsula Dr	South Atlantic Ave	Good	1 N/S crosswalk on the west side of the intersection of Harbour Village Blvd at SR A1A and 1 E/W crosswalk on the north side, 1 E/W crosswalk, 1 N/S crosswalk on the west side of the intersection of Harbour Village Blvd at S Peninsula Dr and 2 E/W crosswalks on the north and south sides
Inlet Harbor Road	Inlet Harbor Resturant	South Atlantic Ave	Fair, some vegetation overgrowth	1 N/S crosswalk on the west side of the intersection of Inlet Harbour Rd at S Peninsula Dr and 1 E/W crosswalk on the south side, 1 N/S crosswalk on the west side of the intersection of Inlet Harbour Rd at SR A1A and 1 E/W crosswalk on the south side
Lighthouse Drive	South Peninsula Dr	South Atlantic Ave	Fair, minimal cracking, heavy vegetation	1 N/S crosswalk and 1 E/W crosswalk
Ocean Way Drive	South Peninsula Dr	South Atlantic Ave	Good	1 N/S crosswalk on the west side of the intersection of Ocean Way Dr at S Peninsula Dr and 2 E/W crosswalks on the north and south sides, 1 N/S crosswalk on the west side of the intersection of Ocean Way Dr at SR A1A
Calumet Avenue	South Peninsula Dr	South Atlantic Ave	N/A	1 N/S crosswalk and 1 E/W crosswalk on the west and south sides of the intersection of Calumet Ave at S Atlantic Ave
Cindy Lane	South Peninsula Dr	South Atlantic Ave	Good	1 N/S crosswalk on the west side of the intersection of Cindy Lane at S Atlantic Ave
Oceanview Avenue	South Peninsula Dr	South Atlantic Ave	Good, minimal cracking, level	1 E/W crosswalk on the south side of the intersection of Oceanview Ave at S Peninsula Dr, 1 N/S crosswalk and 1 E/W crosswalk on the west and north sides of the intersection of Oceanview Ave at S Atlantic Ave
Old Carriage Road	South Peninsula Dr	South Atlantic Ave	Good	1 N/S crosswalk on the west side of the intersection of Old Carriage Road at S Peninsula Dr
Pompano Drive	South Peninsula Dr	South Atlantic Ave	Fair to good	1 N/S crosswalk on the west side of the intersection of Pompano Dr at S Atlantic Ave, 1 E/W crosswalk on the north side of the intersection of Pompano Dr at S Peninsula Dr





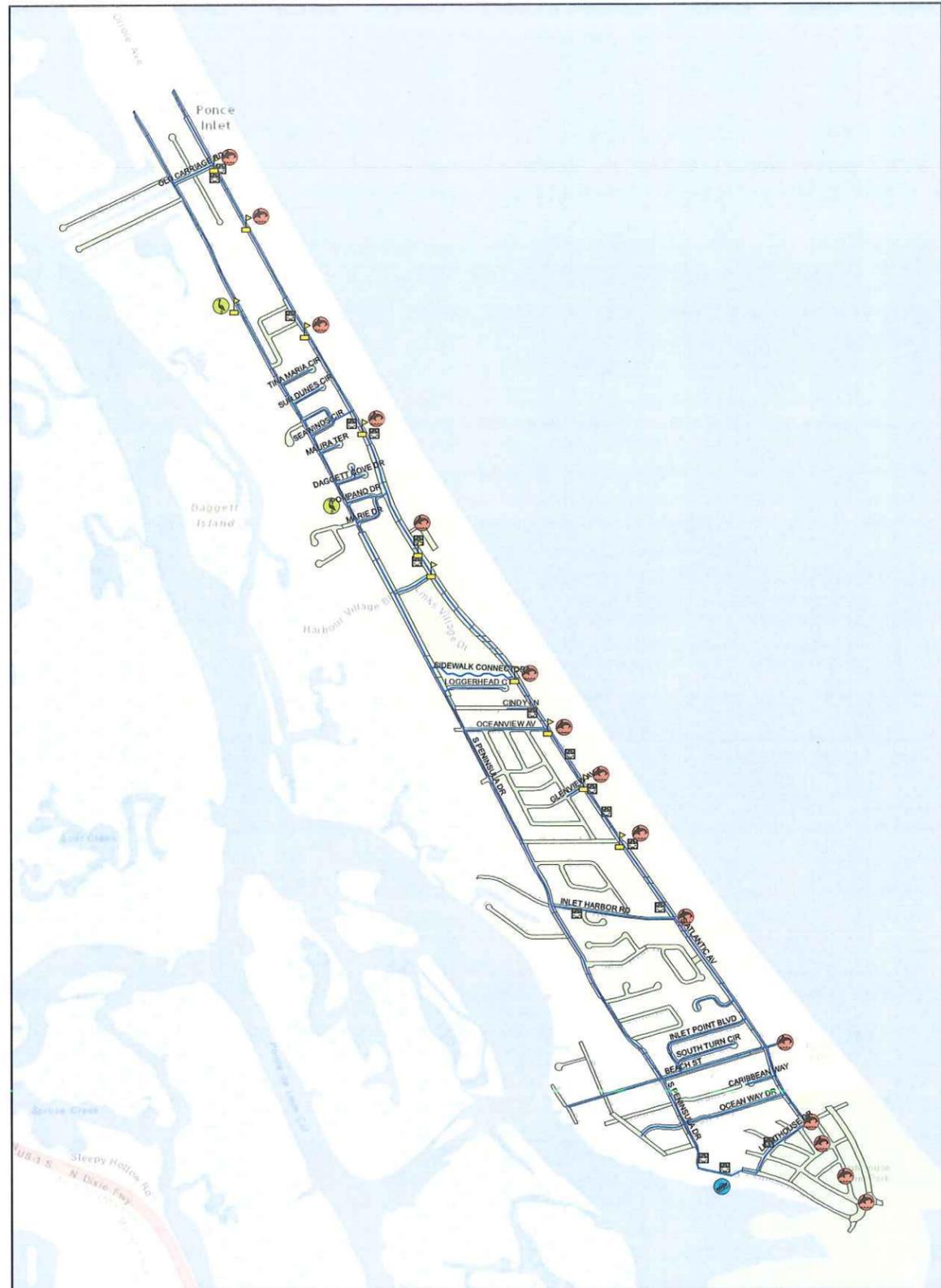
Legend

Poncelinlet_RW

RW_Width

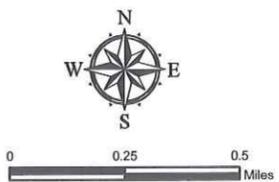
	20'
	25'
	30'
	40'
	50'
	60'
	75'
	80'
	100'
	Unknown - See Legal





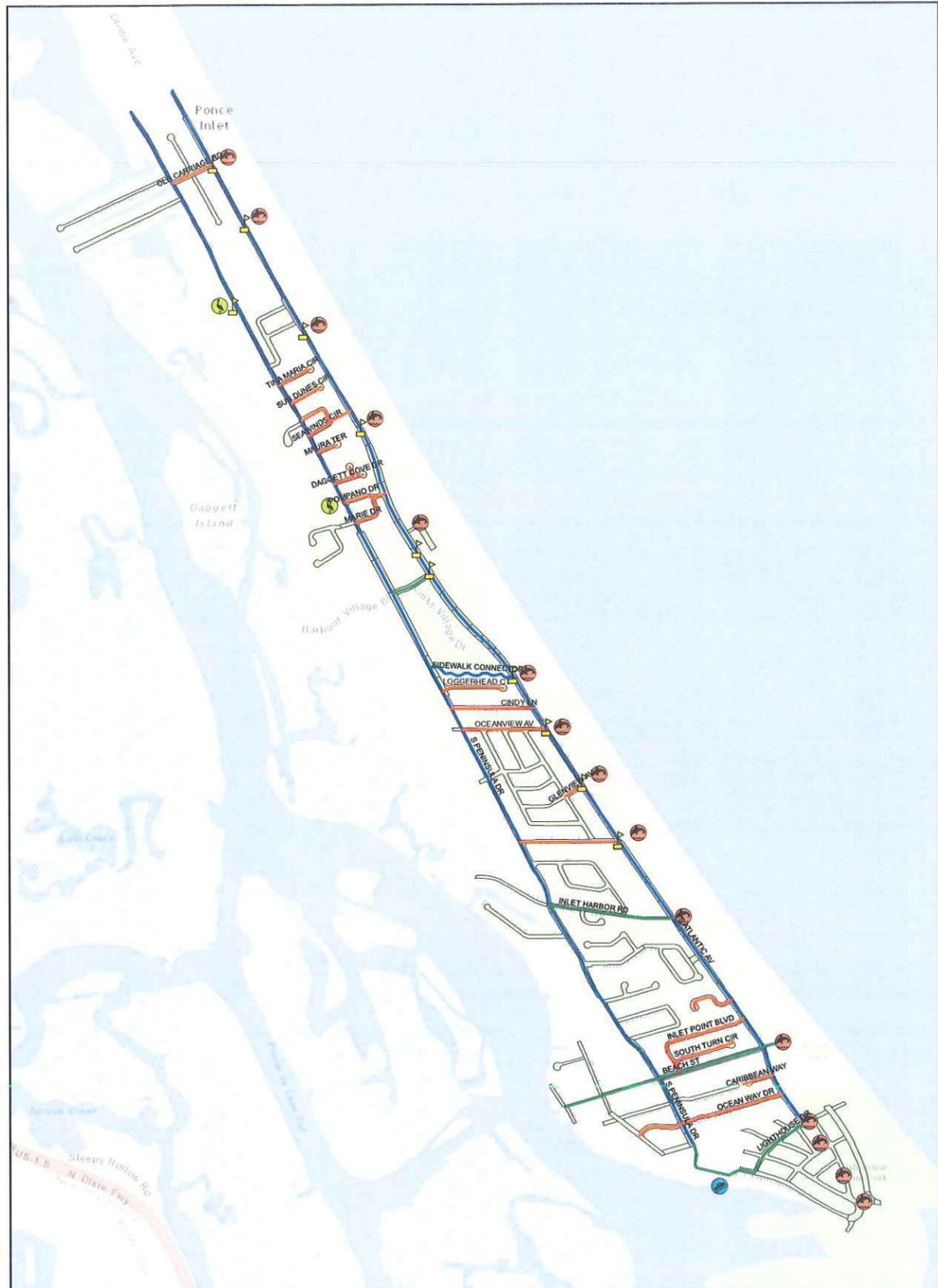
Existing Conditions

- Beach Access
- River Access
- Boat Ramp
- Flagged Crosswalks
- Bus Stops
- Sidewalks



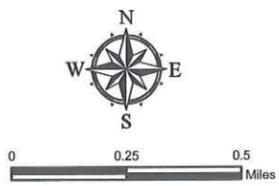
**Town of Ponce Inlet
Bicycle and Pedestrian
Master Plan**

Lassiter Transportation Group, Inc.
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Future Network

- Beach Access
- River Access
- Boat Ramp
- Flagged Crosswalks
- Sidewalk
- 6-Foot Sidewalk
- 8-Foot Sidewalk



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