

The following summaries present crash data from St. Johns County.

Year	Crashes	Injuries	Fatalities
1998	101	67	0
1999	128	67	0
2000	123	57	0
2001	111	87	0
2002	148	37	1
2003	176	62	2
Total	787	377	3

*Information provided by St. Johns County Traffic & Transportation Department.

Location	1998	1999	2000	2001	2002	2003
SR 16E at Wards Creek	14	8	9	4	6	24
Shands Pier Rd/CR 16A	4	9	10	2	9	13
Greenbriar Road	6	7	9	8	2	5
Roberts Road	5	13	12	11	16	19
Davis Pond Road	6	6	8	9	6	10
Fruit Cove Rd/Race Track	16	31	30	14	41	24
Total	46	74	78	48	80	95

In reviewing the crash data, six areas and/or intersections witness significantly more accidents. As represented in Table 3, these areas accounted for 43% to 63% of the accidents over the five-year period. Conditions have improved due to construction of a divided 4-laned road to Davis Pond Boulevard and should improve more as the 4 laning is completed to Roberts Road where a traffic signal has also been installed. However, the intersection at Fruit Cove Road and Race Track Road still remains the area of highest incidence.

The scenic highway functions as a popular bicycle route due to the natural scenic views of centennial oak canopies and the St. Johns River. Four-foot paved bicycle lanes exist in some areas with only two-foot lanes in others as discussed in Section 5.2. However, in many areas the grass has grown over the lanes and makes them unusable by the bicyclists. In fact, a two-foot lane does not provide an adequate width for bicycling. Therefore, the Scenic Highway Corridor Group has approached the MPO and requested bicycle paths along the corridor off the roadway to ensure safety for bicycle enthusiasts.

In the FDOT database for the years 1995-1999, a pedestrian fatality occurred at night in 1995. Also, in 1998 a bicycle incident in the vicinity of the Fruit Cove Road/Race Track Road resulted in an injured bicyclist. However, no other vehicle was reported as being involved. A bicycle path or recreation trail separated from the roadway would better serve the residents and visitors to the scenic corridor. Implementing a separated path would increase pedestrian safety as well as bicycling safety.