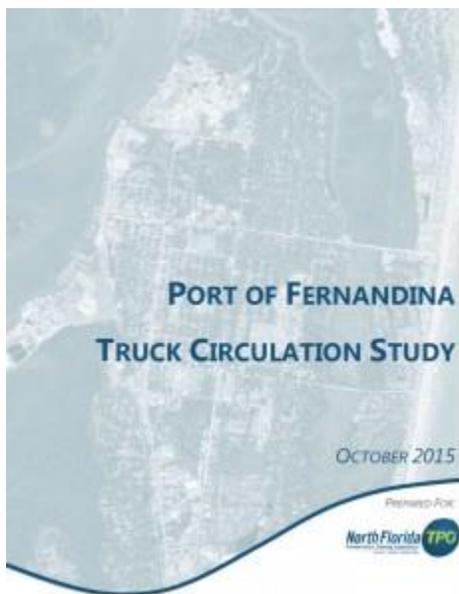


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Port of Fernandina accounts for 4% of city truck traffic

Submitted by **Suanne Z. Thamm**
Reporter – News Analyst
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The North Florida Transportation Planning Organization recently released a truck circulation study reportedly done at a cost of \$50,000 to update and evaluate the existing traffic and truck levels on the local arterial intersections of the City of Fernandina Beach. The study evaluated truck traffic destined for and generated by the Port of Fernandina, Rayonier Advanced Materials and WestRock.

The information below is taken from that 14-page study which is available from the North Florida Transportation Planning Organization, www.northfloridatpo.com.

There were eight intersections studied along A1A (8th Street) and five along 14th Street (SR 105). Twelve 48-hour classification counts were collected on May 12-14 and May 19-20, 2015, along

with one 5-day classification count the week of May 12 (8th Street south of Sadler Road). A second week of data (7 days) was collected at 8th Street south of Sadler Road during the week of June 2, which enabled a comparison of traffic volumes when school was in session versus when it was out of session. The May data was slightly higher than June, when comparing the same day of the week.



Weekend daily traffic in both weeks was lower than the weekday daily traffic, and the May and June Saturday traffic volumes were similar.

The AM peak hour was identified as 7:15-8:15, while the PM peak hour was from 2:45-3:45.

The analysis indicated that a majority of the truck traffic utilizes 8th Street/SR A1A as opposed to 14th Street/SR 105. Eighty-three percent of the total daily trucks at the main access point of the island network used the 8th Street/SR A1A link north of Sadler Road, while 17 percent utilized the Sadler Road link east of 8th Street/SR A1A. A large decrease in truck traffic occurs north of Gum Street (83% drops to 57%), reflecting the traffic heading west on Gum Street to Rayonier Advanced Materials.

The next industrial site northwards and west of 8th Street is the Port of Fernandina. Four percent of the total daily trucks traveling into the study area (90 trucks per day) were observed on Dade Street west of 8th Street.

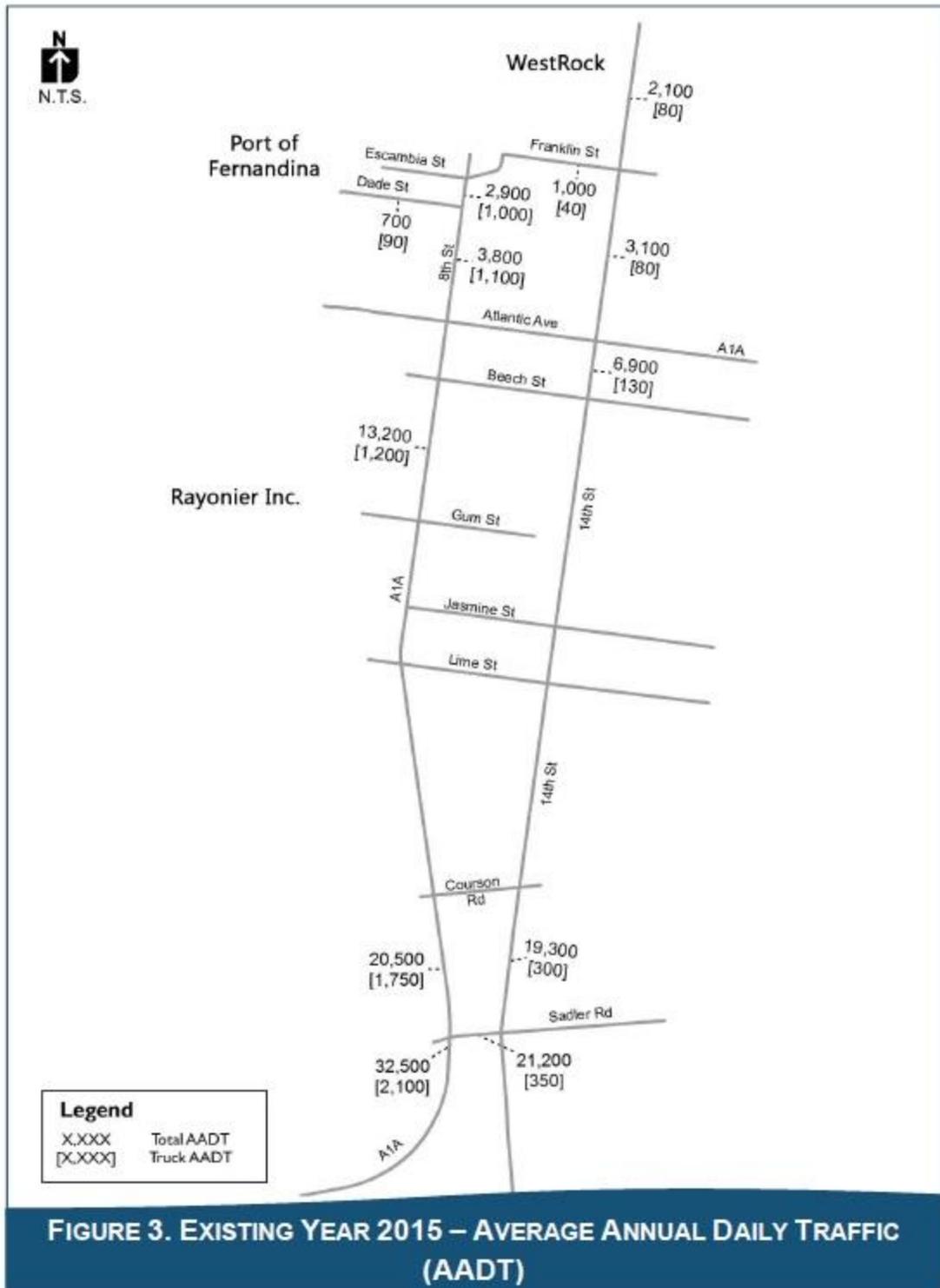
WestRock, the final industrial site in the study area, received the remaining 48 percent of the truck traffic.

Two sets of AADTs were developed for this study; total AADT and truck AADT. The total AADT includes all vehicle types. The truck AADT includes vehicle classification groups 5-13. Group 4, buses, were not included in the truck AADT because the heavy vehicles that will be going to the industrial areas will not include buses. **Appendix C** contains the FHWA Classification Scheme "F" table describing all of the vehicle class groups. Table 2 lists the existing AADTs for all vehicles and for trucks. Figure 3 displays both AADTs by location.

Table 2: Existing AADTs

Description	AADT (veh/day)	
	Total	Trucks
8th Street/SR A1A, s/o Sadler Road	32,500	2,100
8th Street/SR A1A, n/o Sadler Road	20,500	1,800
Sadler Road, east of 8th Street	21,200	400
8th Street/SR A1A, n/o Gum Street	13,200	1,200
8th Street/SR A1A, n/o Alachua Street	3,800	1,100
8th Street, n/o Dade Street	2,900	1,000
Dade Street, w/o 8th Street	700	90
14th Street/SR 105, north of Sadler Road	19,300	300
14th Street/SR 105, n/o Beech Street	6,900	130
14th Street/SR 105, n/o Atlantic Avenue	3,100	80
14th Street/SR 105, n/o Franklin Street	2,100	80
Franklin Street, w/o 14th Street/SR 105	1,000	40

AADT = Average Annual Daily Traffic



The study concludes that “truck traffic generated by the Port of Fernandina [is] minimal and it can be assumed it may not adversely impact the traffic operations within the study area.”

Note that Table 2 shows trucks accounting for a small percentage of total vehicular traffic transiting the study area.



Editor’s Note: Suanne Z. Thamm is a native of Chautauqua County, NY, who moved to Fernandina Beach from Alexandria, VA, in 1994. As a long time city resident and city watcher, she provides interesting insight into the many issues that impact our city. We are grateful for Suanne’s many contributions to the Fernandina Observer.