

Bicyclists often use SR 13 in order to enjoy a ride along the canopy road. The 4-lane segments have designated 4-foot bicycle lanes. In the two-lane segments there are no designated bicycle facilities. With the mix of traffic, this usage can be dangerous.

Provisions for the pedestrian occur along the northern section of the roadway with sidewalks on both sides of the 4-lane divided highway. At this time, no planned sidewalks exist for south of Roberts Road.

**TABLE 4: 1999 PEAK HOUR LEVEL OF SERVICE**

Link	From	To	Adopted LOS Standard
SR 13/SR 16	SR 16E	SR 16W at Shands Bridge	C
SR 13	SR 16W	CR 16A	D
SR 13	CR 16A	Greenbriar Rd	C
SR 13	Greenbriar Rd.	Roberts Rd.	D
SR 13	Roberts Rd.	CR 13B (Fruit Cove Rd. S.)	D
SR 13	CR 13B (Fruit Cove Rd. S.)	Race Track Rd.	D
SR 13	Race Track Rd.	Bishop Estates Rd.	D
SR 13	Bishop Estates Rd.	Duval Co. Line	D

**TABLE 5: 2015 PEAK HOUR LEVEL OF SERVICE**

Link	From	To	Adopted LOS Standard
SR 13/SR 16	SR 16E	SR 16W at Shands Bridge	C
SR 13	SR 16W	CR 16A	D
SR 13	CR 16A	Greenbriar Rd	C
SR 13	Greenbriar Rd.	Roberts Rd.	D
SR 13	Roberts Rd.	CR 13B (Fruit Cove Rd. S.)	D
SR 13	CR 13B (Fruit Cove Rd. S.)	Race Track Rd.	D
SR 13	Race Track Rd.	Bishop Estates Rd.	D
SR 13	Bishop Estates Rd.	Duval Co. Line	D

Opportunities and Conflicts: Concerns regarding traffic volumes, adopted level of service (los), and user types for SR 13 are addressed in Table 6 and by the following:

- Goals: 1, 2, 6 and 7;
- Objectives: 1.1, 2.1, 2.2, 2.3, 6.1 and 7.1;
- Strategies: 1.1.2(b), 2.1.1, 2.1.2, 2.1.3, 2.1.4, 2.2.1, 2.2.2, 2.3.1, 6.1.1, 6.1.2, 6.1.3 and 7.1.3;  
and
- Actions: A.4, A.20, A.21 and C.3.