City of Flagler Beach Mobility Plan Report

Executive Summary

April 2026

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Introduction

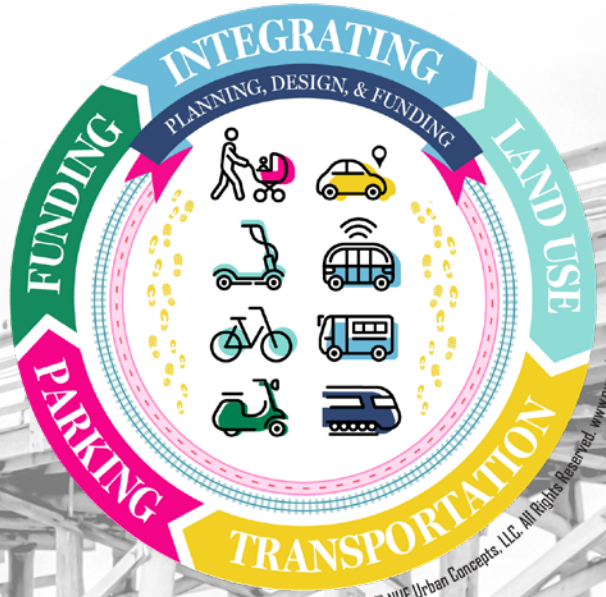
Flagler Beach, located along Florida's northeast Atlantic coast in Flagler County, is a small seaside city known for its laid-back character, scenic shoreline, and strong sense of community. Incorporated in 1925 during Florida's land boom era, Flagler Beach developed as a modest oceanfront town shaped by its coastal environment and proximity to larger cities like Daytona Beach and St. Augustine. Today, Flagler Beach has a population of just over 5,600 residents[1], offering a quiet, small-town atmosphere with a steady mix of longtime locals and visitors drawn to its authentic "Old Florida" charm.

Despite its many strengths, such as its natural environment and outdoor recreational opportunities, Flagler Beach faces challenges common to small coastal communities. Coastal erosion and storm vulnerability (particularly during hurricane season) pose ongoing threats to infrastructure and the beachfront along A1A. Efforts to maintain and rebuild dunes, protect roadways, and enhance long-term resilience are key priorities for local and state agencies. Additionally, while the city's walkable scale encourages pedestrian and bicycle activity, the presence of through-traffic on A1A and Moody Boulevard can create safety concerns, requiring careful balance between mobility, tourism access, and quality.

In 2026, Flagler Beach's leadership acknowledges that a comprehensive mobility vision and targeted investments in transportation infrastructure are essential to support anticipated growth, foster economic vitality, and enhance the city's safety and connectivity, while still preserving its beach-town character and maintaining a high quality of life for current residents.

1 *BEBR Florida Estimates of Population, 2025*

The Flagler Beach 2050 Mobility Plan is a vision for the City's transportation system to transition from one focused primarily on moving vehicles quickly, to moving people safely – whether they want to walk, bike, ride transit, or use other mobility devices. Together with the Mobility Fee, the Mobility Plan will create a framework for mobility that will afford the City of Flagler Beach more flexibility in how transportation infrastructure is planned, designed, funded, and constructed to safely accommodate all modes of transportation. The Mobility Plan will serve as a guide to proactively plan for and prioritize mobility projects to meet the growth, travel, and mobility needs of the Flagler Beach community.





The Mobility Plan establishes a shared community vision for how people travel that is built on providing mobility choices.

What's a Mobility Plan & Fee?



A Mobility Plan

Provides a comprehensive vision to guide capital projects and development

Helps the City balance growth with quality of life for existing residents

Creates a City-controlled funding mechanism

Helps leverage alternative funding opportunities

The overarching purpose of a Mobility Plan and associated Mobility Fee is to proactively manage growth by establishing a clear vision and a sustainable funding mechanism for a transportation system that supports the community's desired development patterns. Rather than responding to growth on a project-by-project basis, the Mobility Plan provides a coordinated, long-term framework to guide investment decisions, mitigate congestion, enhance safety, and ensure that future development occurs in a manner consistent with the community's goals and priorities.

The 2050 Mobility Plan establishes a framework over the next 24 years to move people and provide choices through mobility projects established to meet the "needs" of projected growth in population, jobs, and travel demand. Mobility projects consist of corridor studies and evaluations, road widenings and new roads, Moody Boulevard lane repurposing, intersection improvements, roundabouts, crossings, multi-use trails and shared use paths, sidewalks and bike lanes, priority multimodal corridors with traffic calming, curbless shared streets, context-sensitive enhancements, mobility hubs, a water taxi, a microtransit pilot, implementation initiatives, parking improvements, wayfinding, various safety improvements and more.

The mobility projects identified in the 2050 Mobility Plan form the basis for the City of Flagler Beach Mobility Fee consistent with Florida Statutes 163.3180 and 163.31801. The Mobility Fee would be the only transportation mitigation fee assessed on new development within the Flagler Beach. Flagler Beach will determine how Mobility Fee revenues are allocated and expended through its annual Capital Improvements Program. Mobility Fee revenues may be expended on projects identified in the 2050 Mobility Plan and the City's Capital Improvements Program. The Plan also builds upon existing programmed projects, plans, and initiatives including the City's Community Redevelopment Area (CRA) Plan, the City's Comprehensive Plan, Flagler County's Transit Development Plan (TDP), the Florida Department of Transportation's (FDOT) Five Year Work Program, the River-to-Sea Transportation Planning Organization's (TPO) Long Range Transportation Plan (LRTP), and existing plans for new development.

Why does the City need a Mobility Plan?

In 2007, the Florida Legislature introduced the concept of Mobility Plans and Mobility Fees as an alternative to transportation concurrency and to provide an equitable way for new development to offset its traffic impact.

In 2013, the Legislature updated the Community Planning Act to encourage and allow local governments to adopt alternative mobility funding systems, such as Mobility Plans and Fees, as a replacement for transportation concurrency, proportionate share and road impact fees (Florida Statute 163.3180).

In 2024, the Legislature, through HB 479, further defined Mobility Fees and Mobility Plans and reaffirmed that any local government can adopt an alternative transportation system (aka alternative mobility funding systems), such as a Mobility Fee based on a Mobility Plan.

Moving People and Providing Choices

Walking
Bicycling
Micromobility
Shared Mobility
Transit / Microtransit
Motor Vehicles

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A Mobility Plan

Creates a complete, connected multimodal transportation system

Improves safety for vehicular and multimodal travel

Reduces and prevent vehicular congestion

Reroutes through-traffic to bypass the Downtown & CRA

Enhances walkability in the Downtown & CRA

Establishes a "park-once" environment to encourage multimodal mobility

Creates a clear framework to support redevelopment & long-term economic vitality

Key Projects identified in the Mobility Plan

Context-sensitive enhancements along Ocean Shore Blvd (SR A1A)

Creation of a pedestrian-oriented district along Ocean Shore Blvd (SR A1A)

Construction of a bicycle and golf cart path on the Moody Blvd Bridge

Implementation of curbless shared streets within the Downtown area

Lane repurposing on Moody Blvd

Construction of roundabouts on Moody Blvd at Flagler Ave & SR A1A

Development of mobility hubs to support a park-once environment

Establishment of a Primary Multimodal Corridor along Central Ave

Collector street upgrades along Flagler Ave

Implementation of a water taxi pilot program

In addition to physical infrastructure improvements, the Plan proposes a series of implementation initiatives aimed at improving roadway safety, encouraging active transportation, reallocating street space to better serve people, and supporting the creation of a park-once environment.

Together, these strategies position the Mobility Plan as a long-term guide for developing a safer, more accessible, and more vibrant transportation system for Flagler Beach.

Flagler Beach's Mobility Plan (Plan) establishes a comprehensive framework for creating a safe, convenient, and well-connected mobility system that serves all users. The Plan identifies a coordinated network of physical improvements to streets, intersections, and key locations throughout the City, with the goal of expanding mobility options while enhancing safety, comfort, and convenience. By addressing gaps in the existing transportation network, the Mobility Plan supports the transition toward a more balanced, multimodal system that accommodates walking, bicycling, golf cart travel, driving, and other forms of mobility.

The Mobility Plan includes roadway, intersection, and multimodal improvements across facilities under City, County, and State jurisdiction, ensuring a coordinated and cohesive approach to mobility throughout Flagler Beach. A key strategy of the Plan is the implementation of context-sensitive improvements that enhance the pedestrian environment in the Downtown and Community Redevelopment Area (CRA), as well as along major corridors such as Moody Boulevard (SR 100) and Ocean Shore Boulevard (SR A1A).

Mobility Plan Recommendations

Mobility Plan Implementation

Mobility Plan project recommendations should be annually prioritized and programmed for implementation into the City's Capital Improvements Plan. It is recommended that the City of Flagler Beach begin funding and programming preliminary planning and engineering studies for select projects to ensure project feasibility.

FDOT Coordination

Flagler Beach should initiate interagency coordination with FDOT on the development of city and regional transportation projects, namely proposed improvements on Moody Blvd (SR 100) and Ocean Shore Blvd (SR A1A). The coordination should also address the incorporation of Mobility Plan projects into existing funded and planned projects, and the pursuit of funding for Mobility Plan projects through existing or upcoming grant and funding request opportunities.

Comprehensive Plan Update

Within one year from the date of adoption of the Mobility Plan and Mobility Fee Ordinance, the City will need to amend the Comprehensive Plan to recognize the adoption of the 2050 Mobility Plan and Mobility Fee and amend applicable goals, objectives, and policies. The amendments should also further evaluate the integration of street and multimodal quality of service standards into the Comprehensive Plan.

Implementation Initiatives

The City should prioritize and begin advancing the implementation initiatives identified in the Plan. This effort will involve coordination between various City departments, identifying potential funding opportunities in addition to Mobility Fees, and establishing an implementation strategy. Early actions should focus on the low-hanging fruit that supports the Mobility Plan's vision that is easier and quicker to implement.

The 2050 Mobility Plan is comprised of multiple components and known mobility projects are illustrated in the various maps. However, there is still significant planning and design beyond the physical infrastructure that is needed for the City to implement mobility projects effectively and enhance the quality of service of its transportation system. In addition, mobility needs are dynamic and new challenges and opportunities arise all the time. These Implementation Initiatives supplement the recommended mobility projects and are necessary to reach a vision of safe and convenient travel in Flagler Beach. They include the following:

Bicycle Parking Program
Bicycle & Pedestrian Safety Improvements
Complete Streets Policy
Downtown Master Plan Update
Downtown/CRA Parking Management Plan
Low Speed Streets Program
Sidewalk Improvements Program
Streetscape Improvement Program
Tactical Urbanism (Quick Build) Program
Wayfinding Plan
Florida Main Street Program
On-Street Parking
Golf Cart Parking
Strategic Parking Management
Microtransit Circulator Pilot
Residential Parking Permit Program
Operational Improvements & Enforcement

These Implementation Initiatives have been included in recognition that the City is constantly evolving and that priorities and elected officials change overtime. Implementation Initiatives have also been added to address the recent amendments to Florida Statute Section 163.31801 (The Impact Fee Act) that limit impact fee and Mobility Fee updates to once every four (4) years, unless there are extraordinary circumstances that warrant an update earlier than every four (4) years.

Mobility Fees are

A streamlined one-time assessment on new development within the City

Intended to offset the travel demand impact of new development

Deposited into special revenue funds for Mobility Fees to be expended within a defined Benefit District

The Mobility Plan serves as the basis for the establishment of a Mobility Fee system that functions as an alternative to transportation concurrency enacted by the Florida Legislature. The Mobility Fee allows new development and redevelopment to mitigate its transportation impact to Flagler Beach's transportation system through payment of a one-time fee. Mobility Fees are intended to be an alternative to transportation concurrency and road impact fees.

What is Transportation Concurrency?

Transportation concurrency was a law adopted by the Florida Legislature that required road capacity be available when new development occurred. Specifically, a local government could not issue a building permit for a new building unless the road serving that building had the capacity to handle the new traffic it would generate. A negative side effect of transportation concurrency was that it made new development and redevelopment in urban areas more expensive (or not possible at all if there was a constraint on the roadway) because the developer had to pay for the capacity improvements.

Some developers would simply choose not to build in urban areas and would instead build in rural or suburban areas where there was more capacity on existing roads, in which case they did not have to pay for improvements. People driving to those new homes and businesses located outside urban areas would eventually use up the capacity, creating a continuous cycle of new development moving further away.

What are Road Impact Fees?

In the late 1970's and early 80's, local governments throughout Florida began adopting road impact fees as a means for new development to pay for its traffic impact and generate revenue to fund transportation infrastructure improvements. Counties began requiring that municipalities collect them on their behalf to fund improvements to the county road system. Betweem the 1980's and the 2000's, municipalities challenged the counties' ability to compel them to collect these fees for new development. However, the inability of development activity in urban areas to meet transportation concurrency resulted in development moving to suburban and rural areas (aka "urban sprawl") where fewer residents were likely to oppose new road capacity improvements and where it was either available or cheaper to construct. Municipalities found themselves in the unenviable position of sending road impact fees to counties when development activity met concurrency requirements, only to watch them being spent on new road capacity projects beyond their municipal boundaries.

In general, road impact fees partially or fully fund road capacity improvements, including new roads, the widening of existing roads, and the addition or extension of turn lanes at intersections to move people driving vehicles. They are based on increases in trip generation, vehicle trip length, and road capacity, along with the cost of road capacity improvements and the projected vehicle miles of travel from development. These fees may also be based on either an adopted LOS standard (aka standards or consumption-based fee) or on future road improvements (aka plan or improvements-based fee).

What are Mobility Fees?

In contrast, mobility fees pay for the cost of adding new multimodal capacity to move people walking, bicycling, scooting, riding transit, driving vehicles, or using shared mobility technology. They partially or fully fund mobility projects, including sidewalks, paths, trails, bike lanes, streetscape and landscape, complete and low speed streets, micromobility (i.e., electric bikes, electric scooters) devices, programs, and services, microtransit (i.e., golf carts, neighborhood electric vehicles, autonomous transit shuttles, trolleys) circulators, new roads, widening of existing roads, and turn lanes, signals, and ADA upgrades at intersections. They are based on increases in person trips, person trip lengths, and person miles of capacity from mobility projects, along with projected person miles of travel from new development. The assessment areas may include all or portions of a municipality or county, and may vary based on geographic location (e.g., downtown) or type of development (e.g., mixed-use). Additionally, mobility fees must be based on future mobility projects adopted as part of a Mobility Plan and incorporated or referenced in the local government's Comprehensive Plan.

Mobility Fees are not

A reoccurring tax

Assessed to existing residential or non-residential property

Deposited into general revenue funds of the City

New Development is defined as "new residential and nonresidential construction, any new land alteration or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or expansion of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an impact to the transportation system."

Impact is defined as "any new development that results in an increase in person travel demand above the demand generated by the existing use of property, including submerged lands."

There are two kinds of geographic areas in mobility fee systems: **Assessment Areas** and **Benefit Districts**. Assessment areas are based on either a physical location, such as a downtown, or a type of development pattern, such as a traditional neighborhood development (TND). New development within the city only pays the mobility fee rate applicable to the assessment area in which the new development is located. The Mobility Plan & Mobility Fee System features one (1) Assessment Area (see map on page 36) for the City of Flagler Beach and it is concurrent with the City of Flagler Beach's municipal limits. The Mobility Plan & Mobility Fee System also features one (1) Benefit District (see map on page 37). The Benefit District extends beyond City limits to ensure that the City can expend mobility fees on projects identified in the Mobility Plan outside current City limits to expand the street network concurrent with new development and to contribute mobility fees to County and State projects outside City limits that improve mobility to the City.

Together, the Mobility Plan & Mobility Fee System meets legally established dual rational nexus requirements for ***"need"*** and ***"benefit"*** and the mobility fee is roughly proportional to the impact of new development. The Mobility Plan & Mobility Fee System has been developed consistent with the requirements of Florida Statute Sections 164.3164, 163.3180, 163.31801, and Florida Statute Chapter 380. The mobility fee for Flagler Beach would also replace the City's transportation concurrency requirements for new development and will be the only transportation mitigation fee assessed.

How are Mobility Fees determined?

Mobility fees are calculated based on the cost and person capacity of the mobility projects adopted as part of the City's Mobility Plan. The calculated mobility fees are not intended to cover the entire cost and have been adjusted based on reasonably anticipated revenues from state and federal funds, grants, gas taxes, and future infrastructure sales tax. Mobility fees are just one of multiple sources needed to fund mobility projects adopted in the Mobility Plan

Who would pay once the City of Flagler Beach adopts a Mobility Fee?

New development activity (that requires a building permit and results in an increase in person travel demand above the existing use of the property) within the City only pays the mobility fee rate applicable to the assessment area in which the new development is located. The mobility fee is assessed at the time of development order application and is paid at the time a development permit is issued, or equivalent approval is granted by the City. Florida Statute exempts governmental uses, and public and charter schools from paying mobility fees.

The Mobility Fee Assessment Area Map (page 36) does identify areas of unincorporated Flagler County adjacent to the City so that the City would not be required to amend the map every time a parcel of land is annexed. Moreover, should the City continue to develop its downtown/CRA, the City may further elect to establish a downtown-specific assessment area to account for the internal capture of trips in a future update of the Mobility Fee.

Mobility Fees

Use a Plan-based methodology based on the cost to construct specific projects

Emphasize multimodal projects over road capacity projects

Are an additional tool to integrate land use and transportation planning

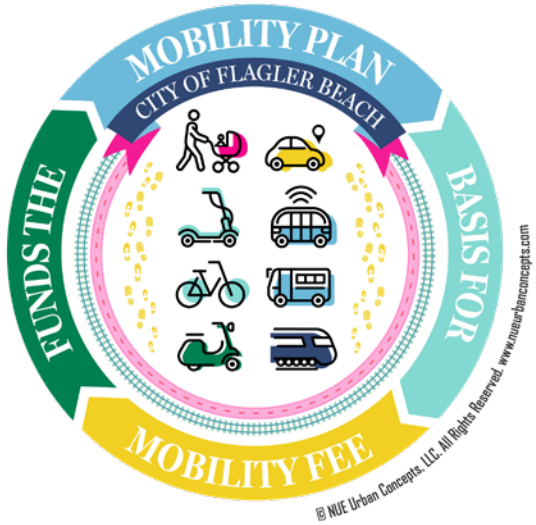
How will the City fund Mobility Plan Projects?

Mobility fees are intended to be one of several funding sources available for mobility projects included in the Mobility Plan. The Plan provides for further availability of funding over the next 24 years from a variety of sources including the City, new development, the federal government, Flagler County, partnerships, and the State of Florida.

The Mobility Plan includes several projects that are already funded or planned on State or County roads. Funded County projects are slated to receive funding through the Flagler County Capital Improvements Program. Funding for mobility projects on State roads is allocated through the FDOT District Five 5-Year Work Program. Many of the mobility projects recommended in the Mobility Plan are on State and County facilities. For these projects, the assumption was made that 90% of the funding for each project would come from the respective agency, with the City offering up to 10% as a local match, subject to the availability of funds. Over the next 24 years, it's reasonably anticipated that approximately $229,847,467 in funding will be available to fund mobility projects[2].

Additionally, Flagler County and Flagler Beach could allocate a portion of gas taxes towards the Mobility Plan but most of these are earmarked for maintenance of existing facilities. The City could also consider the use of special assessments, Community Redevelopment Area (CRA) funds, property taxes, and tourist development taxes to help fund Mobility Plan projects. Mobility services and programs may also charge user fees. The identification of mobility projects as part of a Mobility Plan provides the City with the means to proactively pursue appropriations and additional funding opportunities that frequently become available to promote economic development or economic stimulus programs and grants.

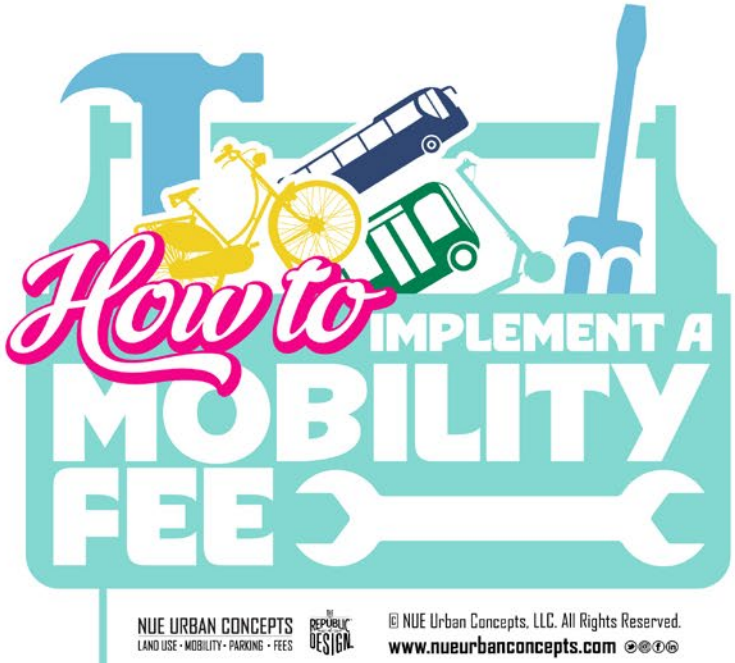




2 *Table 7 of the 2026 Flagler Beach Mobility Fee Technical Report*

Mobility Fee Implementation

The following are the eight steps involved in the implementation of a Mobility Fee.



STEP 1 — **Develop a Mobility Plan**
Land Use
Transportation
Parking

STEP 2 — **Calculate the Mobility Fee**

STEP 3 — **Create the Mobility Fee Ordinance**

STEP 4 — **Prepare the Extraordinary Circumstances Study**

STEP 5 — **Hold Workshops & Public Hearings**
Two Extraordinary Circumstances
First Reading of Ordinance
Second Reading of Ordinance (Adoption)

STEP 6 — **Amend the Comprehensive Plan & Land Development Regulations**

STEP 7 — **Administration & Assessment**

STEP 8 — **Capital Improvements Program & Funding**

Mobility Fee Recommendations

Annexation of Unincorporated Property

The City should consider strategic pursuit of annexations of unincorporated Flagler County adjacent to or forming enclaves within the City. These areas are using the transportation system within the City and annexations allows the City to be better able to coordinate mobility projects and ensure that the impacts from new development are mitigated. Otherwise, these lands will be developed under County regulations or annexed into the City of Palm Coast.

Service Charge Study

Flagler Beach may wish to consider undertaking a service charge study for administering and implementing its Mobility Fee, along with its other impact fees. Florida Statute limits administrative charges to the cost of administering and implementing Mobility Fees. The service charge study would provide a factual basis for assessment of a service charge to offset administrative cost. The service charge would also address future updates and application fees for special studies, request for credits or offsets, and special assessments.

Administrative Manual

Flagler Beach may wish to consider developing an administrative manual that establishes administrative procedures to administer and implement the Mobility Plan, Mobility Fees, and impact fees. The mobility fee and impact fee ordinances address big picture legal and statutory requirements. The Administrative Manual would govern day to day administration and provide the City with continuity of service.

Traffic Count Program

Flagler Beach should consider collecting traffic counts on major collectors, minor collectors and major local roads through-out the city. The pursuit of funds and grants for safety and mobility will be further enhanced by having traffic count data.

Land Development Regulations

The City should evaluate its Land Development Regulations and establish criteria to address site access assessments from new development. The LDRs may also need to be amended depending on the extent of Comprehensive Plan Amendments. The City should consider establishing street, multimodal, and transit quality of service (QOS) standards as performance measures and for development review.

The City should consider implementing FDOT's Context Classification and expand on the initial application that has already been undertaken as part of the Mobility Plan.





The City of Flagler Beach must develop for the benefit of everyone who lives, works, and visits here, which makes the Mobility Plan and Fee one of the City's most important strategic steering documents.

Do we just slow the cars down?



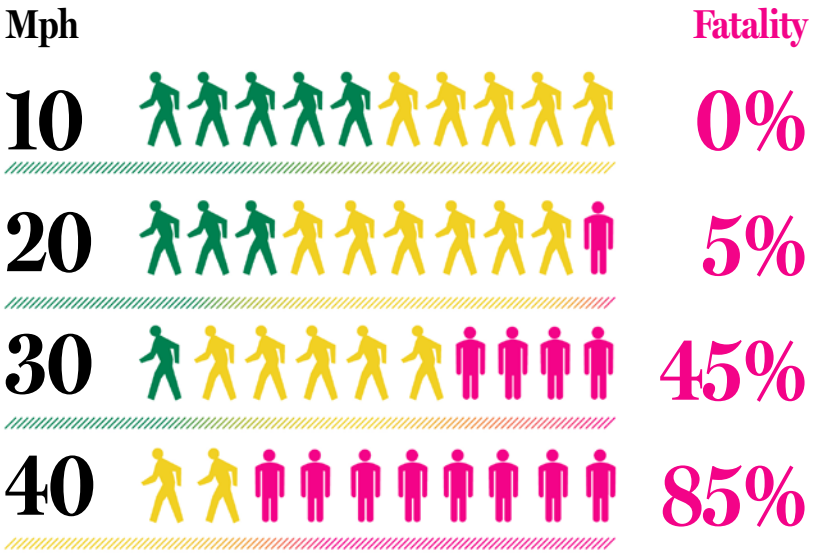
Travel Speed

Research has shown a clear relationship between travel speed, the severity of the collision, and frequency. In today's traffic, there are large differences in motor vehicle masses, not only between cars, buses, or freight trucks, but also between different types of cars. With higher speeds, the severity increases disproportionately as the kinetic energy released in the crash gets absorbed by those struck in the "lighter" vehicle because the difference in mass is enormous. Moreover, it's even more extreme in the case of a collision with vulnerable road users, such as pedestrians and bicyclists, who have no metal framework, seatbelts, or air bags to absorb the energy of such an impact. The survival rate plummets and the risk of a fatality exponentially increases. The increase in the risk is also explained by the fact that when speed increases, the reaction time and manoeuvrability decrease. The higher the speed, the greater the distance is covered betweent the reaction time and response. Traveling at a speed of 40 mph, a vehicle needs 145 feet to reach a full stop, while traveling at 20 mph only 45 feet is needed. Similarly, if a person is hit by a vehicle traveling 40 mph there is only a 10% chance of surviving the crash, while at 20 mph there is a 90% chance of survival.

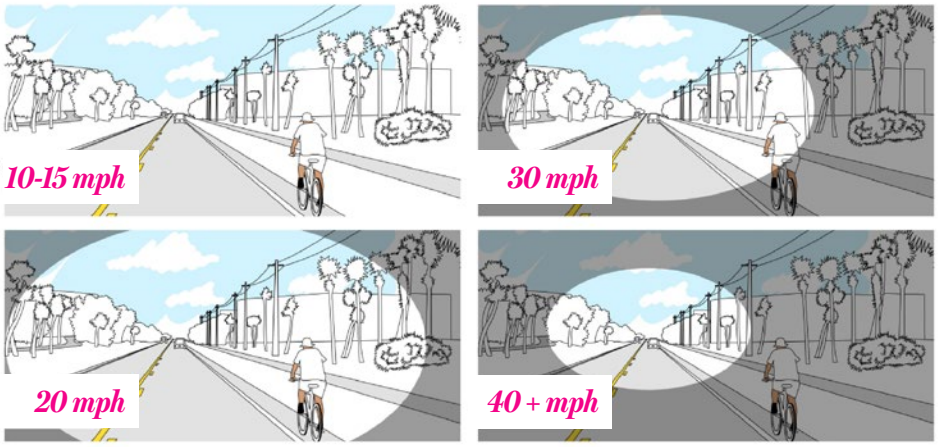
What is Vision Zero?

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility. It recognizes that people are fallible and make mistakes but that traffic deaths are preventable, not inevitable. This means that the road system and related policies should be designed and improved to provide safe mobility with zero fatalities. This makes it even more imperative to design roads with lower target design speeds. Every year, close to 40,000 people are killed on streets in the United States. The lower the design speed, the greater the emphasis on the safe movement of people, whether they are walking, bicycling, or driving.

As speed increases, so does the risk of dying in a collision



Higher speeds reduce not only the sight distance but also the reaction time a driver needs to avoid a collision

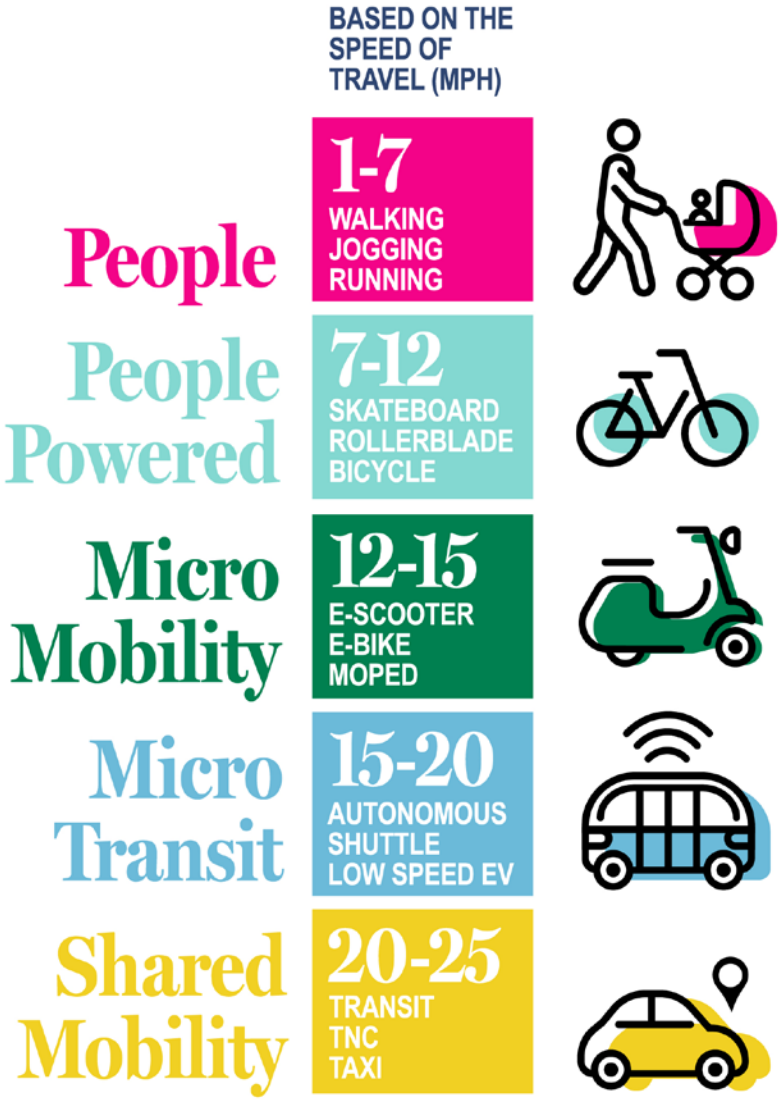


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Mobility Planning based on Travel Speed



The Mobility Plan attempts to safely accommodate multiple modes of travel at varying speeds of travel. Sidewalks and paths are intended to accommodate people bicycling, jogging, walking, or pushing a stroller at 3 to 7 miles per hour. Roads are intended to accommodate people driving cars between 20 and 50 miles per hour. People riding an electric bicycle or scooter, an Autonomous Shuttle/Low Speed EV, or driving a golf cart are moving between 10 and 20 miles per hour and are not currently accommodated on most major roads in the City. Most people do not want electric bicycles or electric scooters using sidewalks, even though Florida Statute allows them to be used wherever bicycles are used. Many people also don't want bicycles, golf carts or scooters to use entire lanes on major roads, even though Florida Statute allows them to use the entire lane where other options are not available.



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Level of Service

What are Level of Service Standards?

No government globally has been able to build enough roads to eliminate traffic congestion. This is due in part to the theory of "induced demand" (aka build it and they will come). The additional capacity does not reduce congestion, as the new capacity is used up shortly after being added. The current transportation system did not develop overnight – it's the result of funding and policy decisions over the last 75 years prioritizing the movement of cars.

The adoption of a Mobility Plan is an opportunity to expand beyond the current practice of evaluating the transportation system solely on the availability of road capacity, which is the maximum number of vehicles that can travel on a particular segment of roadway under existing conditions (usually per hour). Level of Service (LOS) standards are transportation service standards used by decision makers, planners, and engineers to monitor how the transportation system is performing, where deficiencies lie, and where improvements are needed. Typically, six levels of service are defined and designated a letter grade, with LOS A representing the best operating conditions and LOS F the worst. An existing LOS analysis found that 2026 traffic within the Mobility Study Area uses 39% of the available road capacity which jumps to 73% in 2050[3]. What is lacking in this traditional approach is the ability to analyze conditions and provide services for people using multimodal mobility modes.

Land use policies that incentivize mixed-use, parking regulations that allow for innovation, and a mobility plan focused on moving people are needed to reimagine and repurpose streets to enhance mobility and tackle congestion and travel demands.



3 *Traffic Characteristics Evaluation, Appendix A of the 2050 City of Flagler Beach Mobility Plan Report*

Quality of Service

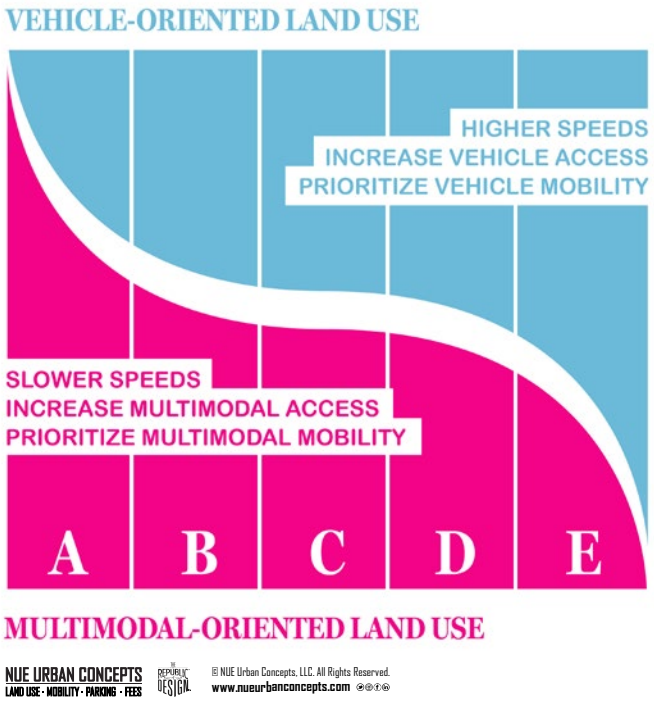


What are Quality of Service Standards?

Quality of Service (QOS) standards measure how the transportation system is performing from a traveler's perspective. They are a planning tool used to assess multimodal services inside the roadway (inside the right-of-way) and to facilitate innovative street design that balances efficiency for vehicles with safe, comfortable, and accessible facilities for all modes of travel. When analyzing a multimodal facility, it's important to consider that each mode of travel has its own unique characteristics which define a traveler's experience during a trip.

What are Street Quality of Service Standards?

The establishment of street Quality of Service (QOS) standards based on the posted speed limit is both an alternative and a complement to roadway LOS standards. While roadway LOS standards are based on road capacity to move cars, street QOS standards are intended to enhance mobility and safety for all users of the transportation system by prioritizing slower speeds for cars. Street QOS standards are the inverse of roadway LOS standards in that as speed limits go down, street QOS goes up. Lowering speed limits is a quick and inexpensive way to move towards Vision Zero goals and, when used with street QOS standards, provide planners and engineers with greater flexibility to implement innovative street designs.



Quality of Service



Moving Towards VISION ZERO | City of Flagler Beach STREET

Quality of Service (QOS) Standards

INTENT: POSTED SPEED = DESIGN SPEED	CITYWIDE POSTED SPEED LIMIT	APPROPRIATE LOCATIONS
Quality of Service (QOS) A*	SPEED LIMIT 20	Local & Residential Streets, along with Select Collectors with Right-of-Way modifications to slow vehicle speeds
Quality of Service (QOS) B	SPEED LIMIT 25	Local & Residential Streets, along with Select Arterials & Collectors with Right-of-Way modifications to slow vehicle speeds
Quality of Service (QOS) C	SPEED LIMIT 30	Major Collectors & Minor Arterials, Select Minor Collectors & Principal Arterials
Quality of Service (QOS) D	SPEED LIMIT 35	Select Collectors & Arterials
Quality of Service (QOS) E**	SPEED LIMIT 40 +	Principal Arterials, Limited Access Roads, Select Arterials, & Rural Highways (Arterial or Collector)

* *Posted Speed Limit is Maximum, lower speeds would also be QOS A*
** *Posted Speed Limit is Minimum, higher speeds would also be QOS E*

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Source: QOS Standards established by NUE Urban Concepts, LLC

QOS Standards work in conjunction with areawide roadway Level of Service Standards. QOS Standards are intended to allow for lowering vehicle speeds and increasing flexibility to design roads at the desired speed of travel (posted speed) vs traditional approaches using the 85th percentile speed or the actual or anticipated speed of travel. QOS Standards are applicable as part of an overall Vision Zero or Safer Streets program at a Neighborhood, Designated Area, or Community-wide scale.

QOS standard A provides a street environment that prioritizes slower speeds, accessibility, and multimodal mobility for people. These streets not only help people reach their destinations, but can be destinations themselves that reclaim street space for spending time and offer a high level of social interaction. These are typically livelier streets that may include landscaping, public art, sitting and dining areas, and other elements that improve the sociability of the street. QOS A streets can be local, residential, low speed, main or shared streets that require road users to travel slowly and actively engage with both the urban environment and other road users. As QOS goes down, there are more opportunities for conflict and road users must navigate through transitioning spaces that make multimodal design compromises to accommodate increased vehicle flow. On the other end of the continuum, street design for QOS E prioritizes higher speeds and vehicle travel between destinations resulting in a more isolated mobility experience.

Quality of Service

Ultimately, slowing down cars requires physical changes to the street right-of-way that result in drivers naturally slowing down and therefore people feeling more comfortable bicycling and walking

What are Multimodal Quality of Service Standards?

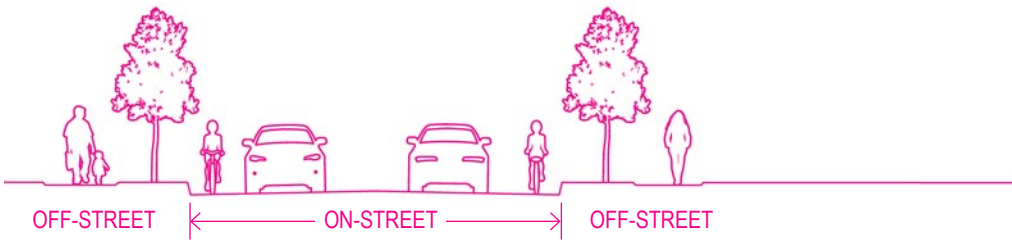
Florida Statute Section 163.3180 allows local governments to furthermore establish multimodal Quality of Service (QOS) standards for people bicycling, walking, and using alternative modes of transportation to make roads safer for all users. Recognizing Flagler Beach's desire to shift toward a more multimodal, safety-focused approach, the Mobility Plan incorporates a Multimodal Quality of Service (QOS) inventory that is used to:

Inventory all existing bicycle, pedestrian, and micromobility facilities throughout the City

Assess the level of comfort, safety, and connectivity provided by current multimodal infrastructure

Identify gaps in the network, barriers to mobility, and locations with substandard multimodal performance

Determine priority projects that would improve multimodal connectivity, safety, and user experience



To support this process, draft multimodal QOS standards were developed specifically for Flagler Beach: these standards classify the quality of multimodal facilities, both **ON-STREET** and **OFF-STREET**, based on key roadway elements such as separation from traffic, street trees, landscape buffers, protection type, posted speed limits, and other design characteristics. By applying these standards, the City can objectively monitor multimodal performance over time and guide future investments that align with Vision Zero goals and community mobility priorities. Additionally, they provide engineers with greater flexibility to implement the necessary street designs to achieve slower speeds.

It's worth noting that approximately 91% of the collectors and arterials in the Mobility Study Area are owned by the State, County, or Palm Coast. Coordinating with these agencies to improve travel in and around Flagler Beach for multimodal modes is essential.

Further analysis can be found in the 2050 City of Flagler Beach Mobility Plan Report.

Quality of Service

On-Street Multimodal QOS

Buffered bicycle lanes include double 6" white edge lines separating bike lanes from adjacent travel lanes. Flex posts, raised pavement markings, or vertical deflection barriers should be provided within the buffer or separation where feasible. Posted speed limit and traffic calming features yielding a speed limit of 20 MPH improves the QOS as the severity of crashes diminishes and comfort for multimodal modes increases.

Moving Towards **VISION ZERO** | **City of Flagler Beach**
ON-STREET MULTIMODAL
Quality of Service (QOS) Standards
for Bicycling & Micromobility

Facility Type: On-Street	ROW ELEMENTS (SEE NOTES FOR ROW WITH MULTIPLE FEATURES				
	NO OR LIMITED SEPARATION (GRASS <5' WIDE)	PROTECTED	BUFFERED	ENHANCED VISIBILITY MARKINGS	SPEED LIMIT 20 MPH OR LESS
Bicycle Lane (6' wide or more)	B	A	A	A	C
Bicycle Lane (5' wide)	C	A	B	B	B
Bicycle Lane (4' wide)	D	B	C	C	C
Paved Shoulder (undesignated bicycle lane/advisory sidewalk)	E	--	--	D	C
Bicycle Boulevard/Shared Street	E	--	--	D	C
Curbless Shared Street	A	--	--	--	--

Source: Source: QOS Standards established by NUE Urban Concepts, LLC

Intent: Mobility Planning and measuring performance of multimodal projects over time

Protected: includes permanent separation via vertical elements such as curbing (raised bicycle lanes or cycle tracks), concrete barriers, or on-street parking.

Buffered: minimum of double 6" white edge lines separating the bike lane from adjacent travel lanes. Ideally buffer is at least 3' wide (40 mph +) or 2' wide (30 - 35 mph). Flex posts, raised pavement markings, or vertical deflection barriers should be provided where feasible.

Enhanced Visibility: use of green paint, pavement markings, contrast box behind sharrows and bicycle symbols, on-street markings with speed limits or Share the Road signs.

Notes: the presence of 2 or more ROW features, except for limited separation, would result in an increase of one additional letter grade.

Off-Street Multimodal QOS

Wider facilities provide greater comfort and safety, allowing people walking and biking to pass one another at different speeds more easily, which results in a higher QOS. Similarly, greater separation from vehicle traffic increases perceived and actual safety, leading to higher QOS ratings. Narrow facilities such as sidewalks located directly at the back of curb and adjacent to vehicle travel lanes typically receive the lowest QOS grades. In contrast, wider facilities such as trails and paths that are set back from traffic achieve the highest QOS grades.

Moving Towards **VISION ZERO** | **City of Flagler Beach**
OFF-STREET MULTIMODAL
Quality of Service (QOS) Standards
for Bicycling & Walking

Facility Type: Off-Street	ROW ELEMENTS (SEE NOTES FOR ROW WITH MULTIPLE FEATURES				
	LIMITED SEPARATION	LANDSCAPE STREET TREES	ON-STREET PARKING OR BARRIER	GRASS LANDSCAPE BUFFER	SPEED LIMIT 20 MPH OR LESS
Path, Sidewalk, or Trail (10' wide or more)	B	A	A	A	A
Path, Sidewalk, or Trail (8' wide)	C	B	B	B	B
Sidewalk (6 - 7' wide)	D	C	C	C	C
Sidewalk (5' wide or less)	E	D	D	D	D

Source: QOS Standards established by NUE Urban Concepts, LLC

Intent: Measure performance of multimodal improvements over time.

Notes: The presence of two ROW elements, except for limited separation, such as on-street parking and street trees would result in an increase in one additional letter grade. For example, a 10' path with street trees and on-street parking would result in a QOS of "A". The presence of three or more ROW elements, except for limited separation, such as a 5' sidewalk, with a landscape buffer and a posted speed limit of 25 mph would result in a QOS of "C", or an increase of two letter grades.

Physical barrier includes any type of permanent, physical vertical separation. Grass buffer must be at least 5' in width between vehicle travel lanes and the facility. Landscape includes vertical landscape elements that would provide a degree of protection for multimodal users.

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What are Multimodal Projects?



Multimodal Typologies

The Mobility Plan accommodates different types (modes) of travel on a variety of multimodal facilities. The images below illustrate the types of multimodal projects, both on-street and off-street, that are included in the Mobility Plan.

On-Street Typologies



Advisory Sidewalk

Lane and pavement markings that are offset 3-4 ft from the edge of pavement on both sides of the street to provide space for people walking while visually narrowing the overall width of vehicle travel lanes.



Curbless Shared Street

Pedestrian-friendly street designed without traditional curbs, allowing seamless integration of walking, biking, and vehicle traffic. It prioritizes safety and accessibility by using visual cues, textured pavement, and strategic landscaping to manage traffic flow.



Bicycle Boulevard / Shared Street

A shared street designed with traffic calming measures, enhanced signage, shared lane markings (sharrows), and a lower posted speed limit of 20 MPH to increase awareness that bicycles and other alternative forms of travel are permitted by law to use the full lane.



Bike Lane

Paved, marked bicycle facility, adjacent to the outer vehicle travel lane and at least 4-ft wide. Bike lanes may be painted green to increase visibility.



Buffered Bike Lane

Paved, marked bicycle facility at least 4-ft wide with a minimum double 6-inch white edge line separating the bike lane and the adjacent vehicle lane.



Protected Bike Lane

Paved, marked bicycle facility at least 4-ft wide that includes a separation area with a vertical element such as curbing, concrete or plastic barriers, flexible delineator posts, on-street parking, or landscaping and street trees.

Off-Street Typologies



Sidewalk

Concrete walkway between 5-7 ft wide. Primarily used by pedestrians and is usually aligned with roadways. Must be ADA compliant.



Multi-Use Trail / Path

Asphalt or concrete walkway facility 10-ft wide or more that allows for the safe movement of non-motorized users, including pedestrians & bicyclists. May or may not be aligned with parallel roadways.

How were they identified?

The mobility projects identified in the Mobility Plan were established based on the fundamental guiding elements necessary to transition from a transportation system focused on moving cars towards a safe, comfortable, and convenient transportation system focused on moving people and providing mobility choices. These elements should inform the implementation of each mobility project throughout the full project lifecycle, including planning, design, construction, and long-term maintenance.



MOBILITY: The ability to move people between their starting place (origin) to their destination by multiple ways (modes, such as walk, bike, transit, vehicle) of travel in a timely (speed) and efficient manner.



OPPORTUNITY: The ability to access relevant activities such as employment, education, entertainment, health care, personal services, recreation, and retail opportunities by people of all ages, abilities, race, and socioeconomic strata without undue and unjust burden. People have a fundamental right to move around easily, safely, and conveniently.



ACCESSIBILITY: The ease at which people of all abilities and ages reach, enter, and use modes of travel at the origin and destination of their trip. Providing Americans with Disabilities Act (ADA)-compliant curb access ramps at origins, destinations, intersections, driveways, and mid-block crossings is imperative to removing impediments to access.



CONNECTIVITY: The number of route options people have available to them and their directness and/or distance of those routes. Innovative approaches to enhance connectivity, such as low speed or shared streets, paths, and trails improve mobility and accessibility.



VISIBILITY: The frequency at which those driving a vehicle see people walking, bicycling, scooting, and accessing transit. More people walking and biking equates to greater awareness that people walking and biking (aka safety in numbers).



CONTINUITY: The provision of uninterrupted sidewalks, paths, trails, and bike lanes that maintain consistent width and condition with logical beginning and end points. Roads do not suddenly end or change width without warning and neither should sidewalks or bike lanes.



SAFETY: Physical design elements of the built environment that make the multimodal transportation system comfortable and pleasant for all ages and abilities.



COMFORT: The sum of all the multimodal elements combined with the overall quality of the built environment that supports various mobility modes to ensure comfortable travel, trip satisfaction, improved travel choices, and minimized travel time and distance.



SOCIAL VALUE: The people-to-people connections one experiences in a shared space environment, whether biking, walking, or riding transit. The social value of these interactions can enhance the quality of life in the community through active engagements.

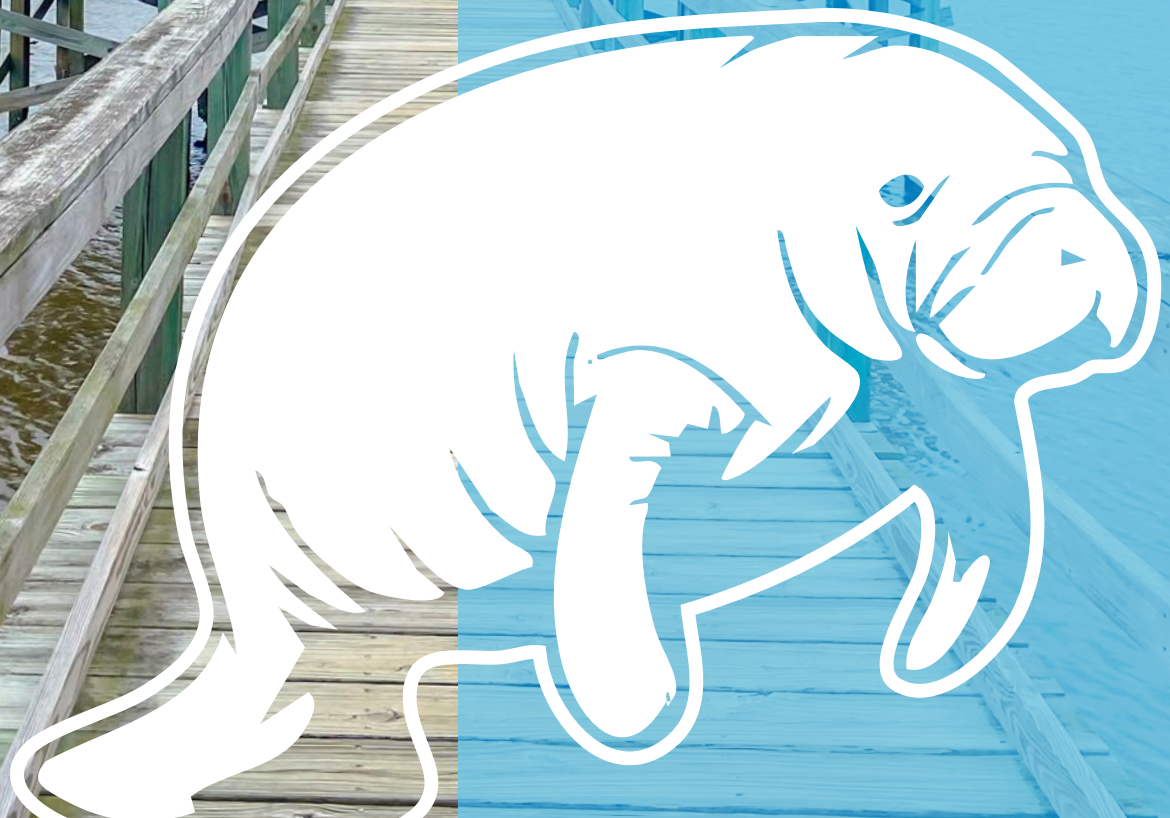
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The extensive city planning work that lies ahead gives the City of Flagler Beach a unique opportunity to steer its development to ensure a high level of accessibility and a high quality living environment.

What are the Key Projects?





Project Summary



6
Intersection Improvements



2
Roundabouts



0.20 miles of
Reconfiguration



0.88 miles of
Upgrade to Collector



1.62 miles of
Two (2) Lane Divided Reconstruction



4.50 miles of
Widen from Two (2) to Four (4) Lanes



4.57 miles of
Widen from Four (4) to Six (6) Lanes



1.56 miles of
Context-Sensitive Enhancement



0.60 miles of
Curbless Shared Street



5.45 miles of
Primary Multimodal Corridor



34.13 miles of
Multi-Use Trail



0.28 miles of
Pedestrian District



1.08 miles of
New Two (2) Lane Complete Street



1
Access Management & Corridor Study



1
One-Way Pair Evaluation



1.60 miles of
Water Taxi Service



2
Mobility Hubs



1
Mobility Hub Evaluation



25.68 miles of
Flagler County Bus Route



1
Flagler County Mobility On-Demand (MoD)

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Key Projects

Context-Sensitive Enhancements

Improvements to Ocean Shore Boulevard (SR A1A) between N 10th Street and Moody Boulevard and between S 4th Street and S 9th Street are intended to calm vehicular traffic while creating a safer, more comfortable environment for pedestrians and bicyclists. The improvements would clearly signal entry into the Flagler Beach Downtown area and promote greater driver awareness of a pedestrian-focused environment.

Pedestrian Priority Area

Improvements to Ocean Shore Boulevard (SR A1A) between S 2nd Street and S 4th Street would reimagine this segment of the corridor as a pedestrian-oriented beachfront district at the heart of downtown Flagler Beach. The project would remove parallel parking along the west side of the roadway to create a wider pedestrian frontage and expanded public realm that better supports outdoor dining, retail activity, and informal gathering spaces.

Lane Repurposing

Improvements to Moody Boulevard (SR 100) would repurpose the existing four-lane roadway into a more balanced, multimodal corridor that better reflects its role as the primary gateway into Flagler Beach. The Mobility Plan presents two conceptual design options that reconfigure the corridor from four travel lanes to two lanes, creating space for on-street parking, bicycle and pedestrian facilities, enhanced landscaping, and other multimodal amenities. Intersection enhancements, including potential roundabouts or other operational improvements at Flagler Avenue and Ocean Shore Boulevard (SR A1A), along with new midblock crossings, would improve safety and connectivity for all users.









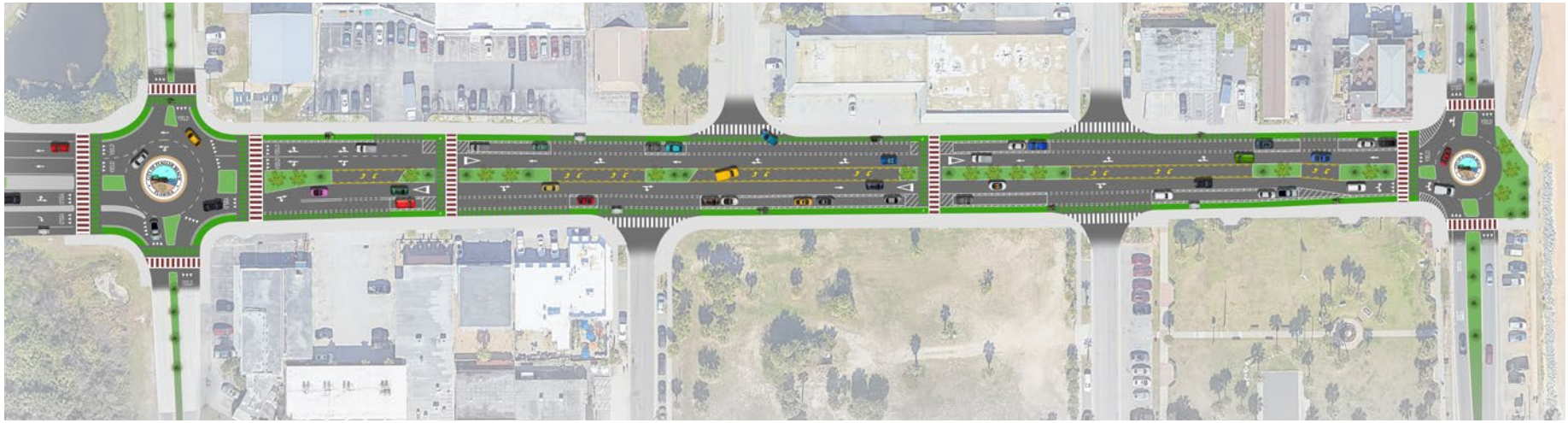
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Moody Blvd

Option 1: 2-Lane Street with On-Street Parking & Protected Bike Lane with Landscaped Buffers



Option 2: 2-Lane Divided Street with On-Street Parking, Bike Lane, & Landscaped Median



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Key Projects

Low Speed Streets & Primary Multimodal Corridors

To address safety on local, residential streets, the Mobility Plan includes a Low Speed Streets Program that provides a range of street design treatments that can be implemented. It will focus on introducing traffic calming and multimodal improvements that create safer, more comfortable conditions for all users. Low Speed Streets are defined as neighborhood streets with posted speed limits of 20 MPH, relatively low traffic volumes, and physical design characteristics that reinforce slower travel speeds.

Primary Multimodal Corridors will be designed to prioritize walking, bicycling, golf carts, and other low-speed travel modes. Posted speed limits should be reduced to 20 MPH, supported by traffic calming measures. Street design should clearly communicate that people walking, biking, and using micromobility devices have priority through consistent signage, pavement markings, and street design features.

Lane Narrowing & Restriping

Introduces on-street parking, bicycle lanes, or space for sidewalks where pedestrian facilities are currently missing.




Traffic Calming Features

Such as chicanes, chokers, curb extensions, traffic circles, painted or raised intersections, & speed tables.

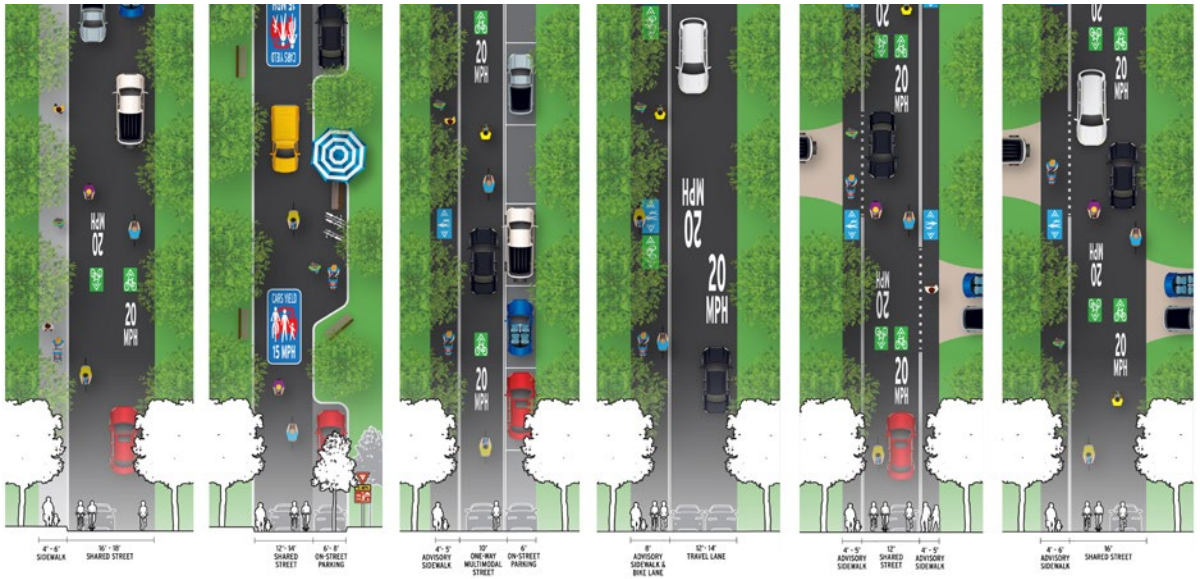



Green Street Elements

Includes reclaimed swales designed using low-impact stormwater techniques and the installation of canopy or understory street trees where feasible.




In coordination with this initiative, several corridors have been identified as Primary Multimodal Corridors. Central Avenue will be reimagined to function as the City's primary north–south multimodal route, providing a safe and convenient alternative to Ocean Boulevard (SR A1A). N 2nd Street, Moody Ln, and Lehigh Ave will be reimagined to provide an east-west route for multimodal travel that provides an alternative to Moody Blvd and connects to key destinations.



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Key Projects

Curbless Shared Streets

An emerging concept for prioritizing walking, bicycling, and transit is the conversion of existing streets and alleys into Curbless Shared Streets. These feature a posted speed limit of 15 MPH or less and flattened curbing accompanied by traffic calming strategies that allow people to feel safe riding bicycles or scooters in the same space as slow motor vehicles and transit circulators. These streets also provide wider pedestrian frontages, separated from motor vehicles by landscape, hardscape features, bollards, or on-street parking. The intent of these streets is that "out of the chaos of various modes sharing the same space, traffic will be calmed" because when people have to pay attention, safety for everyone is increased.

Curbless Shared Streets provide a defined space for pedestrians while allowing the street space to be shared between cars, microtransit, and people riding bicycles, micromobility, golf carts, or other Low Speed Vehicles. They are often found in commercial areas and serve as "Main Streets" or destinations within a community (New Urbanism). They typically feature:

Removal of elevated curbs

Materials delineate spaces

Vehicle lanes and sidewalks feature pavers or bricks

Streets with lower traffic volumes

Travel speeds 15mph or less

Spaces for vehicles are between 18-20' wide

Zones for on-street delivery, valet, pick-up and drop-off

Retractable bollards to limit vehicle access

Streets comply with ADA standards

Furniture, parking, and landscaping define site visibility



Curbless Shared Streets are appropriate in the downtown area, around City Hall, Veterans Park, and connecting to the Pier to create a cohesive pedestrian-first district and to enhance Central Avenue as the City's "main street". Dynamic elements, such as bollards, should be included to allow the street to be closed to vehicles during festivals or special events.





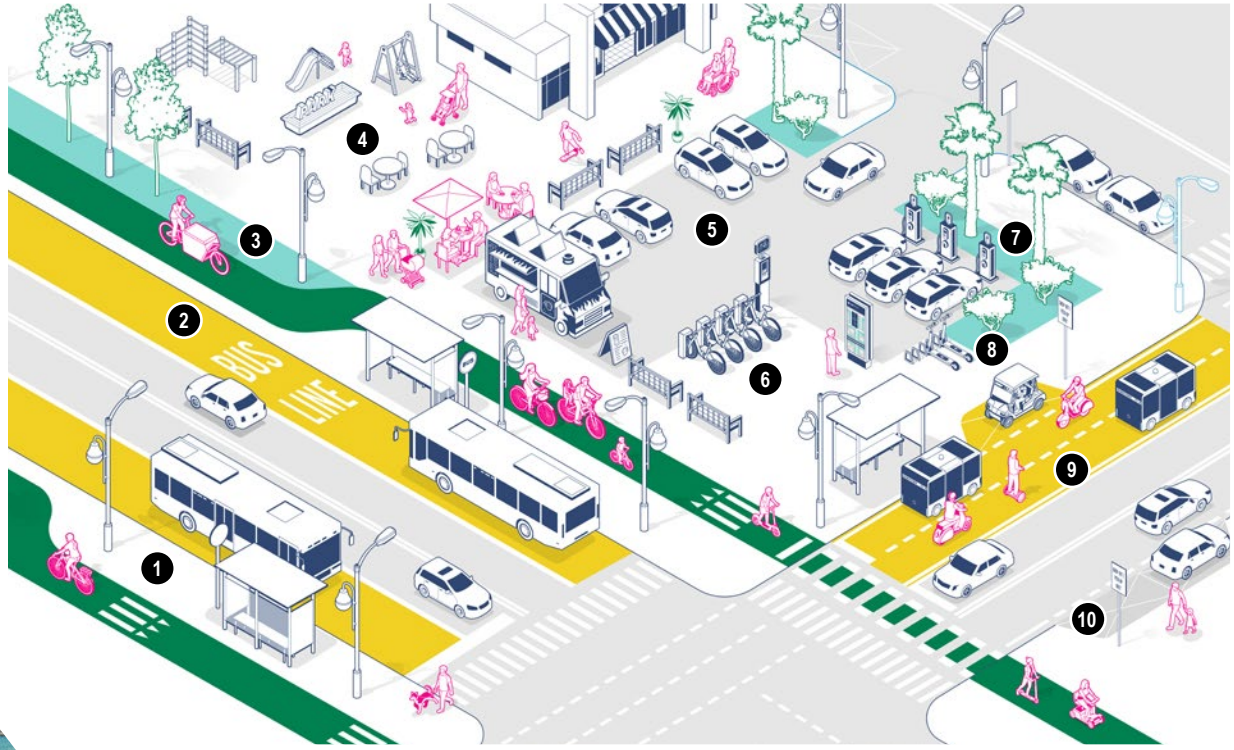
Mobility Hubs

Park-Once Environment

A central component is the creation of a "park-once" environment which is designed to prevent congestion and improve the visitor and resident experience by minimizing the need for short vehicle trips within the City. Visitors and residents would be able to drive into Flagler Beach or just across the river, ***park once*** at a strategically located mobility hub or centralized parking facility, and then access destinations by walking, bicycling, using personal mobility devices, shared mobility options, a water taxi, or a microtransit service.

One key initiative is the proposed water taxi connection across the Matanzas River, linking the anticipated town center at the Veranda Bay development with Flagler Beach. Mobility hubs would be strategically located at each water taxi stop to serve as centralized, multimodal connection points that allow seamless transfers between the water taxi and other transportation options. These hubs would integrate facilities for walking, bicycling, transit, and shared mobility, and may include amenities such as seating, lighting, shelters, bicycle parking, and clear wayfinding.

Finally, to support the park-once concept, the Mobility Plan recommends both a pilot microtransit circulator service to address mobility and parking challenges and the development of a Downtown/ CRA Parking Management Plan to evaluate existing parking assets and identify strategies to manage parking resources. These parking improvements include the potential implementation of a residential parking permit program, which would help prioritize parking for existing residents and ensure that on-street parking in residential areas remains available for Flagler Beach residents while directing visitors toward centralized parking facilities and mobility hubs.





1	Sidewalk & Transit Stop	6	Bike Share
2	Transit Lane or Loading Zone	7	Car Charging
3	Protected Bike Lane	8	Scooter Share
4	Active Spaces	9	Electric Mobility Lane
5	Car Share	10	Loading Zone

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A comprehensive mobility vision and targeted infrastructure investments are essential to support anticipated growth, foster economic vitality, and enhance the City's safety and connectivity while still preserving its beach town charm.

Is there Transit in Flagler Beach?



Future Transit Needs & Options

Flagler Beach does not currently operate or provide public transit service. Instead, the City relies on services provided by Flagler County, which presently does not offer a fixed-route transit system but instead provides demand-response, shared-ride, and door-to-door transportation services (see map on page 34).

In 2026, Flagler County updated its Transportation Development Plan for Fiscal Years 2026–2035, which identifies several future transit needs within Flagler Beach. These include potential fixed-route bus service along Moody Boulevard (SR 100) and State Road A1A, as well as the implementation of mobility-on-demand services to better serve beach destinations.

While these services are not currently in place, they have been incorporated into the Mobility Plan to illustrate the full range of transportation options anticipated as part of the City's long-term mobility system through 2050.



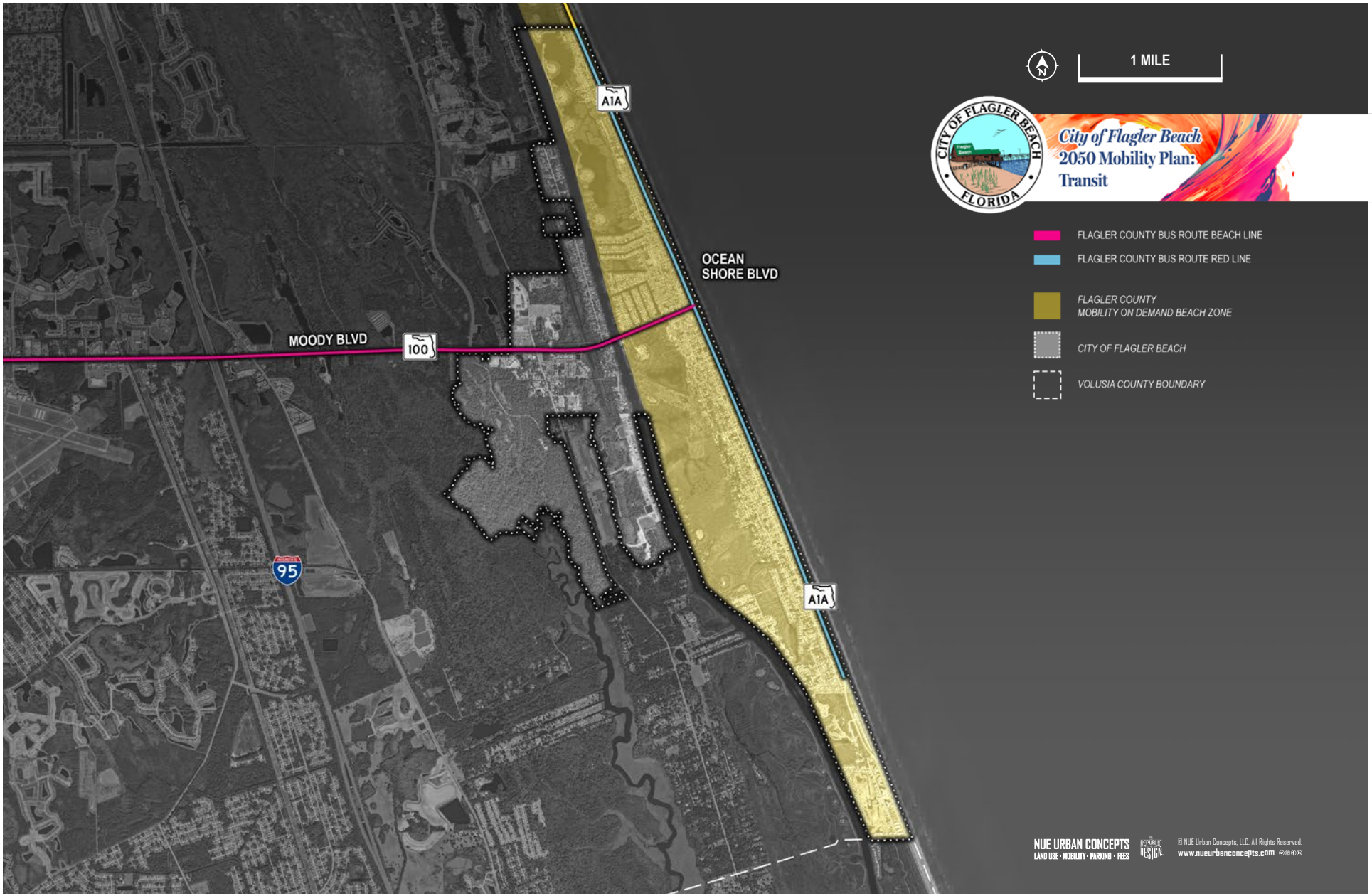


One key initiative, as part of the "park-once" approach, would be the proposed water taxi connection across the Matanzas River. As part of this initiative, the City would construct or upgrade two water taxi docks and develop a park-and-ride facility on the west side of the Matanzas River. Over time, the service could serve as a model for additional water-based transit connections along the City's waterfront. Water taxis offer a scenic, sustainable, and convenient alternative to driving.

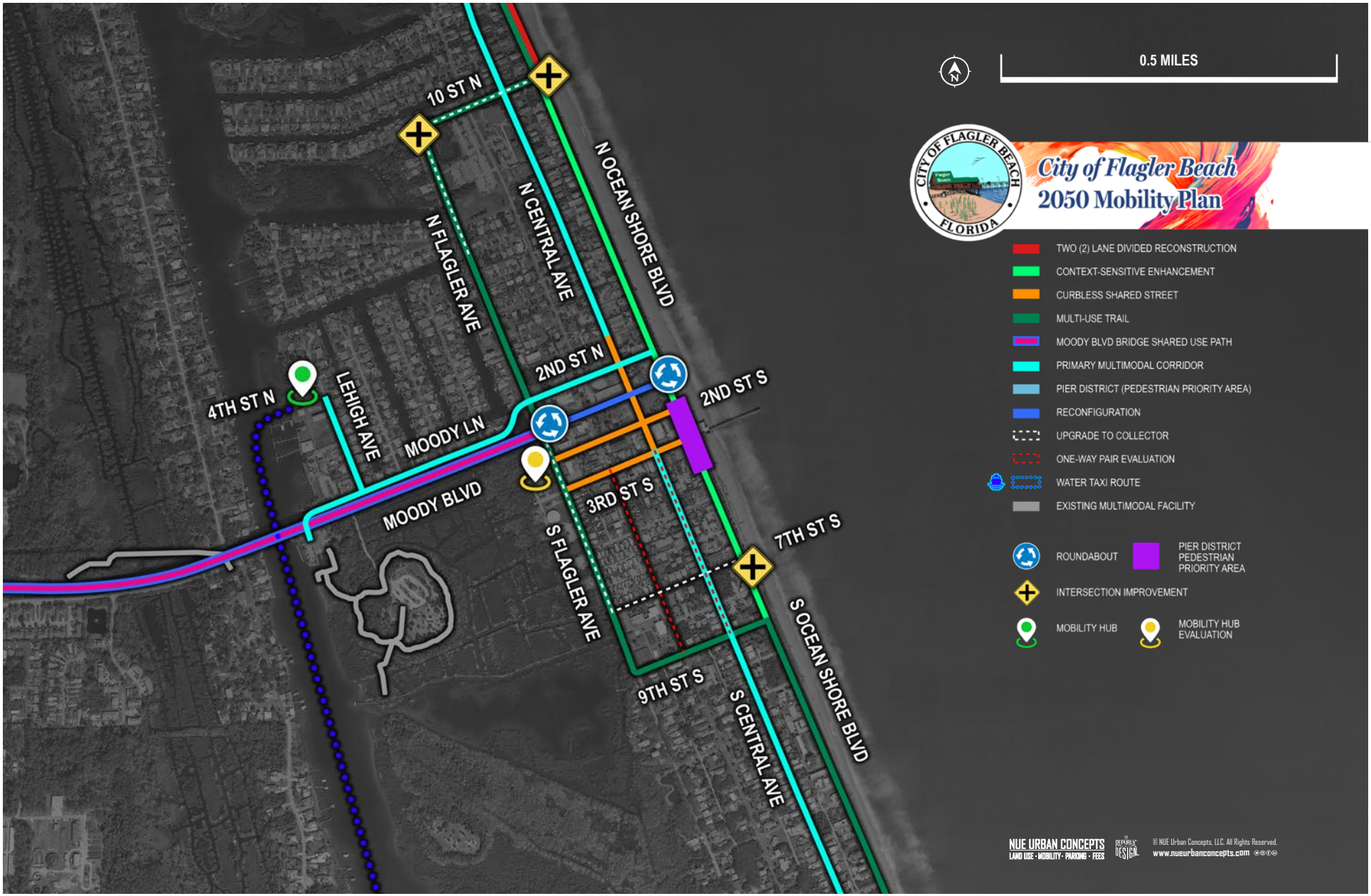


2050 Mobility Plan & Mobility Fee Maps

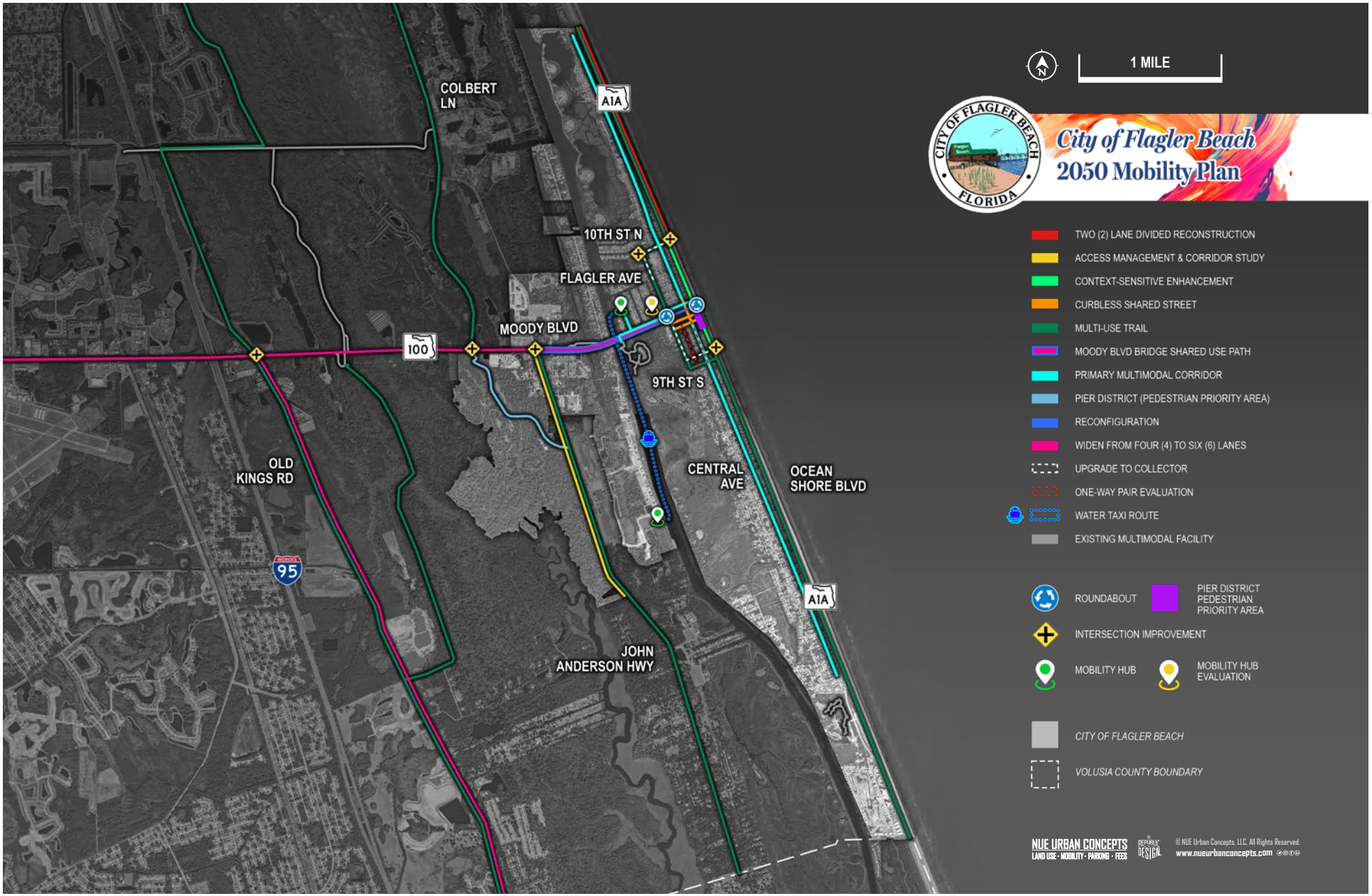
Transit Plan



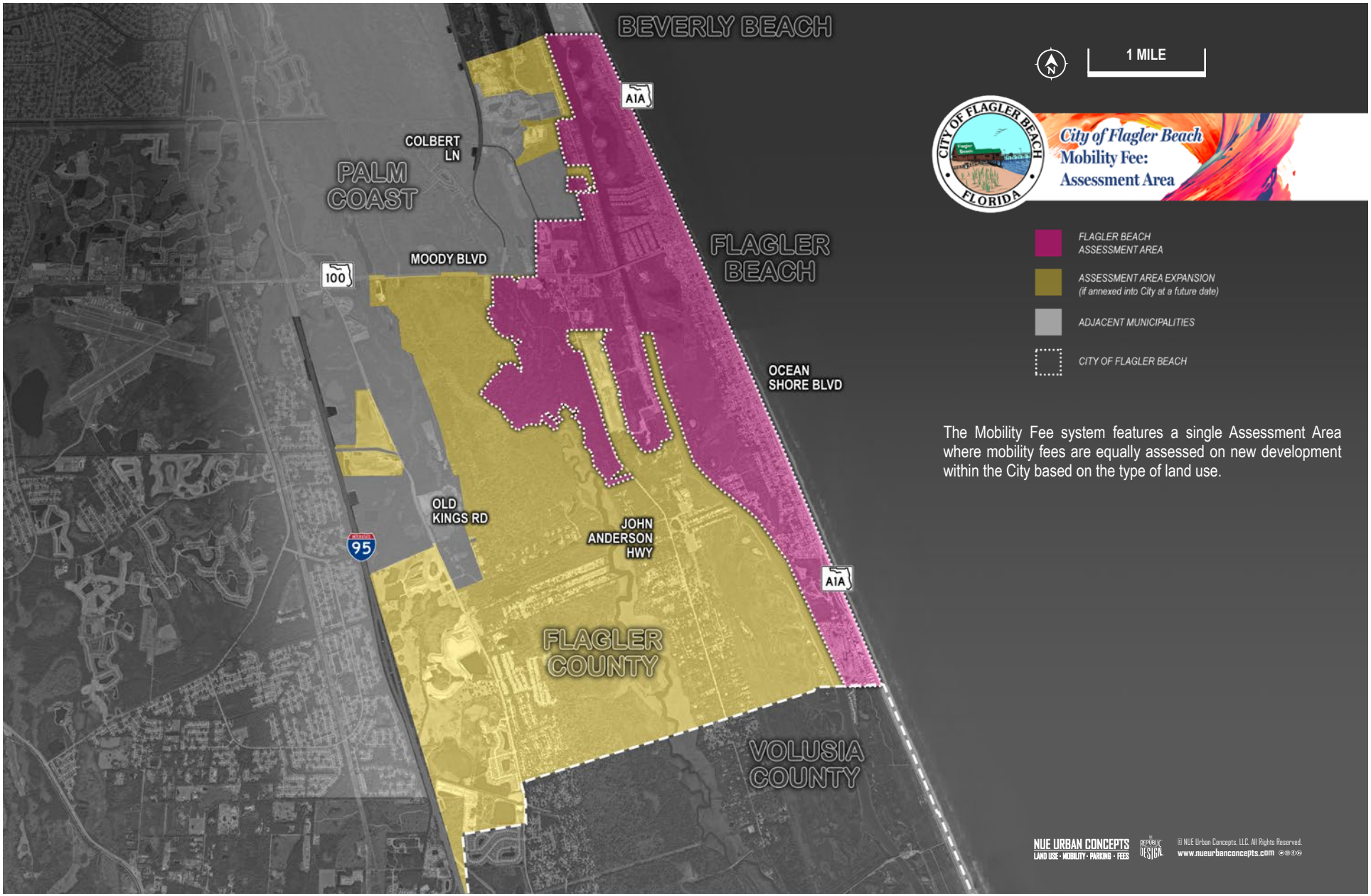
Mobility Plan



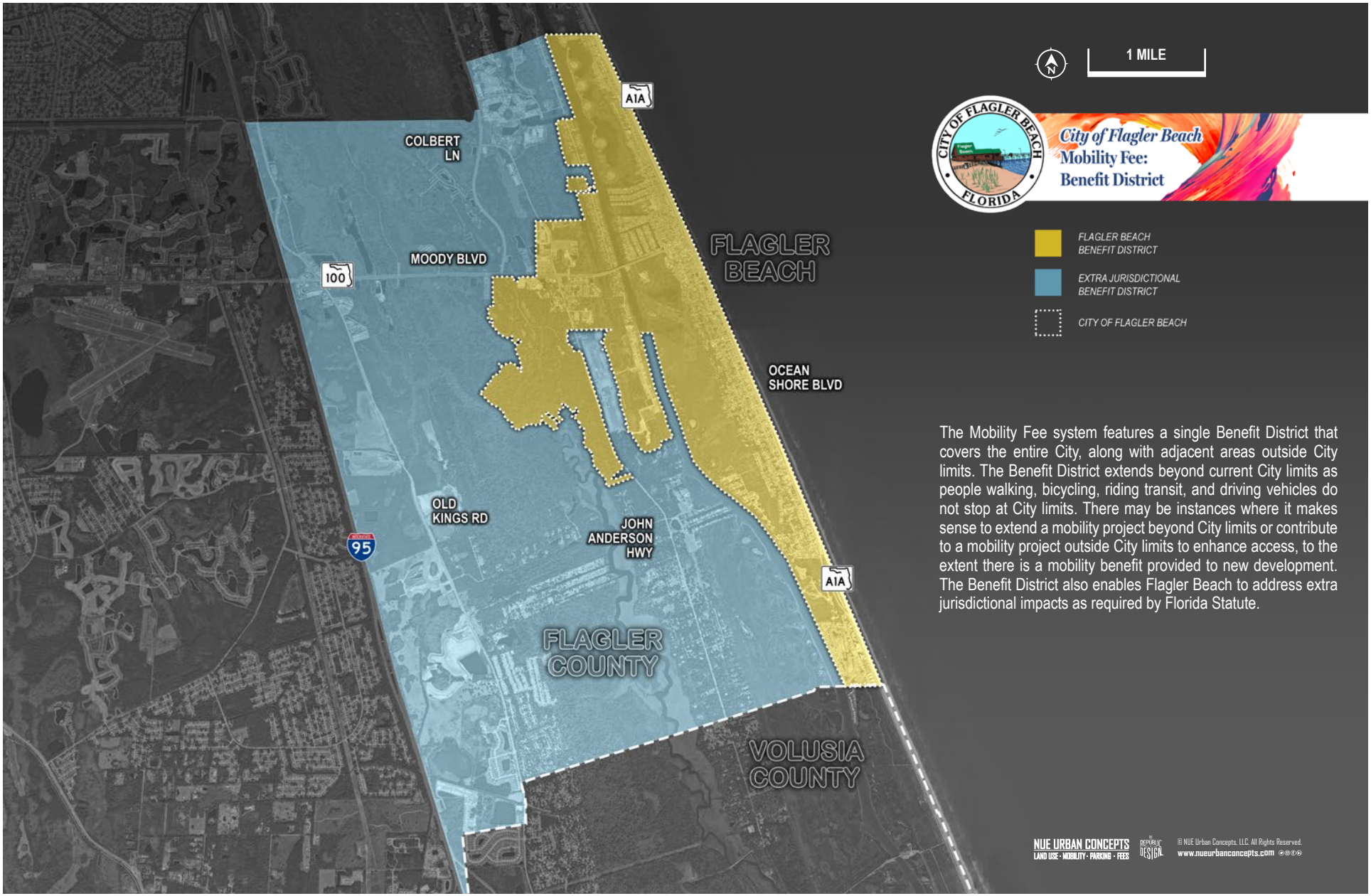
Mobility Plan



Assessment Area



Benefit District



The Mobility Fee system features a single Benefit District that covers the entire City, along with adjacent areas outside City limits. The Benefit District extends beyond current City limits as people walking, bicycling, riding transit, and driving vehicles do not stop at City limits. There may be instances where it makes sense to extend a mobility project beyond City limits or contribute to a mobility project outside City limits to enhance access, to the extent there is a mobility benefit provided to new development. The Benefit District also enables Flagler Beach to address extra jurisdictional impacts as required by Florida Statute.

Mobility Fee Schedule

The Mobility Plan and Mobility Fee Technical Report detail the methodology, data, and sources for determining the Mobility Fee. The calculated Mobility Fee for each land use is further defined in the Technical Report. The majority of the mobility fees are calculated on a per 1,000 square feet basis, except where the unit of measure indicates otherwise.

(2026 APRIL)

Land Use Categories, Uses Classifications, and Representative Uses (in parentheses)	*Unit of Measure (UOM)*	*Mobility Fee*
Residential & Lodging Uses		
Residential (ADU, Apartments, Attached, Condo, Detached, Duplex, Townhouse, 3 or more attached units)	per 1,000 sq. ft.	$2,981
Overnight Lodging (Bed & Breakfast, Condo Hotel, Hotel, Motel, Short-term Rental, Transient)	per room	$3,843
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space/lot	$3,524
Institutional Uses		
Community Serving (Center, Civic/Fraternal Club, Gallery, Museum, Performance Venue, Place of Assembly or Worship)	per 1,000 sq. ft.	$3,014
Long Term Care (Assisted Living, Care or Recovery Home, Congregate Living Facility, Nursing Home)	per 1,000 sq. ft.	$3,715
Private Education (Afterschool, Family Day Care, K-12, Pre-K, Tradeschool, Tutor)	per 1,000 sq. ft.	$3,541
Institutional (College, Hospital, Post Secondary Education, University)	per 1,000 sq. ft.	$6,349
Industrial Uses		
Industrial (Assembly, Brewing, Distribution, Fabrication, Flex, Manufacturing, Processing, Storage, Trades, Utilities)	per 1,000 sq. ft.	$1,654
Commercial Recreational Uses		
Marina (Wet Berths, Dry Slips, Ancillary Repair, Yacht Club)	per berth plus per 10 slips	$830
Unenclosed Commercial Recreation (Commercial Amusement, Golf, Multi-Purpose, Recreation, Sports, Tennis)	per acre	$9,779
Enclosed Commercial Recreation (Commercial Amusement, Fitness, Gym, Health, Indoor Sports)	per 1,000 sq. ft.	$8,785
Office Uses		
Office (Administrative, Business Service, Clinic, Dental, Medical, Professional Service, Real Estate, Veterinary)	per 1,000 sq. ft.	$7,311

Mobility Fee Schedule

(2026 APRIL) Continued

Land Use Categories, Uses Classifications, and Representative Uses (in parentheses)	*Unit of Measure (UOM)*	*Mobility Fee*
Commercial & Retail Uses		
Retail (Goods, Local: Grocery, Pharmacy, Restaurant, Sales, Services, Stores)	per 1,000 sq. ft.	$10,621
High Impact Retail (Alcoholic Beverage Sales, Banks, Chain: Grocery, Pharmacy, Restaurant)	per 1,000 sq. ft.	$18,511
Convenience Retail (Car Wash, Fast Food Chain, Convenience Market or Store, Gas Stations, Service Stations)	per 1,000 sq. ft.	$29,931
Additive Fees for Commercial Services & Retail Uses		
Motor Vehicle Charging	per charging position	$24,938
Motor Vehicle Fueling	per fueling position	$30,069
Motor Vehicle Repair Service (Accessories, Brakes, Heavy, Light, Maintenance, Quick Lube, Repair, Tires)	per bay or stall	$18,886
Parking (Private Paid Parking Garages or Lots, Vehicle or Equipment Auction, Storage, Rental, Towing, Transitional Lots)	per space	$1,737
Retail Drive-Through (ATM, Bank, Drive-in Business, Dry Cleaner, Dollar Store, Grocery Store, Pharmacy, Restaurant)	per lane	$21,754

Table of Projects

Mobility Plan Projects

Map ID	*Facility Name*	*From*	*To*	*Length (Miles) or Count*	*Project Type*
5	N 2nd St / Moody Ln	Current West Terminus of Moody Ln	Ocean Shore Blvd (SR A1A)	0.61	Primary Multimodal Corridor
10	Lehigh Ave	N 4th St	Moody Ln	0.15	Primary Multimodal Corridor
15	S 2nd St	Flagler Ave	Ocean Shore Blvd (SR A1A)	0.21	Curbless Shared Street
20	S 3rd St	Flagler Ave	Ocean Shore Blvd (SR A1A)	0.20	Curbless Shared Street
25	Central Ave	N 23rd St	N 3rd St	2.00	Primary Multimodal Corridor
30	Central Ave	N 3rd St	S 3rd St	0.19	Curbless Shared Street
35	Central Ave/Daytona Ave One-Way Pair	S 3rd St	S 9th St	1 C	One-Way Pair Evaluation
40	Central Ave	S 3rd St	S 28th St	2.69	Primary Multimodal Corridor
45	Ocean Shore Blvd (SR A1A)	Ocean Marina Dr (City Limits)	N 10th St	1.62	Two (2) Lane Divided Reconstruction
50	Ocean Shore Blvd (SR A1A)	N 10th St	Moody Blvd (SR 100)	0.50	Context-Sensitive Enhancement
55	Ocean Shore Blvd (SR A1A)	S 2nd Ave	S 4th St	0.28	Pier District (Pedestrian Priority Area)
60	Ocean Shore Blvd (SR A1A)	S 4th St	S 9th St	0.09	Context-Sensitive Enhancement
65	Ocean Shore Blvd (SR A1A)	N 10th St		1 C	Intersection Improvement
70	N 10th St/N Flagler Ave	Ocean Shore Blvd (SR A1A)	N 7th St	0.41	Upgrade to Collector
75	N 10th St	S Flagler Ave		1 C	Intersection Improvement
80	Ocean Shore Blvd (SR A1A)	N 7th St		1 C	Intersection Improvement
85	S Flagler Ave/ S 7th Ave	Moody Blvd (SR 100)	Ocean Shore Blvd (SR A1A)	0.47	Upgrade to Collector
90	John Anderson Hwy	Moody Blvd (SR 100)	approx. 0.3 miles S of Presidio Blvd	1 C	Access Management & Corridor Study
95	Moody Blvd (SR 100)	Colbert Ln		1 C	Intersection Improvement
100	Moody Blvd (SR 100)	Flagler Ave		1 C	Roundabout
105	Moody Blvd (SR 100)	Ocean Shore Blvd (SR A1A)		1 C	Roundabout
110	Water Taxi Service & Infrastructure	Veranda Bay Development	N 4th St	1.60	Water Taxi
115	Mobility Hub	Matanzas River (East Side)	N 4th St	1 C	Mobility Hub
120	Mobility Hub	Matanzas River (West Side)	South of Pescadero R	1 C	Mobility Hub
125	Mobility Hub Evaluation	Flagler Ave	Flagler Ave	1 C	Mobility Hub Evaluation

**See the 2050 City of Flagler Beach Mobility Plan Technical Report for further detail related to each mobility project.*

Table of Projects

Pre-Existing Proposed, Planned, or Funded Projects

Map ID	*Facility Name*	*From*	*To*	*Length (Miles) or Count*	*Project Type*
130	Bulow Creek Headwaters Regional Park Trail, Boardwalk, Pedestrian Amenities	Moody Blvd (SR 100)	Old Kings Rd	2.72	Multi-Use Trail
135	Colbert Ln	Palm Coast Pkwy	Moody Blvd (SR 100)	7.34	Multi-Use Trail
140	John Anderson Hwy	Moody Blvd (SR 100)	Volusia County Line	3.96	Multi-Use Trail
145	Moody Blvd (SR 100)	Belle Terre Pkwy	Old Kings Rd	2.56	Widen from Four (4) to Six (6) Lanes
150	Moody Blvd (SR 100)	Old Kings Rd	John Anderson Hwy	2.01	Widen from Four (4) to Six (6) Lanes
155	Moody Blvd (SR 100) Bridge Shared Use Path	Roberts Rd/John Anderson Hwy	Flagler Ave	0.97	Context-Sensitive Enhancement
160	Moody Blvd (SR 100) Reconfiguration	Flagler Ave	Ocean Shore Blvd (SR A1A)	0.20	Reconfiguration
165	Moody Blvd (SR 100)	Old Kings Rd		1 C	Intersection Improvement
170	Moody Blvd (SR 100)	Roberts Rd/John Anderson Hwy		1 C	Intersection Improvement
175	Flagler Beach Gap (SUN Trail) PD&E Study	Ocean Marina Dr	Volusia County Line	6.12	Multi-Use Trail
185	Old Kings Rd Shared Use Path (SUN Trail)	Ocean Shore Blvd (Ormond Beach)	Moody Blvd (SR 100)	9.52	Multi-Use Trail
190	Old Kings Rd Shared Use Path (SUN Trail)	Moody Blvd (sidewalk 1,400 ft south)	Volusia County Line	4.47	Multi-Use Trail
195	Old Kings Rd	Moody Blvd (SR 100)	Volusia County Line	4.50	Widen from Two (2) to Four (4) Lanes
200	Veranda Bay Roadway (New Road)	Moody Blvd (SR 100)	John Anderson Hwy	1.08	New Two (2) Lane Complete Street
205	Flagler Beach Transportation Development Plan Implementation: Fixed Route Bus Service (Red Route) SR 100	S Flagler Ave	South City Limits of Flagler Beach	8.26	Flagler County Bus Route
210	Flagler Beach Transportation Development Plan Implementation: Fixed Route Bus Service (Beach Route) SR A1A	Bunnell	Flagler Beach	17.42	Flagler County Bus Route
215	Flagler Beach Transportation Development Plan Implementation: Mobility on Demand Beach Zone	-	-	1 C	Flagler County Mobility on Demand (MoD)

**See the 2050 City of Flagler Beach Mobility Plan Technical Report for further detail related to each mobility project.*


FLAGLER
BEACH


WELCOME TO
FLAGLER BEACH
CITY HALL
MUSEUM
LIBRARY
SHOPS
PARKING
2nd STREET
ADOPT-A-HIGHWAY

Further Reading: 2050 City of Flagler Beach Mobility Plan Technical Report & the 2026 Mobility Fee Technical Report

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