



CITRONA DRIVE
CORRIDOR REDESIGN STUDY



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Citrona Drive Corridor Redesign Study

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1.0 Introduction



1.0 Introduction

Citrona Drive serves as a key north-south connector within the City of Fernandina Beach and Nassau County, accommodating a mix of residential, educational, and recreational destinations. As the corridor experiences growing multimodal activity, it is important to ensure safe and efficient travel for people biking and walking along the corridor.

This study took a comprehensive approach to understanding the current conditions along Citrona Drive, examining current infrastructure design, travel behaviors, and historical crash patterns. Community input played a central role in the study, ensuring that recommendations reflect both technical needs and local priorities. The recommendations were organized into short-, mid- and long-term strategies to guide future planning and investment along the corridor.

Project Description

The Citrona Drive Corridor Redesign Study evaluated the existing conditions and identified opportunities to improve bicycle and pedestrian safety along Citrona Drive.

Study Limits

The study limits are Citrona Drive from Sadler Road/CR 108 to Atlantic Avenue/SR 200 (approximately 2.1 miles long) located in the City of Fernandina Beach and unincorporated Nassau County (see **Figure 1-1**).

Figure 1-1: Study Limits



Study Process

The study process included the following steps:

- » **Existing Conditions Analysis:** Gathered and analyzed data for the study area. This included cataloguing the existing characteristics of the roadway, a review of relevant local policies and safety initiatives, and a safety field review.
- » **Community Input:** Gathered public feedback through a community meeting with interactive activities to identify safety concerns, priorities, and location-specific issues along the corridor.
- » **Safety Review & Analysis:** Reviewed five years of crash data and conducted a safety assessment to identify trends, high-risk locations, and other contributing factors along Citrona Drive.
- » **Alternatives Identification:** Identified and evaluated potential corridor enhancements.
- » **Recommendations:** Developed a set of recommendations for the Citrona Drive redesign.

Study Guidance

This study was guided by the Safe Roads Element of Florida Highway Administration's (FHWA) Safe System Approach, which has been unanimously recommended by leading transportation agencies including the Florida Department of Transportation (FDOT), the Institute of Transportation Engineers (ITE), and the National Association of City Transportation Officials (NACTO). The Safe System Approach works by reinforcing multiple layers of protection to both prevent crashes from happening and minimizing the harm caused by crashes.

STUDY PROCESS





2.0 Existing Conditions



2.0 Existing Conditions

The existing conditions analysis documented the physical, operational, and contextual characteristics of the corridor to establish a baseline for evaluating redesign options. The review included roadway configuration, adjacent land uses, and applicable planning and policy frameworks to identify relevant factors influencing safety, mobility, and overall corridor performance. While pedestrian and bicycle considerations were a key focus, the analysis also examined how the corridor supports all modes of travel and community needs.

The analysis included:

- » Roadway Characteristics
- » Environmental Context
- » Planning and Policy Review
- » Field Observations

This information will be used as the baseline that will inform recommendations for both safety improvements and broader corridor design strategies.

2.1 Study Corridor Description

Citrona Drive is a north-south roadway located in Nassau County, Florida. The study limits are from Sadler Road/CR 108 to Atlantic Avenue/SR 200. Citrona Drive is functional classified as a **Minor Collector** in the Nassau County Comprehensive Plan and is approximately **2.1 miles long**. The local jurisdictions are both the City of Fernandina Beach and Nassau County.

Figure 2-1: Study Area (Aerial)



2.2 General Roadway Characteristics

The general roadway characteristics for Citrona Drive are listed as follows:

- » **Functional Classification:** Minor Collector
- » **Census Urbanized Area:** Yes
- » **Posted Speed:** 25 mph - 35 mph
- » **Drainage:** Open drainage/swales with some curb/gutter
- » **Pedestrian Facilities:** Sidewalks on at least one side
- » **Bicycle Facilities:** None
- » **Railroad Crossings:** None
- » **Transit/Bus Stops:** None
- » **Signalized Intersections:** 1 – Sadler Road
- » **School Zones:** 2 (Fernandina Beach High School & Middle School)
- » **Parks:** None
- » **Fire Stations:** None
- » **Lighting:** Some street lighting

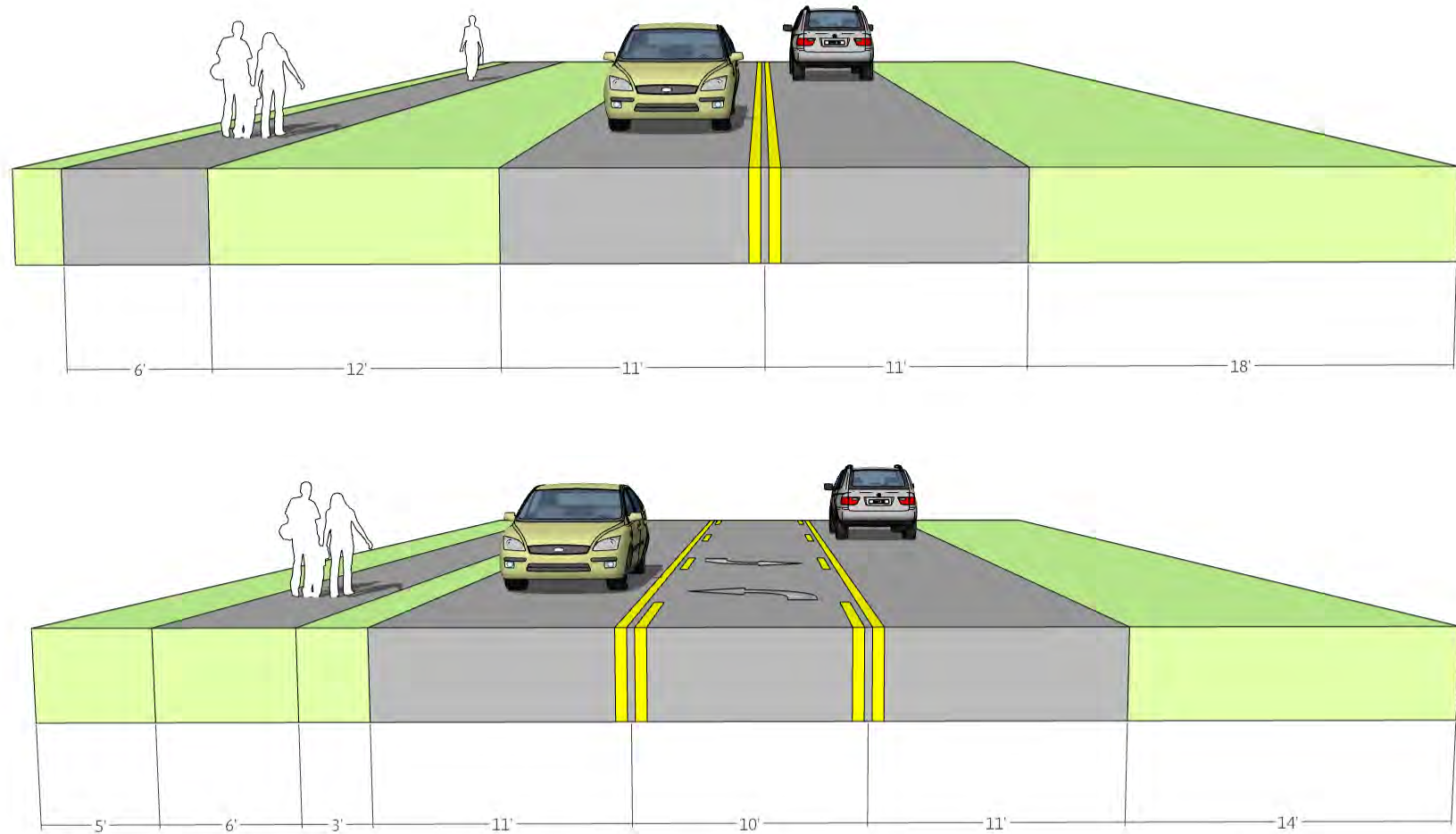


Streetview of Citrona Drive. Source: Project Team.

Typical Sections

The majority of Citrona Drive is currently a two-lane undivided road with a sidewalk on the west side and no curb and gutter. The segment from Orca Court to Jekyll Court is currently a two-lane undivided road with a two-way left turn lane. **Figure 2-2** illustrates the existing typical sections for Citrona Drive.

Figure 2-2: Citrona Drive Typical Sections



The availability of right-of-way is a major component of a corridor redesign, as it defines the limits in where and which roadway enhancements can be made. The overall right-of-way for Citrona Drive through most of the corridor is 60 feet, including the existing roadway.

- » **West Side:** Ranges from 12 feet to 20 feet from the edge of pavement
- » **East Side:** Ranges from 10 feet to 17 feet from the edge of pavement



7

Fernandina Beach

Alachua St
Atlantic Ave

Beech St

Fir St

Jasmine St

S 13th St

S 15th St

S 16th St

S 17th St

S 18th St

S 15th St

105A

108

Citrona Drive

60' ROW

78' ROW

60' ROW

66' ROW

71' ROW

66' ROW

Fernandina Beach High School

Creek

Posted Speed & School Zones

Posted Speed

The posted speed of the Citrona Drive corridor ranges from 25 to 35 mph (see **Figure 2-4**):

- » **35 mph**: from Sadler Road to north of Jasmine Street
- » **25 mph**: from north of Jasmine Street to Atlantic Avenue
- » **15 mph**: school zones near Fernandina Beach High School and Middle School

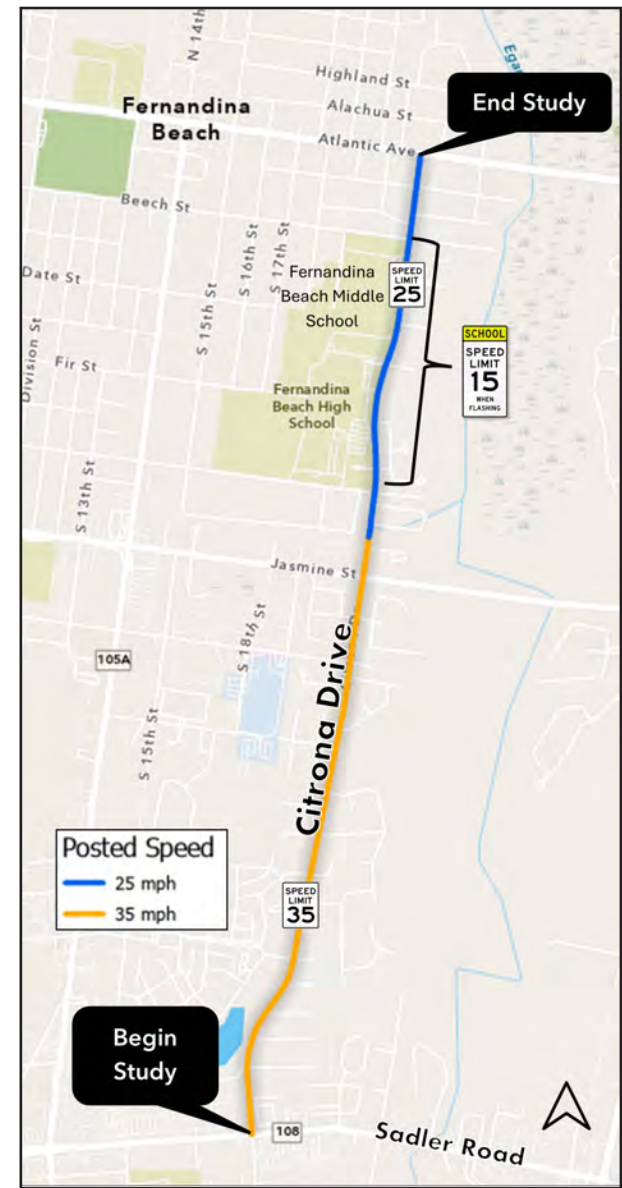
School Zones

There are two schools along the corridor: Fernandina Beach High School and Fernandina Beach Middle School. Their campuses sit adjacent to each other near the northern end of the corridor. There are flashing school zone speed limit signs for each school. However, there are no school zone pavement markings.



School crossing on Citrona Drive. Source: Project Team.

Figure 2-4: Posted Speed and School Zones



Pedestrian and Bicycle Facilities

Pedestrian Facilities

Sidewalks are present along the length of the corridor on at least one side of the roadway (see **Figure 2-5**). Sidewalk characteristics include:

- » Predominately on one side of the roadway (west side)
- » Standard sidewalk width of four feet to six feet
- » Sidewalks are on both sides of the roadway near the school entrances and approaching SR 200/Atlantic Avenue
- » The buffer between the sidewalk and the travel lanes ranges from no buffer to several feet
- » Sidewalks generally appear to be in good condition and well maintained

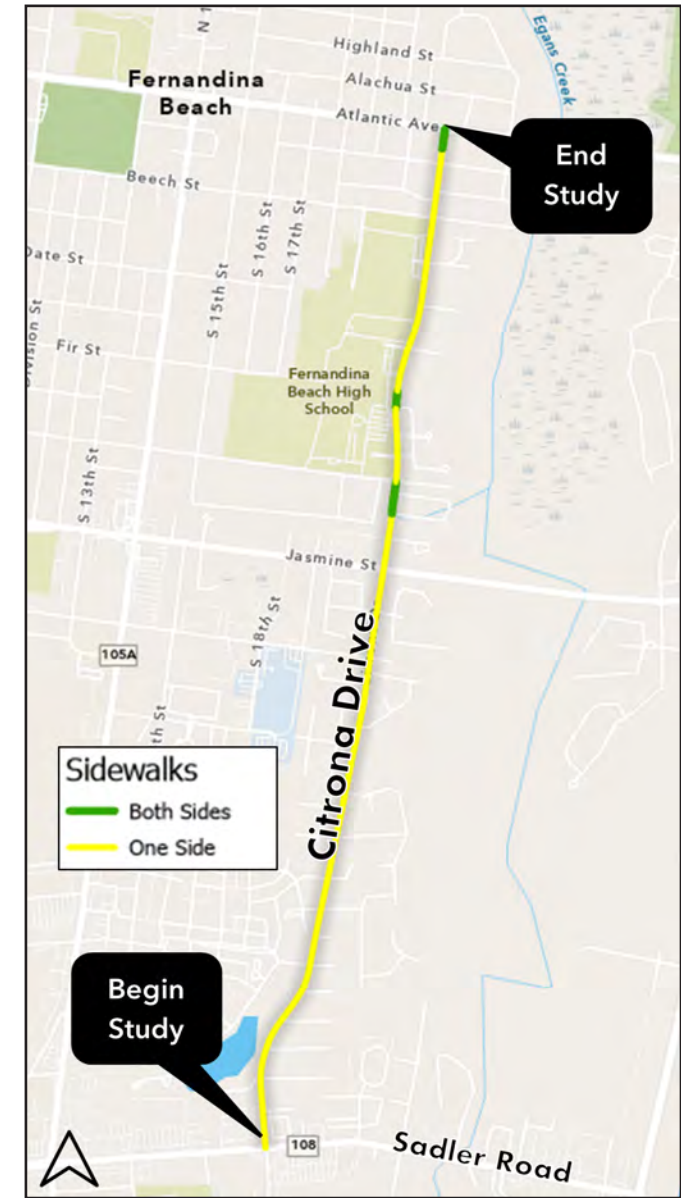
Bicycle Facilities

There are no dedicated bicycle facilities along the corridor.



Person riding bicycle on Citrona Drive. Source: Project Team.

Figure 2-5: Sidewalk Facilities



Trail Facilities

Egans Creek Greenway

The [Egans Creek Greenway](#) is a local environmental asset located just east of the Citrona Drive corridor (see **Figure 2-6**). The greenway consists of over 300 acres of protected lands with a variety of natural wildlife and vegetation to be utilized for conservation and passive recreational use.

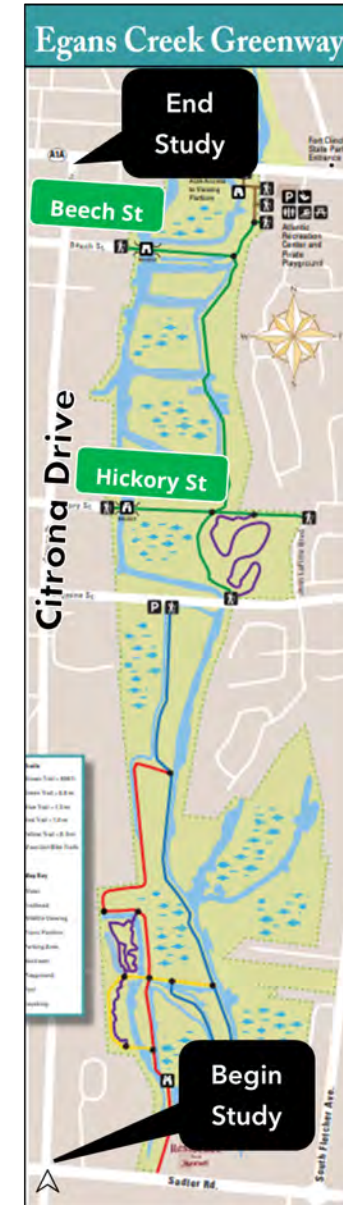
The Egans Creek Greenway is managed by the City of Fernandina Beach Parks and Recreation Department, and features grass-covered trails ideal for walking and biking.

Two pedestrian accesses to the Egans Creek Greenway from Citrona Drive are located at Beech Street and Hickory Street.



Egans Creek Greenway pedestrian access. Source: Project Team.

Figure 2-6: Egans Creek Greenway Map



Intersections

Signalized Intersections

There are no signalized intersections along the corridor (see **Figure 2-7**). However, the southern corridor limits (Citrona and Sadler Road/CR 108) is signalized.

Stop-Controlled Intersections

Two stop-controlled intersections are along the corridor located at the following locations:

» Citrona Drive and Jasmine Street

- » All-way stop
- » Crosswalk only on one side of the intersection

» Citrona Drive and Atlantic Avenue/SR 200

- » One-way stop
- » Note: There is a signalized midblock pedestrian crossing on Atlantic Avenue just west of the intersection

Pedestrian Crossings

Two unsignalized intersections are along the corridor at the following locations:

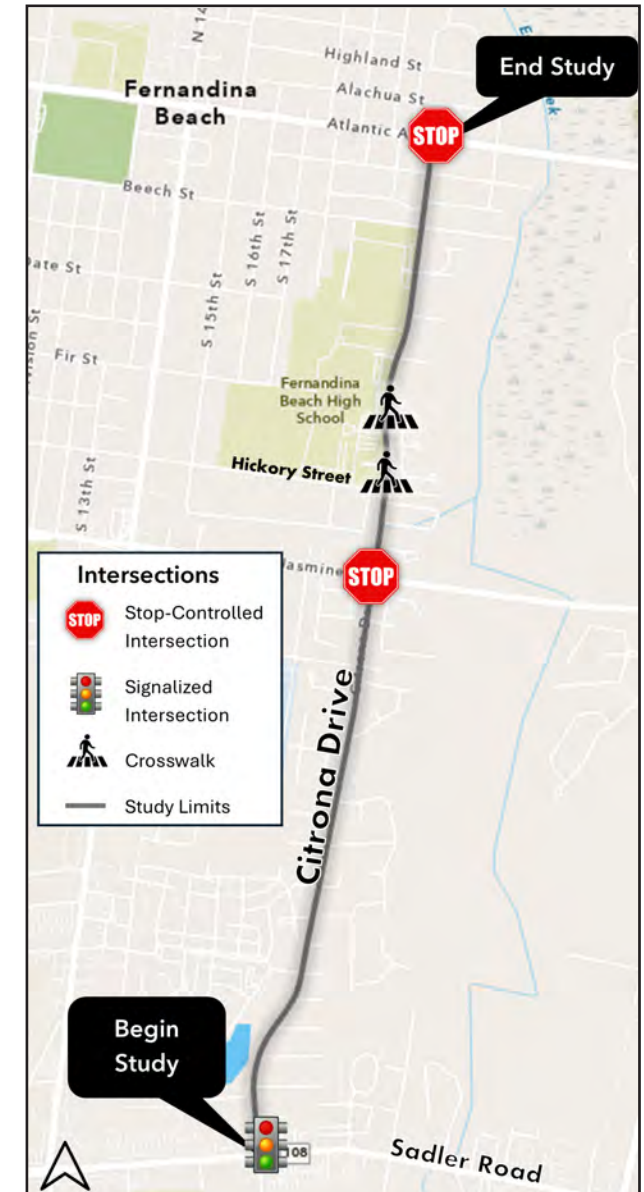
» Citrona Drive and Hickory Street

- » Unsignalized pedestrian crossing for the high school

» Citrona Drive and High School entrance

- » Unsignalized pedestrian crossing for the high school

Figure 2-7: Intersections



Lighting

There is limited street lighting along the corridor. The lighting is primarily located near neighborhood cross streets and entrances and is on existing utility poles. The lighting is sometimes opposite the sidewalk side of the roadway.



Lighting along the sidewalk on Citrona Drive. Source: Project Team.



Lighting away from the sidewalk on Citrona Drive. Source: Project Team.

Drainage

The drainage along the corridor mostly consists of open drainage and swales. However, there is some drainage handled with curb and gutter near the commercial areas and the schools.



Drainage along Citrona Drive. Source: Project Team.



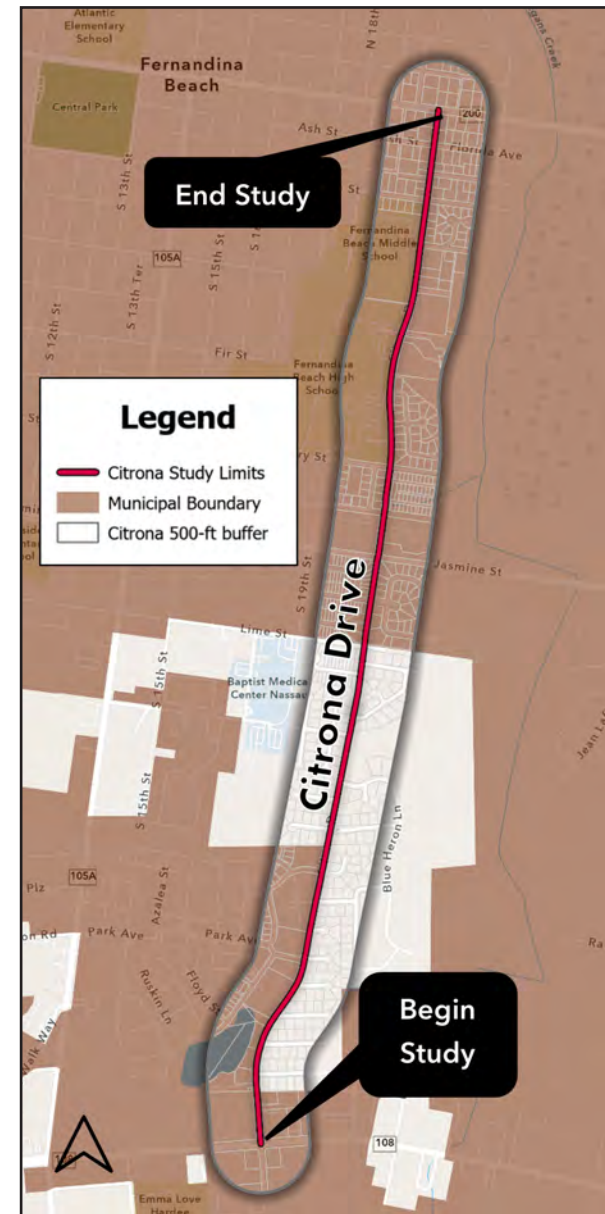
Curb and gutter drainage on Citrona Drive. Source: Project Team.

2.3 Planning and Policy Review

The general planning characteristics and policies are summarized as follows:

- » **Municipality:** City of Fernandina Beach & Unincorporated Nassau County (see **Figure 2-8**)
- » **Existing Land Use:** Primarily residential with public uses mixed throughout
- » **Future Land Use:** Mostly low to medium density residential with some public and institutional (schools) and commercial
- » **Special Planning Districts:** None
- » **Relevant Plan(s):** [Nassau County 2030 Comprehensive Plan](#), [North-east Florida Regional Multimodal Transportation Plan](#), [Nassau County Land Development Code](#)
- » **Planned Trail:** Citrona/Hardee Path
- » **Brownfields:** None
- » **Flood Zone(s):** Flood Zone X and AE
- » **Historic Places:** None on National Register of Historic Places (NRHP), no cemeteries

Figure 2-8: Municipal Boundaries



Planned Trails

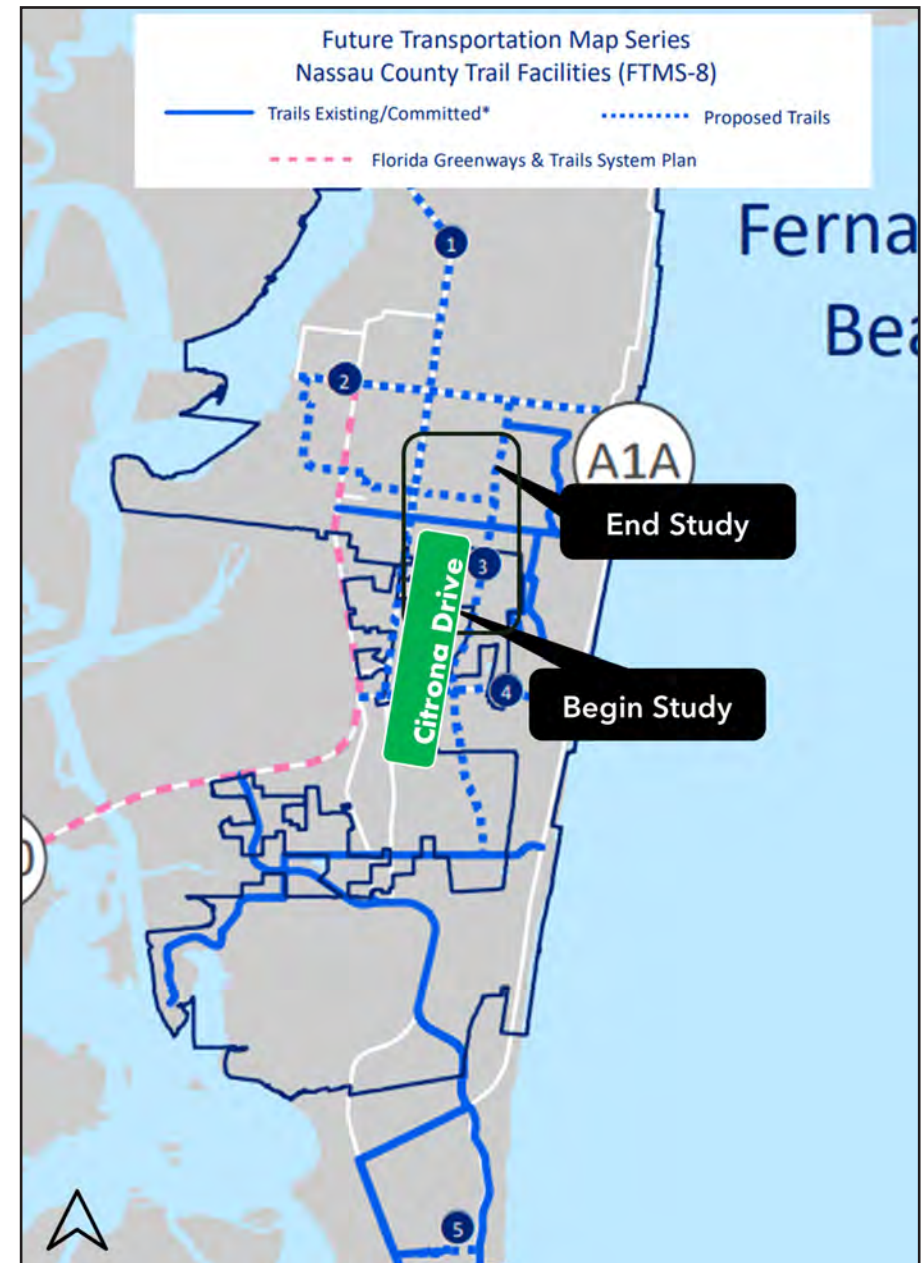
The study limits include a proposed path as part of the Nassau County Future Transportation Map Series (FTMS) Map 8, Project 3 (see **Figure 2-9**).

- » This path is intended to be implemented by new developments constructing a section related to their development. However, the majority of Citrona Drive is currently built-out, with limited new development to construct to the path.
- » Further, the comprehensive plan specifies that 10-foot wide trail shall be built on one side of the roadway and a minimum 6-foot wide sidewalk on the other side.

The language from applicable Policy T.04.02 of the Nassau County 2030 Comprehensive Plan is included below:

Nassau County proposed trails as shown on Map FTMS-8, shall be implemented by requiring developments to construct that section related to their development. Arterial roadways require a minimum 10-foot wide trail on both sides of the roadway. Required trail facilities on all other roadways shown on Map FTMS-8 shall include a 10-foot wide trail on one side of the roadway; a minimum 6-foot wide sidewalk on the opposite side of the roadway. For trails shown on FTMS-8, the County Engineer will determine on which side of the roadway the trail will be located. Such development may receive appropriate credit from recreation impact fees and/or mobility fees.

Figure 2-9: Planned Trails



Existing Land Use

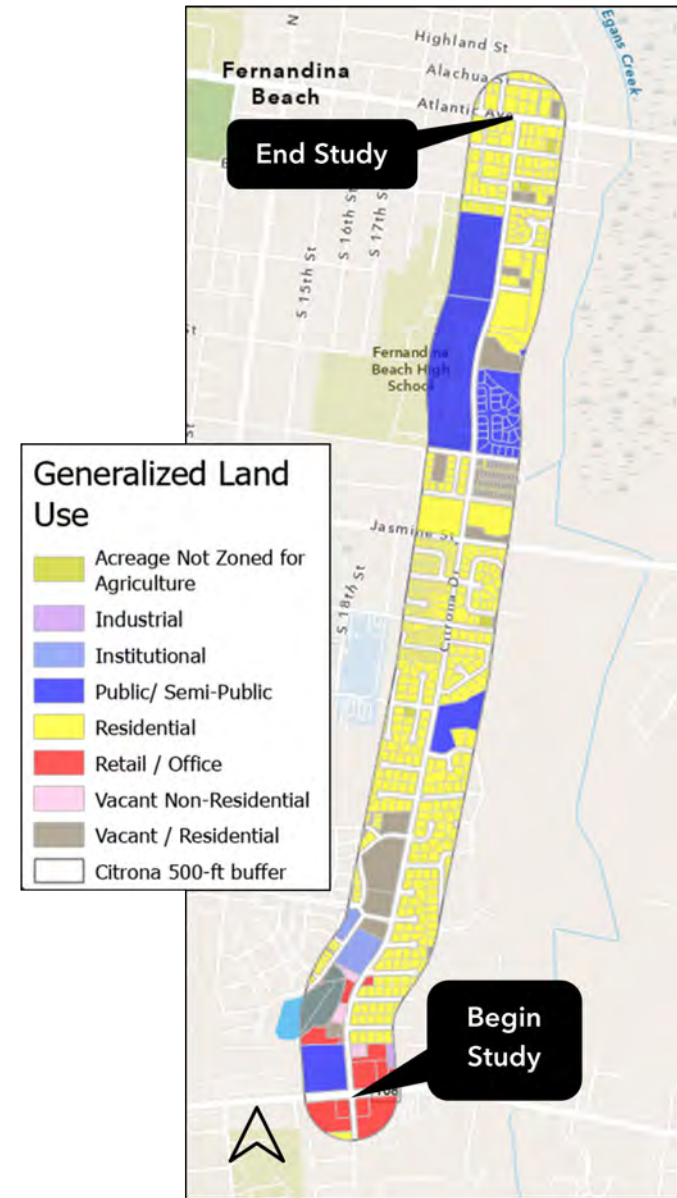
The existing land use along the corridor is primarily single family residential, with several neighborhood streets and entrances located directly on Citrona Drive (see **Figure 2-10**). Additionally, there are some public/semi public land uses (Fernandina Beach Middle and High schools), vacant residential, and commercial uses located near Sadler Road.

The generalized existing land use was determined using the “Generalized Land Use derived from 2019 Florida Parcels” dataset from the GeoPlan Center. The data was created for FDOT and generalizes 99 available land uses into 15 land use classifications.



Existing residential land use on Citrona Drive. Source: Project Team.

Figure 2-10: Existing Land Use



Future Land Use

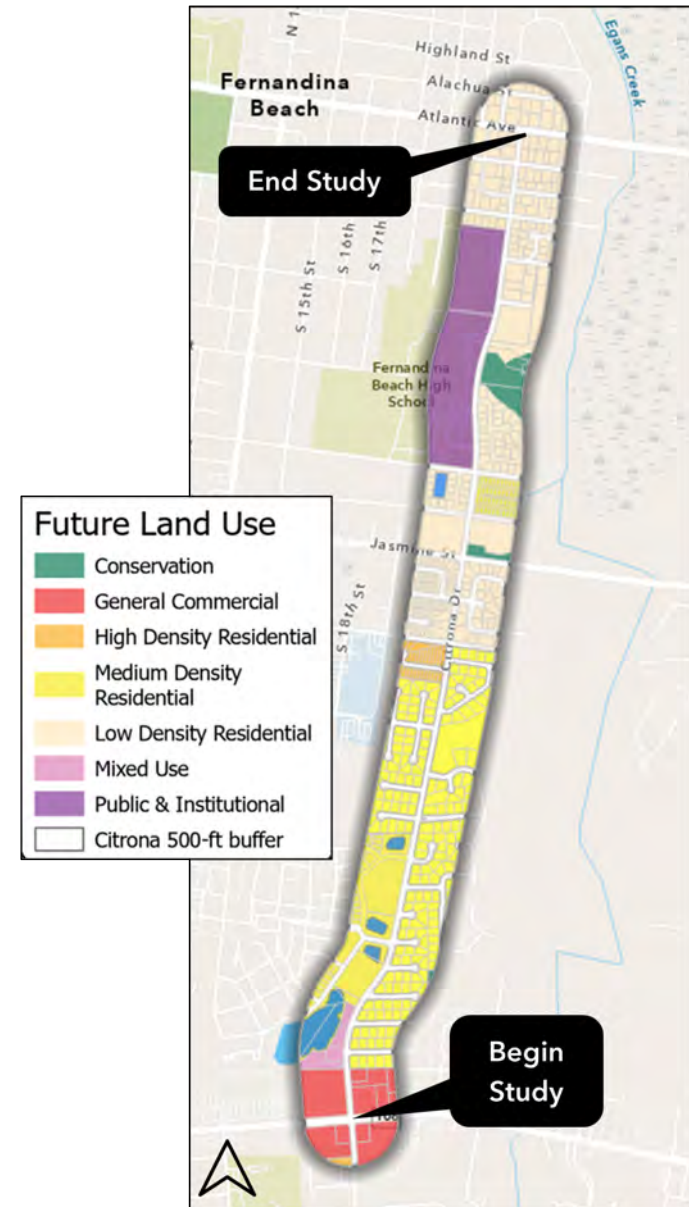
Consistent with the existing land use, the future land use along the corridor is primarily low to medium density residential, with public and institutional land uses (middle and high schools). There is some commercial-designated future land use near Sadler Road.

The future land use data for unincorporated Nassau County was provided by the Nassau County Property Appraiser's office. The future land use data for the City of Fernandina Beach was acquired from the UNC_Future Land Use shapefile obtained from ArcGIS Online. The data was generalized by future land use type and displayed in **Figure 2-11**.



Existing commercial land use on Citrona Drive. Source: Project Team.

Figure 2-11: Future Land Use



Points of Interest

Points of interest along the corridor include the following (see **Figure 2-12**):

» **Two public schools along the corridor:**

- » Fernandina Beach High School
- » Fernandina Beach Middle School

» **One Hospital:** Baptist Medical Center Nassau with access from Citrona Drive/Lime Street

» **Existing Recreational Trail:** Egan's Creek Greenway Trail (unpaved), with two access points along the corridor

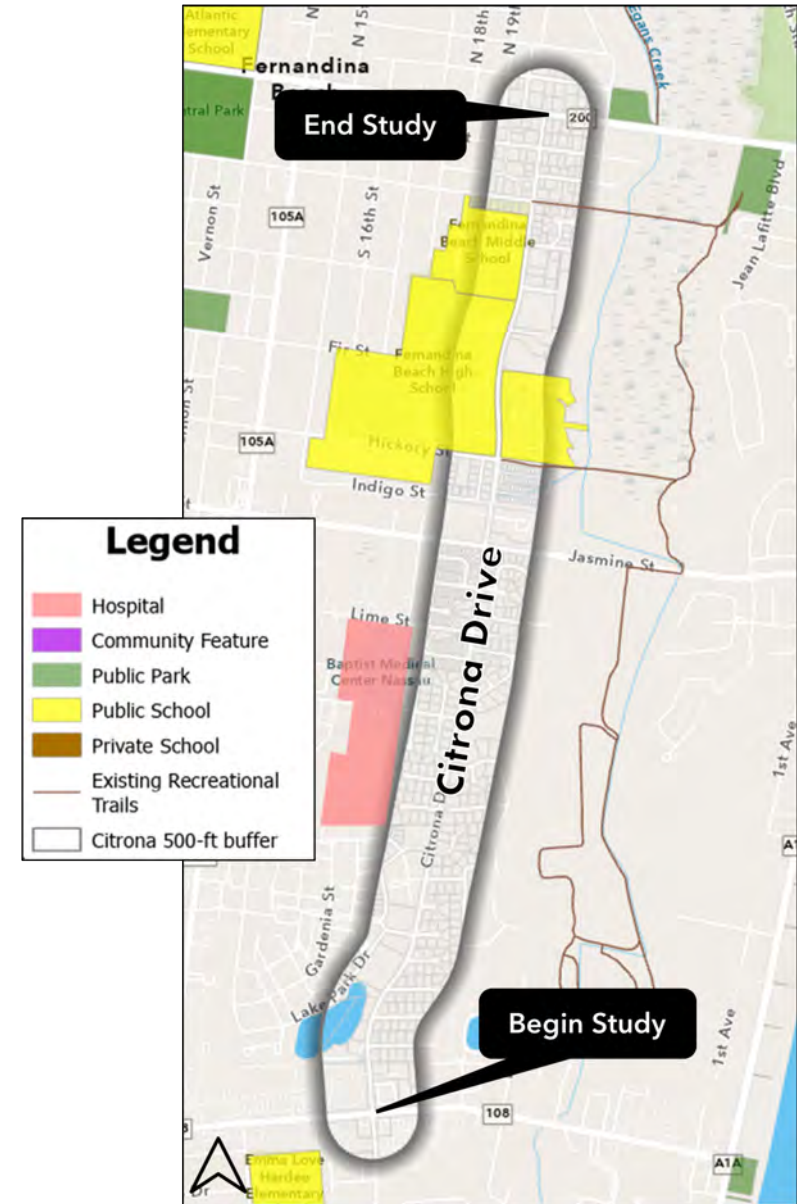
Points of interest near the corridor include:

- » **Parks:** Egan's Creek Park
- » **Public School:** Hardee Elementary



Fernandina Beach High School entrance sign. Source: Project Team.

Figure 2-12: Points of Interest



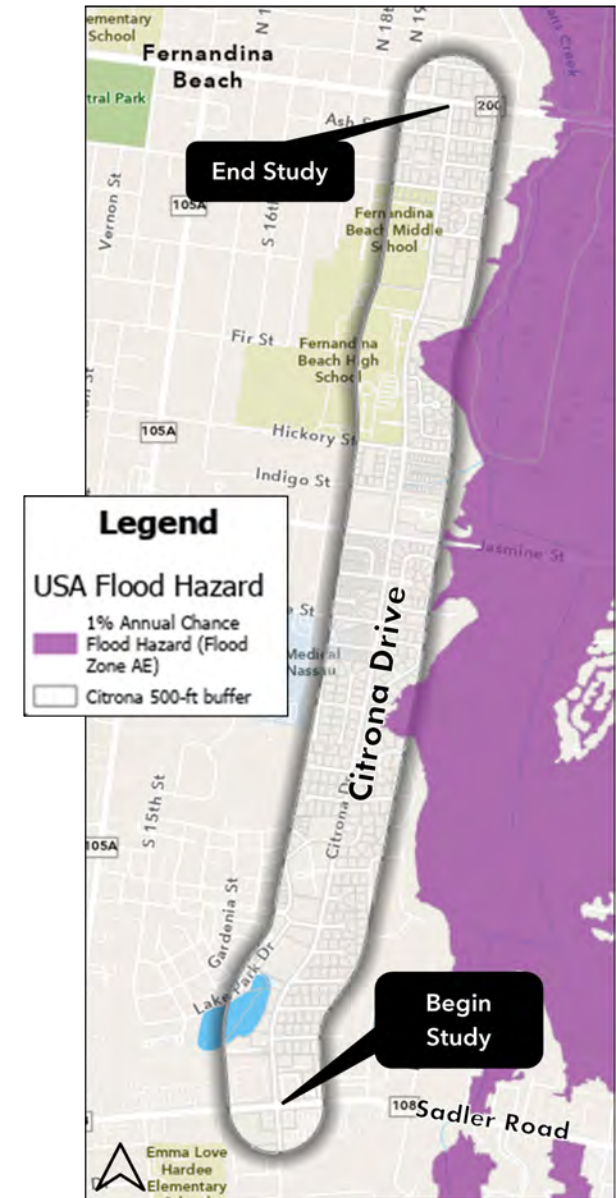
Flood Risk

There is currently limited flood risk along the corridor, with the entire roadway within Flood Zone X (see **Figure 2-13**). There is some Flood Zone AE (1% Annual Chance of Flood Hazard) along the east side of the corridor due to Egans Creek.



Overlook along Egans Creek. Source: Project Team.

Figure 2-13: Flood Risk



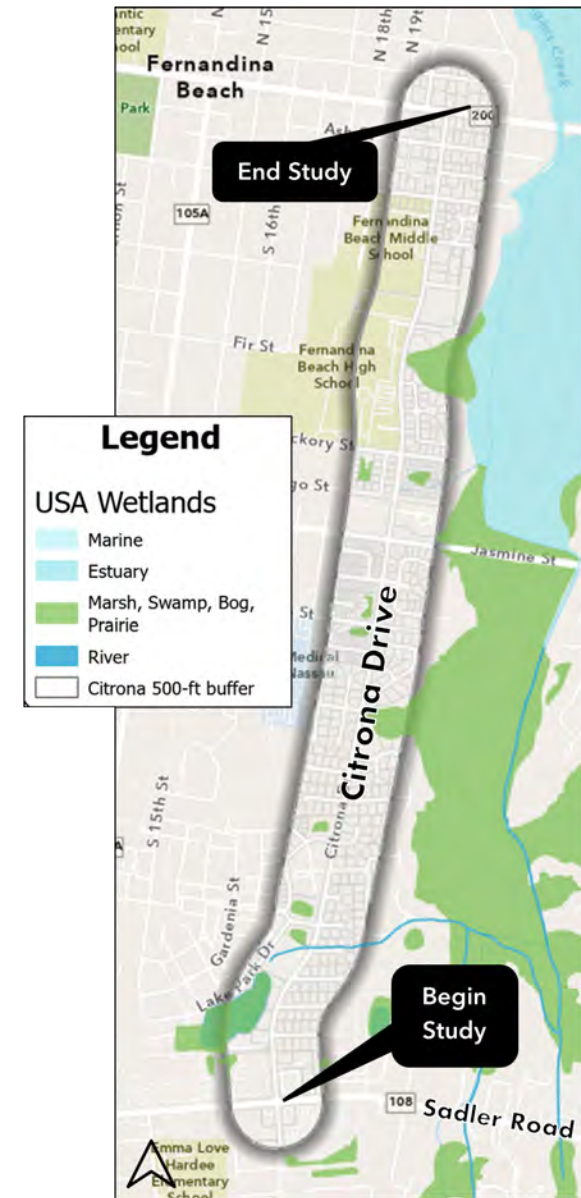
Wetlands

There are limited wetlands along the corridor (see **Figure 2-14**). However, within the vicinity of the corridor there is a presence of Marine; Estuary; Marsh, Swamp Bog, Prairie; and River identified wetlands within the vicinity of the roadway.



Yellow rat snake near the wetlands of Egans Creek.

Figure 2-14: Wetlands



2.4 Field Review

A field visit to the corridor was completed by the study team, Wednesday, November 19, 2025. The purpose of the visit was to gain firsthand insight into existing conditions along Citrona Drive and to document the corridor's current characteristics.

Findings from the field visit have been organized into a Strengths, Weaknesses, Opportunities, and Threats (SWOT) assessment to summarize key observations.



Field visit staff. Source: Project Team.



Strengths

Existing corridor characteristics that support safe, efficient, and accessible travel.

Weaknesses

Current corridor conditions that limit safety, access, comfort, or performance.



Opportunities

Emerging trends, needs, or future changes that could improve corridor mobility and safety.



Threats

Conditions or influences that could constrain, complicate, or delay corridor improvements.





Strengths

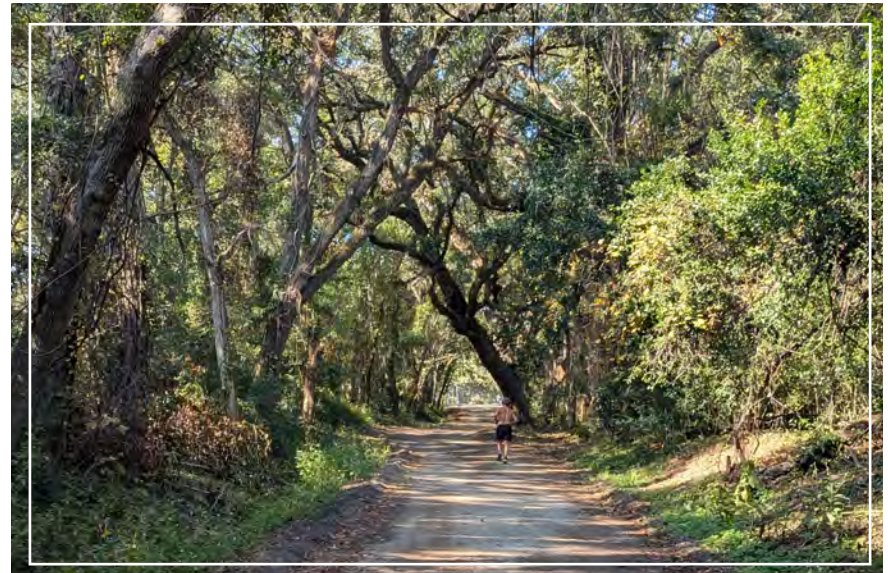
Existing corridor characteristics that support safe, efficient, and accessible travel.

Strengths

- » **Corridor Character and Aesthetics:** Corridor is characterized as an aesthetic, mature street with large trees and shade.
- » **Existing Mix of Modes:** Numerous people were observed biking and walking along the corridor on the sidewalk and along the roadway. Many bicyclists appeared experienced and confident using the full travel lanes for maneuvers.
- » **Level of Comfort:** The study team generally felt safe while walking the corridor.
- » **Low Speeds and Low Traffic:** Low traffic volumes are observed along the corridor with low travel speeds.
- » **Natural Resources:** The proximity to the Egan's Creek Greenway is a major asset to the corridor.
- » **Points of Interest:** Citrona Drive is a key community corridor with a variety of destinations including schools, Egan's Creek Greenway, hospital access, commercial and office opportunities, neighborhoods, the YMCA, and hospital access.



People biking on Citrona Drive. Source: Project Team.



Person running along Egan's Creek Greenway. Source: Project Team.



Weaknesses

Current corridor conditions that limit safety, access, comfort, or performance.

Weaknesses

- » **School Zones:** School zones appear to be minimally marked. The existing school zone signs are placed far off the road and in the shade. There are no on-street markings for either school.
- » **Narrow Pedestrian Facilities with Minimal Buffers:** Some areas along Citrona have a narrow sidewalk (less than 6-feet) with minimal to no buffer from the travel lanes.
- » **Lack of Dedicated Bicycle Facilities:** There are no dedicated bicycle facilities along Citrona Drive.
- » **Lighting:** There is minimal street lighting. Some lighting is on the opposite side of the roadway from the sidewalk.
- » **Minimal Wayfinding/Corridor Identity:** Minimal wayfinding signs are along the corridor to highlight the POIs and key facilities



Person riding a bicycle adjacent to traffic on Citrona Drive. Source: Project Team.



Sidewalk adjacent to traffic on Citrona Drive. Source: Project Team.

Opportunities

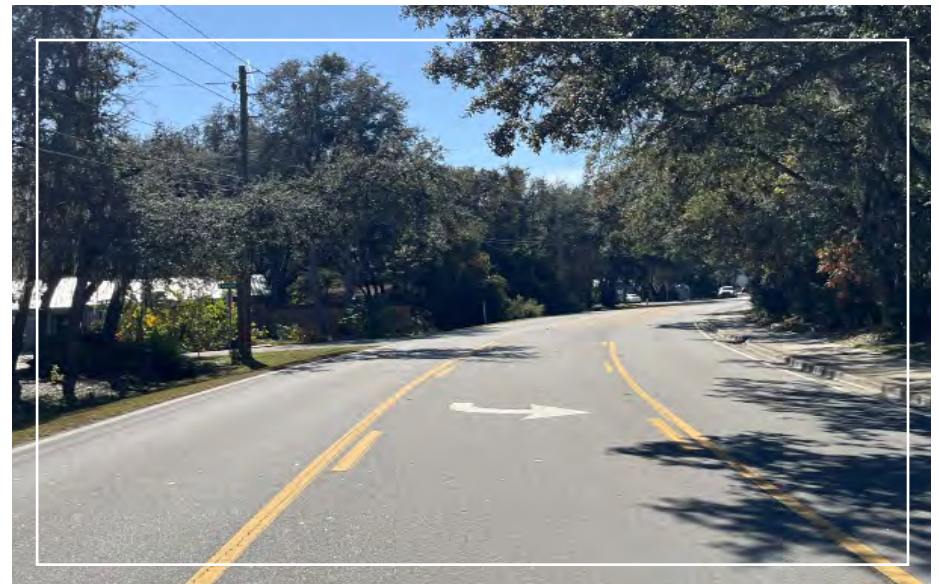
Emerging trends, needs, or future changes that could improve corridor mobility and safety.

Opportunities

- » **Egan's Creek Accesses:** Two non-vehicular accesses to the Egans Creek Greenway are along the corridor. These are key community features that should be highlighted. Accesses/trailheads can be enhanced for visibility, safety, placemaking, and wayfinding.
- » **Midblock Crossing Enhancements:** With the school zones, YMCA, Egans Creek accesses, there are opportunities to enhance the mid-block crossing frequency and safety/visibility features.
- » **Center Turn Lane Eliminations/ROW Opportunities:** Due to the low speeds and traffic volumes along the corridor, there are opportunities to repurpose existing center turn lanes and right turn lanes to add multi-modal features.
- » **Placemaking Along Corridor:** Opportunities for corridor character enhancements to emphasize the sense of place and community assets are along the corridor.



Egans Creek Greenway access. Source: Project Team.



Center turn lane on Citrona Drive. Source: Project Team.



T

Threats

Conditions or influences that could constrain, complicate, or delay corridor improvements.

Threats

» **Limited ROW:** The right-of-way along the corridor is limited to approximately 60-feet, with the amount of available ROW varying. This poses constraints on the type of redesign options available to increase multimodal facilities.

» **Utilities:** Utility poles are primarily located along the east side of Citrona Drive, where expanded bicycle and pedestrian facilities would likely be located. These utility poles introduce a design variable to be addressed during the construction of any improvements.



Utilities along Citrona Drive. Source: Project Team.



Constrained right-of-way Citrona Drive. Source: Project Team.



3.0 Safety Review & Analysis



3.0 Safety Review & Analysis

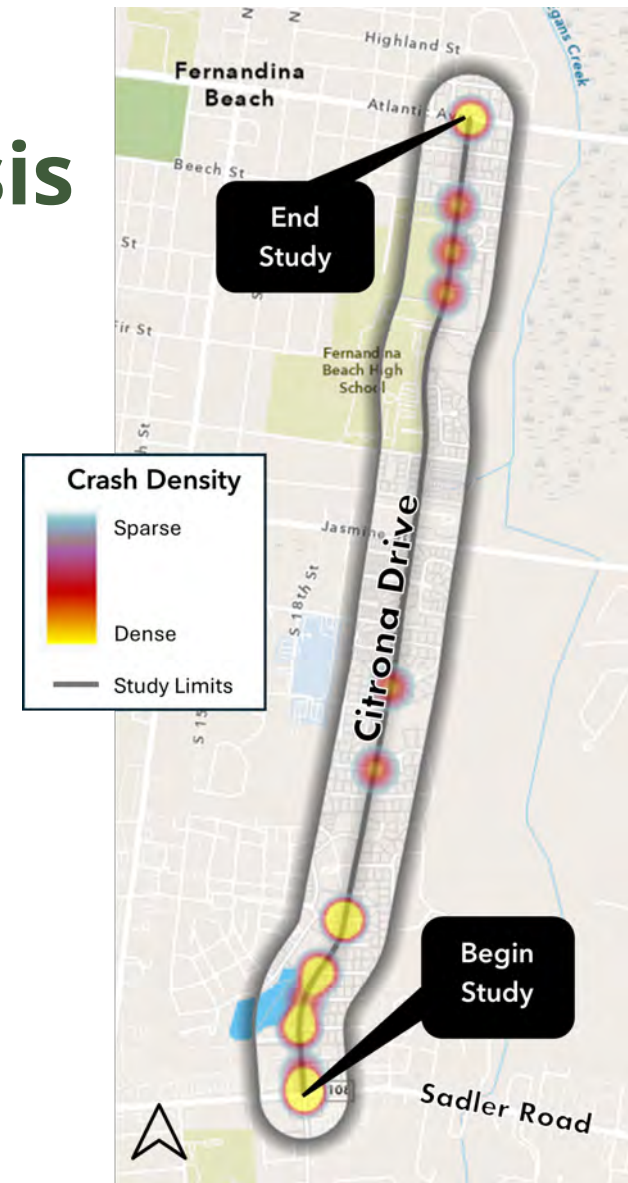
A safety review and analysis was conducted using the previous five years of crash data downloaded from the Signal 4 Analytics (S4) database. General crash trends are summarized below and further detailed in this section.

- » There were **19 total crashes** along the corridor, ranging from three (3) to six (6) crashes per year.
- » One (1) crash resulted in a **serious injury**.
- » No crashes resulted in a **fatality**.
- » The most common types of crashes were **Rear End and Off Road**, with four (4) crashes each.
- » There were no reported crashes involving **people walking or biking**.
- » A majority of the crashes occurred at an **intersection**.
- » Most crashes occurred during **daylight and clear weather conditions**.
- » Crashes most often occurred between **12 and 4 PM**.
- » Common crash days were **Thursdays and Fridays**.
- » Most crashes were attributed to **careless driving**.

Crash Density

Crashes were concentrated along the southern end of the corridor near Citrona Drive and Sadler Road, which may be due to the proximity of key points of interests such as commercial areas, office complexes, and the McArthur Family YMCA. Several crashes also occurred at the Citrona Drive/Atlantic Avenue intersection.

Figure 3-1: Crash Density



Crash Severity

No fatal crashes were reported along the study corridor in the five year period between 2020 and 2024. The crashes resulted in the following severities:

- » **Incapacitating Injury:** One (1) crash resulted in an incapacitating injury. This was reportedly due to the driver falling asleep at the wheel.
- » **Non-Incapacitating Injury:** Three (3) crashes resulted in non-serious injuries.
- » **Possible Injury:** Two (2) crashes resulted in possible injuries.
- » **No Injuries:** The 13 remaining crashes resulted in property damage only (PDO) with no reported injuries.

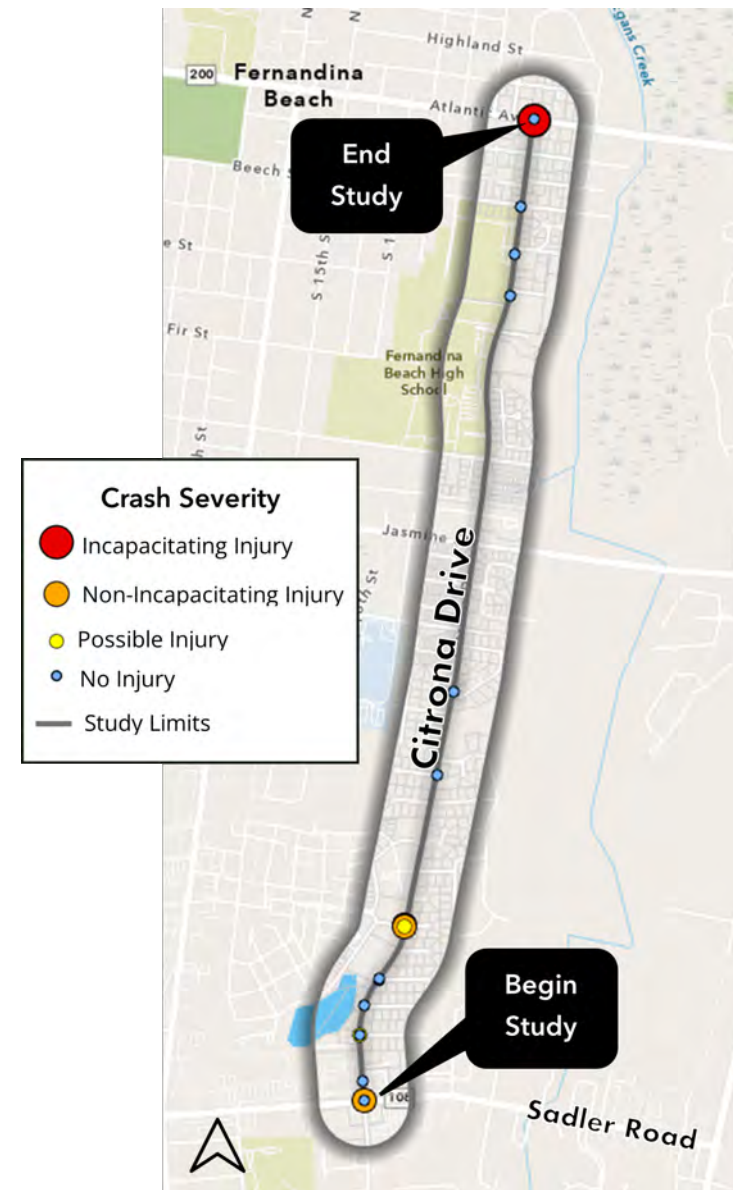
High Crash Location- Citrona Drive at Atlantic Avenue

Since 2016, four crashes have occurred at the intersection of Citrona Drive and Atlantic Avenue that resulted in vehicles leaving the roadway and impacting the single family residence on the north side of the intersection (See photo below). Following the latest crash in July 2025, rumble strips and enhanced signage included a flashing beacon where installed.



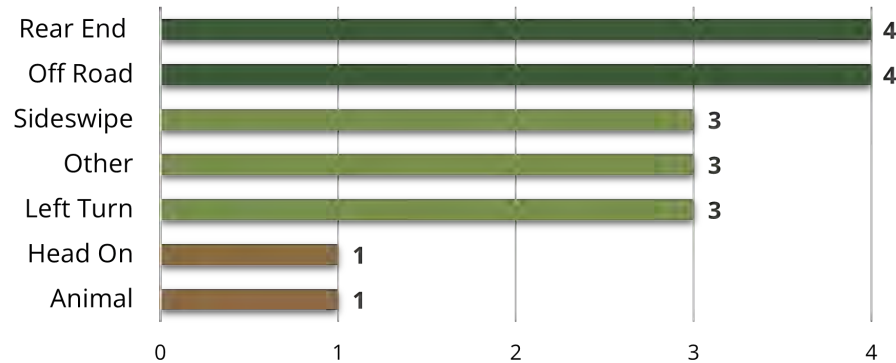
Photo of residence impacted by multiple crashes. Source: Project Team.

Figure 3-2: Crash Severity



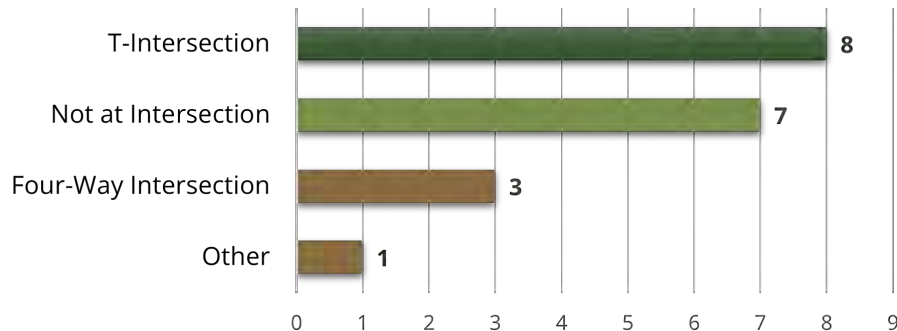
Crash Type

The two most common crash types were **Rear End** and **Off Road**, with four (4) crashes each. Sideswipe, Other, and Left Turn crashes were also common, with three (3) crashes each. There were no bicycle and pedestrian crashes.



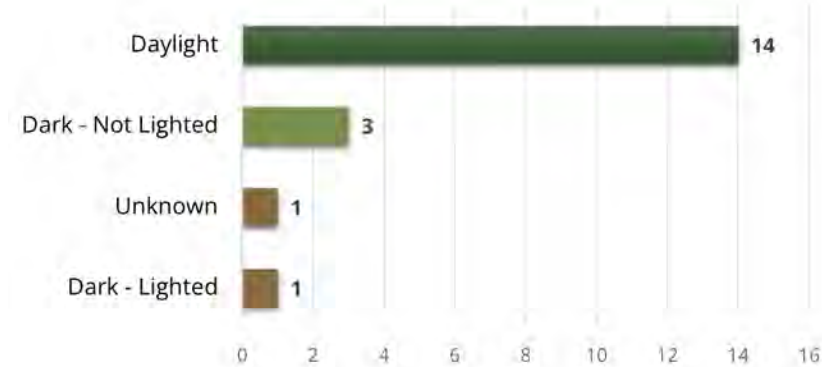
Intersection Type

A majority of crashes occurred at an **intersection** (11 crashes, 58%). Eight (8) crashes (42%) occurred at a **T-Intersection** and three (3) crashes (16%) occurred at a **Four-Way Intersection**.



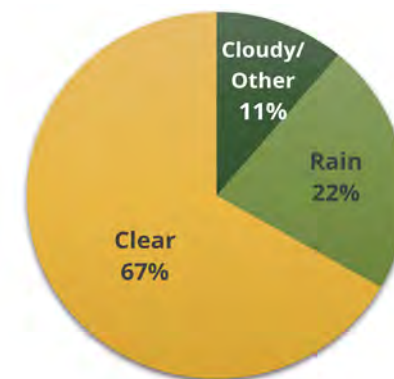
Light Condition

A majority of crashes occurred during **Daylight** conditions (14 crashes, 74%). The remaining crashes occurred in either **Dark - Not Lighted** (3 crashes) conditions or **Dark - Lighted** (1 crash) conditions.



Weather Condition

A majority of crashes occurred during **Clear** conditions (12 crashes, 63%). Four (4) of the crashes (21%) occurred in **Rainy** conditions. The remaining two crashes (11%) were either in **Cloudy/Other** conditions.





4.0 Public Involvement



4.0 Public Involvement

Public involvement is a key component of any transportation planning study, as it helps ensure that proposed improvements reflect the needs and experiences of the people who frequent the corridor. As part of the public involvement process for the *Citrona Drive Corridor Redesign Study*, the study team hosted a public meeting to solicit feedback from users of the corridor.

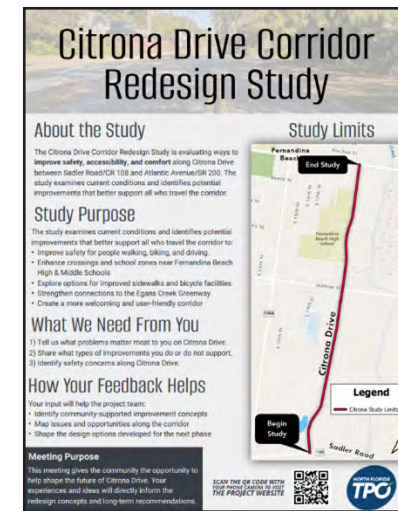
The public meeting was held Wednesday, February 25, 2026 from 6 to 7 PM at the Atlantic Recreation Center Auditorium in Fernandina Beach. The meeting created the opportunity for community members to learn about the project, ask questions, and provide direct input. Staff from the consultancy, North Florida TPO, Nassau County, and City of Fernandina Beach were present to share information, answer questions, and listen to input from the community. There were 31 participants at the meeting.

Meeting Advertisement and Promotion

As the study focused on conditions along Citrona Drive, outreach efforts were aimed at reaching people who regularly travel the corridor. Meeting promotion included distributing fyers at key locations along the corridor by project staff, posts through the North Florida TPO's social media channels, outreach to media and agency partners, and announcements in the TPO's monthly newsletter. These efforts helped ensure that the meeting reached community members with firsthand.

Engagement Goals

The primary goals of the public meeting were to 1) Identify **community-supported transportation improvement types** for Citrona Drive, and 2) Understand **where** along the corridor issues and opportunities exist. Secondary goals of the meeting were to identify any safety concerns, and also potentially understand differences in preferences by user type.



Meeting flyer. Source: Project Team.



Photo during public meeting. Source: Project Team.

Meeting Format

The meeting was an open house-style format. A brief presentation was delivered by consultant and TPO staff. Meeting participants were then invited to participate in self-guided stations dispersed around the room with the following activities:

- » **Visual Preference Voting:** Two boards with images of various corridor enhancements. Each participant was given two green dots and two red dots to vote for their most preferred and least preferred enhancements.
- » **Corridor Comment Map:** Large, printed aerial map of Citrona Drive (spanning over eight-foot long). Meeting participants had the opportunity to write site-specific notes along the corridor.
- » **Guided Thought Wall:** Featured a board with two questions on it for participants to respond to: 1) "What is your biggest concern on Citrona Drive?" and 2) "What one change would most improve Citrona Drive?". Participants wrote their responses on post-it notes and placed them under the prompts.
- » **General Comment Sheet:** A blank comment form was provided to each participant for them to write anything else to project team about the corridor.

Summary Meeting Results

Feedback gathered through the meeting's activity stations reflected a clear desire for safer and more comfortable options for people walking and biking along Citrona Drive, especially around schools and key intersections. Participants consistently prioritized **dedicated space for bicyclists and pedestrians**, with strong support for traditional bike lanes, shared use paths, and physical separation from traffic. Comments on the thought wall and corridor map reinforced concerns about **stop compliance issues, visibility challenges, and driver behavior** at several intersections, as well as frequent conflicts between pedestrians and e bikes on narrow sidewalks. Residents also emphasized the importance of **connecting schools to the Greenway and downtown trail network**, improving crossing safety for students, and addressing localized needs such as drainage, lighting, and better-defined crossings at high traffic locations. Overall, community input indicated strong support for mobility and safety improvements that provide predictable, dedicated space for non motorized users while enhancing connectivity throughout the corridor.

The meeting results are further detailed in this section.



Photo during public meeting. Source: Project Team.



Photo during public meeting. Source: Project Team.

4.1 Visual Preference Survey

A Visual Preference Survey was utilized to help identify which potential corridor treatments the community viewed most favorably and least favorably. Two boards displayed images of various safety, mobility, and streetscape options. Participants used green and red dots to mark the treatments they preferred and those they did not. This activity offered a quick way to compare reactions across multiple concepts and helped indicate which improvement types may align best with community priorities.

Key Findings

The following summarizes the key findings from the Visual Preference Survey:

- » **Bicycle and Pedestrian Facilities:** Participants expressed the strongest support for bicycle and pedestrian facilities, particularly traditional bike lanes, shared use paths, and physical traffic separation, which collectively received the highest number of green dots and the lowest opposition.
- » **Crossing and Traffic Calming Treatments:** Produced mixed responses, indicating varied levels of comfort with elements such as raised crosswalks and curb tightening.
- » **Lighting and Visibility Improvements:** Received minimal support, with participants responding more favorably to general lighting upgrades than to specialized illumination treatments.
- » **Streetscape & Amenities Improvements:** Improvements such as landscaping, shade structures, benches, and wayfinding signage received comparatively low levels of support, suggesting that community priorities are focused more on core mobility and safety improvements than on aesthetic or comfort-oriented enhancements at this stage of the study.



Visual Preference Survey voting. Source: Project Team.

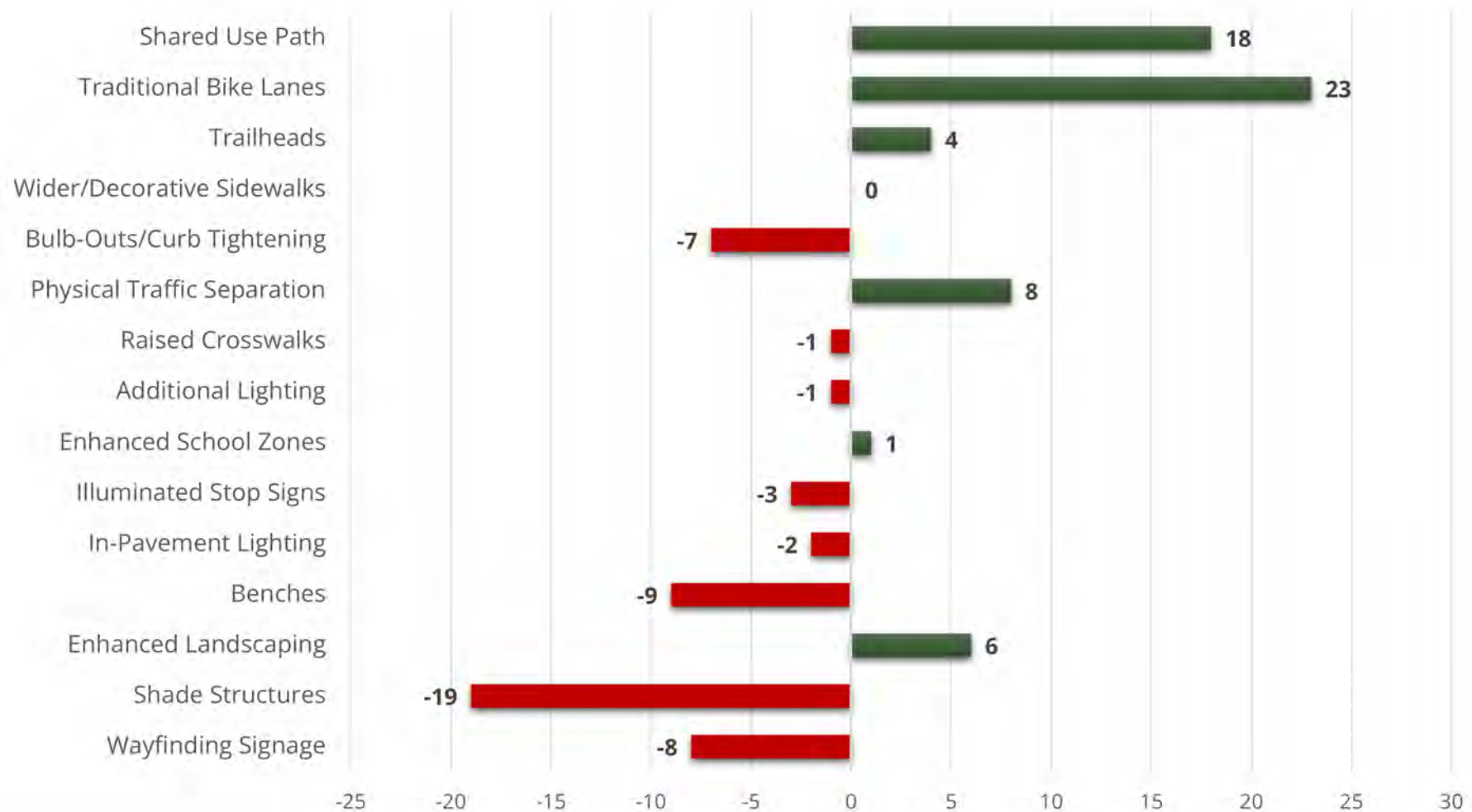


Visual Preference Survey results. Source: Project Team.

Summary Results

The summary results were translated into net support for each treatment. Net support reflects overall preference for each treatment, calculated as green dots minus red dots. **Figure 4-1** below shows how each option performed based on this measure. Traditional bike lanes and shared use paths had the highest support, with scores of 23 and 18, respectively. Shade structures scored the lowest, with a score of -19.

Figure 4-1: Net Support by Treatment



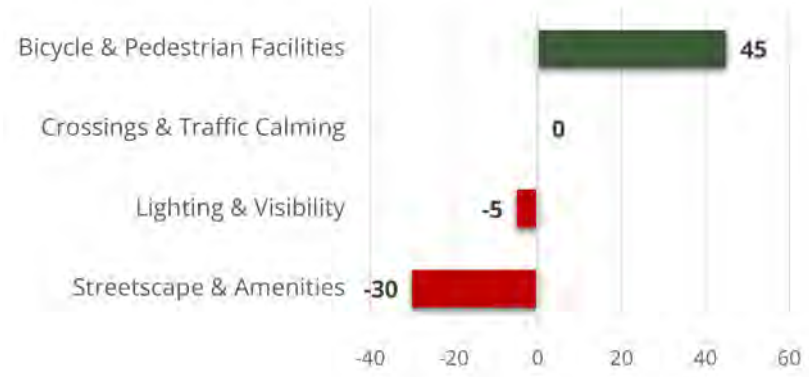
Results by Treatment Category

To further illustrate the findings of the visual preference survey, the results are provided for each treatment organized by treatment category in this section. The four treatment types are bicycle and pedestrian facilities, crossing and traffic calming treatments, lighting and visibility improvements, and streetscape and amenities.



Figure 4-2 displays the net support by category. Bicycle and Pedestrian Facilities scored overwhelmingly favorable, with a net score of 45. Conversely, Streetscape & Amenities scored largely unfavorably, with a net score of -30. Crossings and Traffic Calming scored neutrally, with a net score of 0. Lighting and Visibility scored slightly negative, with a score of -5.

Figure 4-2: Net Support by Category



Results by Treatment

This section displays each treatment and their respective voting results for each color dot.

Shared Use Path



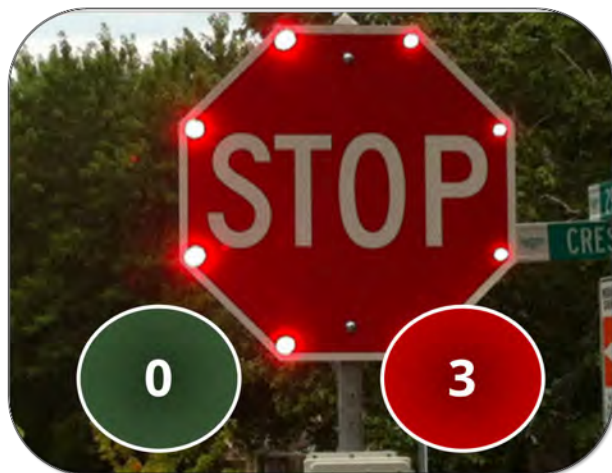
Raised Crosswalks



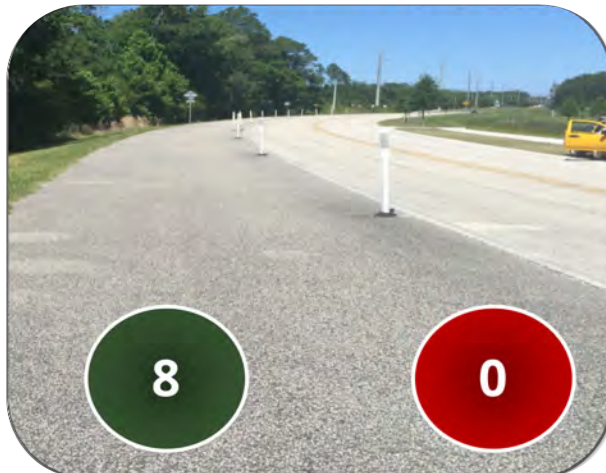
Enhanced School Zones



Illuminated Stop Sign



Physical Traffic Separation



Bulb-Outs/Curb Tightening



Wayfinding Signage



Additional Lighting*

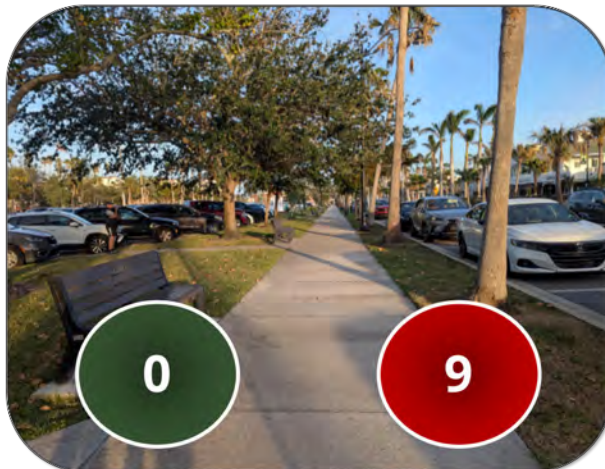


* Note: Residents mentioned concerns with additional utility-style lighting shining in their windows.

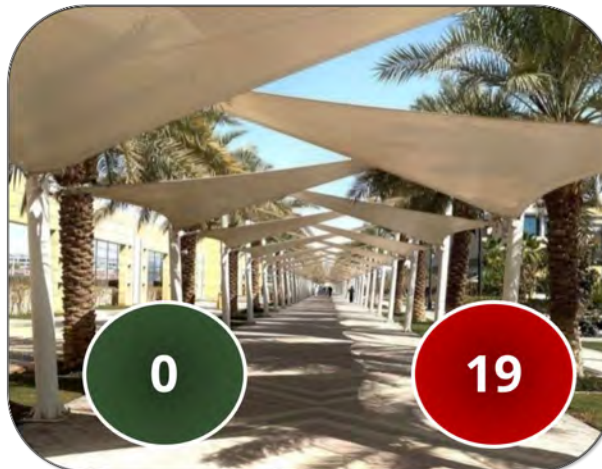
Trailheads



Benches



Shade Structures*



* Note: Multiple meeting participants stated that there was enough natural shade on the corridor and shade structures would be unnecessary or "not needed".

In-Pavement Lighting



Wider/Decorative Sidewalks



Enhanced Landscaping



Traditional Bike Lanes

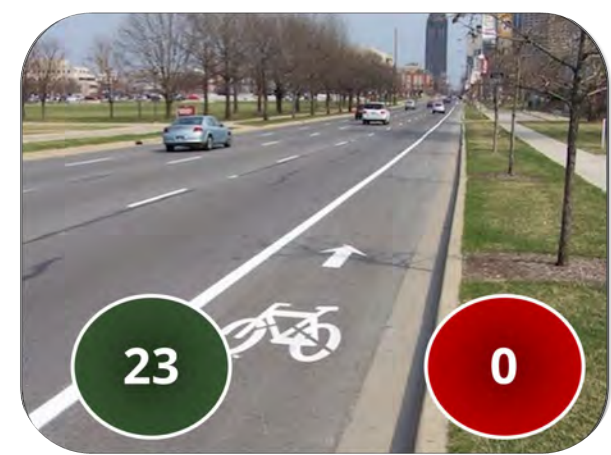


Photo during public meeting. Source: Project Team.



Photo during public meeting. Source: Project Team.

4.2 Corridor Comment Map

Two eight-foot long maps of the corridor were provided. The purpose of these maps was to allow meeting participants the opportunity to provide site-specific comments on the map.

Mapped comments revealed a range of location specific issues along Citrona Drive, with the highest number of notes focused on **intersection safety**, **bicycle facility gaps**, and **school related safety concerns**. Participants also emphasized the importance of strengthening **trail and Greenway connectivity**, especially between schools and downtown. Other noted needs included improved **lighting**, **stormwater management**, and **safer turning movements** at commercial access points.

A smaller number of comments discussed corridor aesthetics and the desire to avoid excessive signage or rumble strips. Collectively, these comments highlight user interest in a safer, more connected, and context sensitive corridor.



Photo during public meeting. Source: Project Team.



Corridor comment map. Source: Project Team.

Comment Theme Frequency

To better understand the patterns within the location based comments, each note placed on the corridor map was categorized by its primary theme. The resulting frequency table (**Table 4-1**) summarizes how often key issues were raised across the corridor, highlighting the topics that appeared most consistently during the public meeting. While the number of mentions is not meant to represent a statistical measure, it provides a snapshot of which concerns surfaced most often and where community attention is focused.

Table 4-1: Map Comment Theme

Comment Theme		Count	Details
Intersection Safety & Visibility		8	Atlantic Avenue, Jasmine, Lime, Shellcove Road, Sadler Road, USPS/Walgreens
Bicycle Facility Gaps & Conflict Points		8	Missing bike lane segments, bad bike crossings, poor visibility
School-Related Travel & Student Safety		7	FBHS, FBMS, ELH; heavy student vehicle traffic; unsafe crossings
Trail & Greenway Connectivity		6	Beech St, Hickory, Neptune Ct, corridor-long requests
Traffic Operations & Turning Movements		5	Sadler, YMCA, Walgreens/USPS access, general turning issues
Lighting & Visibility Needs		3	Corridor south of Lime, Lime St reflectors, YMCA visibility
Stormwater & Drainage Issues		3	South of Florida Ave, FBMS, South of Jasmine
Corridor Aesthetic & Signage Concerns		2	Atlantic Ave “busy” signage, avoid over-compensating with engineered safety features
Comment Total		42	-

Across all map comments, safety related themes, particularly intersection issues, missing or inconsistent bike facilities, and school area concerns, were raised far more often than any other topic, highlighting the community's strong focus on multimodal safety and predictable travel conditions. Connectivity to the Greenway and broader trail system also appeared often, reflecting interest in a more continuous north-south active transportation route. In contrast, themes such as drainage, lighting, aesthetics, and utilities were mentioned only a handful of times, suggesting these needs are more localized rather than corridor wide priorities.

Comment Theme Details

Below provides further details about comments received in each of the comment theme categories.



Intersection Safety & Visibility (8 comments)

Meeting participants identified several conflict-prone intersections where stop compliance, visibility limitations, or confusing signage create safety risks. Key locations and issues include:

» Citrona & Atlantic Avenue

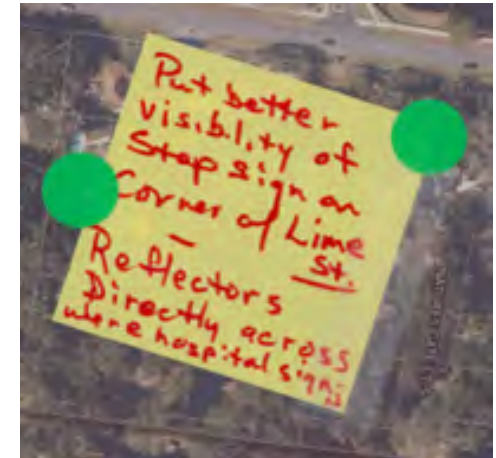
- » Complaints about rumble strips and noise
- » Mixed views on high profile stop signs and flashing lights
- » Visibility issues due to hill
- » Requests for speed bumps / residential protection

» Jasmine Street — Frequent rolling stops, near misses

» Lime Street — Stop sign visibility and reflector needs

» 2201 Shellcove Road — Recent crash; requests for bollards or guardrail

» USPS/Walgreens access — Unsignalized pedestrian crossing



Map comment. Source: Project Team.



Bicycle Facility Gaps & Conflict Points (8 comments)

Meeting participants identified conflict-prone intersections where stop compliance, visibility limitations, or confusing signage create safety risks. Key locations and issues include:

» South of Orca Ct — Missing bike lane

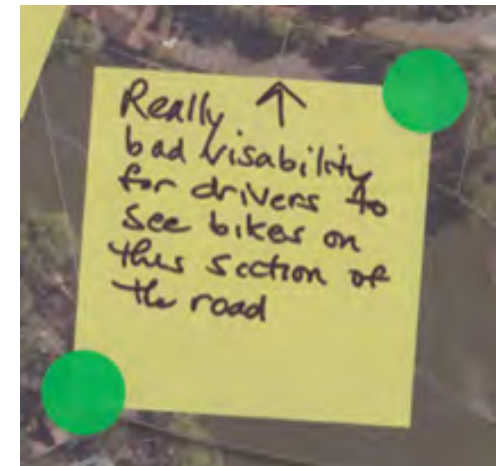
» South-North of Talbot Ct — Poor visibility between drivers and cyclists

» Sadler Road

- » "Bad bike crossing"
- » Signal not responsive to cyclists
- » Traffic turning across bicyclists

» Will Hardee Connection — A preferred bike corridor alternative

» General Corridor — Calls to keep the path on one side to reduce crossings



Map comment. Source: Project Team.



School Related Travel & Student Safety (7 comments)

Meeting participants noted that the middle and high schools along the corridor are major generators of traffic and safety concerns, especially regarding crossings and mixing of vehicles, bicycles, and students walking. Key locations and issues include:

- » **Fernandina Beach Middle School (FBMS):** Bike/ped conflicts
- » **Fernandina Beach High School (FBHS)**
 - » High volumes of student vehicles
 - » Students crossing trail / roadway
 - » Requests for a signalized student crossing
 - » Interest in student safety education
- » **Sadler Road:** Nearby ELH school contributes to student travel on Citrona



Trail & Greenway Connectivity (6 comments)

Meeting participants view Citrona as a critical link in the island wide trail and Greenway network, with strong support for improved access and fewer road crossings. Key notes and locations:

- » **Beech Street:** Desired Greenway bridge connection
- » **Hickory Street:** Desired Greenway bridge connection
- » **Neptune Court:** Opportunity for new Greenway access
- » **Citrona from Hickory to Jasmine:** Strong desire for multi use path connecting schools to downtown
- » **General Corridor:** "Keep the trail on one side" to minimize crossings



Traffic Operations & Turning Movements (5 comments)

Meeting participants highlighted several access points and intersections where turning movements feel unpredictable or unsafe. Key locations:

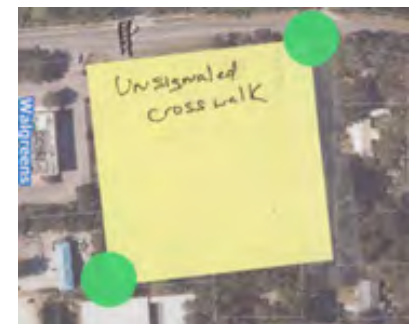
- » **Sadler Road:** Challenging crossing & turning operations; needs cyclist triggered signal
- » **YMCA / Park Avenue:** Poor visibility when turning left; utility boxes obstruct view
- » **USPS/Walgreens Access:** Pedestrian crossing issues
- » **General:** Desire to avoid over engineered responses like excessive signs and rumble strips



Map comment. Source: Project Team.



Map comment. Source: Project Team.



Map comment. Source: Project Team.



Lighting & Visibility Needs (3 comments)

Overall comments reflected that lighting needs are localized and focused on safety without overwhelming adjacent homes. Key notes and locations:

- » **South of Lime Street:** Streetlights needed
- » **Lime Street:** Better reflectors alignment
- » **YMCA:** Parking lot visibility concerns for entering/exiting vehicles



Stormwater & Drainage Issues

Meeting participants noted that certain segments experience flooding or require special treatment to protect water quality. Key locations include:

- » **South of Florida Ave:** Drainage issues
- » **FBMS:** Noted as a stormwater sensitive area
- » **South of Jasmine:** Noted as a stormwater sensitive area



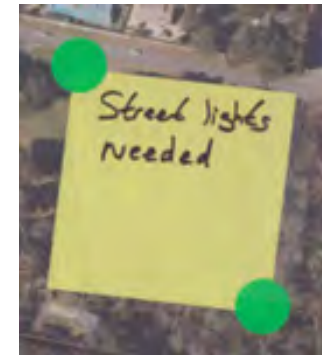
Corridor Aesthetic & Signage Concerns (2 comments)

Meeting participants appear to value the corridor's character and prefer context sensitive design solutions. Key notes and locations:

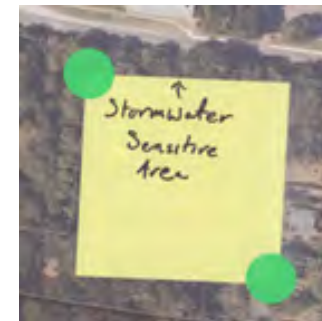
- » **Atlantic Avenue Area:** "Too busy" with signs and rumble strips
- » **General:** Avoid over compensated safety fixes that diminish corridor aesthetics

Corridor Map Conclusion

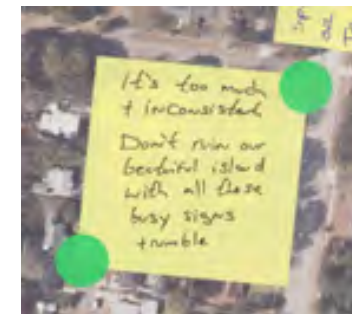
Taken together, the distribution of comments across themes highlights a community that is most focused on safety, multimodal mobility, and reliable connections along the corridor. While concerns varied by location, the clustering of feedback around bicycle and pedestrian gaps, school area activity, and specific intersection issues illustrates where improvements may deliver the greatest benefit. These themes offer a clear foundation for identifying priority segments and refining design concepts that respond directly to the conditions residents experience day to day.



Map comment. Source: Project Team.



Map comment. Source: Project Team.



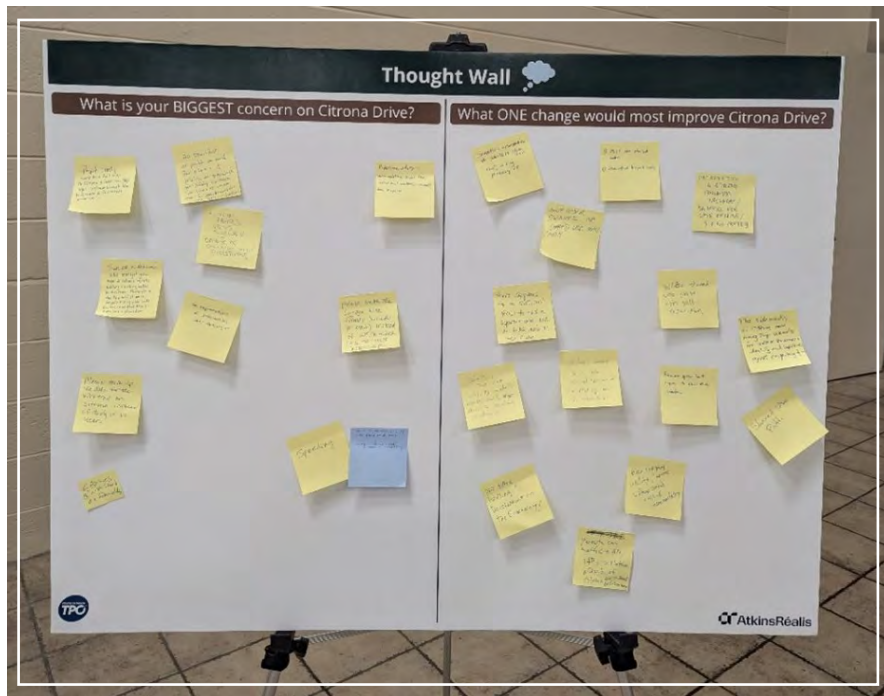
Map comment. Source: Project Team.

4.3 Guided Thought Wall

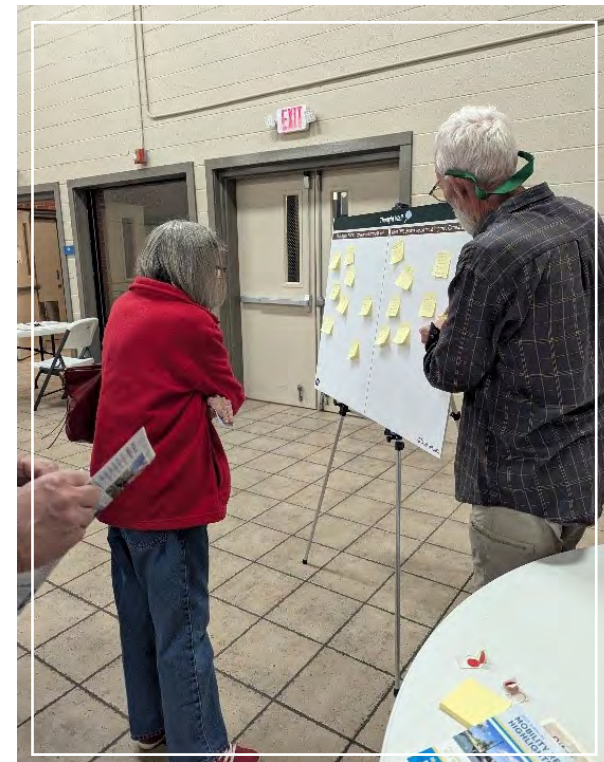
A guided Thought Wall was provided as another activity for the meeting participants. The Thought Wall activity was a large board with two questions on it for participants to respond to: 1) “What is your biggest concern on Citrona Drive?” and 2) “What one change would most improve Citrona Drive?”.

Responses generally centered on **safety and space for people walking and biking**, with concerns about missing bike facilities, student safety near schools, and conflicts caused by e-bikes traveling at higher speeds on sidewalks. Participants also cited stop sign compliance at Citrona & Jasmine, limited **separation between the sidewalk and roadway**, and a desire to **accelerate the bike trail timeline**.

When asked for the single most helpful change, respondents overwhelmingly favored a **shared use path or dedicated bike lanes**, along with improved connectivity to Hickory Street and downtown. Additional suggestions included **education and awareness, targeted lighting that is neighborhood friendly**, fixing **sidewalk trip hazards**, **radar speed signs**, selectively **undergrounding utilities**, **rerouting through traffic**, and protecting the Greenway.



Thought Wall. Source: Project Team.



Thought Wall. Source: Project Team.

Thought Wall Themes

The following section provides further details on feedback received from the Thought Wall activity grouped by prompt and generalized by comment theme.

Biggest Concerns Along Citrona Drive

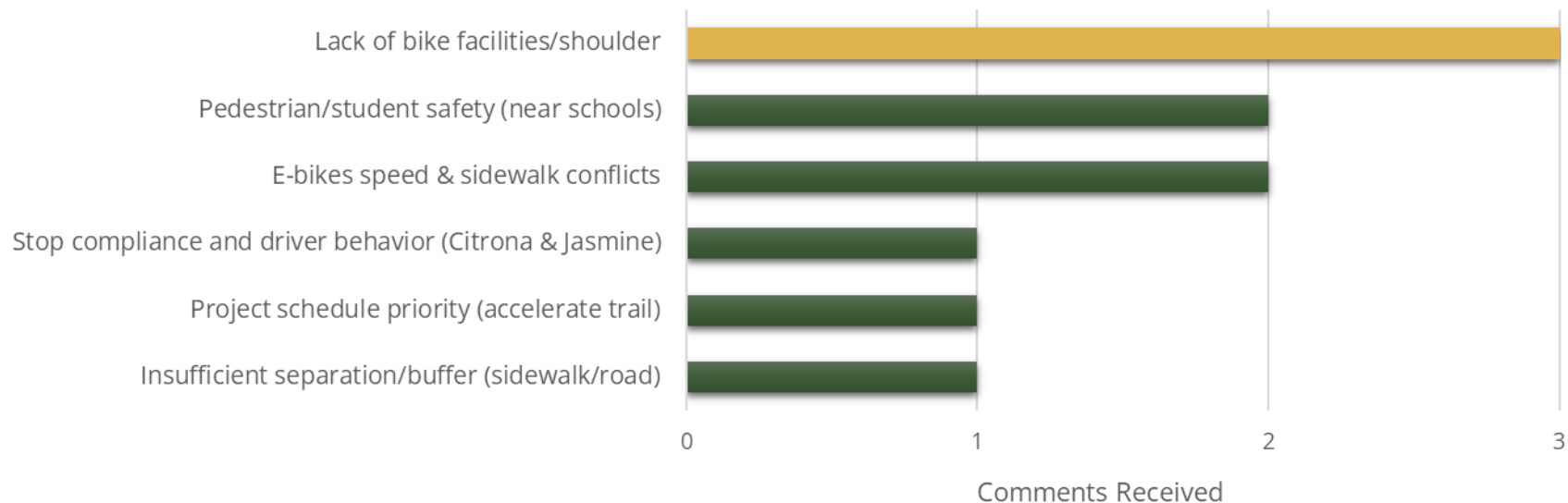
The biggest concern noted by meeting participants was the **current lack of dedicated bicycle facilities**, with three meeting participants noting it in their comments. The next two biggest concerns noted by meeting participants were student and pedestrian safety, specifically near schools and **e-bikes speed and sidewalk conflicts**.

Other comment themes provided under this prompt include stop sign compliance at Citrona Drive and Jasmine Street, accelerating the trail project schedule, and noting the current insufficient separation/buffer between the sidewalk and road. Comment themes are displayed below in **Figure 4-4**.



Person biking on Citrona. Source: Project Team.

Figure 4-4: Biggest Concerns Along Citrona Drive



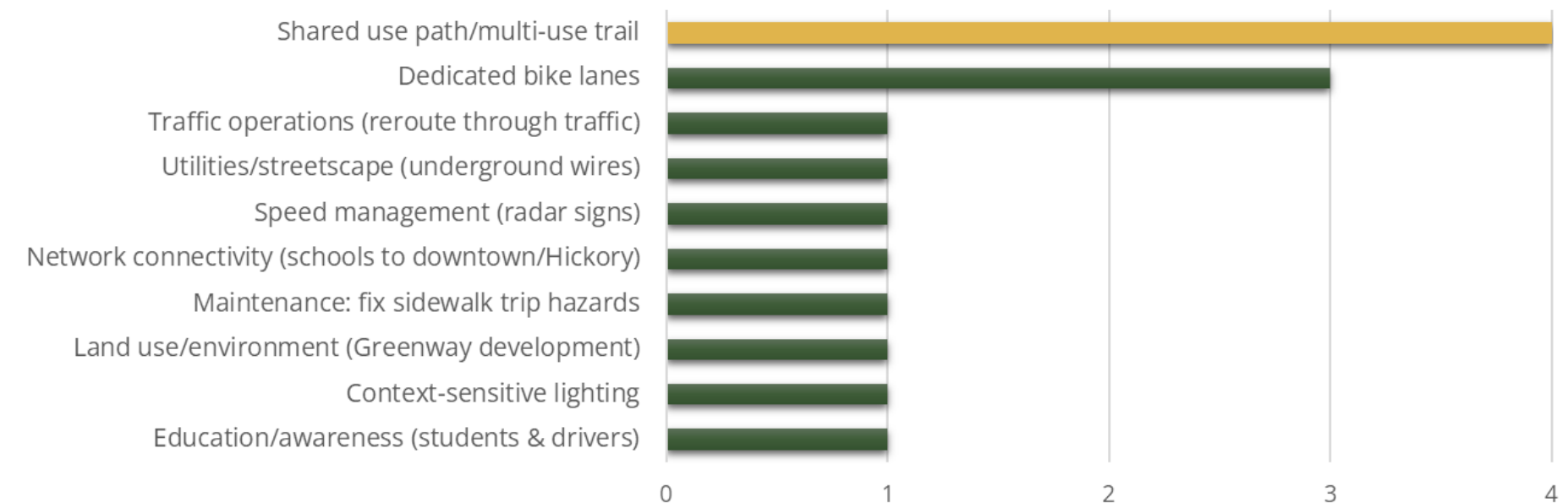
Most Helpful Change to Citrona Drive

The most helpful change to Citrona Drive as noted by meeting participants was a **shared use path/multi-use trail**, with a total of four comments received. The next most helpful change noted was dedicated bike lanes, with three comments received.

Other various comments pertained to traffic operations and maintenance, underground utilities, network connectivity, growth management near the greenway, context-sensitive lighting, and education/awareness of students and drivers. **Figure 4-5** displays the comment themes.



Multi-Use Path photo along a two-lane roadway.



4.4 Comment Sheets

A general comment form was developed and provided to each participant as they entered the meeting. The purpose of the comment form was to collect any additional information the meeting participants would like to share with the project team.

4.5 Public Involvement Conclusion

Overall, the public meeting provided clear direction on the community's priorities for improving the Citrona Drive corridor, with residents emphasizing safer conditions for people walking and biking, better school area crossings, and stronger connections to the Greenway and surrounding trail network. Combining the visual preference voting, location based map comments, and open ended responses offered a well rounded understanding of corridor needs from the people who use it most. These insights will directly inform the development and refinement of potential design concepts, helping the project team focus on solutions that address documented safety concerns, close network gaps, and reflect the community's preferred approaches to mobility, connectivity, and corridor character as the study advances into the alternatives phase.



Photo during Public Meeting Source: Project Team.



Photo during public meeting. Source: Project Team.



Photo during public meeting. Source: Project Team.



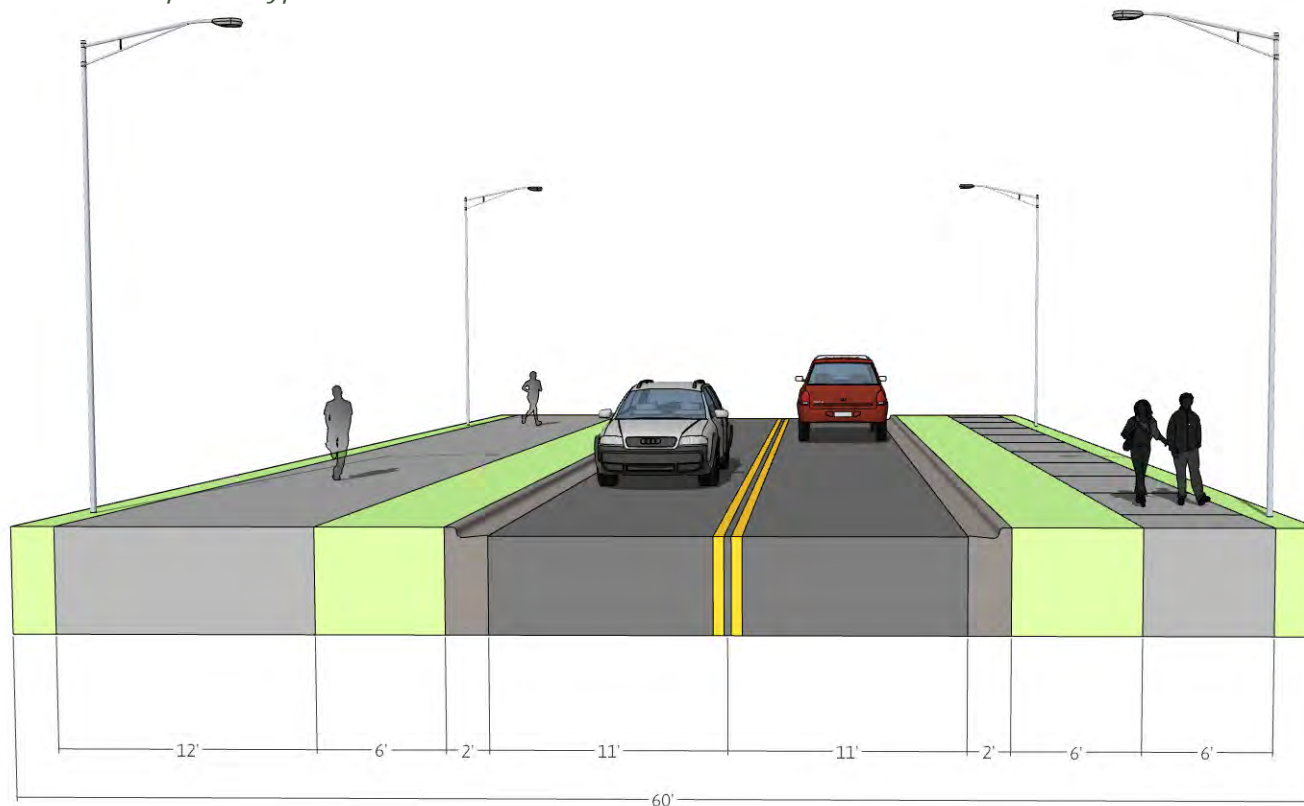
5.0 Recommendations



5.0 Recommendations

This section presents recommendations aimed at transforming Citrona Drive into a safer, more functional, multimodal facility for all users. Central to this goal is reconstructing the existing roadway to accommodate a revised typical section that introduces a shared-use path on one side of the corridor and a sidewalk on the other. This proposed typical section is intended to provide clear, dedicated space for pedestrians and bicyclists, improving comfort and accessibility, providing additional lighting, and improving connectivity while reducing conflicts with vehicular traffic. The typical section for the proposed redesign of Citrona Drive is shown in **Figure 5-1**. The 12' shared-use path is wider than the County standard but allows for width flexibility in areas where there are space constraints. This proposed typical section is designed to be able to be constructed within the existing ROW with no need for additional land acquisition. However, land clearing and grubbing will have to occur in many areas along the corridor to accommodate construction. It should be noted that there are many interim improvements that are summarized in **Table 5-1** that could either be completed as part of the reconstruction of Citrona Drive or could be implemented as separate improvement projects without a complete reconstruction.

Figure 5-1: Citrona Drive Proposed Typical Section



5.1 Citrona Drive at Atlantic Avenue Intersection

As noted in Section 3.0, multiple crashes have occurred at the intersection of Citrona Drive and Atlantic Avenue, with vehicles leaving the roadway and striking the single-family residence on the north side of the intersection. Recently, additional measures have been implemented, including the installation of new signage and a flashing beacon mounted above the stop sign, as well as rumble strips on the Citrona Drive approach.

To further improve safety, it is recommended that an overhead flashing beacon be installed at the intersection to provide advance warning to drivers. This beacon would operate as a flashing red signal for the Citrona Drive approach and a flashing yellow signal for Atlantic Avenue. It is also recommended to install a raised pedestrian crosswalk near the intersection of Beech Street. This raised crosswalk is approximately 900' from the Atlantic Avenue intersection and would help to slow approaching vehicles as the approach the stop sign.

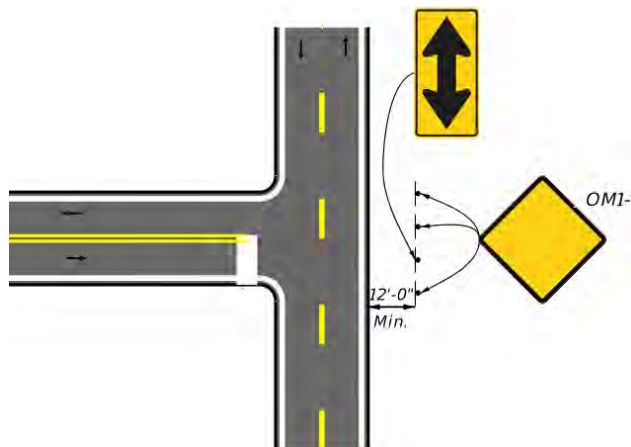
In addition, it is recommended that signage be installed opposite the northbound approach on Citrona Drive. This should include a two-directional large arrow sign and adjacent object marker signs. Together with the nearby raised crosswalk at Beech Street, these improvements will enhance visibility of the intersection and provide additional warning to northbound drivers on Citrona Drive.



View looking east at the intersection of Citrona Drive and Atlantic Avenue

Proposed Improvements:

- Install overhead flashing beacon
- Install additional signage include a two-direction large arrow placed facing the northbound approach to the intersection (See image on right).



FDOT Guidance for T-Intersections

5.2 Egan's Creek Trailhead Improvements

Currently, there are two access points to the Egan's Creek Greenway-located at Beech Street and Hickory Street. These access points are grass and dirt with no defined pedestrian infrastructure. This lack of a clearly delineated entry and user amenities limits usability and may discourage use by some individuals. The absence of seating, wayfinding, and a structured transition from the sidewalk results in a trailhead that is difficult to identify and does not fully serve as a welcoming gateway to the greenway.

The proposed improvements transform the trailhead into a cohesive, accessible, and inviting community space. A paved pathway establishes a clear and safe connection from the street into the trail system, complemented by native landscaping that enhances aesthetics. Seating areas introduce opportunities for rest and social interaction, while removable bollards improve safety by preventing vehicle intrusion but could be temporarily removed to allow service vehicle access if needed. Enhanced signage and a defined entry create a more recognizable and user-friendly gateway. These enhancements elevate the trailhead into a functional and attractive access point that encourages recreation, and strengthens the overall greenway experience. The two images to the right illustrate both the existing conditions and a rendering of what an



Egan's Creek Greenway Trailhead at Hickory Street - Existing Conditions



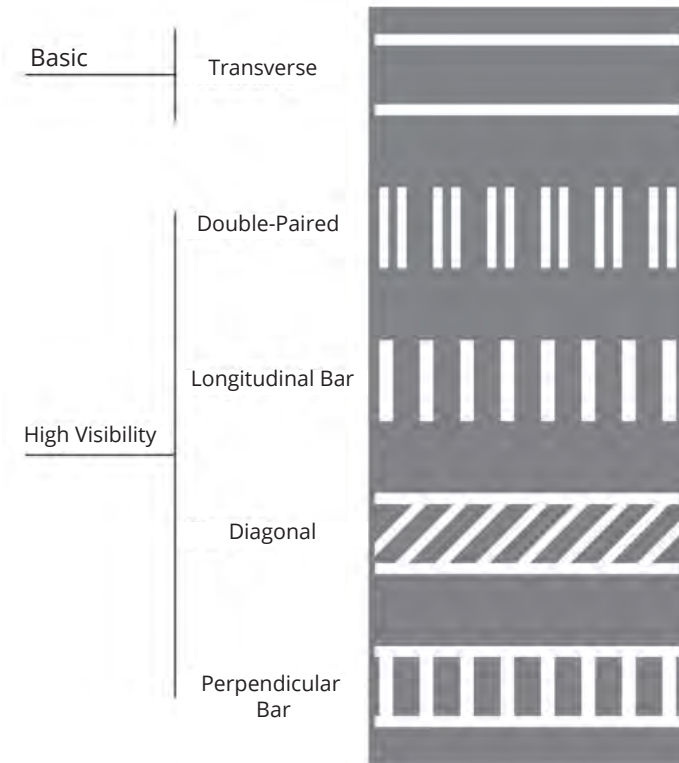
Egan's Creek Greenway Trailhead at Hickory Street - Rendering of Improved Trailhead

5.3 Other Improvements

In addition to the roadway reconstruction, the recommendations include a series of safety enhancements focused on improving crossing conditions throughout the corridor. These include installing enhanced crosswalk treatments at all crosswalk locations, as well as raised midblock crossings designed to provide safer and more visible opportunities for pedestrians to cross where demand exists. consisting of high emphasis crosswalks. A high emphasis (or high visibility) crosswalk refers to a marked crossing that uses bold, contrasting striping patterns and ladder-style markings to make the crossing highly noticeable. These are typically used in areas with higher pedestrian activity.

Collectively, these improvements represent a comprehensive approach to addressing identified safety concerns and advancing Citrona Drive toward a more complete and user-friendly corridor.

The following pages illustrate the proposed improvement concepts along the entire length of the corridor beginning on the north end at Atlantic Avenue (SR 100).



Examples of crosswalk markings
Source: FHWA Crosswalk Marking Selection Guide

Citrona Drive Proposed Improvements - Sheet 1



Citrona Drive Proposed Improvements - Sheet 2



Citrona Drive Proposed Improvements - Sheet 3



Enhance trail
entrance

Install raised
crosswalk

Install school
zone pavement
markings

Install high
emphasis
crosswalks

Construct 6'
sidewalk

Construct 12'
shared use path

Citrona Drive Proposed Improvements - Sheet 4



Citrona Drive Proposed Improvements - Sheet 5



Construct 12' shared use path

Construct 6' sidewalk

Install high emphasis crosswalks

Extend median

Citrona Drive Proposed Improvements - Sheet 6

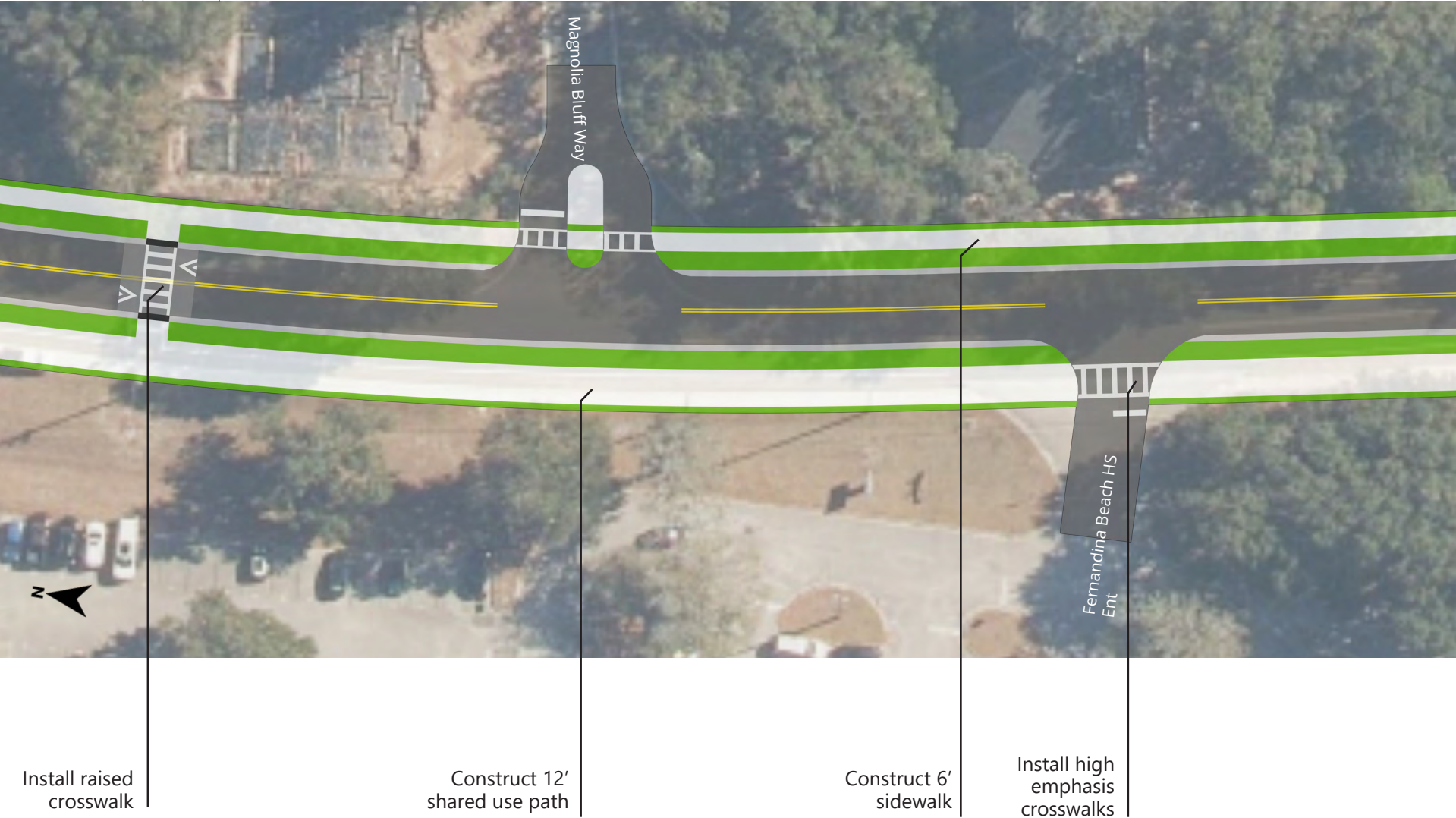


Construct 12'
shared use path

Install high
emphasis
crosswalks

Construct 6'
sidewalk

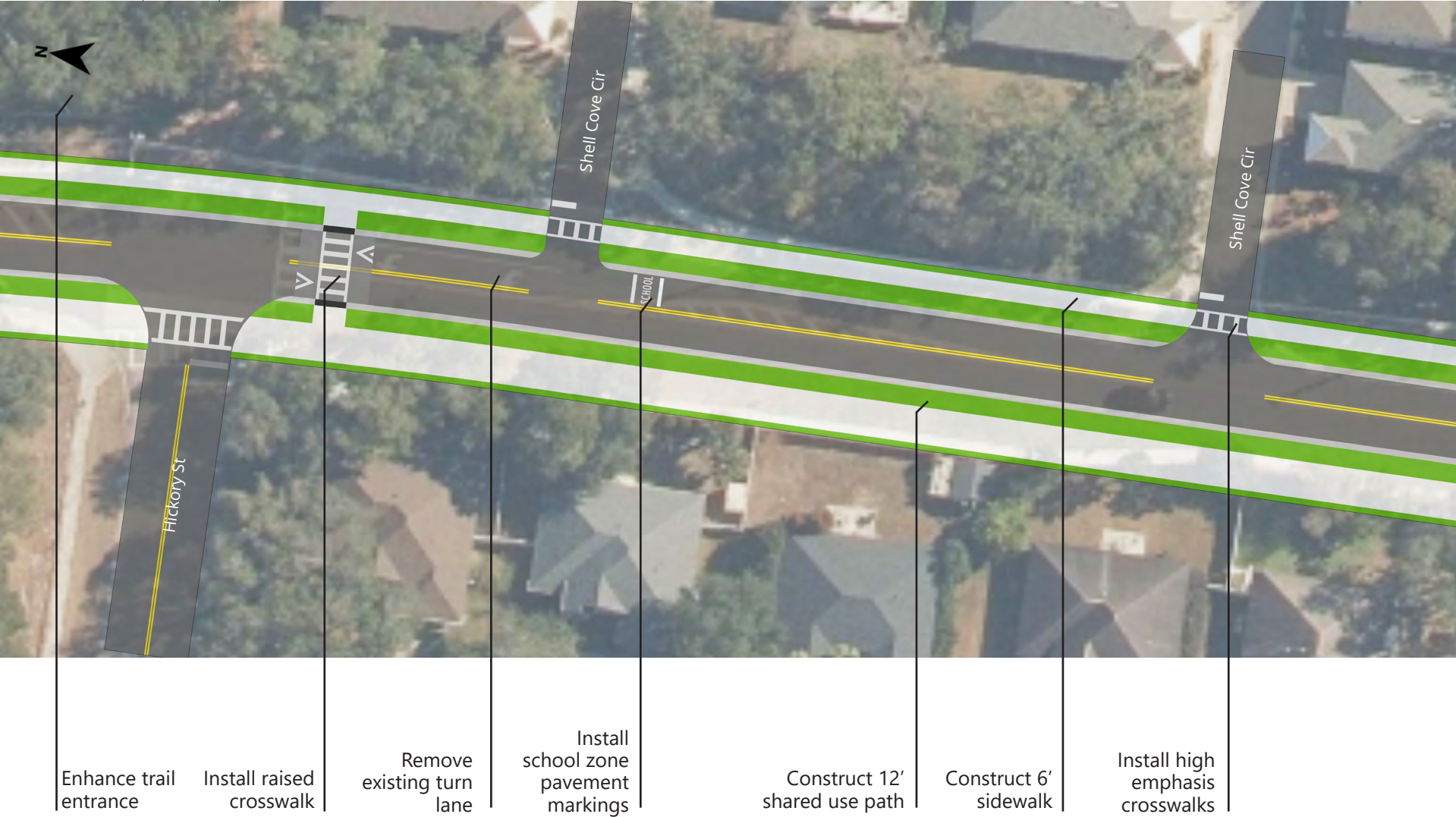
Citrona Drive Proposed Improvements - Sheet 7



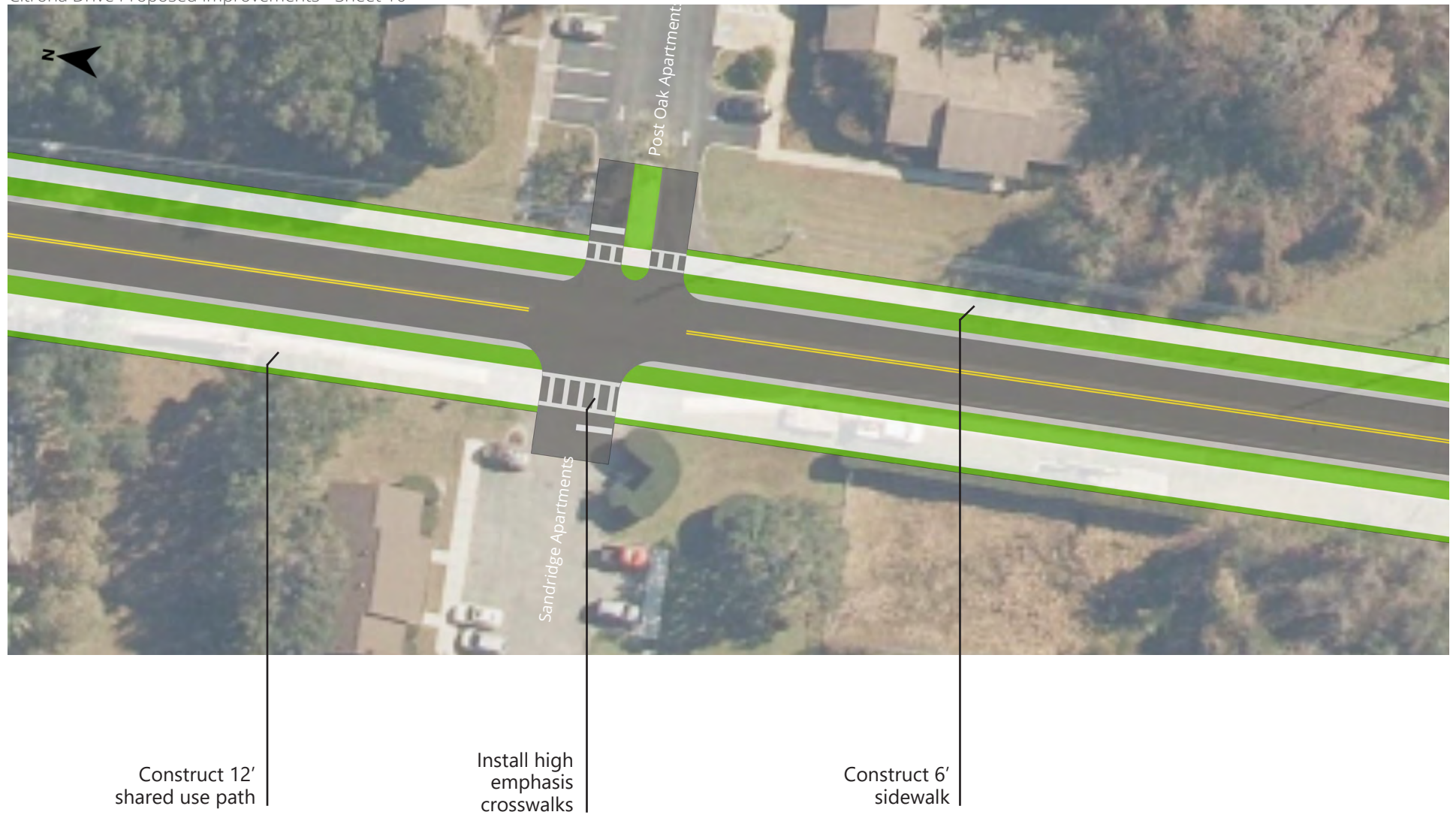
Citrona Drive Proposed Improvements - Sheet 8



Citrona Drive Proposed Improvements - Sheet 9



Citrona Drive Proposed Improvements - Sheet 10



Citrona Drive Proposed Improvements - Sheet 11



Install high
emphasis
crosswalks

Construct 12'
shared use path

Construct 6'
sidewalk

Citrona Drive Proposed Improvements - Sheet 12

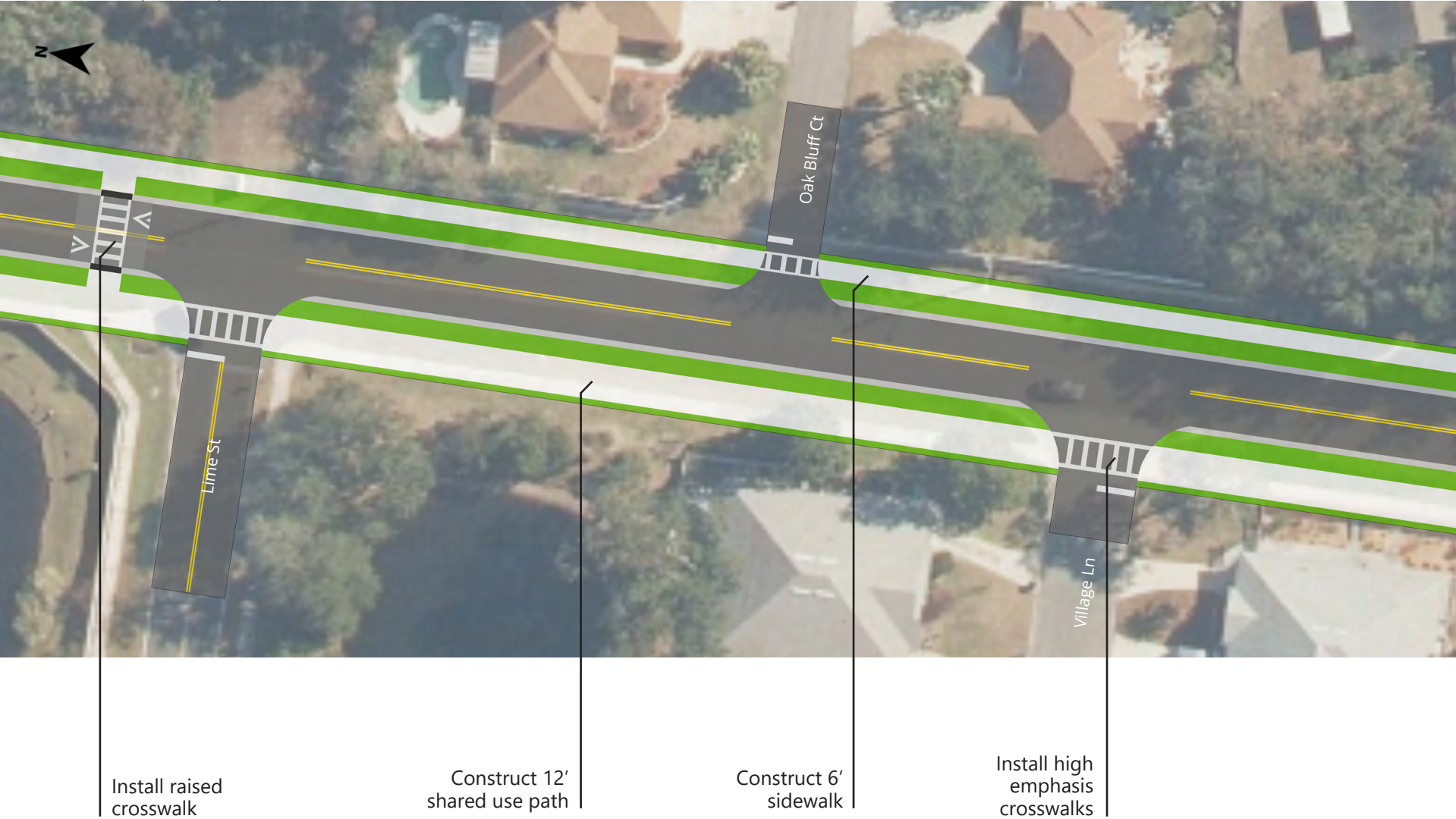


Install high
emphasis
crosswalks

Construct 12'
shared use path

Construct 6'
sidewalk

Citrona Drive Proposed Improvements - Sheet 13



Citrona Drive Proposed Improvements - Sheet 14



Citrona Drive Proposed Improvements - Sheet 15



Install high
emphasis
crosswalks

Construct 6'
sidewalk

Construct 12'
shared use path

Citrona Drive Proposed Improvements - Sheet 16

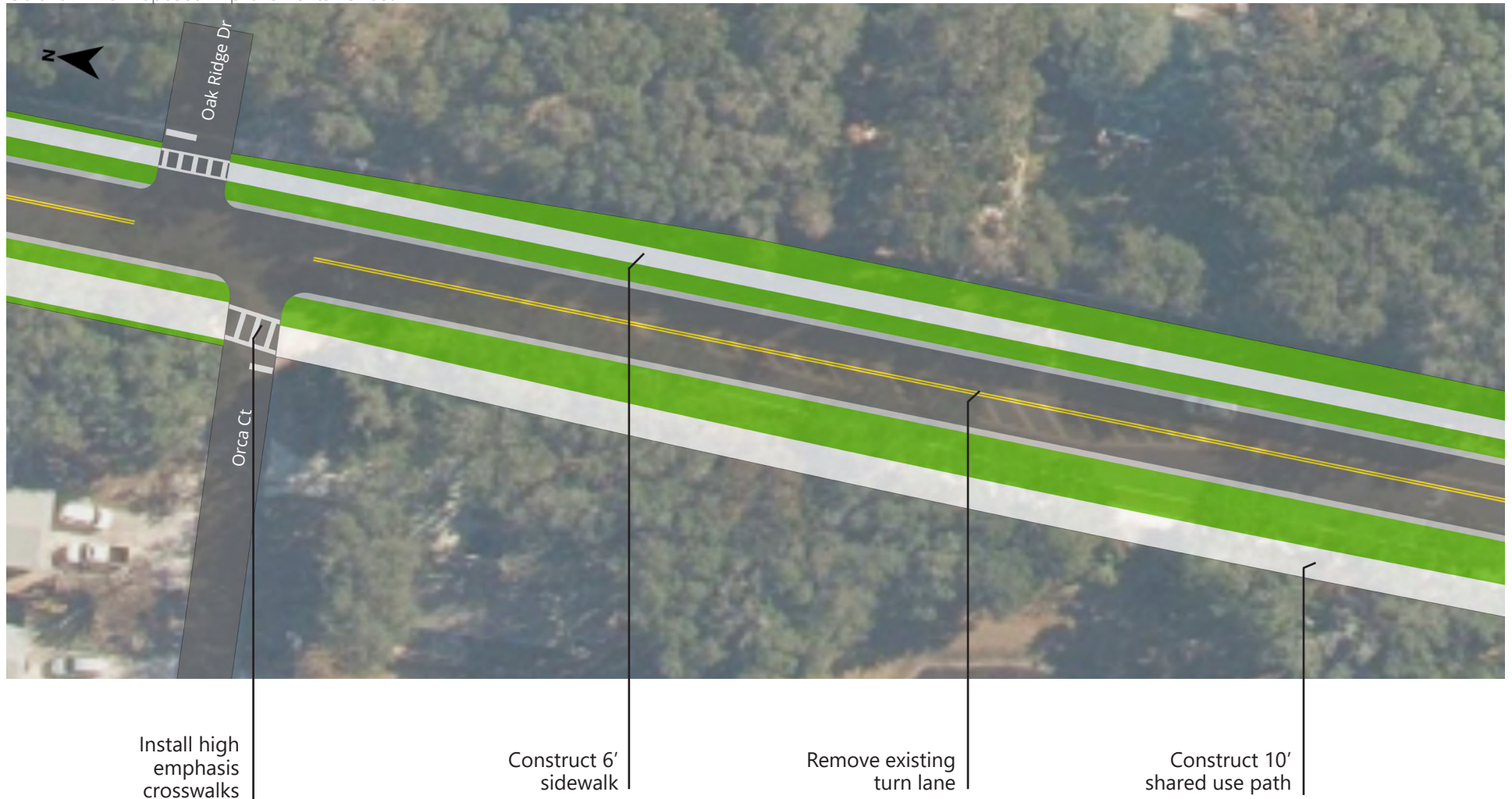


Install high
emphasis
crosswalks

Construct 6'
sidewalk

Construct 12'
shared use path

Citrona Drive Proposed Improvements - Sheet 17



Citrona Drive Proposed Improvements - Sheet 18



Install high emphasis crosswalks

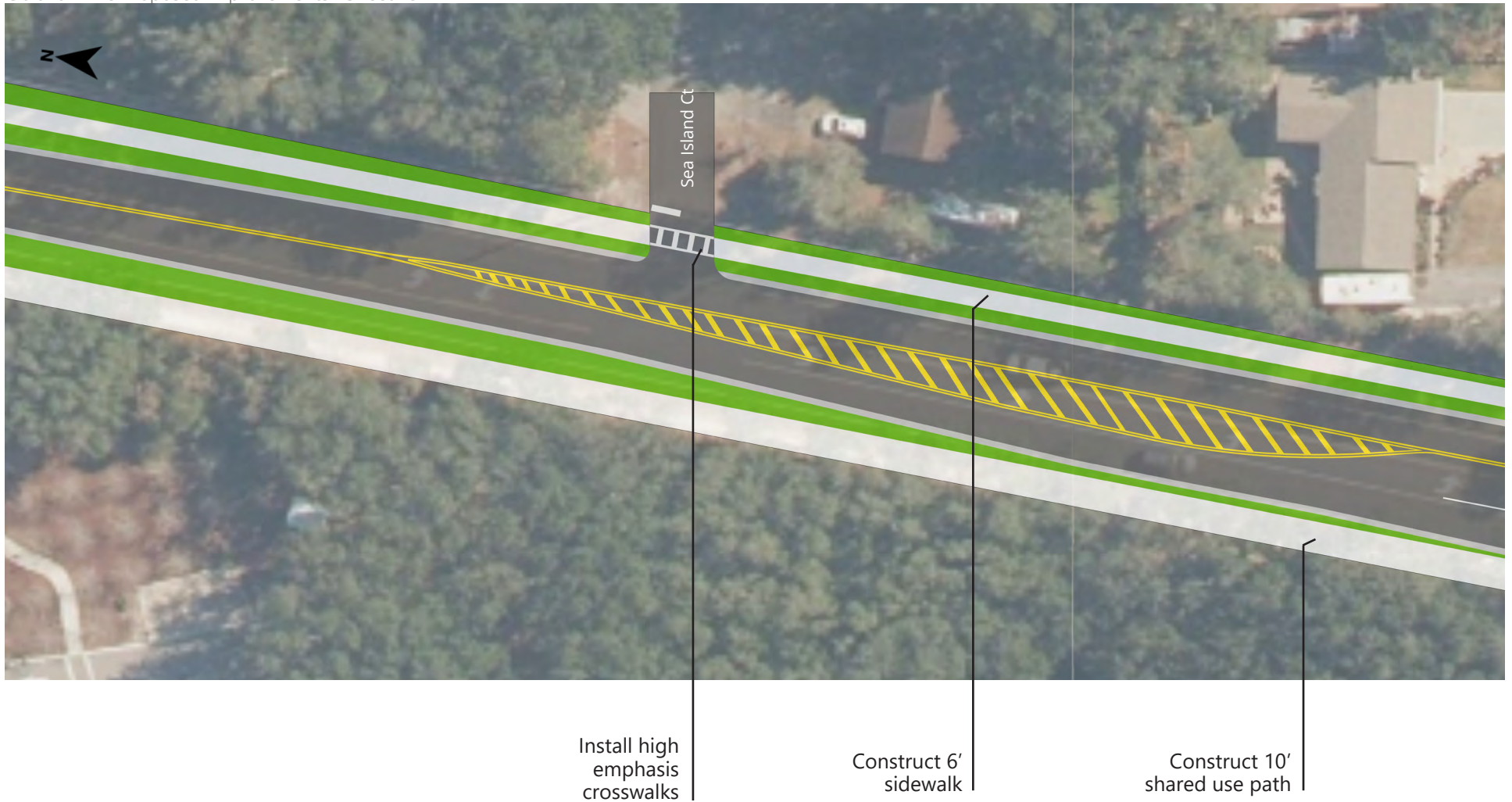
Construct 10' shared use path

Construct 6' sidewalk

Remove existing turn lane

Install raised crosswalk

Citrona Drive Proposed Improvements - Sheet 19



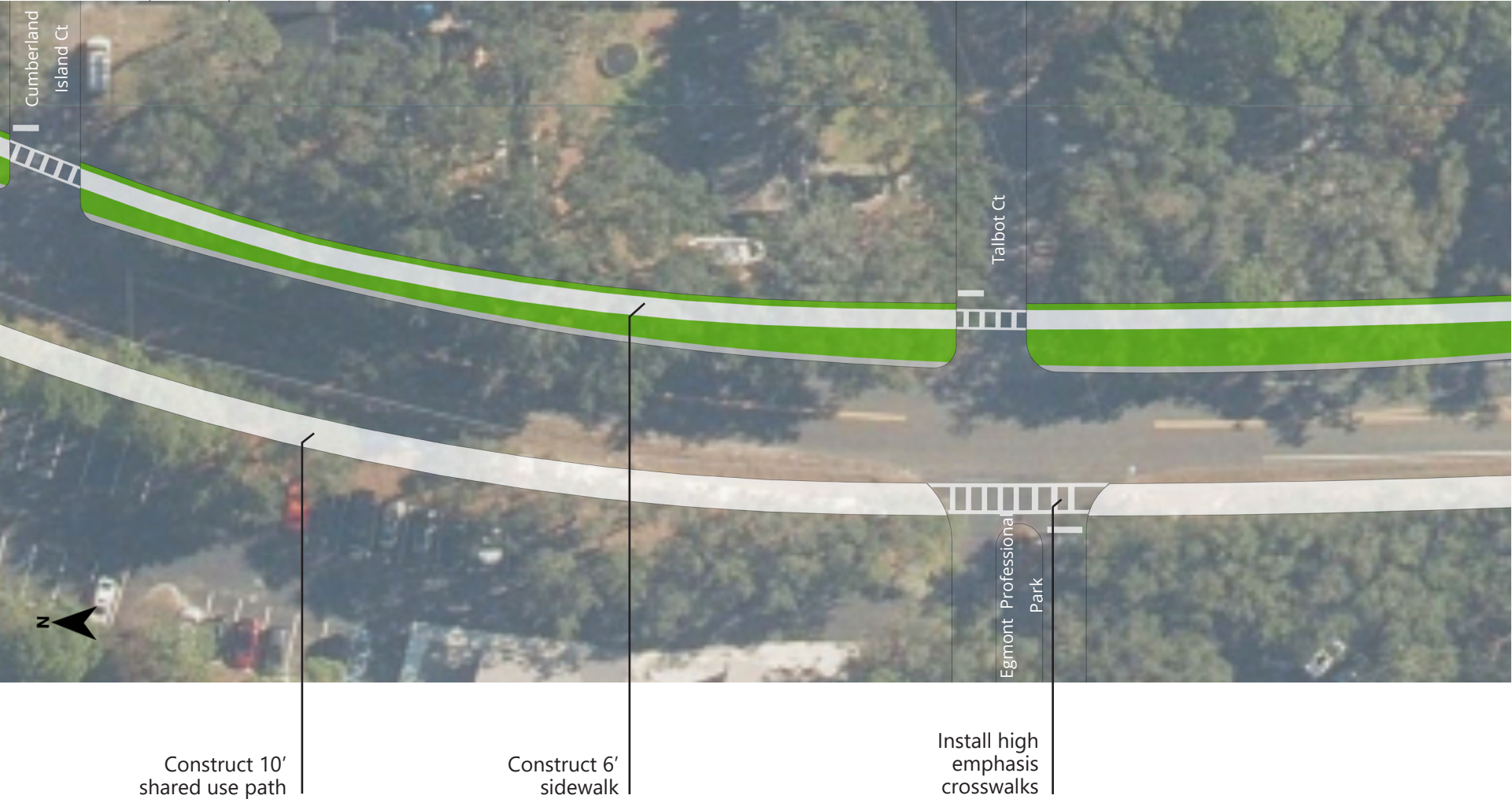
Citrona Drive Proposed Improvements - Sheet 20



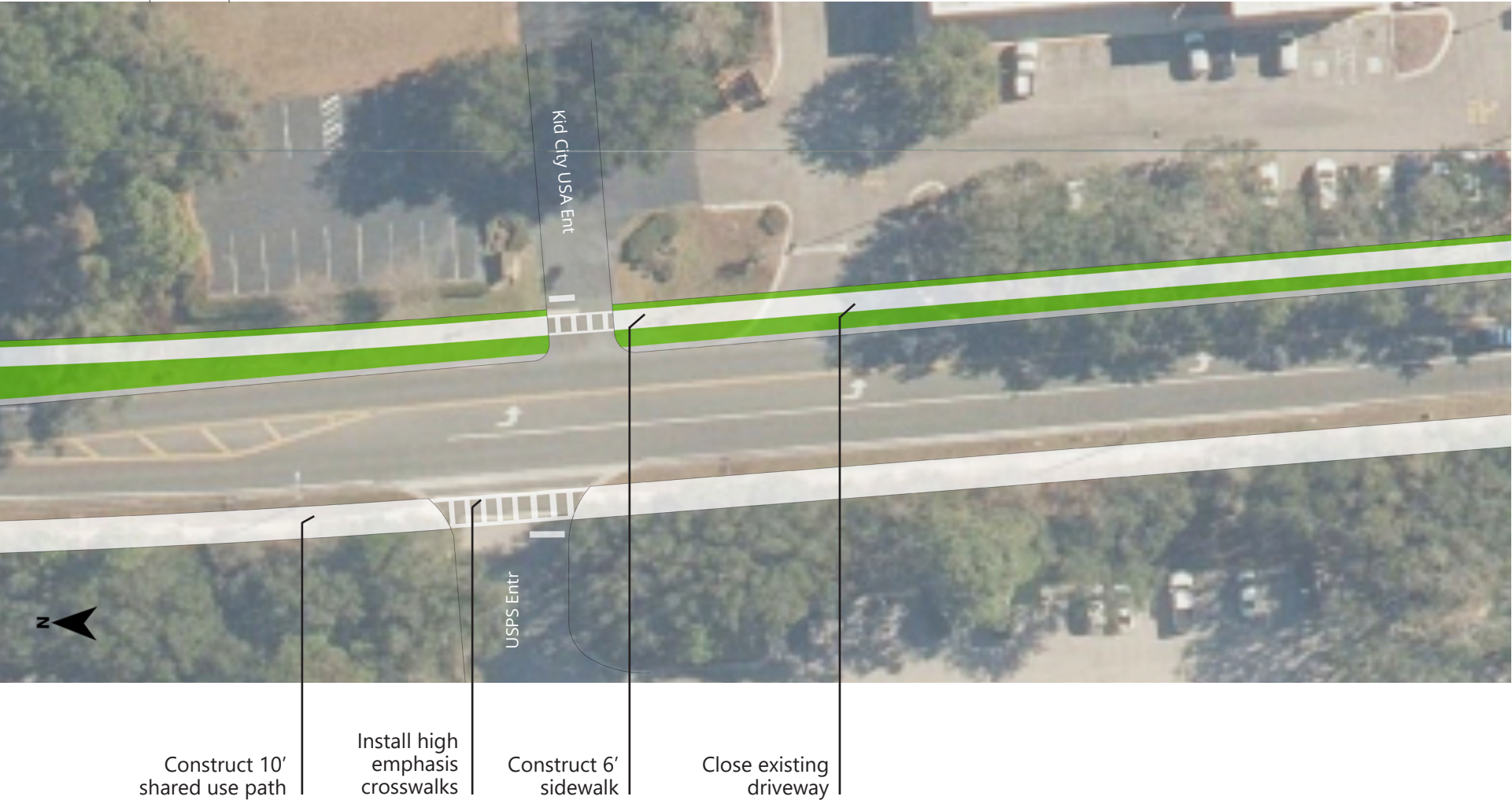
Citrona Drive Proposed Improvements - Sheet 21



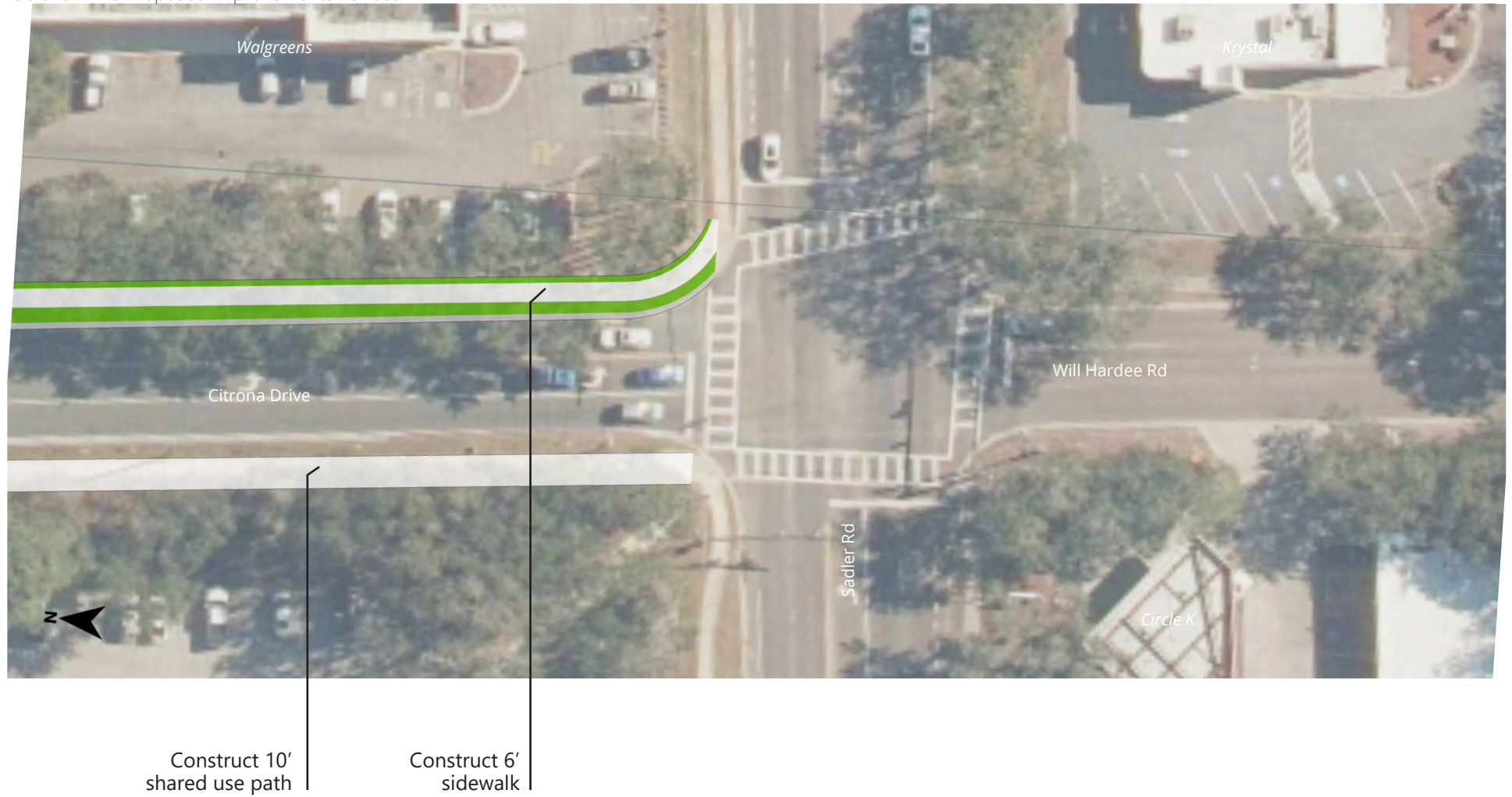
Citrona Drive Proposed Improvements - Sheet 22



Citrona Drive Proposed Improvements - Sheet 23



Citrona Drive Proposed Improvements - Sheet 24



5.4 Conclusion and Implementation Plan

In conclusion, the recommended improvements for the Citrona Drive Corridor Redesign Study are designed to address existing safety concerns while creating a more balanced and accessible roadway for all users. By applying proven countermeasures, the study prioritizes safer crossing opportunities, improved visibility, and effective traffic calming. These enhancements will help to reduce risk and promote safer interactions among pedestrians, cyclists, and motorists. Beyond addressing current conditions, the proposed improvements also allow the corridor to better accommodate evolving travel patterns and future growth, ultimately transforming Citrona Drive into a safer, more efficient, and more inclusive transportation corridor for the community. **Table 5-1** summarizes all proposed improvements.

Table 5-1: Recommended Improvements Implementation Plan

Type	Improvement	Cost Estimate	Location	Near-Term	Mid-term	Long-Term
Signalization	Install overhead flashing beacon	\$52,500	Intersection of Citrona Drive and Atlantic Avenue (SR 200)			
			North of Magnolia Bluff Way at mid-block crossing			
Connectivity	Reconstruct Citrona Drive as a 2 lane undivided facility with a 10'-12' shared use path and 6' sidewalk	\$18,090,000	From Atlantic Avenue (SR 200) to Sadler Road (2.04 mi)			
Pavement Markings	Install "SCHOOL" pavement markings	\$750 per marking	South of Beech Street			
			South of Hickory Street			

**Improvement to be completed as part of a reconstruction of Citrona Drive*

Table 5-1: Recommended Improvements Implementation Plan (continued)

Type	Improvement	Cost Estimate	Location	Near-Term	Mid-term	Long-Term
Crosswalks	Install high-emphasis crosswalks	\$4,300 per crossing	Jasmine Street			
			Natures Lane East			
			Natures Lane West			
			Lime Street			
			Oak Bridge Court			
			Village Lane			
			North Ridge Lane			
			Neptune Court			
			Blue Heron Lane			
			Marlin Court			
			Oak Ridge Drive			
			Orca Court			
			Thrasher Lane			
			Hometown Drive			
			Egret Lane			
			Lindisfarne Hall			
			Sea Island Court			
			Golden Isle Court			
			Park Avenue			
			Sapelo Court			
			Jekyll Court			
			Cumberland Court			
			Talbot Court			
			Egmont Professional Park			

Table 5-1: Recommended Improvements Implementation Plan (continued)

Type	Improvement	Cost Estimate	Location	Near-Term	Mid-term	Long-Term
Crosswalks	Install high-emphasis crosswalks	\$4,300 per crossing	East approach to Citrona Drive from Florida Avenue			
			Belvedere Avenue			
			Amelia Avenue			
			Northern entrance to Fernandina Beach Middle School			
			Cedar Street			
			Fernandina Beach High School entrance 1			
			Fernandina Beach High School entrance 2			
			Magnolia Bluff Way			
			Fernandina Beach High School exit			
			Greenridge Road			
			Hickory Street			
			Shell Cove Circle North and South			
			Park Oak Apartments			
			Sandridge Apartments			
			USPS Entrance			
			Kid City USA Entrance			
	Install raised crosswalks	\$10,900 per crossing	South of Beach Street			
			South of Hickory Street			
			North of Lime Street			
			South of Lindisfarne Hall and Egret Lane			

Table 5-1: Recommended Improvements Implementation Plan (continued)

Type	Improvement	Cost Estimate	Location	Near-Term	Mid-term	Long-Term
Median	Extend pedestrian refuge island	\$4,400	Northern entrance to Fernandina Beach High School			
Roadway Design	Remove existing turn lanes*	N/A	South of Hickory Street			
			South of Orca Court to Sea Island Court			
Access	Close existing driveway*	N/A	Walgreens exit to Citrona Drive			
Trailhead Improvements	Improve Egan's Creek Greenway access points	\$12,000 - \$450,000 per trailhead	Beech Street			
			Hickory Street			

*Improvement to be completed as part of a reconstruction of Citrona Drive



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