

RESOLUTION NO. 2159-2023

A RESOLUTION BY THE CITY OF JACKSONVILLE BEACH, FLORIDA, SUPPORTING THE CITY OF JACKSONVILLE'S PROPOSED CONCEPTUAL DESIGN FOR IMPROVEMENTS TO THE PENMAN ROAD CORRIDOR; PROVIDING FOR ADOPTION OF RECITALS, REPEAL OF PRIOR INCONSISTENT RESOLUTIONS AND COUNCIL DECISIONS, SEVERABILITY, AND AN EFFECTIVE DATE

WHEREAS, Penman Road travels through the communities of the City of Jacksonville Beach and the City of Neptune Beach from Beach Boulevard to Atlantic Boulevard; and

WHEREAS, Penman Road is owned, maintained, and operated by the City of Jacksonville in accordance with an Interlocal Agreement executed in 1968; and

WHEREAS, as such, improvements to Penman Road are the responsibility of the City of Jacksonville; and

WHEREAS, the City of Jacksonville Beach requested improvements to the corridor through correspondence to the City of Jacksonville on April 12, 2019; and

WHEREAS, requested improvements included complete streets concepts and improvements for pedestrian safety both along the corridor and crossing it; and

WHEREAS, City of Jacksonville employed Peters and Yafee to develop a conceptual design for the Penman Road corridor; and

WHEREAS, conceptual design focused on installation of medians in strategic locations for traffic calming and aesthetic purposes, roundabouts to improve traffic flow for vehicles on Penman Road, and pedestrian improvements both along the Penman Road corridor and crossing the corridor; and

WHEREAS, a public workshop with the City of Neptune Beach was held on June 8, 2023; and

WHEREAS, a public workshop with the City of Jacksonville Beach was held on August 16, 2023; and

WHEREAS, the City of Jacksonville now seeks direction from the City of Jacksonville Beach on design concepts in order to start design of the selected improvements.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF JACKSONVILLE BEACH, FLORIDA, THAT:

SECTION 1. Adoption of Recitals. The foregoing recitals are deemed true and material parts of this resolution and are fully incorporated herein by reference.

SECTION 2. Support of the Conceptual Design for Penman Road Proposed by the City of Jacksonville. The City Council hereby supports the conceptual design for Penman Road including: medians in strategic locations for traffic calming and aesthetic purposes; roundabouts to improve traffic flow for vehicles on Penman Road; the elimination of roadside swales where practical; and pedestrian improvements both along the Penman Road corridor and crossing the corridor.

SECTION 3. Support for Continued Public Input During Design. The City Council also supports continued public input through community workshops held at major milestones of project design, at 30%, 60%, and 90% of concept design completion. The public comments from the community workshop held on August 16, 2023 are attached hereto as Attachment A.

SECTION 4. Repeal of Prior Inconsistent Resolutions and Council Decisions. All prior resolutions or parts of resolutions in conflict herewith are hereby repealed to the extent of the conflict.

SECTION 5. Severability. If any section, sentence, clause, or phrase of this resolution should be held invalid, unlawful, or unconstitutional, said determination shall not be held to invalidate or impair the validity, force, or effect of any other section, sentence, phrase, or portion of this resolution not otherwise determined to be invalid, unlawful, or unconstitutional.

SECTION 6. Effective Date. This resolution shall become effective immediately upon passage and adoption by City Council.

AUTHENTICATED this 6th day of November, 2023.



Christine Hoffman, MAYOR



Sheri Gosselin, CITY CLERK

Approved as to form and legal sufficiency:



Sandra R. Robinson, City Attorney



Comments & Responses

From: Dow Peters, PE

Date: 9/29/2023

Re: Penman Road Public Community Meeting - Comments & Responses

Comments from August 16, 2023 Community Meeting hosted at Jacksonville Beach City Hall Building.

Name Email Phone Number	Comment	Response
Laura Dill	I like the overall plan. I would be interested in having more [information] about the expected duration of the construction and how it will coordinate between the three beach communities and COJ.	Currently, the project is being coordinated with Neptune Beach, Atlantic Beach and the City of Jacksonville Beach and the City of Jacksonville (COJ). Also, the tentative schedule for the project is for the design phase to begin in January 2024. We anticipate construction duration to take approximately two years.
Sharon Serkin	Citizens don't know how to use a traffic circle. Many don't like to "take turns." Pedestrians will be in danger. Just fix the lights!!!	<p>Once constructed, residents will become more familiar with the operational movement of the roundabout. The roundabout operation also provides safer pedestrian movement by reducing the conflict points with vehicles. For additional safety, signage and flashing beacons will be installed at each roundabout crosswalk.</p> <p>Earlier this year (2023), we coordinated with the City of Jacksonville Beach and the City of Jacksonville to optimize the signal at Penman and Florida Blvd. This effort reduced red-light time, however, due to the number of streets coming into the intersection, signal-timing efficiency is maximized.</p> <p>A roundabout is recommended and will provide an improved capacity at the intersection with less delay versus waiting at stop signs and traffic signals. In addition, roundabouts increase capacity by 30-50% and provide fewer crashes (90% fewer fatalities and 75% fewer injuries).</p>
Ethan Thurber	Request a pedestrian mid-block crossing in the vicinity of Lemon Street to access shopping.	This is a good idea. We will be proposing an additional pedestrian crossing in the vicinity of Lemon Street for east-west

		access across Penman Road to better access the commercial areas.
Julie Ann Cumming	No Medians.	The proposed medians will address safety issues and provide access management. The proposed medians will also: reduce motor vehicle crashes, reduce vehicle speeds, provide space for beatification.
Miranda Powell	This project would have been a great addition had it been implemented in 2020/2021. However, with the significant increase in the population of Jax Beach (including tourism) the build out of the design will significantly impact Penman via the closing off of roads for construction, thus traffic flow will flood other back roads and/or Third Street. Infrastructure build-out is a high need priority...this essentially won't make the roads bigger nor more efficient in an economic/volume of motor vehicles sense. Thanks.	Plans will be provided during the design phase to address the safe and efficient movement of vehicles, pedestrians, and bicyclists to minimize impacts to residents and businesses along Penman Road and the side streets. In addition, this project will address the temporary drainage needs during construction as well as provide improvements for the current/existing drainage problems along Penman Road. These efforts will eliminate flooding issues along Penman Road. This project is not a "Capacity" project, this a "Complete Streets" project. This project will address pavement rehabilitation, drainage issues, safety improvements (bikes and pedestrians) and roadway lighting.
K.C. Braun	I was told that I could get a copy of the traffic study. I am concerned about the maximum traffic on one lane circle, [roundabout] especially at Florida Blvd. compared to the expected traffic on Penman per hour at projected speed limit. I would also like to see the expected impact on side roads based on the limited intersections where a left turn cannot be made.	The traffic study is available if requested. A roundabout intersection at each of the proposed locations, will provide an improved capacity (30-50% increase), less delay versus waiting at stop signs and traffic signals The level of service for each side street along Penman Road was analyzed in the Penman Road Traffic Study. This analysis included recently taken traffic counts at each side street in order to make the an appropriate recommendation at each side street. The recommendations considered all of the following: Level of Service, Safety and Operational Improvements.
Sam Shiver	<ul style="list-style-type: none"> • Opposed to closing the median/removing left-hand turn lane on Penman in Neptune Beach. • Opposed to preventing residents from turning left out of neighborhoods. • Blocking the median restricts the ability of rescue vehicles, which 	The proposed medians will address safety issues and provide access management. The proposed medians will also: reduce motor vehicle crashes, reduce vehicle speeds, provide space for beatification. This project will provide a stabilized 6-foot flush shoulder, which will provide an area for vehicles to pull off the travel lane and

	<p>currently use the center left turn lane to go around traffic.</p> <ul style="list-style-type: none"> •Also, delivery and trash pickup vehicles block travel lanes causing back-ups since vehicles will not be able to go around them. 	<p>allow emergency vehicles to pass. In addition, the intent of this project is to install drainage pipes at the existing ditches, thus eliminating existing ditches. This will allow additional space for vehicles to pull out of the way for the emergency vehicles to pass.</p> <p>Delivery and Trash vehicles will be able to use the stabilized shoulders, residential driveways and new space created by eliminating the ditches.</p>
<p>Claudette Faulkenbury</p>	<ul style="list-style-type: none"> •Possible widening of Penman •Also, use of automatic lights like further down on Penman Road where pedestrians can activate lights and stop traffic. •We do not need medians with palm trees. Lovely, but not feasible. We need more lanes. Thank You! 	<p>This project is not a "Capacity" type of Project. It is a "Complete Streets" project. This project will rehabilitate the existing pavement but will not add additional travel lanes.</p> <p>All proposed Mid-Block Crossings and Crossings at the Roundabout will have additional signage, Rectangular Rapid Flashing Bacons (RRFBs), staggered pedestrian refuge islands and lighting for added safety measures for pedestrians crossing Penman Road.</p> <p>The proposed medians will address safety issues and provide access management. The proposed medians will also: reduce motor vehicle crashes, reduce vehicle speeds, provide space for beatification.</p>
<p>Cathy Shiver</p>	<ul style="list-style-type: none"> •Opposed to current design! Design does not give priority to safety for residents living on/off Penman Road. The ability to turn right and left is necessary for emergency vehicles and delivery. •This design may push [more] traffic flow through neighborhoods [because drivers will want] to avoid Penman. Again – [causing] safety issues. 	<p>This is a Complete Streets project, which considers safety improvements for all modes of traffic, which include pedestrians, bicyclists, and motor vehicles. Several of the safety improvements that are being proposed, include:</p> <ul style="list-style-type: none"> • Continuous ADA sidewalk • Shared-use path • Several mid-block crossings with Rectangular Rapid Flashing Bacons (RRFBs), • Staggered pedestrian refuge islands • Raised medians • Roundabouts • Roadway lighting for crosswalks • Stabilized 6-foot flush shoulder, which will provide an area for vehicles to pull off the travel lane and allow emergency vehicles to pass. <p>Finally, the intent of the project is to lower the posted speed limit therefore providing a safer condition for all users. In addition, roundabouts increase capacity by 30-50%</p>

		and provide fewer crashes (90% fewer fatalities and 75% fewer injuries). This increase in capacity will detour drivers to push on to the side streets and neighborhoods.
Julie Anderson	I am a daily bike rider/commuter biker. I am extremely concerned about safety issues for bikers and pedestrians in the roundabouts. Traffic currently does not respect the lights or safety. When the traffic does not stop in a roundabout, how are the pedestrians and bikers going to be able to navigate crossing?	The existing design proposes a shared-use path for bicyclists. The shared-use path south of Florida Blvd. will be on the west side of Penman Road. Also, on the east side of Penman Road, south of Florida Blvd. there will be a 6-foot sidewalk. This will give bicyclists and pedestrians the ability to use both sides of Penman Road and allow them to access several mid-block crossings to move east and west. On Penman Road north of Florida Blvd. there will be a shared-use path on both sides of Penman Road (east and west). In addition, all proposed Mid-Block Crossings and Crossings at the Roundabout will have additional signage, Rectangular Rapid Flashing Beacons (RRFBs), staggered pedestrian refuge islands and lighting for added safety measures for pedestrians and bicyclist crossing Penman Road.
Jr. & Kathleen Whitcomb	Total waste of time and resources. Need a Q & A, one-on-one meeting.	Your comments will be shared with the City of Jacksonville.
Rex Williams	Concerned about all single-entry neighborhoods not having north and south access through median. Example: Twelve Oaks Lane Swales for drainage are more maintenance than drainage piping.	Driveway access for Twelve Oaks Lane will be re-evaluated for northbound right-in movement. The intent of this project will be to pipe all of the existing ditches.

<p>Corrine Bylund</p>	<p>Concerned...</p> <ul style="list-style-type: none">• About Arden/Seagate – new students, drivers, pedestrians, and bikers – how will they cross safely without a signal?• That roundabouts going in where there were no signals are an unnecessary disruption to flow of traffic at 4th Ave N, 8th Ave N, 15th Ave N, and Oceanwood Drive.• Continuous medians are a safety hazard, as they will obstruct fire and rescue from navigating around other traffic as there are not continuous shoulders that are safe to pull over.	<p>At both Arden and Seagate, there will be a proposed ADA-compliant crosswalk at both locations. These cross walks will have signage, signals and Rectangular Rapid Flashing Bacons (RRFBs). By law, vehicles must yield to pedestrians at the roundabout. In addition, safety performance is much higher at a roundabout versus a signalized intersection.</p> <p>This project will provide a stabilized 6-foot flush shoulder, which will provide an area for vehicles to pull off the travel lane and allow emergency vehicles to pass. In addition, the intent of this project is to install drainage pipes at the existing ditches, thus eliminating existing ditches, which will allow additional space for vehicles to pull out of the way for the emergency vehicles to pass. Also, medians are a mitigating element designed to lower the speed of traffic, improving safety for all users.</p>
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<p>Vera Leyhausen</p>	<ul style="list-style-type: none"> • We live on Driftwood Road. The intersection of Penman and Oceanwood Drive North is unsafe. Driving southbound on Penman Road from Atlantic Blvd. and trying to make a left turn onto Oceanwood Drive North is a struggle. • Drivers going northbound change into the middle lane early to turn left into the Winn Dixie parking lot. I have had several occasions where I was almost hit frontal. We really need a median there as well! • A pedestrian crossing to get safely to Winn Dixie could be amazing! Thank you! 	<p>Median improvements are proposed for the vicinity of this intersection and will provide some restrictions to those who are using the left turn lane early. However, due to the commercial vehicles (semi-trucks) in the area that require large turn lane access, medians will not be able to be placed all the way down Penman Road to Atlantic Blvd. However, we will re-evaluate this intersection to see if additional measures can be taken to provide a safer intersection.</p> <p>This is a good idea. We will propose an additional pedestrian crossing in the vicinity of Lemon Street and Oceanwood Drive for east-west access across Penman Road.</p>
<p>Bama Isreal</p>	<p>In specifics to 8th Ave. North and any other side road with sidewalks, why aren't existing sidewalks safe? To use from Penman to Third Street? Target streets that don't already have safe passageways via sidewalks.</p>	<p>During the design phase we will be evaluating all the existing sidewalk features within the project limits along Penman Road. If these sidewalks meet ADA-compliancy and fit within the general design of the project, these sidewalks will be incorporated into the new design and will not be replaced.</p>
<p>Aaron & Michelle Davis</p>	<p>We would like to see a blinking stop light option at the pedestrian cross walk at Seagate and Penman because of the three schools located in this area.</p>	<p>At both Arden and Seagate, there will be a proposed ADA-compliant crosswalk at both locations. These cross walks will have signage, signals and Rectangular Rapid Flashing Bacons (RRFBs). By law, vehicles must yield to pedestrians at the roundabout. In addition, safety performance is much higher at a roundabout versus a signalized intersection.</p>
<p>Cate Thompson</p>	<p>Traffic circles are GOOD, we need to support the complete streets vision for the safety of our children and to make Jax Beach even more beautiful and pedestrian safe!</p>	<p>Thank you for your support of the project.</p>
<p>Alexa Jenkins</p>	<p>Not sure that this makes traffic easier during peak school hours. People will have to go out of their way to access school (Montessori Tides) on Penman or businesses like Cinottis. Was this analyzed during school hours?</p>	<p>Level of service for this configuration reduces delays, improves access, provides enhanced safety for all users, pedestrians and motor vehicles alike. Traffic count data was taken and accounted for school volumes. We are also working to provide improvement to the Cinottis driveway to provide safer access.</p>

<p>Tim Richards</p>	<p>Why have the trail path on the west side of Penman when the Jax Beach trail system is on the east side?</p>	<p>Coordination with the Jax Beach Urban Trail Master Plan is still underway and we will work with the Plan's designer to determine the location of the Share Use Path.</p>
<p>Michelle Tipton</p>	<ul style="list-style-type: none"> • This will cause too much traffic into neighborhoods east/west of Penman. Bigger safety issue – kids getting hit. No room for emergency vehicles, UPS, traffic, construction – heavy on road all day. • Just replace old existing lights. • No medians! • Get rid of drainage ditches. • Too many roundabouts. 	<p>The Roundabout option for this project reduces delays, improves access to vehicular movements and provides enhanced safety for all users, pedestrians and motor vehicles when compared to the existing stop signs and traffic signal intersection. In addition, roundabouts increase capacity by 30-50% and provide fewer crashes (90% fewer fatalities and 75% fewer injuries).</p> <p>The proposed medians will address safety issues and provide access management. The proposed medians will also: reduce motor vehicle crashes, reduce vehicle speeds, provide space for beatification.</p> <p>This project will provide a stabilized 6-foot flush shoulder, which will provide an area for vehicles to pull off the travel lane and allow emergency vehicles to pass. In addition, the intent of this project is to install drainage pipes at the existing ditches, thus eliminating existing ditches, which will allow additional space for vehicles to pull out of the way for the emergency vehicles to pass.</p> <p>The intent of this project will be to pipe all of the existing ditches.</p>
<p>Elizabeth Wright</p>	<p>Please move the pedestrian crossing to 9th Avenue North. Families are trying to walk across that intersection to get to the beach (east) or Tall Pines Park (west). I see that the design has one between 9th and 11th Avenue, but I firmly believe after talking with multiple families (600 people petition!) that 9th Avenue is the most logical crossing. Thank you.</p>	<p>We will review the pedestrian counts that were collected, and the activity at 9th Avenue and if the data supports this change, we have no exception to moving or adding an additional crossing.</p>
<p>Debbie Harris</p>	<p>I live on Penman (1133 Penman Road) and 11th Avenue North. This will stop me from getting in and out of my driveway.</p>	<p>All existing permitted residential driveways on Penman Road (including 1133 Penman Road) will remain with this future design and project.</p>

<p>Kymberly Traylor</p>	<ul style="list-style-type: none"> • I WOULD LIKE TO BE CONTACTED. • Why aren't you worried about fixing our traffic problems on Penman Road? i.e., stop adding to the problem. • What are you doing to address drainage issues on Penman Road? • Why are you not addressing neighborhood infrastructure issues in beaches neighborhoods? I have been in my house for 21 years and we have never had our streets paved. • This is a poor use of taxpayer money! Does this have anything to do with 15 minutes cities? 	<p>Comments and responses will be provided.</p> <p>This project includes drainage improvements, and our team will be working with the city of Jacksonville Beach Public Works to ensure we address all drainage issues.</p> <p>This project does include infrastructure improvements, such as drainage, sidewalk, and pavement improvements which include paving Penman Road from Beach Blvd to Atlantic Blvd.</p> <p>The project limits for this project will only be along Penman Road from Beach Boulevard to Atlantic Boulevard. Within these, the existing pavement will be resurfaced.</p> <p>The "Complete Streets" design philosophy has nothing to do with "15 Minute City Concept." The Complete Streets policy is in short about safety. It's an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them. This includes pedestrians, bicyclists, motorists and transit riders of all ages and abilities.</p>
<p>Leona Sheddan</p>	<p>Thank you for the work you have done on these projects. I am strongly in favor of both roundabouts to increase safety for all modes of transportation including pedestrians. Some neighbors have some short-term concerns regarding accessibility of emergency vehicles during construction. It would be greatly appreciated if you could advise what the plan for their access would be. Thank you for your assistance.</p>	<p>Thank you for your support of the project.</p> <p>This project will provide a stabilized 6-foot flush shoulder, which will provide an area for vehicles to pull off the travel lane and allow emergency vehicles to pass. In addition, the intent of this project is to install drainage pipes at the existing ditches, thus eliminating existing ditches, which will allow additional space for vehicles to pull out of the way for the emergency vehicles to pass.</p>
<p>Martin Kennelly</p>	<p>Just viewed the proposed Penman Road improvement plan. I think it's a really good plan and hope the project goes forward. I have lived in this neighborhood since 1988.</p>	<p>Thank you for your support of the project.</p>
<p>Jeff & Sheri Nordman</p>	<p>Access Management Issues:</p> <ul style="list-style-type: none"> • Our clients/staff driving north have to pass our business (.30 miles) to reach the first available roundabout (Seagate), driving out of their way .60 miles. Create dedicated left-turn 	<p>We will continue to analyze the "Business Areas" along Penman Road to accommodate access for all existing and proposed businesses.</p>

	<p>lanes into businesses and remove the medians in the business corridor.</p> <ul style="list-style-type: none"> • Eliminate the left turn off of 18th Ave. N. - create a right turn only. • Address the Penman Road/ Atlantic Blvd Intersection issue. • Prohibit left turns from 2nd Ave N. and left turns out of the car wash. <p>Level of Service: Our clients and staff will have to compete with potentially heavy traffic from the 3 local schools in the area which has high motor-vehicle volume during drop off and pick-up times.</p> <p>Landscape Median/Access Management:</p> <ul style="list-style-type: none"> • The middle left-turn lane in front of our business is an issue when it comes to the daycare and the traffic that comes off of 18th Ave. N. (heading south). If there are more than two (2) cars heading southbound and turning left into the day care, it does not allow northbound traffic any space to decelerate and get into that center lane. This is definitely an area of concern. Same happens in the afternoon when parents are leaving the daycare southbound on Penman. • Southbound traffic going to Circle K also use the center lane from 18th Ave N. heading south as a 35mph direct lane causing additional issues. <p>Shared-Use path: Changing the current 12-foot path to 18 feet seems excessive. Not sure how you gain all this sidewalk without removing it.</p> <p>Roundabout: Focus on the Florida Blvd 5-way roundabout and allow people to become familiar with roundabouts and how they operate. This will also give light to better traffic studies as to how additional roundabouts may help or hinder traffic and flow for</p>	<p>Traffic analysis was completed that supported the need for a left-turn at 18th Avenue. During the design phase, we will continue to review all movements to make sure that they are adequately addressed.</p> <p>Roadway improvements are being added for the intersection of Penman Road at Atlantic Blvd which include: Right turn lane at Atlantic Blvd, Traffic separator at the intersection, Driveway improvements at the gas station to better delineate the driveway, widening for right turn at Lemon Street.</p> <p>The use of Roundabouts will increase capacity by 30-50% and provide fewer crashes (90% fewer fatalities and 75% fewer injuries). This increase in capacity will assist with the heavy volumes during school peak times.</p> <p>We will continue to analyze the "Business Areas" along Penman Road to accommodate access for all existing and proposed businesses. Also, the folks who will access the business from southbound to northbound will be able to use the roundabout at 15th to make a right turn directly into the daycare business.</p> <p>Agreed, and the future roundabout will eliminate this conflict at the center turn lane. Vehicles who will access the business from southbound to northbound will be able to use the roundabout at 15th to make a right turn directly into the business locations.</p> <p>The current design is proposed at 12' and not at 18'. We are also coordinating with the designer for the Jax Beach Urban Trail Master Plan to determine the best placement for the Share Use Path.</p> <p>The Roundabout option for this project reduces delays, improves access to vehicular movements and provides enhanced safety for all users, pedestrians and motor vehicles when compared to the existing conditions. This design also will accommodate the larger delivery trucks and larger Semi-Trailer Trucks.</p>
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	<p>emergency vehicles, delivery trucks, and waste management.</p> <p>Drainage: Remove the ditches alongside of Penman.</p> <p>Landscaping: • Begin some beautification projects.</p>	<p>The intent of this project will be to pipe all of the existing ditches. Also, our team will be working with the City of Jacksonville Beach Public Works to ensure we address all drainage issues along Penman Road.</p>
<p>Ginny Thurson</p>	<ul style="list-style-type: none"> • I am not opposed to roundabouts, but 8 roundabouts within 2.5 miles seems absurd. I am against any roundabout at the 5-way unless traffic stops in all directions for pedestrians and bicyclists. School crossing guards cannot man all the crosswalks being created. FDOT has changed the timing on the current signals, they are doing it so people will complain and build an expensive roundabout. Neptune Beach has plans from Dover Kohl that would be better than the roundabout. • I am against taking out the middle turn lane and putting in a median and making everyone take a right to enter Penman. Just to do a turnaround at the next roundabout if all they needed to do was take a left onto Penman. All that does is create more traffic. I take a left onto Penman all the time and it's just as hard to take a right as it is to take a left onto Penman. Emergency vehicles, school buses, lawncare businesses, mail trucks, delivery trucks, garbage trucks all make frequent stops (except Emergency vehicles needing to get to where they are going in a timely manner). Do students get on/off the bus need to cross Penman? With a median, they may not be able to safely cross and cars going in the opposite direction will not be required to stop for the bus. The 6' shoulder will only encourage use by golf carts and electric bikes, which obviously is not safe, or people will use it as a passing lane - again, not safe. I don't see where you will have enough room to have a 12' median (I have not met anyone that wants, or asked for, the median), 2 -12' lanes, 2 - 6' shoulders, drainage 	<p>Each intersection along Penman Road was analyzed based on traffic counts, safety improvement and level of service. The results suggested that each of these locations would benefit from a roundabout design.</p> <p>The Operation and Maintenance of a Roundabout would be less compared to a signalized intersection. The equipment, maintenance and electricity would all be eliminated with constructing a roundabout.</p> <p>We recently coordinated with the City of Jacksonville Traffic Engineering to adjust the timing to maximize the "green time" and reduce "red time". It is currently working as efficiently as possible and no additional delay was added to the signal.</p> <p>The proposed medians will address safety issues and provide access management. The proposed medians will also: reduce motor vehicle crashes, reduce vehicle speeds, provide space for beatification.</p> <p>This project will provide a stabilized 6-foot flush shoulder, which will provide an area for vehicles to pull off the travel lane and allow emergency vehicles to pass. In addition, the intent of this project is to install drainage pipes at the existing ditches, thus eliminating existing ditches, which will allow additional space for vehicles to pull out of the way for the emergency vehicles to pass.</p> <p>The intent of this project will be to pipe all of the existing ditches.</p> <p>The proposed medians will address safety issues and provide access management. The proposed medians will also: reduce motor vehicle crashes, reduce vehicle speeds, provide space for beatification.</p>

	<p>ditch and 6-12' sidewalks on both sides, without encroaching into residents' yards and into business's parking.</p> <ul style="list-style-type: none">• (She would prefer to) have a single presentation and take questions/concerns from the audience instead of the method you have been using.	<p>Additional Mid-Block Crossing will be provided to ensure that pedestrian can cross Penman Road at the desired locations. In addition, during the design phase our team will be coordinating with the schools to determine where the school bus stops will be located. This will allow us to locate the future mid-block crossings.</p> <p>Comments will be forwarded for future considerations on the meeting format.</p>
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