201~~0~~30 COMPREHENSIVE PLAN

TRANSPORTATION ELEMENT

October 2009

The Honorable John Peyton
Mayor

William B. Killingsworth
Director of Planning & Development

JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT
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CITY OF JACKSONVILLE

The Honorable John Peyton, Mayor

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INTRODUCTION

Pursuant to the requirements of Chapter 163, Part II, Florida Statutes (F.S.) and Chapter 9J-5, Florida Administrative Code (FAC), the City of Jacksonville adopted the 2010 Comprehensive Plan, which included a Transportation Element. Section 163.3191, F.S. requires that the plan be updated periodically. Prior to the update of the plan, the local governments are required to prepare an Evaluation and Appraisal Report (EAR) on the adopted plan. The City of Jacksonville's first EAR was submitted to the Florida Department of Community Affairs (DCA) for review on September 1, 1997 and determined to be sufficient on October 31, 1997. The City of Jacksonville's second EAR was submitted to the DCA on October 1, 2008.

The first EAR for the 2010 Comprehensive Plan comprises the 1990-1995 period. and. the second EAR comprises the 2000-2007 period. The second EAR identifies major issues of concern to Jacksonville residents, reviews implementation of the plan since the last EAR, assesses achievements, successes and shortcomings of the Plan, identifies necessary changes and provides updated population projections.

The update of the Transportation Element, presented in the following pages, reflects changes recommended in the second EAR. New policies have been added as recommended in the EAR and mandated by updates to the Florida Statutes and Florida Administrative Code, including extending the planning time frame to 2030 and renaming the plan the 2030 Comprehensive Plan. Issue statements have been removed in an effort to streamline the element and to remove text not belonging in the Goals, Objectives and Policies Section of this document. Various editorial, organizational and other appropriate agency or reference name changes have been made as well.

In addition to the aforementioned revisions, the Background Report of this document has also been updated to support the amended Goals, Objectives and Policies.

~~Chapter 9J-5, F.A.C. provides the minimum criteria for review of local government comprehensive plan and plan amendments and determination of compliance. In the most recent update of this Rule, the Traffic Circulation, Mass Transit and Ports, Aviation and Related Facilities Elements have been repealed. In their place, a combined Transportation Element must be developed for a local government which has all or part of its jurisdiction included within the urbanized area of a Metropolitan Planning Organization (MPO) [pursuant to section 339.175, Florida Statutes.] The Transportation Element shall be coordinated with the long range transportation plan of the MPO.~~

~~The City of Jacksonville, as a member of and staff to the Metropolitan Planning Organization for the Jacksonville Urbanized Area, has prepared this Transportation Element as a plan for a multimodal transportation system that places emphasis on public transportation systems. To facilitate the Goals, Objectives, and Policies, the Background Report presents pertinent data and information for the various aspects of this Element.~~

~~Within this Element are four basic systems: a traffic circulation section, a mass transit section, a ports, aviation and other related facilities section, and an integrated multimodal network section combining all systems.~~

~~The amendments within this Element are the outcome of the City's Evaluation and Appraisal Report (EAR) of the 2010 Comprehensive Plan. They reflect the current (1995) conditions within Jacksonville. Some policies have been deleted, some incorporated into other policies, and some modified to show a continuance of a policy. Several department names have changed since the previous Element was adopted, thereby requiring amendments. Finally, some additions in this Transportation Element reflect new regulations and requirements at either a local, state, or federal level.~~

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GOALS, OBJECTIVES AND POLICIES

CITY OF JACKSONVILLE PLANNING AND DEVELOPMENT DEPARTMENT

GOALS, OBJECTIVES AND POLICIES

GOAL 1

Level of Service standards which meet the Florida Department of Transportation (FDOT) guidelines and reflect the driving habits and tolerance levels of the City's driving population shall be established.

~~Issue~~: ~~Use of Florida Department of Transportation Levels of Service Standards~~

~~The Florida Department of Transportation adopted a set of level of service standards for the State Highway System as part of its state-mandated agency functional plan: the *Florida Transportation Plan*. These standards were amended by the FDOT in November 1995.~~

~~The FDOT has also developed generalized level of service tables based on the 1985 *Highway Capacity Manual* (HCM) analysis techniques and actual Florida traffic, roadway, and signalization data. While the generalized tables are not statewide standards, they are guidelines for the measurement of highway levels of service. At the present time, the generalized tables are the only supportable measures with which to make a generalized evaluation of the operating level of service of Jacksonville's roadways.~~

Objective 1.1 The City shall utilize the Florida Department of Transportation standards as they relate to guidelines for determining the operating conditions of its urban and rural roadways and intersections.

Policies 1.1.1
The City shall utilize the Transportation Research Board, *Highway Capacity Manual, Special Report 209* ~~(1992)~~ (1997), definitions for levels of service.

1.1.2
The minimum levels of service acceptable on all roads shall be as stated in the table below, and applicable to the PM peak hour and 24 hour periods. These minimum levels of service standards shall be applicable to both local roadways and State Highway System facilities. The Jacksonville Urbanized Area designation includes the urban boundaries established for Duval County by the FDOT for its planning and funding purposes, as well as the Urban and Suburban Areas established in the Capital Improvements Element.

The Jacksonville Transition Area designation includes the rural boundaries established for Duval County in the Capital Improvements Element.

Jacksonville Urbanized Area	
Florida ~~Intrastate Highway System~~ Strategic Intermodal System (SIS), Limited Access Highways (Freeways) and Controlled Access Highways	Level of Service D ~~(E)*~~
Principal Arterials, Minor Arterials, Collectors, and Local Streets	Level of Service E
Jacksonville Transition Area	
Florida ~~Intrastate Highway System~~ Strategic Intermodal System (SIS) , Limited Access Highway (Freeways), and Controlled Access Highways	Level of Service C
Principal Arterials, Minor Arterials, Collectors, and Local Streets	Level of Service D
*The level of service designation shown in parentheses applies only when exclusive through-lanes are physically separated from general use lanes along limited and controlled access facilities. Access to the exclusive use lanes is highly regulated and may be used for high occupancy vehicles, express buses, passenger rail service, etc.	

The Florida ~~Intrastate Highway System~~ Strategic Intermodal System (~~FIHS~~ SIS) comprises a statewide network of limited and controlled access highways. The primary function of the system is for high-speed and high-volume traffic movement within the state. Access to abutting land is subordinate to this function, and such access must be prohibited or highly regulated. Highways in the City of Jacksonville currently designated in the Florida Transportation Plan as part of the ~~FIHS,~~ SIS are: I-95, I-10, I-295, S.R. 9A, U. S. 301, and the proposed Branan Field/ Chaffee Road.

The level of service (LOS) definitions which follow are to be the primary point of reference in consideration of level of service issues:

Level of Service A describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial class. Vehicles are completely unimpeded in the ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.

Level of Service B represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.

Level of Service C represents stable operations. However, ability to maneuver and change lanes in mid-block locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds by about 50 percent of the average free-flow speed for the arterial class. Motorists will experience an appreciable tension while driving.

Level of Service D represents conditions under which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 50 percent of free-flow speed.

Level of Service E is characterized by significant approach delays and average travel speeds of one-third of the free-flow speed or lower. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.

Level of Service F characterizes arterial flow at extremely low speeds below one-third to one-quarter of the free-flow speed. Intersection congestion is likely at critical signalized locations, resulting in high approach delays. Adverse progression is frequently a contributor to this condition.

The City shall make a determination as to a link's ability to meet these standards by comparing City of Jacksonville and FDOT ~~annual average daily~~ PM peak hour traffic ~~(AADT)~~ data with the threshold values contained in the FDOT ~~*Florida's Level of Service Standards* *Florida*~~ Strategic Intermodal System ~~*and Guidelines Manual for Planning*~~ the Quality Level of Service Handbook, as amended, for the corresponding facility type, average signalization-per-mile rate, and minimum acceptable level of service. Each roadway segment failing to meet these criteria shall be reviewed and a determination made as to whether the segment is either constrained, backlogged, or located in a Transportation Concurrency Management Area.

1.1.3

The City's level of service standards for constrained and backlogged segments shall be as shown in the table as follows:

Constrained Facilities	
~~Florida Intrastate Highway System~~ Florida Strategic Intermodal System (SIS), Limited Access Highways (Freeways) and Controlled Access Highways	Maintain
Principal Arterials, Minor Arterials, Collectors, and Local Streets	Maintain
Backlogged Facilities	
~~Florida Intrastate Highway System~~ Florida Strategic Intermodal System (SIS), Limited Access Highway (Freeways), and Controlled Access Highways	Maintain
Principal Arterials, Minor Arterials, Collectors, and Local Streets	Maintain

The City will utilize the following measures to ensure operating conditions are being maintained on State and City roads classified as constrained or backlogged.

Constrained Facilities - A roadway facility is classified as a constrained facility when, for physical, environmental or political reasons, the facility cannot be expanded by at least two through-lanes. A constrained facility in the Jacksonville Urbanized Area will be allowed to operate at levels that do not exceed a ten percent (10%) increase in the facility's peak hour or average daily two-way traffic volumes, or a ten percent (10%) reduction in the facility's peak hour or daily operating speed. A constrained facility in the Jacksonville Transition Area will be allowed to operate at levels that do not exceed a five percent (5%) increase in the facility's peak hour or average annual daily two-way traffic volumes or a five percent (5%) reduction in the facility's operating speed. The initial classification of facilities as constrained shall be based on same-year field counts and shall be concurrent with adoption of the 2030~~2010~~ Comprehensive Plan. Table T-6 in the Background Report lists the FDOT-identified constrained facilities in the City of Jacksonville. Traffic count data shall be reviewed, and the identification of constrained facilities shall occur, at minimum, at the start of each Jacksonville ~~Urban Area~~ Transportation Study ~~(JUATS)~~ ~~U~~update.

Backlogged Facilities - A roadway facility shall be classified as backlogged when it has begun to operate at less than the minimum acceptable level of service, as defined in Policy 1.1.2, and when no constraints exist which would prohibit installation of capacity improvements, and such improvements are not programmed for construction in the first three years of FDOT's adopted work program or the five-year schedule of improvements in the Capital Improvements Element. A backlogged facility in the Jacksonville Urbanized Area will be allowed to operate at levels that do not exceed a ten percent (10%) increase in the facility's peak hour or average annual daily two-way traffic volumes, or a ten percent (10%) reduction in the facility's peak hour or daily operating speed. A backlogged facility in the Jacksonville Transition Area will be allowed to operate at levels that do not exceed a five percent (5%) increase in the facility's peak hour or average annual daily two-way traffic volumes, or a five percent (5%) reduction in the facility's peak hour or daily operating speed. The initial classification of facilities as backlogged shall be based on same-year field counts and shall be concurrent with adoption of the 2030~~2010~~ Comprehensive Plan. Table T-6A in the Background Report, includes those facilities classified as backlogged. Traffic count data and the Transportation Improvement Program shall be reviewed at a minimum of every two years.

Development orders will not be issued for projects which will significantly degrade the operating conditions of either a constrained or backlogged facility unless development proposed along said facilities provides mitigation to accommodate the increased traffic volumes that will be generated. The City of Jacksonville considers the operating condition of a constrained or backlogged facility to be significantly deteriorated if the standards stated above are exceeded.

Development orders for projects served by constrained or backlogged facilities will be issued only if the applicable standards for the Jacksonville Urbanized Area and/or Transition Area discussed above are not exceeded and if the operating condition on the constrained or backlogged facility can be maintained through the implementation of one or more of the following:

1. Mitigation of impacts during the peak hour of roadway traffic through implementation of flexible work shifts, off-peak work shifts, or other measures to reduce peak hour impacts.

2. Provision of extraordinary mass transit support such as reducing the number of available employee parking spaces and subsidizing employee transit fares.

3. Make road improvements which will cause operating conditions on the constrained facilities to be maintained or maintain and improve operating conditions on backlogged facilities, or contribute the necessary amount of money projected each year to the mass transit system's operating or capital costs program.

4. Provision of data collected in the field using FDOT guidelines to demonstrate that the facility in question is actually operating at a better level than would be assumed using a computer analysis procedure.

   Prior to implementing any of the above mitigation measures, the developer must provide documentation which shows how the proposed measure will mitigate for the increase in traffic volumes that will be generated.

1.1.4
The City shall coordinate with the Florida Department of Transportation, Department of Public Works, the Jacksonville Transportation Authority (JTA), and ~~First Coast Metropolitan Planning Organization for the Jacksonville Urbanized Area (MPO)~~ North Florida Transportation Planning Organization (TPO) in order to ensure that levels of service on backlogged facilities are improved to the minimum adopted standards identified in Policy 1.1.2. This coordinated effort will be achieved by giving priority to identified backlogged facilities when prioritizing projects in the ~~MPO~~ TPO Transportation Improvement Program, FDOT's Five-Year Work Program, Public Works Department Transportation Improvement Program and the 2030~~2010~~ Comprehensive Plan Capital Improvements Element.

1.1.5
The City shall identify and designate Transportation Concurrency Management Areas (TCMA) as the need arises. If a portion of the State Highway System is located within the (TCMA), the City shall negotiate with the FDOT the appropriate levels of service for the state roadways located therein.

1.1.6
For the purpose of issuing a development order or permit, a proposed development which is deemed to have a de minimis impact, meeting the requirements of Rule 9J-5.0055(3) (C) 6a-c, F.A.C., shall not be subject to the concurrency requirements of Rule 9J5.0055(3) (C) 1-4, F.A.C. In this regard, the City ~~shall~~ has implemented a de minimis exemption provision as a component of its Concurrency Management System.

~~Issue~~: Use of Uniform Criteria to Determine Roadway Capacity and ~~Land Use Impacts~~

~~The City of Jacksonville departments responsible for operation and maintenance of the City's roadway system need to have a uniformly applicable procedure which is implemented on a regularly scheduled basis to determine when roadways are approaching the capacity thresholds for the standard levels of service.~~

Objective 1.2 The City shall utilize uniform criteria to determine which of the City's roadway links are approaching a capacity-deficient condition, to evaluate the need for new or improved transportation facilities, and to assess the impact of any new or existing facility or land use upon the transportation network.

Policies 1.2.1
The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a ~~manually-calculated trip generation and distribution analysis of traffic~~ traffic impact.

1.2.2
~~The City shall use the state-adopted Jacksonville Urban Area Transportation Study (JUATS) model of the Jacksonville area roadway network for~~ The City shall use the transportation model developed for Duval County for computer-based trip generation and distribution analysis of traffic.

1.2.3
The City, through its Concurrency Management System and other programs, shall determine the need, timing, and funding of improvements to correct the capacity deficiency.

~~Issue~~: Establishment of a Transportation Management Area in the Area of State Road 9A at J. Turner Butler Boulevard and Baymeadows ~~Road~~

~~The City should permit mixed use development in the area of State Road 9A at J. Turner Butler Boulevard and Baymeadows Road, which provides an integrated and connected network of roads, multiple alternative travel paths and modes, readily available mass transit, and transportation demand strategies.~~

Objective 1.3 ~~**By September 30, 1998 On April 14, 1998, the**~~ **The City** ~~**shall established a**~~ **maintains the Transportation Management Area (TMA) within the geographic area depicted in Map T-1, the "9A/Butler/Baymeadows TMA". The TMA** ~~**shall be was**~~ **established through amendments to the Currency Management System and local development agreements with the affected landowners and is used to determine and account for traffic concurrency development impacts and maintain and monitor the TMA.**

Policies 1.3.1

The City shall identify and designate Transportation Concurrency Management Areas (TCMA) as the need arises. If a portion of the State Highway System is located within the TCMA, the City shall negotiate with the FDOT the appropriate levels of service for the state roadways located therein.

1.3.2

The City shall establish and maintain as part of its Concurrency Management System, specialized guidelines for interpreting and applying Level of Service (LOS) standards to applications for final development orders and permits with the TMA. These guidelines may permit roadway screenline methodologies for roadways within a five (5) mile radius of the TMA. In such methodologies, screenlines will be created, which intersect a system of roadways with similar directional movements. Total traffic volumes on the roadway segments intersected by the screenlines shall not exceed total available capacities for such roadway segments. Any development proposed within the TMA shall be reviewed pursuant to these specialized guidelines as a basis for the issuance of final development orders and permits.

1.3.2~~3~~3

~~The~~ A TMA shall contain an integrated and connected network of road and provide multiple alternative travel paths or modes. ~~Upon the establishment of the TMA, rights-of-way shall be reserved for dedication for the TMA roadway network. Map T-1 depicts the functional alignment of the roadways within this network and is adopted as part of this Element. The location of the roadways and rights-of-way shall be established in the local development agreements established the TMA, taking into consideration factors such as access and wetlands. Local access roadways are not part of the TMA roadway network.~~

1.3.3~~4~~4

Local access roadways (local and collector streets) connected to the TMA roadway network and serving proposed development within the TMA should be designed to maximize connectivity and direct routes among roadways, proposed developments, and mass transit stops.

1.3.4~~5~~5

Design standards shall be established ~~for~~ a the TMA roadway network so as to maximize mobility within the TMA and the viability of these roadways as alternative

travel paths for vehicles which otherwise might use ~~State Road 9A, J. Turner Butler Boulevard, Baymeadows Road, or other~~ regional roadways. At a minimum, the design standards shall be those set elsewhere in this Traffic Circulation Element for arterial roadways~~, with the exception of the roadway segment from Baymeadows Road to the extension of Gate Parkway at State Road 9A, as shown on Map T-1~~.

1.3.~~5~~6
Map T-1 identifies sectors within the existing TMA. As part of the data and analysis supporting the establishment of the TMA, the City has identified for each sector within the TMA, potential land uses and corresponding projected external vehicle trips, which are consistent with currently applicable functional land use categories. Any Future Land Use Map (FLUM) series amendments within the TMA to non-residential functional land use categories shall be consistent with the mix of use and total external vehicle trips in the supporting data and analysis or shall be supported by revised data and analysis and any necessary amendments to the TMA and policies herein.

1.3.~~6~~7
The TMA roadway network shall be constructed either prior to development or as development may occur. Any landowner or developer within the TMA may construct segments of the roadway network as an implementation of the requirements of this policy. Roadway segments should be constructed in a sequence and in locations which provide a continuous network.

1.3.~~7~~8
For each sector within the TMA identified on Map T-1, no final development orders or permits shall be issued for proposed development, which as measured cumulatively within the sector, generates more than fifty (50) percent of the projected external vehicle trips for the sector, unless and until either (I) the portion of the TMA roadway network which lies within the sector has been constructed or will be constructed prior to the completion of the proposed development, or (ii) sufficient funds for the construction of the portion of the TMA roadway network which lies within the sector have been contributed by development within the sector and have not been used or committed for use for other improvements.

1.3.~~8~~9
Any development proposed within the TMA shall contribute (i) a proportionate share of the cost of constructing the TMA roadway network, and (ii) a proportionate share of the cost of transportation network improvement outside the TMA as specified in the Local Development Agreements. In projecting these costs, inflation and other appropriate cost adjustment factors will be taken into consideration. Such contributions shall be determined consistent with Policy 1.7.1 in the Capital Improvement Element and shall be calculated uniformly throughout the TMA based upon total projected external vehicle trips within the TMA. Such contributions may be made through the design and construction of a portion of the TMA roadway network and/or a contribution of funds prior to the issuance of final development orders or permits. Any such funds

accumulated may be used by the City or, with the approval of the City, by a landowner or a developer, for the construction of the TMA roadway network or for transportation network improvement outside the TMA. Within each sector, until the portion of the TMA roadway network within the sector is constructed in its entirety, funds contributed by development within the sector may be used only for the portion of the TMA roadway network within the sector. When the portion of the TMA roadway network within the sector has been completed, funds contributed by development within the sector may be used by the City for transportation network improvements outside the sector or outside the TMA and within a five (5) mile radius of the TMA. Such use shall be coordinated with the Florida Department of Transportation (FDOT) and shall be consistent with the North Florida Transportation ~~Metropolitan~~ Planning Organization's Congestion Management System, as it may be amended. There shall be a rational nexus between the use of such funds for transportation network improvements outside the TMA and the impacts of development with the TMA.

1.3.~~9~~10
The right-of-way reserved and the design standards established for the TMA roadway network shall accommodate bicycle and pedestrian travel. At a minimum, the design standards shall meet the City's current design standards for sidewalks and bicycle paths. Connectivity among proposed development should be provided by sidewalks, pedestrian pass-throughs and passageways, where appropriate.

1.3.~~10~~11
In coordination with the Jacksonville Transportation Authority, development standards shall be established within the TMA to accommodate and encourage the use off mass transit within the TMA. These development standards should include measures designed to ensure safe access for mass transit vehicles to proposed developments and for convenient pedestrian access from proposed developments to mass transit stops.

1.3.~~11~~12
Any non-residential development proposed within the TMA which will employ more than one hundred (100) persons shall submit to the City, prior to the issuance of final development agreements or permits, a plan for the use of Transportation Demand Management (TDM) strategies and incentives. Such strategies may include participation in the Jacksonville Transportation Authority's (JTA) Suburban Mobility Management Program, participation in a Transportation Management Organization (TMO) and other strategies recommended in the ~~MPO~~ TPO's Congestion/Mobility Management Plan for the Jacksonville Urbanized Area and the ~~MPO~~ TPO's Commuter Assistance Program. Any such development shall implement its TDM plan, as submitted to the City. All non-residential development within the TMA shall participate in the ~~MPO~~ TPO's Commuter Assistance Program.

1.3.~~12~~13
The provisions of this TMA shall not affect the rights and obligations of parties to a valid Local Development Agreement executed by the City prior to the adoption of the TMA or

of persons possessing a valid concurrency certificate issued by the City prior to the adoption of the TMA.

1.3.~~13~~14
Along J. Turner Butler Boulevard ~~East~~ east of Kernan Boulevard, within the TMA, all structures and new stormwater retention ponds (not including signage, utilities, existing ponds, or appurtenances relating to parking lots or traffic circulation) shall be located at least one hundred twenty (120) feet from the established right-of-way of J. Turner Butler Boulevard.

~~Issue~~: ~~Establishment OF A Specialized Concurrency Management System For NAS Cecil Field~~

~~The redevelopment and reuse of NAS Cecil Field is a key economic development objective of the City. The base closing resulted in the loss of approximately 11,000 jobs and hundreds of millions of dollars of economic impact to the area. Due to the unique characteristics of redevelopment of former military basis, unintended effects of concurrency can serve to impede the conversion and redevelopment of NAS Cecil Commerce Center into a major multi-use facility, which will provide sound economic growth and a positive impact on the City of Jacksonville.~~

~~Objective 1.4.1~~ In order to minimize the unintended effects of concurrency, a Specialized Concurrency Management System for the impact area of NAS Cecil Field, ~~which shall take into consideration: (i) the cost and number of internal roads to be constructed as part of the redevelopment of NAS Cecil Field and dedicated to the City, (ii) the City and related agency investment in the transportation network serving the impact area of NAS Cecil Field, and (iii) contributions of land and funding from the City to the Florida Department of Transportation (FDOT) for FDOT improvements to the state highway system in the impact area of Cecil Field shall be established. Prior to implementation of the specialized concurrency Management System the city, DCA, and FDOT will cooperatively develop a Chapter 163 agreement which will deal with these concurrency issues. This Chapter 163 agreement will identify the specific components of the concurrency system for Cecil including but not limited to level of service standards, area of testing, reporting and permitting requirements~~ each of these following policies shall be taken into consideration and included as part of the acceptable forms of mitigation for transportation impacts from NAS Cecil Field for purposes of compliance with transportation concurrency standards of Chapter 163, Florida Statutes, when applicable to development within NAS Cecil Field ~~which shall take into consideration~~:

Policies 1.4.1

Credit should be given for:

(i) the cost and number of internal roads to be constructed as part of the redevelopment of NAS Cecil Field and dedicated to the City,

(ii) the City and related agency investment in the transportation network serving the impact area of NAS Cecil Field, and

(iii) contributions of land and funding from the City to the Florida Department of Transportation (FDOT) for FDOT improvements to the State Highway System in the impact area of Cecil Field shall be established.

1.4.2

Prior to implementation of the Specialized Concurrency Management System the city, DCA, and FDOT will cooperatively develop a Chapter 163 agreement which will deal with these concurrency issues. This Chapter 163 agreement will identify the specific components of the concurrency system for Cecil including but not limited to level of service standards, area of testing, reporting and permitting requirements.

~~**Objective 1.4.2**~~ Each of these shall be taken into consideration and included as part of the acceptable forms of mitigation for transportation impacts from NAS Cecil Field for purposes of compliance with transportation concurrency standards of Chapter 163, Florida Statutes, when applicable to development within NAS Cecil Field.

~~**Objective**~~ **1.4.3** The measurement for traffic concurrency shall be based on ~~the p.m.~~ PM peak hour ~~test~~ trips rather than average daily trips. The trip~~s~~ credits provided for conditions prior to base closure shall be measured in units which are the same as the City's Concurrency Management System and not in average daily trips.

~~Issue: Downtown Transportation Concurrency Exception Area (TCEA)~~

~~**Background**~~

~~The Urban Core planning district of the City of Jacksonville encompasses about 10,170 acres lying on either side of the St. Johns River. Of that area, 1,740 comprise the downtown. The pattern of development of the Urban Core and many American cities prior to World War II was one of densely populated, intensively used, compact areas utilizing primarily public transportation or pedestrian modes of travel. Street patterns within Jacksonville's Urban Core were established following the "Great Fire" in 1901 and followed this typical pattern of development.~~

~~Five bridges serve the north bank of the urban Core of the City: the Fuller Warren, Acosta, Alsop (Main Street), Hart and Mathews. Three of these bridges (Main Street, Acosta, and Fuller Warren) also serve the south bank of the Urban Core. Because of existing development within the city, no additional bridges are feasible. Travel within the Urban Core is limited by the St. Johns River and its bridges.~~

In addition to natural transportation constraints caused by the St. Johns River, growth of the City is also constrained by the location of I-95 on the south and west side of the Urban Core. The Fuller Warren Bridge and its expressway system were constructed by the Jacksonville Expressway Authority in the 1960s before the route for I-95 was established. Rather than build a new road and bridge outside the urbanized area for I-95, the interstate highway system incorporated the Fuller Warren Bridge and the City's expressway system into I-95. Because it is a limited access road, I-95 functions as the southerly and westerly boundary of the Urban Core.

After World War II the automobile became much less expensive, and a comprehensive road network was constructed. Vast areas of inexpensive land in Jacksonville and other cities became open to development. This contributed to a nationwide mass migration out of central cities to the surrounding areas with the private automobile being the primary mode of transportation. The results can be seen in cities with legendary traffic problems such as Los Angeles, Houston, and Washington, D.C. We are beginning to see the results of this pattern in Jacksonville in areas such as East Arlington, the Avenues, Baymeadows and the J. Turner Butler corridor.

However, a change appears to be taking place in development patterns which could be encouraging for the Urban Core area. Land cost and rent rates in the high demand suburban locations are now exceeding those of the Urban Core area, infrastructure and permitting costs are becoming very expensive and time consuming in suburban locations, and people are becoming tired of long daily commutes to and from their place of employment and for almost all activities of daily life. There is a desire on the part of many people to live in a denser urban environment as evidenced by the rise in property values and the amount of capital improvement (both residential and commercial) in Riverside, Avondale, San Marco and Springfield.

Why The Urban Core Is Important

The Urban Core primarily constitutes the more densely populated area within the old pre-consolidation City of Jacksonville and is extremely important to the well being of the entire city for many reasons.

1. It is literally the geographic center of the city and region and provides its image to both residents and visitors. It is the identifying element of the region and is a natural gathering place. This is evidenced by the recent celebration of the NFL's 39th Superbowl.

2. The Urban Core is the regional center of government and cultural activities for North Florida - City Hall, Courts, Police Headquarters, Main Library, Federal Government, sports facilities, Jacksonville Symphony Orchestra, FCCJ Downtown Campus, Cummer Art Gallery, St. Johns River, convention center.

3. According to employee surveys done by Downtown Vision Inc. in 2003 and 2004, over 55,000 people work and 1,200 people live in downtown. 427 new downtown market-rate and luxury residential units have been completed in 2004 with 648

units under construction and 4,165 units planned for the coming years. Construction of 10,000 residential units is the City's goal by 2013.

4. It represents the focus of a tremendous infrastructure investment - water, sewer, electric, telecommunications, fiber optics, and transportation.

5. The close proximity of all of the components result in significantly less commuting time for residents than other areas of the city. Its density can take advantage of mass transit to reduce road demand.

6. It has considerable underutilized land and a tremendous amount of vested development rights by virtue of the Downtown DRI's.

7. The development projects underway or planned in Downtown are a major component of the City's economic development activities.

The Downtown area represents a diverse mix of activities found nowhere else in the city is the closest thing to a complete and functioning mixed use development area in Jacksonville. Increased growth and development in the Downtown areas will have the effect of both invigorating and improving the Urban Core area and at the same time reducing the pressure on the infrastructure in the outlying areas.

Recently Completed Actions

To benefit the entire city, public policy shall include the promotion and maintenance of a viable and vibrant Downtown area. Several transit options have been developed such as a Skyway and Trolley System to promote non-vehicular movement inside downtown. Parking garages are integrated into the transit systems to promote access to downtown from outside Downtown. To this end, the following actions have been recently completed to support the continued focus on revitalizing Downtown:

1. The DDA, JEDC, and City developed a strategic Downtown Master Plan that created ten districts for downtown. Each district was analyzed and appropriate uses for each district were identified. Overall design guidelines were developed for evaluating revitalization uses as the development community proposed them. A separate review body called the Design Review Committee (DRC) was recommended by the plan and consequently was established as a subcommittee of the Downtown Development Authority (DDA). DRC was charged with reviewing and approving proposed revitalization projects using the design guidelines as guidance. The plan included a statement of goals, policies, and objectives on economic development, urban design, urban design guidelines, land use and transportation components.

2. The DDA, JEDC, and City amended the City's Land Development Regulations to create a Downtown Zoning Overlay and Downtown Signage Overlay to define site-specific criteria established in the Downtown Master Plan. The Downtown Zoning Overlay further refined the districts and uses allowed, added bonus uses

above the current underlying zoning districts (housing allowed anywhere downtown), created parking standards that allows for off-site use of parking facilities, including mass transit, while reducing on-site parking requirements, created streetscape standards to enhance the pedestrian experience and reduce the need for vehicular travel during the workday, created specific criteria to carry out urban design, site design and building form objectives, and formally established the Design Review Committee to oversee the review and approval of revitalization projects.

3. DDA, JEDC and the City amended the Consolidated Downtown DRI Master Development Plan to reflect the land uses reflected in the Downtown Master Plan and Downtown Zoning Overlay.

4. JEDC and DDA developed a new Strategic Financial Incentive Plan that establishes financial programs available to downtown developers for the creation of affordable housing and retail uses.

5. The JEDC, DDA and City developed a new strategic transportation plan for downtown. In the past, many of downtown's streets were converted to one-way thoroughfares designed solely to move as much traffic as possible through the downtown at peak hour. The end result of such planning practices contributed to the decay and blight of downtown. The strategic transportation plan re-established pedestrian priority on street design, reoriented appropriate streets from one-way streets to two-way streets, encouraged on-street parking to reduce vehicle speeds and volume to enhance pedestrian safety, encouraged the use of mass transit (trolley, shuttle, water taxi) for short range trips throughout downtown coordinated with the "Skyway or other mass transportation systems" and encouraged the integration of outlying mass transit options such as light rail, bus ways, and former Jacksonville Rail Terminal at the Prime Osborne Convention Center Multi-Modal facility.

Need For Transportation Concurrency Exception Area (TCEA)

Continued development and redevelopment is vital to the future stability and vitality of the City of Jacksonville. Redevelopment and revitalization brings with it new homes, jobs and economic development, which, in turn, helps to increase overall tax revenues to fund needed capital projects and important government services, such as police and fire services. The State's mandated transportation concurrency requirements have been identified as a potential barrier to continued reinvestment within the Downtown, due to the fact that many of the City's existing roadways are operating at a constrained level of service.

Transportation performance is based on adopted Level of Service Standards for the roadway and transit systems. Section 163.3180, Florida Statutes (F.S.) and Rule 9J-5.055, Florida Administrative Code (F.A.C.), require that jurisdictions establish a concurrency management system to ensure that public facilities and services needed to support development are available concurrent with the impacts of such development.

~~To comply with this provision, Level of Service Standards are adopted. In practice, past transportation concurrency requirements encouraged development to locate in outlying areas. These concurrency requirements have resulted in urban sprawl and prevented development in close proximity to existing government and employment centers typically located in city urban centers.~~

~~To counter this unintended consequence of concurrency systems, Section 163.3180 F.S. and Rule 9J-5 F.A.C. provide alternative guidelines for establishing Transportation Concurrency Exception Areas (TCEAs). This alternative guideline allows for exceptions to the concurrency requirements for all types of development within specifically defined areas. The TCEA guidelines are intended to reduce the adverse impact that transportation concurrency requirements have on urban redevelopment or downtown revitalization by promoting other planning strategies that correspond to the local circumstances of a specific geographic area.~~

~~To preserve higher intensity land uses common in downtown areas and to promote continued revitalization of downtown, the City of Jacksonville has identified the Central Business District as an area that meets the requirements of the transportation concurrency options available under Section 163.3180, F.S. and Rule 9J-5.055, F.A.C. The CBD transportation concurrency exception area is defined by using the downtown revitalization area criteria as outlined in Rule 9-J5.0055(3)(c)3., which states "a specific geographic area delineated in the local comprehensive plan for downtown revitalization within the central business district pursuant to Section 163.3164(25), F.S.~~

~~Downtown revitalization, pursuant to Section 163.3164(25), F.S., is defined as "means the physical and economic renewal of a central business district of a community as designated by local government, includes both downtown development and redevelopment."~~

~~The Central Business District is defined in the Future Land Use Element of the City of Jacksonville's 2010 Comprehensive Plan as, "This is a mixed land use category that is coterminous with the jurisdictional area of the Jacksonville Downtown Development Authority (DDA). The category allows medium to high density residential, commercial, industrial, institutional, recreational, and entertainment uses, as well as transportation and communication facilities. All the area in the CBD is included within the boundaries of the Downtown developments of regional impact (DRIs). The exact location, distribution, and density/intensity of various types of land uses in the DDA's jurisdictional area will be guided by the site development plans approved as part of the development order for the Downtown DRI(s)."~~

~~Pursuant to Section 163.3180(5) (b) 3, a local government may grant an exception from the concurrency requirement for transportation facilities if the proposed development is otherwise consistent with the adopted local government comprehensive plan and is a project that promotes public transportation or is located within an area designated in the comprehensive plan for downtown revitalization.~~

~~The City of Jacksonville has determined that its central business district is an appropriate area for revitalization policies that take into account its urban nature and take full advantage of its potential for public transportation, mixed use and pedestrian friendly development. Based on this determination, a Transportation Concurrency Exception Area is proposed for the CBD. Objective 2.3 of the Future Land Use Element addresses the TCEA, and references Map L-21, which identifies its boundaries. Within the Transportation Element, Objective 1.5 addresses the broad policies which govern the TCEA, and includes citywide policies that have an impact on the downtown. Objective 1.6 addresses the methods of implementation and design guidelines. Objective 1.7 addresses the area- specific policies applicable to the challenges and opportunities presented by the various sectors within the downtown. Objective 1.8 contains the implementation plan and addresses strategies for capital improvements and funding projects.~~

Objective 1.5 The City shall ~~establish a~~ maintain the Transportation Concurrency Exception Area (TCEA) within the geographic area depicted on Map L-21, the Central Business District TCEA.

~~Therefore, a~~ A Transportation Concurrency Exception Area (TCEA) ~~is hereby~~ was established in the CBD for the purpose of downtown revitalization. The area ~~proposed for~~ of the TCEA is the 1,740 acres of the downtown included in the DRIs. Within the TCEA, which includes all of the downtown revitalization area under the jurisdiction of the ~~Downtown Development Authority~~ Jacksonville Economic Development Commission (JEDC),~~,~~ there shall be no transportation concurrency requirements, however, alternatives forms of mobility ~~may have to~~ should be studied and made available. Transportation and mobility needs within the TCEA shall be met through the implementation of the following policies:

Policies 1.5.1

The TCEA shall be mapped as Map L-21 and Map T-12 within the City of Jacksonville Land Use and Transportation Map Series.

1.5.2

The City, in cooperation with appropriate public and private agencies shall continue to initiate methods to decrease automobile travel on, or encourage the efficient use of the Strategic Intermodal System (SIS), Florida ~~Interstate~~ State Highway System and other identified roadways within the TCEA. Such methods may include where appropriate, but are not limited to, the following:

1. Marketing and public education campaigns that promote the benefits and availability of transit;

2. Continued retrofitting of sidewalks and lighting within the City to encourage pedestrian alternatives and to improve pedestrian access to transit and commercial facilities;

3. Improvement of intersections to facilitate safe pedestrian modes of transportation;

4. Retrofitting of roadways within the City to include bicycle facilities thereby encouraging bicycling as alternative transportation;

5. ~~Establishing~~ Promoting and encouraging ridesharing, carpooling, staggered work hours and telecommuting;

6. Continued marketing of the City as a desirable and attractive place to live and work in an effort to accomplish compact growth;

~~7. Assess the inclusion of High Occupancy Vehicle lanes for all major reconstruction of the Florida Interstate Highway Strategic Intermodal System both within and outside the Transportation Concurrency Exception Area; and~~

8. Require that transit, bicycle, and pedestrian design considerations be included in the design of all redevelopment and new development projects.

1.5.3
The City shall, in cooperation with the ~~First Coast MPO~~ North Florida TPO and Florida Department of Transportation, refine the Congestion Management System (CMS). The strategies developed within the CMS shall give higher priority to corridors serving the TCEA and be incorporated within the Transportation Element of the City of Jacksonville Comprehensive Plan. The City shall support and suggest to the ~~First Coast MPO~~ North Florida TPO to give priority to the appropriate projects from the congestion management plan affecting the TCEA and adding them to the ~~First Coast MPO's~~ North Florida TPO's Transportation Improvement Plan. The CMP shall include the following:

- Establishment of measures and standards to assess mobility patterns and the performance of roadways and transit systems;
- Identification of congested corridors and areas;
- Identification of short and long range transportation strategies;
- Establishment of a monitoring process to assess the effectiveness of the congestion management strategies.

1.5.4
In cooperation with the ~~First Coast Metropolitan Planning Organization (MPO)~~ North Florida Transportation Planning Organization (TPO) and Jacksonville Transportation Authority (JTA), the City will give highest priority to the funding of necessary capacity improvements to roadways and transit services that would help to relieve congestion on roadways within the TCEA, which are operating below the adopted LOS standard.

1.5.5
The City shall coordinate with JTA and the ~~First Coast MPO~~ North Florida TPO [through the Congestion Management System (CMS)] to steadily increase the number of riders using JTA bus routes within the City by 2020.

1.5.6
The City shall coordinate with JTA to include transit service strategies for enhancing mobility within the TCEA such as continued development of the Skyway or other mass transportation systems.

1.5.7
The City, in cooperation with the ~~First Coast MPO~~ North Florida TPO and JTA, shall continue updating the facilities plan to improve transit facilities within the TCEA.

1.5.8
The City will continue the ~~development~~ use of a Trolley system to serve the Central Business District. This system ~~should~~ provides intermodal connections to other systems such as Skyway or other mass transportation systems, buses, bicycling, pedestrians, parking garages, and major attractions.

1.5.9
The City will continue to cooperate with the ~~First Coast MPO~~ North Florida TPO and JTA in planning a high capacity transit system for Duval County. This system should be focused to serve the TCEA and provide intermodal connections to other systems such as buses, bicycling, pedestrians, parking garages, and major attractions.

1.5.10
The City in cooperation with FDOT will continue to support Transportation Management Organization (TMO) activities such as Downtown Vision.

1.5.11
The City shall continue developing a program to construct additional bicycle facilities in the TCEA to accommodate and encourage the use of bicycles as transportation. These could include bike lanes, bike paths, racks, and other bicycle parking facilities.

1.5.12
The City shall continue constructing new sidewalks and other pedestrian facilities throughout the TCEA to encourage more pedestrian trips. High priority will be given to sidewalks that improve mobility and connectivity to transit.

1.5.13
Contained in Objective 1.8 is a process for monitoring overall mobility and economic development within the TCEA. It includes improvements and/or expansion of mass transit, pedestrian travel, bicycling and other forms of non-automobile travel within the TCEA.

1.5.14
As included in the ~~Implementation Plan (Appendix 1)~~ Downtown Jacksonville TCEA Monitoring Plan, the City shall evaluate the effectiveness of the Transportation Concurrency Exception Area every 5 years by monitoring the following performance measures annually:

- Level of development/redevelopment activity within the urban redevelopment and downtown revitalization areas;
- Improvements to mass transit infrastructure serving the urban redevelopment and downtown revitalization areas;
- Increase in mass transit ridership within the urban redevelopment and downtown revitalization areas;
- Evaluate programs which promote pedestrian and non-automobile travel in the TCEA including improvements to the pedestrian and bicycle infrastructure.

1.5.15
On an annual basis, the City shall, in cooperation with FDOT, monitor traffic conditions and levels of service on the Strategic Intermodal System, the Florida ~~Interstate~~ State Highway Strategic Intermodal System and other important roadways within the TCEA. The TCEA Monitoring Program ~~will be~~ was developed within one year of the TCEA adoption, and ~~will~~ consists of performance measures oriented to traffic impacts, pedestrian/bicycle and intersection level of service, transit ridership, and the application of various Transportation Demand Management (TDM) strategies by employers and various stakeholders. The analysis of the TCEA performance measures will be provided in an annual TCEA Monitoring Report. A detailed traffic analysis will be conducted every five years in coincidence with the TCEA Monitoring Report to provide information to the City and FDOT to assist in evaluating the effectiveness of the mitigation strategies. Should the City determine to revise the mitigation strategies outlined in Transportation Policy 1.8.8 with projects which have not already received an assignment of development rights under the Consolidated Downtown DRI~~, a Planned Unit Development Approval,~~ or other development rights through a development agreement, then the FDOT shall be consulted and shall review the proposed revisions in accordance with Section 163.3180, Florida Statutes.

1.5.16
In cooperation with the Florida Department of Transportation and the ~~r~~Regional ~~c~~Commuter ~~a~~Assistance ~~p~~Program (FCAP), ~~First Coast MPO's~~ North Florida TPO's Commuter Services, the City shall participate in annual transportation surveys to determine the status, issues and needs for employer based Transportation Demand Management (TDM) activities, including but not limited to ride sharing, van pooling, bicycling, walking, transit and flexible work hours. These activities shall be ongoing.

1.5.17
The City will continue its support of an enhanced transit system. The Rapid Transit System (RTS) is in the final planning stage and approaching implementation. While this system will be developed in phases, it will eventually provide major corridor transit

service with a high level of frequency and speed of travel. This will be accomplished by using a mix of dedicated lanes within the street system and exclusive transitway facilities, combined with the use of Intelligent Transportation System (ITS) technology solutions to move transit vehicles faster between destinations. The ITS solutions includes signal priority for transit vehicles, new fare collections systems, and real time travel information for riders. Other fixed route buses and feeder buses will be able to access the transitway to allow faster travel times and increased mobility for travelers. This system will allow higher capacities, improved travel time and performance characteristics, significantly better frequency of service with comfortable, safe stations and vehicles.

Objective 1.6 The transportation system profiled in The Downtown Master Plan Transportation Element was assessed to identify suitable strategies to implement the Downtown Transportation Concurrency Exception Area. This section summarizes the results of the assessments and the transportation strategies to be used in the Downtown TCEA. DRI development rights available through the Consolidated Downtown DRI Development Order are granted to projects that are consistent with the Downtown Master Plan, in addition to the conditions of the Consolidated Downtown DRI Development Order. Transportation improvements currently required by the Development Order will be replaced by the improvements included in the TCEA Implementation Plan, which is incorporated into the Comprehensive Plan by reference. Transportation analysis included in the Implementation Plan will be used to support the TCEA and will also be used to support a DRI NOPC modification to reflect the strategies included in these policies and the TCEA Implementation Plan, which is incorporated in to the Comprehensive Plan by reference. Additional strategies and improvements may be analyzed and included in the NOPC. If they are found to be satisfactory approaches by the reviewing agencies, then the available development rights may be adjusted to reflect them. If the NOPC reviewing agencies do not find any additional strategies or proposed improvements acceptable, than the maximum development rights included in the revised development order will be the development rights analyzed in the Implementation Plan. Improvements, if any, that are included in the revised development order that are not listed in the financially feasible Capital Improvement Plan that is part of the Implementation Plan, will be adopted into a subsequent Capital Improvement Plan.

Policies 1.6.1

Pedestrian Circulation - Streetscape design standards are appropriate based on street classification for business, gateway, inter-district, and intra-districts. The JEDC, the City of Jacksonville and the Planning and Development Department shall implement the following uniform sidewalk standards for both layout and design. These standards will be used when sidewalks are programmed for reconstruction or part of a new development project:

- All sidewalks should be 12-feet minimum in width, with at least four feet designated as a furniture zone, where feasible. For commercial streets and

arterial roadways, a minimum width of 16 feet is recommended to allow for an eight-foot furniture zone, where feasible.

- Roadway intersections should be clear of all furniture a minimum distance from the edge or "nose" of the intersection to ensure clear visibility and safety for pedestrians. A minimal distance of 20 feet from the nose of the intersection is recommended.
- Handicapped ramps should be placed at or on both sides of the "nose" of each corner of the intersection with special paving material used to highlight the ramp and pedestrian crossing zone.

1.6.2

Roadway Circulation - The City of Jacksonville has designated a system of downtown streets using a classification of roadways based both on traffic circulation and land use. The Downtown Master Plan Transportation Element summarizes the street classification system by street for downtown as described below.

- *Business Streets* would center around the areas of commercial and retail activity. Such streets would be designated to provide a design layout to accommodate pedestrians with wide sidewalks, slow traffic, promote on-street parking, and create a pleasant shopping environment. Two-way traffic is encouraged to improve visitor access and promote on-street activity.
- *Gateway Streets* generally connect with the major interstate highway and handle comparatively high volumes of traffic. These roadways should be defined to permit slower travel speeds, frequent pedestrian crossings which are clearly delineated or signed with different pavement treatments. Consistent with this type of street classification are wide sidewalks to separate pedestrians from high-volume, high-speed traffic, and the use of special paving treatments at crosswalks to improve pedestrian safety when crossing the street. Gateway streets are typically one way and provide three to four travel lanes without on-street parking.
- *Inter-District Streets* are connector streets linking different areas and districts of the downtown. They are designed to carry low to moderate levels of traffic yet compatible to bicycle (lanes) and pedestrian traffic. Inter-district streets are typically one-way streets and provide two travel lanes with on-street parking allowed at least on one side of the roadway.
- *Intra-District Streets* handle local traffic. Most streets in downtown are intra-district streets. Their characteristics include narrow travel lanes with on-street parking encouraged to slowdown traffic. Sidewalks would be wider for promoting such amenities as tree plantings. Local streets should be designed to serve low volumes of traffic at slow speeds. Bicycles are encouraged on the street, generally not in bikeways. Intra-district streets are typically two-way, except when the right-of-way is too narrow to allow for one travel lane and parking along the curb in each direction.

The City will use the Downtown Zoning Overlay, adopted in 2003, as part of the City's Land Development Regulations, which has specific design guidelines modeled after the

Downtown Master Plan for development/redevelopment projects within the TCEA. These guidelines include consideration of building placement, location of parking, transit oriented parking standards, parking lot design standards, building wall articulation, transparency associated with first floors of buildings, maintaining the street grid system, streetscape design standards, sidewalk utility design standards, building entrances, river views and height of buildings and structures, rooftop design, building encroachment into public areas, and view corridors along the riverfront. The major gateway roadways with other notable connections, warrant additional design, landscaping and lighting beautification to serve as positive entryways in downtown. As part of the Mitigation Plan, the Downtown Zoning Overlay will be assessed as necessary or at a minimum every five years to determine its success. Revisions shall be proposed if necessary to ensure its continuing effectiveness.

1.6.3
Highway Ramps - The JEDC and the Planning and Development Department will work with FDOT on the recommendation that the Independent Drive ramps to the Main Street bridge be eliminated, if determined to be feasible. The closing of these ramps would help promote both streets as business streets and enhance surrounding activities such as Jacksonville Landing. ~~The Department has worked with FDOT to eliminate the Church Street and Ashley Street ramps to Interstate 95 in LaVilla from FDOT's "Interstate 95 Master Plan."~~

1.6.4
Signage - Traffic entering the downtown from Interstate 95 and I-10 should be channeled along several key streets including Forsyth Street and Bay Street, and the Main Street and the Acosta Bridges. The approaches to this will include the following:

- Signage for Union and State Streets should advertise local destinations such as the LaVilla and the Central Civic Core.
- Guidance signage within downtown ~~shall~~ <u>should</u> be utilized on the gateway streets. These signs should focus on and facilitate access to the major visitor parking garages, commuter park and ride transfer facilities, and surrounding neighborhoods.
- Signs should be made consistent with the proposed plan included in the FDOT Interstate 95 Master Plan, as well as for the improvements to Riverside Avenue, Park Street, and Forest Street. All public parking facilities (notably garages offering short-term parking rates) ~~shall~~ <u>should</u> continue to include standard and attractive signage for designating these visitor parking facilities, such as the Park Smart Program currently in operation.

- All street direction and guidance signage will be upgraded where necessary to read in both directions for the convenience of pedestrians. Letter size should conform to current FDOT standards.

1.6.5
Parking Needs - It is appropriate to change how downtown parking is managed, especially in the commercial core. Downtown Jacksonville will continue to grow, and along with this growth, demand for additional parking. Most jobs and new commercial development in downtown with continue to concentrate in the commercial core area where the need for new parking guidelines, principles and policy are most critical. The planned timeframes for implementation of parking management infrastructure are included in the Implementation Plan. Strategies that will be used to meet the first component of the parking plan include:

- Parking in the commercial core area should be provided only with garage facilities, and not with surface lots. The commercial core area includes much of the financial/retail/cultural activities and therefore the most valuable property of downtown. Parking garages located in the commercial core area should be accessible to visitors, i.e., short-term parking, and include such amenities as retail on the ground floor.
- Provide additional garage parking in the commercial core area to meet the short-term parking needs of visitors or non-commuters.
- The northbank area and especially the commercial core area requires an estimated 2,500 long-term parking spaces. However, this parking should not be exclusively sited within the core area. Priority will be given for meeting this demand at peripheral sites served by transit outside the commercial core area.
  The TCEA Implementation Plan contains a map (Figure 21) that identifies the boundaries of the area (outside a core area bounded by the River, Broad, Union and Liberty Streets) that may be considered for required parking at peripheral locations.

1.6.6
Parking Standards - The City shall use the parking standards of the Downtown Zoning Overlay, as a part of the City's Land Development Regulations, for development/redevelopment projects within the TCEA. The impact of parking and service areas shall be minimized by locating parking lots and garages away from sidewalks and pedestrian connections and within projects or off service alleys; locating loading and service docks away from sidewalks and pedestrian connections; ensuring that design of parking lots minimally affect the pedestrian environment; providing active uses such as shops and restaurants on the ground floor of garages to engage the pedestrian; requiring landscaping and architectural treatments to soften the appearance of surface parking lots and parking garages; promoting development of structured parking, particularly within the Central Civic Core; discouraging surface parking lots throughout downtown and the demolition of existing buildings or structures to create parking lots. The design of individual sites will add to the quality of downtown by providing clear and separate access for vehicles and pedestrians, defining the street and sidewalk space, providing outdoor space that will be used by the public or the occupants of the building or structure, screening and buffering service and docks from the public right-of-way, and by encouraging the service function of alleys. Within the TCEA, parking in excess of the ~~minimum~~ maximum required by the Downtown Zoning

Overlay shall not be allowed. Development within the TCEA may apply for parking ~~reductions~~ increases based on criteria in the Downtown Zoning Overlay.

Pursuant to the Downtown Zoning Overlay, new construction and conversion of buildings to residential use shall meet the following criteria regarding parking: ~~New residential construction shall be required to provide the minimum off-street parking spaces required by the underlying applicable residential zoning category, which shall be the maximum allowed in all downtown districts.~~

- Rehabilitation of existing buildings into residential units shall not be required to provide any off-street parking spaces in the Central Civic Core and a portion of the Riverfront District.
- Rehabilitation of existing buildings into residential units in all other downtown districts shall be required to provide 50 percent of the minimum off-street parking spaces required by the underlying residential zoning category, which shall be the maximum allowed.
- Where a residential use is located within 700 feet of a Skyway or other mass transportation systems station entrance, the minimum and maximum allowable number of off-street parking spaces shall be reduced by 25 percent, except for new residential uses.

New residential construction shall be required to provide the minimum off-street parking spaces required by the underlying applicable residential zoning category, which shall be the maximum allowed in all downtown districts.

1.6.7

Commuter Parking - Another component of the parking plan is intended to help facilitate the management of parking especially in the commercial core area by constructing high-capacity parking facilities at several peripheral sites. This would serve two purposes. First, high-capacity parking would help to reduce the need for the city and private developers to meet all parking needs “on-site” and especially in the commercial core area where land values and development is most expensive. Second, consolidated facilities served by transit would help to promote the use of transit and reduce the market for the many small surface lots that proliferate in the downtown. In no event will public or private parking garages create the need for queuing onto the Strategic Intermodal System. This will be prevented by innovative technologies such as ramp metering and other signalization improvements.

Three to four high-capacity parking facilities located at peripheral sites of the downtown are either under construction or are planned to be constructed to reduce the need to supply all commuter parking “on-site” and to discourage the proliferation of small, primarily poorly designed, surface lots. Garage facilities will be integrated with Skyway or other mass transportation systems. The Skyway or other mass transportation systems would then serve as the primary transit distributor of commuter trips in the downtown. The parking analysis indicates that about 6,000 commuters to the commercial core area park in surface lots located outside the area and walk to their final

destination. This population provides a benchmark for demand that could potentially be attracted to the peripheral parking facilities. The analysis further indicated several potential sites for consideration, some of which have been constructed and are currently operational. (see Figure 3.5 in next section):

The Skyway DuPont Station in Southbank~~.~~ ~~—~~ ~~:~~ ~~.~~ The station's proximity to Interstate 95 south of downtown is well suited to attract large numbers of commuters. Recently the Jacksonville Transportation Authority (JTA) Board approved the construction of a 1,640 space garage facility to encourage downtown (northbank) commuters to use the Skyway or other mass transportation systems. This facility has been constructed and is operational today.

The Convention Center Site: ~~.—~~Skyway currently provides 900 surface park and ride spaces at the Terminal Station site near the Convention Center. This lot is highly utilized and could be the site for an expanded (garage) facility. Because the site is heavily used additional garage parking will be evaluated to serve commuters arriving from the west and southwest. JTA recently completed the Prime Osborn Convention Center Multi-Modal Facility Plan and is seeking local, state and federal funding to integrate bus, rail, and Skyway or other mass transportation systems together at this site.

A proposed Skyway or other mass transportation systems station in the Stadium District east of downtown. Skyway or other mass transportation systems would be extended possibly in the Bay Street corridor as development occurs along the river. A major parking facility linked to Skyway or other mass transportation systems in the Stadium District would serve commuters entering downtown from the east.

A proposed Skyway or other mass transportation systems in the Brooklyn District west of downtown. Skyway or other mass transportation systems would be extended possibly down May Street fronting Riverside Avenue corridor as development occurs along the river and north of the river in the Brooklyn area. A transit station would be constructed adjacent to Blue Cross Blue Shield and Jackson Street and would provide transit service for them and offices fronting the river such as Fidelity and St. Joe and would also service proposed neighborhoods in the Brooklyn area.

1.6.8

Develop Park and Ride Facilities at Regional Transit Centers High-speed, high-frequency transit service originating in the suburbs can attract motorists and further reduce the demand for parking in downtown. The City of Jacksonville will design JTA bus service around a system of regional transit centers or hubs. The transit centers would be sited in high-growth activity centers, and would become the framework for transit travel throughout the ~~metropolitan~~ area, a concept similar to the spoke and hub system of the airline industry. Local, fixed bus routes would serve each center and connect with high-frequency express trunk service to downtown. Each center would also provide high-capacity parking facilities for motorists who prefer to access the center by automobile.

1.6.9
Expand Skyway or other mass transportation systems - Skyway or other mass transportation systems should be expanded in downtown as development occurs within each of the downtown planning districts as defined in the Master Plan. Skyway or other mass transportation systems should be expanded only as development and travel demand dictates.

Figure 3.5 from the Downtown Master Plan Transportation Element suggests several corridors where expansion of Skyway or other mass transportation systems might be suitable if substantial development were to occur in downtown. Skyway or other mass transportation system extensions to such areas as LaVilla, Brooklyn, and the Hogan Creek Neighborhood should be taken into consideration when significant redevelopment of these districts occurs.

Consistent with the Jacksonville Transportation Authority's (JTA) other studies for busway and light rail development, the JTA should also assess the long-term feasibility of extending Skyway or other mass transportation systems to urban neighborhoods adjacent to downtown. Skyway or other mass transportation systems extensions to such destinations as Springfield, College Park, Riverside, San Marco and Arlington will be considered from a long-range systems assessment of all modes. Skyway or other mass transportation systems extensions beyond downtown would potentially offer a rail transit system which connects the higher density, urban core are of the region, e.g., such a Skyway or other mass transportation systems system would serve trips destined to downtown from the surrounding neighborhoods and offer two important functions. First, it would promote transit-oriented development by integrating together all of the downtown neighborhoods and surrounding urban residential neighborhoods. Second, a Skyway or other mass transportation systems system would serve as the primary distributor of commuter trips to downtown with its integration with the proposed high-capacity parking facilities located at peripheral Skyway or other mass transportation systems stations.

1.6.10
Plan for Skyway or other mass transportation systems - The JEDC and the Planning and Development Department have integrated transit, and particularly the Skyway into all downtown commercial and residential development planning by providing reduced parking incentives for commercial development located within 700' of a Skyway station and by promoting residential development along and near Skyway stations.

The establishment of planning principles that support and encourage transit-oriented development in all parts of downtown Jacksonville is a key component of the Master Plan and the Zoning Overlay. Such principles will facilitate further expansion of Skyway or other mass transportation systems by encouraging higher density development, reductions in the amount of parking required near stations, and design standards to promote pedestrian and bicycle access. These principles will be applied to development in the TCEA in order to qualify for concurrency exemptions at the time of development order approval.

The proposed transportation center in downtown Jacksonville is consistent with this recommendation. The transportation center would serve as the primary regional transportation hub for all intercity services provided by Amtrak and Greyhound, as a focal point for Skyway and future light rail extensions. It also would serve as the critical link or hub to a regional system of bus centers. The bus transit hub and spoke system would provide premier, high-frequency bus service to downtown and would play a major role in support of the parking strategy for downtown Jacksonville

1.6.11

State of the Art for Transit - The JEDC, Planning and Development Department and the JTA should assess and implement suitable new and emerging technologies to improve the delivery and quality of transit service. The development and demonstration of intelligent transportation systems suitable for transit application are occurring rapidly in the industry. ~~For example, the Federal Transit Authority's Advanced Public Transportation Systems (APTS) Mobile Showcase Program represents a partnership between the government and the transit industry to identify, test and promote the implementation of systems affecting transit operations and safety and especially in communication.~~

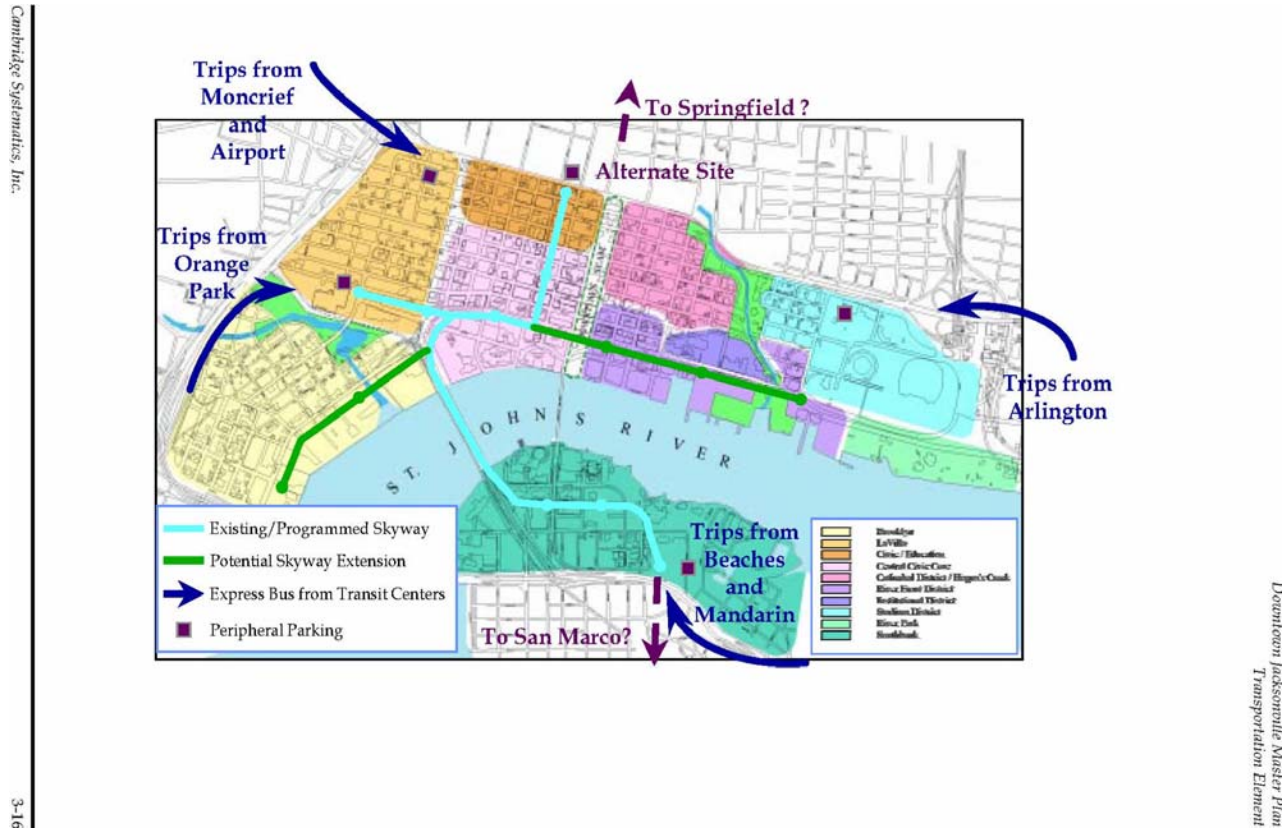


FIGURE 3.5 Downtown Master Plan Element Transportation

<u>Objective 1.7</u> Transportation Strategies in the Downtown Districts
Downtown Jacksonville is spread out, stretching to the St. Johns River on the east and Interstate 95 on the south and west. With the possible exception of the commercial core area, much of the downtown previously lacked clear distinctive qualities in terms of land use and urban design. The many surface parking lots contributed heavily to the areas lack of definition or urban form. Providing a logical and coherent transportation system under these circumstances was difficult. As part of the public participation program for the Master Plan study, stakeholders often cited the lack of specific land use policies as a contributing factor to the dispersed character of the downtown.

Working in close cooperation with city staff and interested stakeholders, the Master Plan consultant team identified several downtown districts. Each district would provide its own distinct land use theme or set of characteristics to be used to encourage and focus development and growth. It was in conjunction with the identification of the downtown districts that the street classification system was developed (see Policy 1.6.2). The districts were approved as a component of the Downtown Master Plan and the Downtown Zoning Overlay, which is a component of the City's Land Development Regulations.
Each district is described below with a brief summary of its land uses and transportation support system needs.

Policies 1.7.1
The Central Civic Core (Commercial Core) generally includes the area bounded by Main Street, Duval Street, Jefferson Street and the River. The District is the financial and retail center of downtown Jacksonville and contains almost one half of the total employment in the downtown. It is consistent with the commercial core area discussed in earlier sections of the report. The district will continue as the financial and retail center of the downtown and additional office density and retail are encouraged along Laura and Hogan Streets. Representative projects would include connecting cultural venues with art galleries and jazz clubs, and locating the Jacksonville Museum of Contemporary Art in this district.

Transportation Support System:

- Parking in the district shall be restricted to garage facilities.
- Additional visitor parking would be provided in multiple purpose garages facilities, i.e., facilities to be used by commuters and visitors by day and supporting entertainment at night, with street level retail to be encouraged.
- Skyway or other mass transportation systems would continue to offer the primary transit service along Bay Street and Hogan Street, providing transit access to the district from existing and proposed service expansions throughout the downtown.
- The Downtown Trolley System will continue to provide transit service to peripheral parking lots not serviced by the Skyway or other mass transportation systems

1.7.2

Civic/Educational District - This District is located north of the Central Civic Core and is bounded generally by Main Street, State Street, Jefferson Street, and Duval Street. It is envisioned that this district will continue several trends already in progress including:

- The relocation of public facilities such as City Hall Annex and the Courthouse away from the river.
- Expanded residential and educational uses which are consistent with the community college.

Transportation Support System:

- The district is served by several bordering streets including State and Union Streets to the north and Main and Ocean Streets to the east. The district is also served by several intra-district streets including Duval Street, Monroe Street, Pearl Street and Jefferson Street which connect the district to other districts of the downtown.
- If development warrants, a potential future extension of the Skyway or other mass transportation systems would provide transit to a proposed station at Jefferson Street and Union Street from Hogan Street.

1.7.3

The Brooklyn District is a mixed-use community that extends along the north side of the river west of the Acosta Bridge to Interstate 95 on the south and west. Along the river, commercial office space will continue to be developed and tied to parks extending to Riverside Avenue allowing extensive pedestrian access to the river. The vacant riverside parcels provide prime areas for highly visible architecture. Residential development will be promoted west of Riverside Avenue promoting a transit-oriented community. High-rise residential with landscaped set backs from Skyway or other mass transportation system extensions will be developed. Mixed use development would be encouraged along Park Street and single-family housing encouraged along McCoy's Creek. Other development consistent with the district would include the reuse of the public school as a community cultural center.

Transportation Support System:

- Riverside Avenue is the major high volume traffic linking the district to the downtown Central Civic Core. Park Street serves as a mid-volume traffic street connecting Brooklyn with LaVilla. Virtually all remaining streets in the district are two-way low-volume streets designed as a grid west of Riverside Avenue.
- A potential extension of Skyway or other mass transportation systems along the Riverside Avenue corridor is recommended should development continue and demand justifies the expansion. Likely stations would be include sites at Jackson Street and the Blue Cross/Blue Shield Building. As discussed earlier, development would be integrated with transit to provide a higher density, transit-oriented community.

1.7.4
LaVilla is located west of Jefferson Street, south of State Street, north of Bay Street and east of Interstate 95. The District can support a variety of activities such as commercial, light industrial, and residential in alternate parcels.

Transportation Support System:

- Several Interstate 95 ramps provide direct access to LaVilla connecting such streets as State Street, Union Street, Bay Street Forsyth Street, Monroe Street and Duval Street.
- I-95 ramps at Ashley Street and Church Street have been closed to channel interstate traffic to the high-volume and mid-volume streets.
- Skyway transit service is provided at the existing Terminal station on Bay Street. A potential extension from the FCCJ Station to the Union Street and Jefferson Street area, or other enhancements to transit, may be warranted should development demonstrate a demand for such an expansion.
- Major peripheral parking facilities are proposed at both Skyway stations.

1.7.5
The River Front District extends along the river east of Ocean Street and south of Duval Street. The district includes the Hyatt hotel and Berkman Plaza Condominium development. Additional commercial residential development is envisioned. Also proposed is an extension of the riverwalk to River Park which could incorporate an outdoor amphitheater.

Transportation Support System:

- Major streets serving the district include Main Street, Ocean Street, Bay Street and Forsyth Street. Connections with Interstate 95 are provided by such streets as Duval Street and Monroe Street. Liberty Street is proposed as a business street corridor.
- A Skyway or other mass transportation systems extension along Bay Street and through the District is proposed east along the river should development and demand warrant such strategy.

1.7.6
The Institutional District is comparatively small, bordering with the River Front District to the south and the Cathedral District/Hogan's Creek District to the north. The district would provide a mixture of land uses which transition from the residential uses to the north and the commercial and open spaces to the south along the river.

Transportation Support System:

- Bay Street and the Hart Bridge entrance provide the major connection to the district with linkages to Interstate 95 to the west and the Hart Bridge and Matthew's Bridge to the east.

- A Skyway or other mass transportation systems extension along Bay Street bordering the District may be warranted should development and demand justify the extension.

1.7.7
The Cathedral District/Hogan's Creek includes the area bounded by Ocean Street, Duval Street, State Street and Hogan's Creek. The district is proposed generally as a residential community with development oriented to Hogan's Creek on both sides. In-fill housing would be constructed and sensitive to scale of the existing churches. The district would be connected with pedestrian links to the Hogan's Creek trail system. Commercial uses along Liberty Street would serve the local residential community and buffer the community against abutting industrial and institutional uses.

Transportation Support System:
- The street system would primarily be comprised of intra-district streets well served by several nearby gateway roadways.
- Traffic calming techniques including on-street parking would be implemented on business streets and intra-district streets.

1.7.8
The Stadium District is located east of the Cathedral District/Hogan's Creek and north of the River Front District. The Stadium District is generally bounded by Hogan's Creek on the west, State Street on the north, Bay Street on the south and Haines Expressway on the east. Recreation and entertainment would continue to dominate land use activity in the District. Wolfson Park would be expanded to increase its seating capacity. Existing industrial structures should be retained for entertainment use.

Transportation Support System:
- The area is well served by both gateway streets and limited access highways such as State Street, Bay Street and the Haines Expressway.
- Long-term, garage parking facilities are currently being constructed to replace the surface lots located throughout the District. This is highly desirable for both recreational purposes at Alltel stadium and commuter parking currently being serviced by the Downtown Trolley and potentially serviced by Skyway or other mass transportation systems.

1.7.9
The River Park District is located along the river east of the River Front District and south of the Stadium District. Plans envisioned for this district would include expanding Metropolitan Park to the west, connecting with the Marina District, and providing direct access and visibility to the Park.

Transportation Support System:
- Park access would be improved with additional connections with the surrounding roadway system such as Gator Bowl Boulevard and Bay Street.

1.7.10
The South Bank District is located south of the river and north of Interstate 95. The District has the second highest concentration of employment, exceeded only by the Central Civic Core District. Additional commercial and residential development of the District is planned in addition to other types of new development. Several new residential mixed-use projects are proposed for the South Bank. This includes continuing office construction south of Prudential Drive and building around Treaty Oak Park with mixed uses. This would also include continuing the development of waterfront entertainment and hotels, developing a new residential neighborhood on the JEA station site and other residential units along the waterfront, and developing new riverfront parks that connect with the neighborhoods located south of Interstate 95.

Transportation Support System:

- New parking should be provided by garage facilities to integrate the districts land uses better. As development continues, sites for the parking facilities will be identified so that they are consistent with plans for the overall development of the area and conveniently located to meet the demand for parking. The Kings Avenue site will provide access to several new residential mixed-use projects for the South Bank.
- Skyway offers the primary transit service in the South Bank District. Three Skyway stations are completed and are located at 1) San Marco Boulevard and Mary Avenue, 2) Riverplace Boulevard, and 3) Prudential Drive and Kings Avenue.
- Skyway provides some limited amount of parking at the San Marco Station. A major garage facility of 1,200 spaces for the Dupont Station was recently constructed and is operational.
- A roadway grid system consisting of small blocks should be implemented, where feasible, throughout the District to increase density and improve the urban form. Streets should be extended closer to the river to improve access to the river.

<u>Objective 1.8</u> As required by State statute, the facilities and funding necessary to achieve the purposes of the TCEA must be reflected in a financially feasible capital improvement plan. The plan associated with initial establishment of the TCEA is contained in Appendix 1 to this element. This appendix includes both the Implementation Plan strategies and the financially feasible and long-range projects contemplated in the strategies.

Policies 1.8.1
The City shall continue to maintain an updated list of short-term (<u>2014</u>~~2010~~) mid-term (<u>2019</u>~~2015~~) and long-term (<u>2030</u>~~2020~~ and greater) transportation improvements.

1.8.2
The City shall continue its commitment and will work with the JTA, FDOT and the ~~First Coast MPO~~ <u>North Florida TPO</u> for the timely implementation of all programmed improvements as identified in the Implementation Plan (Appendix 1).

1.8.3
The City shall continue to coordinate with the JTA, FDOT and the ~~First Coast MPO~~ North Florida TPO in order to attempt to secure funding for planned but unprogrammed improvements as identified in the Implementation Plan (Appendix 1).

1.8.4
The City shall promote local, state, or other funding for traffic operations improvements with particular emphasis on developed or planned roadways within the TCEA.

1.8.5
The City shall continue to coordinate with JTA and FDOT regarding intelligent transportation systems, including computerized signalization and optimal signal timing and progression.

1.8.6
The Implementation Plan attached as Appendix 1 shall govern the City's policies regarding timing and priority of actions required to implement the downtown TCEA.

1.8.7
The financially feasible Capital Improvement Plan (CIP) included in the Implementation Plan (Appendix 1) is already included in the Capital Improvement Element (CIE) as part of the City's overall plan. Projects with a longer planning timeframe than those required to be adopted into the CIE shall be reviewed as part of the monitoring plan and adopted into future Capital Improvement Plans. Should additional projects be identified as part of the NOPC review process, they will also be adopted into a future CIP. It shall be the practice of the City when feasible to adopt both the overall financially feasible Capital Improvement Plan and those subsets required to meet other mandates, such as the TCEA, at the same time each year, so that adoption into the various elements of the Comprehensive Plan may occur concurrently.

1.8.8
A Downtown Transportation Concurrency ~~Exemption~~ Exception shall be granted only if the following criteria are met:

Within the boundaries of the TCEA, development or redevelopment shall be required to meet the following development standards based on the development's (including all phases) trip generation and proportional impact on roadway facilities. Said performance standards and/or projects will be funded from a variety of public and private sources including the use of tax increment revenue, capital improvement program, the City's general fund, special bond issues, developer fees and contributions.

The developer may sign a development agreement or contract with the City of Jacksonville for the provision of these standards. The choice of standards shall be subject to the final approval of the City during the plan approval process. The standards chosen shall relate to the particular site and transportation conditions where the development is located. The developer may choose to provide one or more standards

off-site with the City's approval. In recognition of the varying costs associated with the standards, the City shall have the discretion to count some individual standards, based on cost estimates provided by the developer and verified by the City, as meeting multiple standards.

Downtown Trip Generation Performance Criteria

Net, new average daily trip generation	Number of standards which must be met
Less than 50	At least **one** standard. *If a standard from the Downtown Enhance Group is selected, at least **two** standards are required.*
50 to less than 100	At least **two** standards. *No more than one standard can be selected from the Downtown Enhancement Group or from the Innovation Group.*
100 to 400	At least **three** standards. *No more than one standard can be selected from the Downtown Enhancement Group or from the Innovation Group.*
400 to 999	At least **five** standards. *No more than one standard can be selected from the Downtown Enhancement Group or from the Innovation Group.*
Greater than 1,000 trips but less than 5,000 trips	At least **six** standards. *No more than two standards can be selected from the Downtown Enhancement Group, and no more than one standard can be selected from the Innovation Group.*
Greater than 5,000 trips	At least **seven** standards and meet a. or b. below: a. Be on an existing transit route. b. Provide funding for a new transit route. *No more than two standards can be selected from the Downtown Enhancement Group.*
50 or more Employees	Transportation Demand Management (TDM) plan is required

The Table below includes a listing of acceptable performance standards, categorized by individual groups. Each group consists of related performance standards, indicated by a number. For example, performance standard number three under the Downtown Enhancement Group involves widening of existing public sidewalks to increase

pedestrian mobility and safety. The performance standards are characterized by the group name.

Though the importance of each performance standard cannot be disputed, the level of financial investment does vary by group. Consequently, the number of standards which must be met by small developments (less than 50 daily trips) is increased by one if the Downtown Enhancement Group is selected. In this case, an additional performance standard is added to ensure some level of equity when selecting performance standards. Also, limitations are placed on the number of performance standard selections from the Downtown Enhancement Group and the Innovation Group to promote operational, capacity related, and innovative improvements.
Additionally, any development consisting of, or occupying a facility with provisions for 50 or more employees is required to participate in a Transportation Demand Management (TDM) program. The TDM program must be outlined in writing to the City of Jacksonville not longer than 30 days from occupancy.

Performance Standards by Group

Number	Performance Standard
	Operational Group
1	Business operations are not conducted in the peak hour and/or will not generate traffic during the peak hour.
2	Construction of bus turn-out facilities.
3	Use of joint driveways or cross-access to reduce curb cuts.
4	Intersection and/or signalization modifications to improve roadway operation and safety.
5	Intersection and/or signalization modifications to improve transit operations and safety.
6	Addition of dedicated turn lanes onto and out of the development.

Number	Performance Standard
	Capacity Group
1	Payments to the JTA which will either increase existing transit service frequency or add additional transit service.
2	Provision of park and ride facilities located outside the downtown urban core.
4	Construction of new road facilities that provide alternate routes to reduce congestion.

5	Addition of lanes on existing road facilities, where acceptable to the City and/or FDOT, as relevant.
6	Provision of transit pass programs provided to residents and/or employees of the development. The transit passes must be negotiated as part of a contract with the Jacksonville Transportation Authority.
7	Shelter mitigation fund payments to the City for the provision of facilities outside the downtown area roadway system.
8	Provide right-of-way for Skyway or mass transit corridors.

Number	Performance Standard
	Downtown Enhancement Group
1	Construction of new public sidewalks along all street frontages, where they do not currently exist.
2	Purchase and/or construction of bus passenger shelters built to City and JTA specifications.
3	Widening of existing public sidewalks to increase pedestrian mobility and safety.
4	Funding of streetscaping/landscaping (including pedestrian-scale lighting, where relevant) on public right-of-ways or medians, as coordinated with the City.
5	Provision of shading through awnings or canopies over public sidewalk areas to promote pedestrian traffic and provide protection from the weather so that walking is encouraged. The awning or canopy shall provide pedestrian shading for a significant length of the public sidewalk in front of the proposed or existing building.
6	Clustering of and design of the development for maximum density, or use of maximum FAR, at the site which preserves open space, and reduces the need for development of vacant lands, enhances multi-modal opportunities and provides transit-oriented densities or intensities.
7	Design and installation of wayfinding signage, where acceptable and approved by the City.
8	Provision of additional bicycle parking facilities located in the downtown.
9	Deeding of land for the addition and construction of bicycle lanes.

Number	Performance Standard
	Innovation Group
1	An innovative transportation-related modification or standard submitted by the developer, where acceptable to and approved by the City.
2	Provision of ride sharing or van pooling programs.

3	Participation in a transportation demand management (TDM) program that provides funding or incentives for transportation modes other than the single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.

Objective 1.9 Nothing contained in Objectives 1.5 - 1.8 shall be construed to abrogate vested rights or obligations which may be applicable to any development within the Downtown DRI, under common law, the City of Jacksonville Comprehensive Plan or Chapter 163, Florida Statutes, which vested rights have accrued prior to adoption of Objectives 1.5 - 1.8 and related policies. Specifically, the provisions of Objectives 1.5 - 1.8 shall not be applicable to any development for which development rights have been assigned or allocated by the City, the JEDC and/or DDA from the Downtown DRI pursuant to an Allocation [or Assignment] of Development Rights Agreement executed by and between the City, the JEDC and/or DDA and such developer prior to the adoption of Objectives 1.5 - 1.8 which vested allocation shall inure to the benefit of such developer, its successors and assigns. In addition, the provisions of Objectives 1.5 - 1.8 shall not abrogate any obligations incurred by the City, developers, or any third party in conjunction with any development for which development rights have been assigned or allocated by the City, the JEDC and/or DDA from the Downtown DRI pursuant to an Allocation [or Assignment] of Development Rights Agreement executed by and between the City, the JEDC and/or DDA and such developer prior to the adoption of Objectives 1.5 - 1.8.

GOAL 2

Increase Existing Transportation Network Capacity - The traffic-carrying ability of the existing roadway network shall be optimized, and the traffic-carrying capability of any capacity-deficient roadway segment shall be increased to the highest practical level of efficiency before considering the addition of through-lane miles.

~~Issue~~: ~~Maintenance of Existing Transportation Facilities at Maximum Levels of Efficiency~~

~~Proper maintenance of the existing transportation network is one of the basic tools for optimizing transportation system performance. However, it is the lack of facility maintenance which more often garners the attention of the general public. Inadequately maintained roadway pavement suffers structural distress such as cracking, rutting, and patching. These, in turn, cause the following secondary impacts:~~

- ~~Increased tire friction which causes vehicles to operate less efficiently leading to increased fuel consumption, increased fuel emissions, and increased noise levels;~~
- ~~Reduction in travel speed which causes a correlative reduction in overall~~

~~roadway system speed; thus increasing system delay and its associated impacts; and~~

- ~~Increased safety risks including skid hazards.~~

~~Insufficient maintenance of traffic control devices and timing of signalization can lead to significant increases in system travel time, delays and associated safety and environmental impacts.~~

<u>Objective 2.1</u> The City shall optimize the use of existing roadway facilities by employing the most effective operation, maintenance, and system upgrading procedures.

Policies 2.1.1
The maintenance of all roadway surfaces shall continue to be funded at levels which will permit resurfacing within seven (7) years of a facility segment being evaluated at less than the minimum accepted level according to criteria established by the Public Works Department and authorized by the City Council.

2.1.2
The City shall schedule the implementation of roadway resurfacing projects in accordance with the priority ranking of these projects per procedures established by the Public Works Department and authorized by the City Council.

2.1.3
The City shall strive to bring each roadway segment into design conformity (shoulder widths, clear zone, turning lanes, etc.) concurrent with the implementation of its road resurfacing and reconstruction programs except where the roadway or roadway segment is constrained.

2.1.4
The City shall make every reasonable effort to protect the visual and environmental integrity of designated scenic and historic corridors and designated historic areas in implementing roadway resurfacing and reconstruction projects.

2.1.5
The City shall continue to fund the maintenance of signing and pavement markings according to applicable standards.

2.1.6
The City shall continue to maintain traffic signals according to applicable standards.

2.1.7
The City shall eliminate all traffic signals for which a Signal Warrants Removal Study has been conducted, and which satisfy the warrants for signal removal, within twelve months of the completion of the study, unless otherwise authorized by the City's Traffic Engineer.

2.1.8
The City shall continue to require warrants for installation of all new traffic control devices and shall strive to eliminate unwarranted traffic signals on a regular basis.

2.1.9
The City shall continue to require that all traffic control devices installed on private property be in conformity with the *Manual on Uniform Traffic Control Devices for Streets and Highways*, published by the U.S. Department of Transportation, Federal Highway Administration. Existing traffic control devices installed on private property shall be required to comply with these standards if moved or replaced.

2.1.10
The Public Works Department shall be responsible for coordinating all construction scheduling within the public right-of-way to minimize its impact to traffic flow. The Public Works Department will coordinate with the Florida Department of Transportation in order to minimize the impact to traffic flow on City streets that may result from construction on the State Highway System.

2.1.11
The City shall minimize, to the extent possible, the effects to normal traffic flow of construction work occurring within roadway rights-of-way.

2.1.12
The City shall minimize the impacts to the motoring public of construction work occurring within roadway rights-of-way by notifying the public of necessary lane closures and traffic pattern changes in sufficient time to enable motorists to plan for use of alternate routes and travel modes.

2.1.13
The City shall establish standards and criteria for the placement of four-way stops.

~~Issue:~~ Implementation of Transportation System Management (TSM) Measures as a First Alternative to Addition of Through-Lanes

~~Transportation System Management (TSM) actions are low-capital investment measures that can improve transportation service in the short term. TSM operations reflect the growing consensus that steeply rising costs, environmental concerns, and intense competition for available resources make it imperative that better and more efficient uses for existing investments in the transportation infrastructure be found before additional investments are made in costly new facilities.~~

~~TSM capacity improvements can have a substantial impact on roadway capacity for the dollar spent, increasing the traffic carrying abilities of some facilities by as much as 25 percent for less than one-third the cost of adding new lane-miles.~~

Objective 2.2 The City shall eliminate traffic-carrying constraints and maximize the operational efficiency of a roadway before expending roadway construction funds to add new through-lanes to an existing facility.

Policies 2.2.1
Prior to scheduling a roadway segment for construction of additional through-lanes, the agency implementing the project shall ensure that all reasonable ~~TSM~~ Transportation System Management measures have been considered and implemented and that the facility is operating at the greatest degree of efficiency possible. Such roadway improvements shall be required to be reviewed and approved by the Public Works Department in conjunction with the Planning and Development Department.

2.2.2
The City shall, through its Land Development Regulations, continue to require developers of new sites to implement ~~TSM~~ Transportation System Management improvements to the existing transportation network which do not entail the addition of through-lanes when TSM improvements will be necessary and adequate to maintain an acceptable level of service. Additional through-lanes will be required if it is determined, through the development review process, that TSM improvements are not adequate to maintain an acceptable level of service.

2.2.3
The City shall install and maintain traffic control devices in accordance with the latest edition of the *Manual on Uniform Traffic Control Devices*, and the Florida Department of Transportation Standards as revised by the City Traffic Engineer. An engineering study will be required prior to installation of any new traffic control device.

2.2.4
Signal timings shall support the operating functional classification of the roadways along which they are installed, placing a higher emphasis on the through-movement of vehicles on major and minor arterials.

2.2.5
The City shall reduce the amount of on-street parking permitted on City-maintained streets, the only available on-street parking shall be in the Central Business District, on local streets, or in areas where it is restricted to a two-hour duration and prohibited during the morning and afternoon peak periods of the roadway facility, unless otherwise authorized by the City Traffic Engineer. The City shall notify the Florida Department of Transportation of this policy and request compliance.

~~Issue~~: Land Use Policies Which Support Roadway Operational Functional Classification

~~Land use policies have a direct effect upon the operation of adjacent facilities. This most critical classification of a facility affected in this manner is the suburban principal~~

~~arterial. Through the 1960s, intense development was concentrated in central downtown areas with one or two circumferential routes skirting downtown and several arterials connecting the urban work/shopping core with suburban residential areas. In the 1970s, as the cost of fuel increased and people sought to shorten work and shopping trips, numbers of fast food restaurants and small businesses began locating along the radial arterials. This, consequently, led to numbers of driveway cuts, sometimes as many as forty or fifty per mile.~~

~~As a result of these growth patterns, intersections with major crossroads are unevenly spaced and not far enough apart to justify separate left turn signal phasing. This limits the arterial through capacity to no more than 35 or 40 percent of available green time at these intersections. An overall view of the signalization reveals that signals are often located too far apart to permit the implementation of a progressive timing system. Signals that are too close together for isolated operation work in small coordinated sub-systems.~~

~~The typical situation described above has been further complicated by two factors in Jacksonville. The area which currently comprises the City of Jacksonville is made up of the many smaller communities which developed under the former city-county government structure in place prior to consolidation. Planning in the '50s and '60s applied only to that area that is now the City's urban core. In addition, the City is divided in an unusual configuration by a large body of water. This has affected the "traditional" development and alignment of radial and circumferential arterials.~~

~~There are a number of actions which the City can take to ensure that facilities whose primary task is the through-movement of vehicles on principal (major) arterials are able to perform that function. A working arterial system minimizes direct access to adjacent properties, reduces median and curb cuts, utilizes right-turn-only curb access offset from median cuts, uses common service driveways to connect adjacent non-residential properties, and other measures to promote the through-movement of vehicles along major arterials.~~

~~Complementing the implementation of an arterial approach program to facilitate through-vehicle movement should be modifications to policies regarding access to adjacent properties from minor arterials, collectors, and other roadways. These latter modifications are needed to enhance the safety and efficiency of the total roadway network.~~

Objective 2.3 **The City shall revise its Land Development Regulations to ensure they support the operating functional classification of adjacent roadway facilities and enhance the performance of the City's total transportation network. This traffic circulation objective shall be performed in concert with complementary land use objectives. The City shall implement an arterial system approach to increase the traffic-carrying ability of all designated major arterials through measures other than construction of additional through-traffic lanes.**

Policies 2.3.1
For all new arterials and freeways or other limited access facilities constructed after 1991, and for all major arterials for which access and egress are to be reevaluated, the following guidelines are to be used in determining the spacing of accesses:

Limited Access Facilities-rural	1 per 2 miles
Limited Access Facilities-urban	
with frontage roads	1 per mile
without frontage roads	1 per 2 miles
Major Arterials	4 per mile
Minor Arterials	8 per mile

2.3.2
No zoning variance to reduce the required front yard setback, as established by Land Development Regulations, for any establishment located on a minor or major arterial or freeway shall be permitted without the written notification of the agency(s) responsible for the maintenance and construction of the adjacent roadway facilities. Said agency(s) shall be permitted adequate opportunity to respond to the variance request, and concerns expressed shall be considered prior to variance determination.

2.3.3
Three or more driveway approaches from an arterial or collector shall not be permitted for a single site unless otherwise authorized by the City Traffic Engineer and the JPDD. Existing sites having three or more approaches from a particular street shall be required to eliminate the excess drives or convert the excess drives to right-turn-only accesses or egresses at such time as application is made to the City for any change in land use, zoning or increase in gross leasable square footage. Final acceptance of revised driveway approaches shall be subject to the approval of the City Traffic Engineer and the JPDD, or the appropriate authority.

2.3.4
New development sites shall be required, wherever possible, to share existing access points. The City will encourage new service drives or roads and connections to existing service drives or roads when deemed appropriate by the City Traffic Engineer and JPDD. This policy is not to conflict with and will not exempt a developer from complying with landscape and tree protection regulations.

2.3.5
The City shall require that access to new residential parcels with frontage along two or more roadways be located on the roadway with the lower functional class, or the lower average daily traffic inclusive of development traffic for roadways of the same functional class, unless it can be demonstrated in a traffic study submitted for review and approval to the City Traffic Engineer and the JPDD, that such access restrictions would present a safety hazard, or would cause undue congestion or delay on adjacent road facilities, or would cause environmental degradation, or would hinder adequate traffic circulation.

2.3.6
The City shall require access to new and redeveloped non-residential parcels with frontage along two or more roadways be limited to one access point per roadway. Access from the higher functional class roadway, or roadway with the higher average daily traffic inclusive of development traffic for roadways of the same functional class, shall be limited to right turn-in/right turn-out only, unless it can be demonstrated in a traffic study, submitted for review and approval to the City Traffic Engineer and the JPDD, that such access restrictions would present a safety hazard, would cause undue congestion or delay on adjacent road facilities, would cause environmental degradation, or would hinder adequate traffic circulation.

2.3.7
Access for corner lots or parcels shall be located the greatest distance from the corner commensurate with property dimensions. For roadways having a functional classification of collector or higher, access shall not be less than 150 feet from the geometric centerline of intersecting roadways, 100 feet from the outside through-lane, or commensurate with property dimensions, where the lot frontage is insufficient to meet these requirements, subject to the approval of the City Traffic Engineer and the JPDD.

2.3.8
The City shall encourage, through the development review process, development that will minimize external trip generation through the integration of land uses by requiring such measures as interconnecting land uses, sharing access drives and off-street parking areas, and encouraging planned unit developments. The City's Land Development Regulations shall be revised as necessary to enforce this policy.

2.3.9
The City shall encourage, though the development review process, the interconnections of land uses that reduce the need for external trip generation and encourage alternative methods of movement. The City's Land Development Regulations shall be revised as necessary to enforce this policy.

2.3.10
In cooperation with the FDOT, continue to implement strategies to facilitate local traffic to use alternatives to the ~~Florida Intrastate Highway System (FIHS)~~ Florida Strategic Intermodal System (SIS) as a means of protecting its interregional and intrastate functions. Among the strategies that the City will continue to help implement are:

1. Maintain and, strive to, improve the level of service on City roads that parallel FIHS roads.
2. Implement the ~~MPO's~~ TPO's Congestion Management Plan recommendations with emphasis on those City roads that parallel FIHS roads.
3. Coordinate and synchronize the signalization system along City roads that parallel FIHS roads.

Objective 2.4 The City shall coordinate the mobility ~~traffic~~ circulation system with the future land uses shown on the Future Land Use Map series in order to ensure that roads~~, and~~ road improvements and other mobility alternative improvements are provided as necessary to support development in an economically efficient and environmentally sound manner.

Policies 2.4.1

The City, ~~as members of and staff to the Metropolitan Planning Organization for the Jacksonville Urbanized Area (MPO),~~ shall continue to regularly update the long range transportation plan for the Jacksonville Urbanized Area.

2.4.2

~~Upon completion of each update of the Jacksonville Urban Area Transportation Study (JUATS), t~~The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and ~~the~~ study and ~~to~~ facilitate the implementation of the study recommendations ~~JUATS Update~~.

2.4.3 The City shall , through active participation in the Land Use, Utility, and Transportation (LUUTRAN) working group as established in the Future Land Use Element (FLUE), aggressively pursue JTA's Rapid Transit System to balance the goals of congestion relief, mobility alternatives and corridor redevelopment, provide service to the commuting public and increase transit ridership.

2.4.4 ~~2.5.2~~

Through LUUTRAN, the City shall coordinate transportation planning activities with JTA and the TPO to ensure planned transportation investment and support land use objectives.

2.4.5

Success of the LUUTRAN working group shall, in part, be based upon JTA's success in meeting or exceeding the community goal of at least 10% of peak-period trips being made using transit or other alternative transportation modes.

Objective 2.5 Upon completion of the revised future land use map, the City should work with community leaders in the private sector to support advocacy efforts to the City's transportation needs.

Policies 2.5.1

The City shall develop a marketing and lobbying strategy to increase Northeast Florida's share of Federal and State funding based on the community's demonstrated commitment to local transportation funding, application of effective growth management policies, and visionary plan for future growth.

2.5.2

The City shall work closely with the Florida Congressional delegation to ensure Florida's rate of return reaches 90% in the next surface transportation reauthorization.

2.5.3
The City shall identify Federal earmarks consistent with existing transportation priorities and the FDOT Work Program. Projects receiving Federal earmarks should be consistent with local development plans and be included in the Capital Improvement Element of the Comprehensive Plan.

2.5.4
The City shall seek Florida legislative action to provide a reasonable assurance of regional equity in the distribution of the Strategic Intermodal System (SIS) capacity program funding. The City should ensure that FDOT District Two receives its fair distribution of SIS funding.

GOAL 3

Increase Total Roadway Network Capacity - New lane-miles shall be added to the existing roadway network when necessary to ensure the safe, efficient movement of persons and goods. The addition of lane-miles will be accomplished, where possible, within the existing roadway rights-of-way.

~~Issue~~: ~~Development of Minimum Criteria for Planning, Design, and Implementation of Roadway Construction Projects~~

~~By formalizing the procedure for selection, design and construction of roadway projects, the City of Jacksonville ensures the best value for its construction dollar.~~

~~Establishment of planning criteria ensures that new and upgraded roadway projects satisfy both present-day and long-term transportation system needs.~~

~~A benefit-cost analysis procedure defines a mechanism for quantifying the impacts of a roadway construction project to provide new or upgraded facilities. These elements include vehicle operating costs; user fees, if any; travel time value; accident costs; roadway construction and maintenance costs; intersection delay costs in terms of fuel consumption and air quality factors; etc. Comparing analysis of a considered roadway segment with and without the considered improvement will provide a factor which can then be used in a total project's evaluation process.~~

~~In the establishment of and adherence to network-wide minimum design criteria, new and improved roadway facilities improve the service provided by the total transportation network.~~

Objective 3.1 Roadway construction projects for which Transportation System Management (TSM) techniques are not cost-effective shall be approved only if the projects reduce vehicle delay, have a net positive effect on the environment,

improve operational safety, increase transportation network capacity, and improve the facility's use as a multimodal corridor.

Policies 3.1.1

The City shall delineate, for all new or expanded roadway facilities planned for construction within four miles of the Atlantic Ocean, the facility's role in the Hurricane Evacuation Plan for the beach communities. The City~~, as a member of the First Coast Metropolitan Planning Organization~~ North Florida Transportation Planning Organization ~~for the Jacksonville Urbanized Area~~ (~~MPO~~ TPO) shall coordinate with the Jacksonville Transportation Authority (JTA) and the Florida Department of Transportation (FDOT) to assure the construction of a new or expanded link to the Beaches.

3.1.2

Facilities designated as a hurricane evacuation route will be clearly identified as such with proper signage. Improvements to primary hurricane evacuation routes shall be maintained at elevations above the Category 3 or Category 4 storm surge.

3.1.3

Within the City, the following guidelines shall be used to determine minimum lane widths on new or expanded roadways, as defined by the proposed roadway's operating functional classification.

	Urban Profile	Rural Profile
Limited Access	12 feet	12 feet
Minor Arterial		
Outside lane	16 feet[1,2]	N/A
All other lanes	12 feet	12 feet
Minor Arterial		
Outside lane	16 feet[1,2]	17 feet[1,3]
All other lanes	12 feet	12 feet
Collector		
Outside lane	16 feet[1,2]	17 feet[1,3]
All other lanes	12 feet	12 feet

	Urban Profile	Rural Profile
Local--Over 1,600 ADT		
Outside lane	14 feet[4]	12 feet
All other lanes	12 feet	12 feet
Local--Under 1,600 ADT		
Outside lane	12 feet	12 feet
All other lanes	12 feet	12 feet
Cul-de-sacs and loop streets	10 feet	10 feet
Outside lane	10 feet	10 feet
All other lanes		

1. In areas where right-of-way width constraints are presented, consideration shall be given to reducing travel lane widths to eleven (11) feet to still allow for the designated bicycle lanes. The lack of adequate right-of-way width and the costs associated with acquisition in built-up areas may not allow provision of the additional width for bicyclists on all projects. The inclusion of designated bicycle lanes in roadway improvements shall be reviewed on a case-by-case basis. Only under extreme right-of-way width constraints, should designated bicycle lanes be excluded from a project; in which case a design standard of fourteen (14) foot wide outside curb lanes shall be used for both urban and rural profiles.

2. In an urban profile, the outside lanes of major arterial, minor arterial, and collector roadways shall include four-foot wide designated bicycle lanes.

3. In a rural profile, the outside lanes of major arterial, minor arterial, and collector roadways shall include five-foot wide designated bicycle lanes.

4. Unless it is determined, by the Director of Public Works that such need does not exist.

3.1.4

Within the Traditional Neighborhood Design (TND) developments, the following guidelines shall be used to determine minimum lane widths on roadways as defined by the proposed roadway's classification.

Boulevard
Travel ..... 10 feet
Parking ..... 7 feet

Village Center
Travel ..... 10 feet
Parking ..... 7 feet

Local Street #1
Travel ..... 10 feet
Parking ..... 7 feet

Local Street #2
Travel ..... 9 feet
Parking ..... 7 feet

Lane
Travel ..... 8 feet

Alley
Travel ..... 10 feet (one way only)

~~Issue:~~ Rights-of-Way for New and Expanded Roadway Facilities

~~The single, most expensive element of new roadway construction projects and most major roadway expansion projects is the cost of right-of-way. Various measures can be implemented which can offset the direct costs of land acquisition. These include donation of rights-of-way to compensate for transportation impacts associated with new development, and development of multimodal corridors in cooperation with existing railroad rights-of-way.~~

Objective 3.2 The City shall minimize, to the extent possible, the right-of-way costs when constructing new roadway facilities and expanding existing roadway facilities by taking maximum advantage of rights-of-way established for other transportation modes, and by protecting its existing rights-of-way from building encroachment to the fullest extent of the law.

Policies 3.2.1

The City shall perform preliminary engineering designs ~~at the earliest indication of an impending capacity deficiency to allow the greatest flexibility in addressing the project's right-of-way requirements.~~ consistent with acceptable practices of the City of Jacksonville Department of Public Works, the FDOT Project Development and Environmental Study (PD&E) guidelines for state roads and the City of Jacksonville Land Development Regulations, at the earliest indication of an impending capacity deficiency to allow the greatest flexibility in addressing the project's right-of-way requirements. The FDOT will be consulted when right-of-way needs for State facilities are addressed.

3.2.2

Except in developments utilizing the Traditional Neighborhood Design (~~TMD~~ TND) concept, the City shall utilize the following guidelines, where feasible, as minimum requirements for rights-of-way defined by roadway classification.

Rural

Limited Access with High Speed Rail ..... 500 feet

Urban Service Area

Limited Access (Interstate)	400 feet
Limited Access (with frontage roads and not Interstate)	250 feet
Limited Access (without frontage roads/not Interstate)	180 feet
Major Arterial	150 feet
Minor Arterial	120 feet
Collector (with curb and gutter)	70 feet
Collector (without curb and gutter)	80 feet
Local (with curb and gutter)	50 feet

Local (without curb and gutter) ..... 60 feet
Cul-de-sacs and Loop streets (with curb and gutter) ..... 50 feet
Cul-de-sacs and Loop streets (without curb and gutter) ..... 60 feet

3.2.3
Within developments utilizing ~~TMD~~ TND concept, the City shall utilize the following guidelines, where feasible, as minimum requirements for rights-of-way defined by roadway classification.

Boulevard ..... 77 feet
Village Center Street ..... 62 feet
Local Street 1 ..... 62 feet
Local Street 2 ..... 53 feet
Lane ..... 34 feet
Alley ..... 16 feet (one way only)

3.2.4
The City shall utilize the future roadway needs listed in this 2030~~2010~~ Comprehensive Plan to identify those areas where rights-of-way will be required and shall take steps to protect the rights-of-way, where feasible, for these corridors as soon as possible.

3.2.5
The City shall adopt legislation establishing measures for the preservation of existing rights-of-way to the fullest extent allowed by law. In addition, the City shall coordinate with and support the FDOT and the JTA in their efforts to protect their respective existing rights-of-way, in accordance with applicable law.

3.2.6
The City, through its development review process and the review of future transportation plans of the ~~MPO~~ TPO, the FDOT and the JTA shall, encourage right-of-way acquisition and right-of-way sharing for the potential use of a multimodal transportation system.

GOAL 4

Establish A Non-Motorized Transportation Network - The establishment and use of an interconnected system of rights-of-way which provides for the safe movement of pedestrians and bicyclists throughout the City shall be supported.

~~Issue~~: Establishment and Maintenance of Facilities to Accommodate Pedestrians and Bicyclists Within Designated Transportation ~~Corridors~~

~~Florida is above the national average in the number of persons making use of non-motorized transportation modes. The most obvious reason for this is the State's generally mild climate which encourages year-round participation in walking, jogging,~~

~~running, and bicycling endeavors.~~

~~However, the increase in pedestrian and bicycling activities is accompanied by an even higher increase in the rate and severity of accidents involving pedestrians and bicyclists, particularly accidents involving automobiles. The primary cause for this increase in accident experience is an inadequate supply of facilities which reasonably accommodate pedestrians and bicyclists. It is necessary for the City of Jacksonville to address this deficiency and improve the traveling safety of non-motorized transportation modes.~~

Objective 4.1 The City shall support the establishment and maintenance of facilities designed to balance the needs of the complete spectrum of transportation users specifically for non-motorized transportation users such as~~, specifically~~ pedestrians and cyclist ~~bicycle accommodations,~~ within ~~minor~~ arterial~~,~~ and collector roadways. ~~, and selected major arterial corridors as identified in the *Comprehensive Bikeway Plan for Jacksonville Urbanized Area* or its latest update; and shall, provide pedestrian facilities on all newly constructed or improved existing minor arterials, collector roadways, and local streets abutting residential land uses.~~

Policies 4.1.1

The City shall implement the Bicycle Corridor Long Range Plan (1990-2010) as described in the *Comprehensive Bikeway Plan for Jacksonville Urbanized Area* or its latest update by considering the needs of bicyclists on all roadway projects. This policy provides for the construction of designated bicycle lanes or paved shoulders when constructing or reconstructing roads in Jacksonville in accordance with the ~~First Coast Metropolitan Planning Organization~~ North Florida Transportation Planning Organization for the Jacksonville Urbanized Area (~~MPO~~ TPO) Transportation Improvement Program. As stated in Policy 3.1.3, the roadway design shall contain twelve (12) foot wide travel lanes with four (4) foot wide designated bicycle lanes in an urban profile and twelve (12) foot wide travel lanes with five (5) foot wide designated bicycle lanes in a rural profile or an alternative non-motorized multi-modal transportation network as approved by the JPDD. However, in areas where right-of-way width constraints are present, consideration shall be given to reducing travel lane widths to eleven (11) feet to still allow for the designated bicycle lanes. The lack of adequate right-of-way width and the costs associated with acquisition in built up areas may not allow provision of the additional width for bicyclist on all projects. The inclusion of designated bicycle lanes in roadway improvements shall be reviewed on a case-by-case basis. Only under extreme right-of-way width constraints, should designated bicycle lanes be excluded from a project; in which case, a design standard of fourteen (14) foot wide outside curb lanes shall be used for both urban and rural profiles.

4.1.2

The City shall require new local streets serving residential areas to include four-foot sidewalks on both sides of the street within the dedicated right-of-way or an approved

alternative pedestrian circulation system approved by the Jacksonville Planning and Development Department (JPDD).

4.1.3
The City shall require new dedicated local streets serving non-residential areas to include five-foot sidewalks within the dedicated right-of-way or an alternative pedestrian circulation system approved by the JPDD.

4.1.4
The City shall provide for the maintenance of pedestrian and bicycle travel ways on City facilities.

4.1.5
The City shall require developers of commercial property to provide for access by and securing of bicycles on site when the JPDD determines the need based on the size and location of the development.

4.1.6
Where intersection construction or improvements are performed, the City shall provide or require curb-cut ramps at all intersections where one or more of the rights-of-way of the intersecting streets contain sidewalks and where roadway lane widths do not exceed twelve (12) feet.

4.1.7
The City shall utilize pavement surface and pavement marking treatments which support the accommodation of bicyclists within the roadway.

4.1.8
The City shall develop local roadway, sidewalk, and parking lot criteria which emphasize and support pedestrian traffic in appropriate neighborhood areas.

~~Issue~~: ~~Encouraging Use of Non-Motorized Transportation Modes~~

~~A switch to non-motorized transportation modes, by even a small percentage of the total trips on Jacksonville's roadway network, will provide improvements to the City's congestion, air quality, fuel consumption, and noise pollution problems. The effectiveness of improvements to facilities designed to accommodate pedestrians and bicyclists will be minimized unless the City also undertakes a program to educate citizens of the facilities and the benefits.~~

Objective 4.2 The City shall actively encourage its citizens to use non-motorized travel modes and support same with policies to assure pedestrian and bicycle access to all parks, recreational facilities, and public schools within the City.

Policies 4.2.1
The City, through its Bicycle/Pedestrian Program its Planning and Development and Public Works Departments, shall continue to coordinate with and encourage the Duval County School Board and area colleges and universities in the implementation of programs and incentives to encourage students to use pedestrian and bicycle travel modes. The City will continue to sponsor workshops and seminars at area schools through its Bicycle/Pedestrian Program.

4.2.2
The City shall, through its Bicycle/Pedestrian Program and in conjunction with the Office of the Sheriff and the Northeast Florida Safety Council, continue to encourage compliance with and the enforcement of existing bicycle and pedestrian laws.

4.2.3
The City, through its development review process, shall require that the non-motorized transportation network receives full consideration; specifically, that bicyclists and pedestrian needs are accommodated in future development within the City. Special consideration shall be given to the movement of bicycle and pedestrian traffic in the core area of the Central Business District (CBD).

GOAL 5

Transportation System Safety - The traffic circulation system shall be operated in a manner which values the safety of citizens as being of equal importance to efficiency and expedience of design and materials.

~~Issue~~: Incorporating Accident Experience and Costs into the ~~Evaluation of Roadway Improvement Projects~~

~~It is necessary that accident data be reported, evaluated, and utilized in a responsible manner so that the safety of the motoring public will be given a significant weight in the decision-making process used to evaluate the relative merits of roadway improvement projects.~~

Objective 5.1 The City shall establish a system for rating projects proposed for implementation which places equal value on the accident experience of a facility when evaluated against construction costs, average daily traffic volumes, and other such criteria.

Policies 5.1.1
The City shall keep accurate records regarding the frequency and location of accidents.

5.1.2
Each year, the City, in conjunction with the Jacksonville Sheriff's Office, shall identify the ten highest accident locations in the preceding calendar year. The Public Works

Department shall perform field investigations of these sites to determine which design factors, if any are contributing to accidents at these locations. Results of the field investigations will be utilized in determining and designing future transportation improvements.

5.1.3
The City shall rely on accident data prepared by the ~~Metropolitan Planning Organization~~ North Florida Transportation Planning Organization for the Jacksonville Urbanized Area to evaluate the safety of a location.

~~Issue:~~ Development of Clear Zone Standards for Intersections

~~One of the most pivotal elements in an accident sequence is the perception-reaction time. Two critical factors in that time period are sight distance and speed. One highly effective accident prevention measure is the establishment and enforcement of a clear zone approaching intersections and driveways. Improvement in the line of vision decreases the perception-reaction time which lowers the accident rate.~~

Objective 5.2 The City shall strive to develop and enforce clear zones by eliminating or preventing the location of roadside hazardous objects or the creation of hazardous conditions at intersections, for a distance consistent with the speed, traffic volume, and geometric conditions of the site.

Policies 5.2.1
The City shall require that all new roadways or driveways intersecting with the City's existing and future roadway network provide a clear zone, defined as an area free of any obstruction including trees, mailboxes, ornamental structures or landscaping, identification signs, etc.

5.2.2
The City shall continue to require the location of centralized mailbox facilities in all new developments.

~~Issue:~~ Reduction in Available Parking within the Core Area of the ~~Central Business District~~

~~One of the greatest incentives for retaining the personal automobile as the primary home-work/work-home transportation mode is the provision of adequate, accessible, relatively low-cost parking within the core area of the Central Business District (CBD). Conversely, one of the best incentives for use of mass transit is the provision of reasonable-cost parking, in areas peripheral to the CBD, at locations designed to accommodate intermodal transfers to buses or other efficient, non-polluting mass transit systems.~~

Objective 5.3 The City shall limit the addition of new parking spaces within the jurisdictional boundaries of the Jacksonville Downtown Development Authority. Designated mass transit park-and-ride parking facilities sited as specified by the Jacksonville Transportation Authority (JTA) and coordinated with the Jacksonville Economic Development Commission (JEDC) shall be used to achieve this objective.

Policies 5.3.1
City shall continue to permit all applications for construction and reconstruction permits for new or existing buildings located in the downtown area to convert parking to other uses consistent with this plan when alternate mass transit is available.

5.3.2
The City shall continue to permit developers locating within the downtown area to provide their required number of parking spaces at locations peripheral to the CBD (as defined on August 1, 1989). The selection of peripheral parking sites is to be coordinated with the JTA and the JEDC.

5.3.3
The City shall continue its dialogue with those agencies and organizations, including, but not limited to, the Jacksonville Chamber of Commerce, the JTA, the JEDC, mortgage lending institutions and banking concerns, instrumental in the formation of capital financing for development in the downtown area to achieve development of parking facilities that are consistent with and promote the parking strategy recommended in this plan.

5.3.4
The City shall continue to require that any new development in the CBD must create a plan encouraging utilization of the peripheral parking strategy as proposed in this plan.

~~Issue~~: ~~Public Transit Access to Government Facilities~~

~~Fully twenty-five percent (25%) of the U.S. population lacks access to a car. These persons, especially the poor, the aged, the very young and the handicapped are, at the same time, most often those in need of support from government services. Siting government agencies which serve these populations within or adjacent to transportation corridors which are served by mass transit enables both the agency and the transit system to operate at a greater level of effectiveness and efficiency.~~

Objective 5.4 By the Year ~~2010~~ 2030, any local, state or federal agency which conducts business with the general public ~~shall~~ should be situated in facilities which are within immediate access of a public transit facility.

Policies 5.4.1
~~No~~ L~~l~~ocal agencies~~y~~ ~~which~~ conducting~~s~~, at a minimum, low volume business within the urban area and with the general public, ~~shall~~ should site new facilities at a location no

more than 1000 feet from a bus stop or public transit facility. This policy applies equally to schools. Federal and state agencies will be informed of this policy and requested to comply.

GOAL 6

Economic Viability of Transit. The economic efficiency of the transit system shall be maximized while providing for the basic transportation needs of the transit-dependent.

~~Issue~~: ~~Economic Viability of Transit~~

~~To increase the economic potential of a community, it is necessary to increase the mobility of its population. This includes those unable to afford a personal automobile. The increasing specialization and mobility of our economy means that those who don't have random access capabilities will be increasingly disadvantaged. At the same time, the cost of providing mobility to the transit-dependent must be manageable to the community at large. To promote the economic health of Jacksonville, the transit system should operate at a high level of efficiency and effectiveness, provide a reasonable level of service to its patrons, maximize opportunities for private sector investments in the development of transit facilities, and utilize all available means of funding.~~

~~In order for a transit system to be effective it must meet a definite need in the community. The determination of the degree to which that need is met is a system's effectiveness. Examples of measures of effectiveness include revenue passengers per capita of urban population, passenger miles per capita of urban population, revenue passengers per vehicle-mile of operation and revenue passengers per constant dollar of operating expenses.~~

~~The concept of level of service is a way of characterizing how well a transport system performs internally since it includes such factors as speed, comfort, convenience, safety and frequency of service. Transit capacity is more complex and less precise than highway capacity since it deals with the movement of vehicles and persons. Levels of service deal with both vehicle capacities and their loading criteria and the flow rate of transit vehicles within the transportation network.~~

~~The establishment of mass transit corridors provides both the private sector and the public sector with opportunities for economic development. A transit corridor is an area approximately one mile wide through which mass transportation services will be concentrated. Population and employment densities within mass transit corridors are such that, as growth occurs, alternative mass transportation modes will be supported.~~

~~Transit corridors provide the possibility of mutually supporting land uses. The presence of transit serves as an important lever in encouraging private development by providing the concentration of patrons required for economic viability. At the same time, the~~

~~private development and its dollars attracted to a transit corridor can be used to defray the costs of providing transit facilities within the corridor.~~

~~Over the past two decades, the costs of labor and equipment have escalated at a higher rate than can be compensated for at the fare box, if transit is to be an economically competitive travel mode. Local, state and federal governments have been required to pay for virtually all capital costs and to subsidize transit operating costs to a considerable extent.~~

~~The need for transit as an important element of an urban area's economic well being has long been established. In recent years, transit has also become a means of meeting air quality and energy conservation goals. In order for transit fares to be kept at a level which will ensure access by the transit-dependent, the Jacksonville Transportation Authority will need to make maximum use of available grants at the state and federal level and to explore the potential funding mechanisms which exist at all levels of government.~~

Objective 6.1 The Jacksonville Transportation Authority (JTA) shall evaluate 25% of its bus routes annually. Evaluation shall be based on service demand and cost effectiveness for purposes of determining whether routes should be expanded or retained.

Policies 6.1.1

The Jacksonville Transportation Authority shall conduct a study to determine the service standards and evaluation procedures to be used in assessing which fixed transit routes and operating hours are to be maintained by JTA. JTA shall include representatives of low and lower-income persons and disabled and handicapped persons in the study groups concerning accessibility of transit.

6.1.2

The Jacksonville Transportation Authority shall continue to assess all fixed transit routes at a regular interval to determine necessary revisions to improve the fixed route system's efficiency.

6.1.3

The City's Land Development Regulations shall continue to provide for coordination with developers of industrial parks, developments of regional impact and other large developments to ensure, where warranted, the provision of transit access and passenger facilities in the development.

Objective 6.2 The City shall maintain levels of service standards for public transportation, both for service areas and vehicle occupancy.

Policies 6.2.1

The level of service for passenger comfort shall be "LOS D" as defined in *Highway Capacity Manual: Special Report 209* (Transportation Research Board, 1985). This

stipulates that the occupancy shall not exceed 1.25 persons/seat, except for the Automated Skyway Express (ASE) which provides seating only for the elderly and the handicapped.

6.2.2
The frequency level of service standard on JTA fixed-route, fixed-schedule bus routes shall be thirty minutes during the peak period.

6.2.3
For the purpose of issuing a development order or permit, a proposed development which is deemed to have a de minimis impact, meeting the requirements of Rule 9J-5.0055(3)(C)6a-c. F.A.C., shall not be subject to the concurrency requirements of Rule 9J-5.0055(3)(C)1-4, F.A.C. In this regard, the City shall implement a de minimis exemption provision as a component of its Concurrency Management System.

Objective 6.3 The Jacksonville Transportation Authority shall establish mass transit corridors.

Policies 6.3.1
The Jacksonville Transportation Authority shall designate mass transit corridors through which frequent mass transportation service will be provided. In addition the JTA shall implement Mass Transit Express, Flyer and/or Commuter Mass Transit Service in heavily traveled corridors.

6.3.2
The Jacksonville Transportation Authority shall continue to establish park-and-ride facilities at appropriate intervals along the mass transit corridors, as funds become available. Service to the commuting public should be enhanced through strategically located park-and-ride facilities, express bus connections to suburban multimodal transportation hubs and neighborhood feeders.

6.3.3
The City shall require through Land Development Regulations, higher density and intensity development in existing and future mass transit corridors, with employment-generating land uses concentrated in the vicinity of the park-and-ride facilities consistent with the Future Land Use Element and Map series.

6.3.4
The Jacksonville Transportation Authority shall continue to operate fixed-guideway guide way transit systems and coordinate this system with other, existing modes of mass transit.

Objective 6.4 The Jacksonville Transportation Authority shall utilize, to the extent allowed by law, existing and future federal, state and local funding mechanisms established to support transit systems in the City.

Policies 6.4.1
The Jacksonville Transportation Authority shall complete an internal study of alternative methods of financial support for mass transit and an efficient non-polluting transit system.

Objective 6.5 The Jacksonville Transportation Authority, in conjunction with the ~~Metropolitan Planning Organization~~ North Florida Transportation Planning Organization for the Jacksonville Urbanized Area (~~MPO~~ TPO), shall ensure the timely and efficient provision of mass transit services to the City's transportation disadvantaged.

Policies 6.5.1
The Jacksonville Transportation Authority, in conjunction with the ~~MPO~~ TPO, shall establish mass transit routes which will assist in the implementation of the Duval County Transportation Disadvantaged Plan.

6.5.2
Persons who, for reasons of physical or mental handicap, cannot use the standard mass transit services shall be provided with demand responsive service (e.g. DART). The level of service standard to be used in establishing such service shall be an average of one round trip per handicapped person per day consistent with federal regulations.

6.5.3
The JTA shall implement the plan developed by the City, the JTA, the ~~MPO~~ TPO, and the Mayor's Disability Council which identifies the technical and financial methods of best providing for the transit needs of the disabled.

~~Issue: Public Transit as a Viable Alternative for Work and School Trips~~

~~For public transit to be a viable alternative to the personal automobile it requires that new development make as great an effort to accommodate transit riders as it does to accommodate owners of private vehicles. This includes designing roadways and curb radii to allow safe maneuvering of buses, providing street furniture to shelter transit patrons from inclement weather, and clustering facilities to minimize the operating costs of the transit service. In turn, state, regional and local government agencies responsible for overseeing the growth management process should recognize and encourage efforts made by developers to promote and accommodate the use of public transportation at their work sites.~~

~~Once new development has established an accessibility to transit, the public sector must provide reliable and adequate transit service. For transit to be a reasonable trip alternative for workers and students, it must operate during hours of peak demand between the areas of high concentrations of potential users. In Jacksonville, the focus~~

~~of peak demand will be into and out of the Downtown area.~~

Objective 6.6 ~~By the Year 2010, t~~The City shall continue to provide and improve public transportation that is a viable work and school trip alternative for workers and students, including the handicapped, residing within the City.

Policies 6.6.1
New developments shall be permitted to mitigate adverse transportation impacts by funding improvements to the mass transit system in lieu of constructing roadway improvements.

6.6.2
Owners and developers of non-residential properties shall consider the needs of the transit rider, including the disabled and handicapped, in the provision of transportation facilities at, to and around the work place by providing access to contiguous bus stops. All new or refurbished buildings which offer service to the general public or where more than ten people are employed shall meet handicapped accessibility standards.

6.6.3
The City shall coordinate with the Duval County School Board to provide transit alternatives to the use of school buses.

6.6.4
The City shall develop design standards to make transit pedestrian facilities uniformly attractive, safe, and comfortable.

Objective 6.7 ~~By the Year 2010, the s~~Scheduling of mass transit service within the City shall continue to be such that persons residing and working within the City that have~~ing~~ traditional work hours (8:00 a.m. to 5:00 p.m.) ~~residing and working within the City~~ will be able to use Jacksonville Transportation Authority (JTA) service for the purpose of home-work/work-home trips.

Policies 6.7.1
The JTA shall continue to adjust its hours of service to encourage the use of public transportation for home-work/ work-home trips.

6.7.2
The JTA and the City shall continue to ensure that an efficient non-polluting transit system is available in the Central Business District (CBD) and will extend the system as federal funds matched with state, local, and private monies become available.

6.7.3
The City shall encourage and support the operation of a public transit service which operates as a viable alternative to the personal automobile for the purpose of work trips. This will be achieved by utilizing such measures as encouraging new developments through the development review process, to be designed for service by a standard

transit coach or by favorable consideration of off-street parking variances for development served by public transit and by providing financial assistance to the JTA.

6.7.4
The JTA and the City shall provide for an efficient, non-polluting rapid transit system as an integrated transit mode outside the CBD and continue to formulate a long-range corridor plan for this efficient non-polluting transit system and park and ride facilities along the right-of-way. Construction shall begin contingent upon the receipt of federal, state, and local funds.

GOAL 7

Jaxport shall be developed in an environmentally and economically sound manner, and implementation of the Master Plan for the Port of Jacksonville shall be promoted among the private sector elements of the Port.

~~Issue~~: ~~Support of Jacksonville Port Authority~~

~~The Jacksonville Port Authority (JPA) has been vested by the Florida Legislature with the responsibility of operating, promoting, sustaining and financing the public marine terminal facilities located within Duval County. The economic success of the port depends on the cooperative efforts of both the public and private-sector maritime interests; however, the JPA is limited to setting policy for only public sector facilities. It is incumbent upon the City of Jacksonville to establish policies which support the JPA in developing an economically viable plan for the entire Jacksonville port area and encourage the willing participation of the private sector in the plan's development and implementation.~~

Objective 7.1 The City shall support the Jacksonville Port Authority (JPA) in the promotion of Jaxport and the Port of Jacksonville insofar as those efforts are in compliance with the 2030~~2010~~ Comprehensive Plan, and shall encourage private-sector operators of port facilities to adopt and adhere to the policies set forth for the Port of Jacksonville in the *Port of Jacksonville Master Plan*, latest update.

Policies 7.1.1
The City shall continue to participate in the review of development plans for Jaxport and the Port of Jacksonville, supporting those plans which are consistent with the 2030~~2010~~ Comprehensive Plan.

7.1.2
The City shall assist the Jacksonville Port Authority in the development and implementation of programs to involve private sector port and port-related industry operators in the planning and realization of the *Port of Jacksonville Master Plan* strategies.

7.1.3
The City shall work with the Florida Department of Transportation in developing a Waterport System Plan, and support with written comment, those parts which are in compliance with the 2030~~2010~~ Comprehensive Plan.

~~Issue~~: ~~Land Use in the Port Area(s)~~

~~Land uses in the downtown area, Talleyrand Avenue Corridor and Northshore (Dames Point New Berlin) area which relate to Port of Jacksonville activities include warehousing; open storage; liquid and dry bulk facilities; ship outfitting, repairing and mooring; marine transport; maritime industrial facilities; and fuel refineries. Incompatible land uses, most significantly residential land uses, have encroached upon and been encroached upon by adjacent industrial water-related land uses. The City of Jacksonville and the Jacksonville Port Authority must establish policies which clearly identify those areas needed for the Port's future expansion and which permit the phasing out of non-water related or non-water dependent land uses adjacent to Port of Jacksonville facilities.~~

Objective 7.2 The City shall protect the Port of Jacksonville from the new encroachment of incompatible land uses through the designation of a port and port-related activities area(s) with the subsequent implementation and enforcement of land and development regulations supporting such designation(s).

Policies 7.2.1
The City shall identify and reserve areas for port development through the designation of a port district(s).

7.2.2
The City shall strive to avoid new land uses within the designated port area(s) which are non-water dependent and/or non-water related, such as residential, and advocate replacement of inconsistent land uses with land uses which are water dependent and/or water related, such as cargo shipping terminals and boat repair yards. Conversely, the City shall strive to retain and support the viability of existing port and water-related activities and industries and deter their movement away from existing port area(s).

7.2.3
The City shall support those plans for redevelopment of existing, or development of new, port and port-related facilities which are consistent with the Future Land Use and the Conservation/Coastal Management Elements of the 2030~~2010~~ Comprehensive Plan.

Existing operation and maintenance of the Port of Jacksonville, as well as plans for its expansion as needed to meet future demand, have an impact on the environment as a reasonable consequence of the industrial processes which allow the Port to perform in an economically viable manner. However, it is important that water-related or water-

dependent industrial operations minimize to the best of their ability, and in accordance with the latest regulatory requirements, the impact of the industrial operations upon the surrounding environment.

Objective 7.3 The Port of Jacksonville, both public and private-sector elements, shall be operated in a manner which minimizes impacts to estuarine water quality and marine resources and on adjacent land uses.

Policies 7.3.1
Stormwater runoff from marine industrial projects shall comply with the applicable stormwater management requirements of the St. Johns River Water Management District, federal, state and local agencies.

7.3.2
Warnings shall be posted along the St. Johns River where endangered species, specifically manatees, have been frequently sighted. These posted warnings will be in accordance with Florida Department of Environmental Protection requirements.

7.3.3
Port facilities shall use best management practices during construction, operation and maintenance to ensure that water quality violations will not occur and all dredging shall be consistent with the dredging plan developed pursuant to the water quality section of the Conservation/Coastal Management Element of the 2030~~2010~~ Comprehensive Plan.

7.3.4
Port facilities will be designed, constructed and operated so as to minimize the risk to endangered species.

Objective 7.4 The City and the Jacksonville Port Authority will coordinate their plans with the U.S. Army Corps of Engineers, the U.S. Navy, U.S. Coast Guard and the Florida Department of Transportation to ensure that state, federal, city and port plans are compatible and meet future needs.

Policy 7.4.1
Prior to the initiation of new port development or major re-development of existing port facilities, the City or the JPA, will supply pertinent information to the affected state and federal agencies.

Objective 7.5 The City shall minimize barriers to development which supports the JaxPort system.

Policy 7.5.1
The City shall evaluate and address the impact of its Concurrency Management System on development which supports the JaxPort System and prioritize public expenditures on transportation infrastructure to support the JaxPort System.

GOAL 8

Airport facilities shall be developed in an environmentally and economically sound manner which accommodate and encourage all types of aviation and aviation-related activity including business, commercial, instructional, military, personal and recreational. Provide the transportation infrastructure necessary for NAS Cecil Field to become a major, diversified multi-modal manufacturing, warehousing, distribution and transportation center.

~~Issue~~: ~~Facilities to Meet Existing and Future Aviation System Demand~~

~~The City of Jacksonville's airports were analyzed as part of the Florida Department of Transportation Continuing Florida Aviation System Planning Process (CFASPP) for Northeast Florida. The CFASPP performed an extensive inventory of existing aviation facilities and determined both existing and future aviation system demands on those facilities.~~

~~It is the responsibility of the Jacksonville Airport Authority (JAA) to determine when additional facilities will be required to meet increased system demand. Funding for these improvements is primarily from the federal and state governments. However, their degree of participation is tied to matching local funds. Therefore, the ability of JAA to meet aviation system demands is based to a significant degree on the amount of support the City of Jacksonville gives to these efforts.~~

Objective 8.1 The City shall coordinate its comprehensive planning process, including subsequent amendments to the 2030~~2010~~ Comprehensive Plan, with the airport master plans for Jacksonville International, Craig, Cecil Field, and Herlong Airports being developed by the Jacksonville Aviation ~~Port~~ Authority and with any ~~ports,~~ aviation or related facilities plans of the ~~U.S. Army Corps of Engineers, the~~ Federal Aviation Administration, the North Florida Transportation ~~Metropolitan~~ Planning Organization for the Jacksonville Urbanized Area, and military services, as well as with any resource planning and management plan prepared pursuant to Chapter 380, Florida Statutes, and approved by the Governor and Cabinet, the Florida Department of Transportation Five-Year Work Program and the Continuing Florida Aviation System Planning Process, as adopted, in order to achieve environmentally and economically sound development of aviation facilities, and to provide adequate capacity for existing and future demand for aviation facilities and services consistent with all of the above plans.

Policies 8.1.1

The City shall support development plans for Jacksonville International Airport which further enhance its role as the primary commercial passenger and cargo airport in Northeast Florida and as a site for general aviation, military and recreational aviation activities.

8.1.2
The City shall support the designation of Herlong Airport to serve general aviation traffic as its primary purpose.

~~**8.1.3**~~
~~Upon the conclusion of existing, on-going airport master plan studies concerning the necessity of a fourth airport, the City shall review and take under consideration, the recommendations made.~~

8.1.34
The City shall continue to support the maintenance of Craig Airport in its current role as a General ~~Utility~~ Aviation Reliever Airport; provided, however, that no further expansion of its runways shall be permitted.

8.1.45
The City should support the JAA in the implementation of plans and policies which will enable it to provide sufficient airport-related facilities at the City's airports which meet the constrained demands for services and facilities as forecast in the 2030~~2010~~ Comprehensive Plan and which meet the goals, objectives, and performance criteria of CFASPP.

8.1.56
The City shall continue to participate in the comprehensive planning process for CFASPP; coordinate aviation facility capacity enhancements with the CFASPP and the ~~MPO~~ TPO Transportation Improvement Program; and review aviation facility plans for compliance with the Future Land Use, Conservation and Coastal Management, and Transportation elements of the 2030~~2010~~ Comprehensive Plan.

8.1.67
The City shall work with the JAA to assist in funding and coordinating the planning and development of a City-wide constrained development program which has the full participation of concerned military authorities.

8.1.78
The City shall amend the 2030~~2010~~ Comprehensive Plan as necessary to incorporate additional data and analysis generated as a result of the completion of the airport master plans for Jacksonville International, Craig, Cecil Field, and Herlong Airports and to facilitate the implementation of these master plans and any subsequent revisions; provided, however, that said amendments shall not have the effect of requiring the approval of the expansion of runways at Craig Airport.

8.1.89
The Jacksonville Airport Authority (JAA) has developed the Jacksonville International Airport (JIA) Master Plan containing standards for accessibility and services to the elderly and handicapped. All future buildings at JIA must be constructed in accordance with the provisions and standards identified in the Master Plan.

~~Issue~~: ~~Compatibility of Land Uses Surrounding Airports~~

~~Aircraft, particularly the larger aircraft associated with military and commercial aviation operations, generate high decibel (noise) levels on takeoffs and landings. Likewise, jet engines are highly susceptible to damage from large airborne objects. These objects include birds and particulate discharges associated with heavy manufacturing.~~

~~The City of Jacksonville, through its land use and permitting policies, is the entity responsible for assuring that land uses immediately surrounding airports and along the major approach and departure paths are compatible with both the noise levels generated by aircraft and the need to minimize airborne hazards.~~

~~While the very nature of airports limits certain types of land uses in and around them, other land uses are particularly conducive to siting in the airport environment. These include land uses which support light industrial/warehousing and commercial activities. Again, it is the City of Jacksonville's land use policies which will enable the location of these types of facilities on or near the City's airport, particularly Jacksonville International Airport.~~

Objective 8.2 The City shall support the Jacksonville Airport Authority in the redevelopment of existing, and the siting of new aviation and aviation-related facilities that provide for the economic development of the community and are compatible with adjacent land uses.

Policies 8.2.1
The City shall continue to participate in the review of development plans for Jacksonville International Airport and shall support, by issuing necessary permits, those development plans which provide opportunities for light industrial and commercial development, in addition to the existing aviation, military, recreational and environmental preservation land uses.

8.2.2
The City, in conjunction with the Jacksonville Airport Authority and local military authorities shall continue to enforce the AICUZ zoning ordinance which prevents the creation, establishment, or maintenance of hazards to aircraft and prevents the destruction or impairment of the utility of the airports to the City or the public investment therein.

8.2.3
The City shall continue to review airport development plans to assure that development at the City's airports does not exceed Federal Aviation Administration (FAA) land use guidance decibel levels on existing developed land unless provisions are made to ameliorate the impacts.

Objective 8.3 **Military aviation facilities within the City of Jacksonville are of significant value to the community. Protecting these important facilities require that the development of aviation hazards and incompatible land uses be prevented. The City shall evaluate property development within the military airport environs to ensure compatibility and to protect such aviation facilities from encroachment of incompatible land uses.**

Policies 8.3.1
The City will utilize information provided by the United States Military, such as Air Installation Compatible Use Zones, when developing plans to control encroachment of incompatible development in the vicinity of Naval Air Station Jacksonville (NAS), Naval Station (NS) Mayport, and Outlying Field (OLF) Whitehouse to ensure protection of the missions of these aviation facilities.

8.3.2
The United States Military will designate a representative for all military installations to function as an *ex officio* member of the Local Planning Agency/Planning Commission, for comments or recommendations for lands that fall within the Military Influence Zones. The military designee will review the development plans for compatibility with the military mission in relation to all aspects of the proposed development. All proposed Comprehensive Plan Amendments, Planned Unit Developments, and Rezonings which, if approved, would affect the density, intensity or use of land, that lie within Military Influence Zones shall be referred to the United States Navy for review prior to final action by the City.

Objective 8.4 **Plan for roadway development, including arterial and collector roads to serve ~~NAS~~ Cecil Field through build-out.**

Policies 8.4.1
The Jacksonville Transportation Authority shall coordinate with the Florida Department of Transportation and the North Florida Transportation ~~Metropolitan~~ Planning Organization for the Jacksonville Urbanized Area to plan for an interchange connection(s) with Interstate 10 via Branan Field-Chaffee Road.

8.4.2
The Jacksonville Economic Development Commission shall plan for a rail/utility/recreation corridor to serve multi purpose development within NAS Cecil Field.

8.4.3
The Jacksonville Airport Authority (JAA) as the owner of Cecil Field shall plan development at Cecil Field consistent with the Cecil Airport Strategic Airport Master Plan and the FAA/FDOT approved Cecil Field Airport Master Plan and Airport Layout Plan.

Objective 8.5 **Capitalize on the existing transportation network (i.e. air, rail and surface) and proximity to the Port of Jacksonville.**

Policies 8.5.1
The Jacksonville Economic Development Commission and the Jacksonville Airport Authority shall pursue development and reuse on NAS Cecil Field which would utilize the existing transportation network, i.e. aviation, roadways and rail including proximity to the Port of Jacksonville to the fullest extent possible.

Objective 8.6 Provide for a civilian equivalent impact of development and reuse to occur on NAS Cecil Field within the City's Concurrency Management System prior to being evaluated consistent with the City's established level of service standards.

GOAL 9

A comprehensive rail system will be developed to meet current and future needs and further economic growth in the City.

~~Issue~~: ~~Comprehensive Rail Plan~~

~~In order to effectively determine the role the rail system plays, and should continue to play in the City of Jacksonville, the City needs a comprehensive plan of the rail system. The plan would inventory existing rail lines, owners, operators, system facilities and rail-service clientele; determine existing system capacities, and project future system demand and the facilities needed to meet that demand. An important goal of the plan should be to outline a strategy for public/private-sector cooperation in meeting these demands to the mutual benefit of all parties.~~

Objective 9.1 The City shall support the development of a comprehensive rail system plan for the City of Jacksonville which addresses current and future rail and rail terminal facility needs.

Policies 9.1.1
The City shall sponsor and participate in the rail system plan development process to ensure consistency with the 2030~~2010~~ Comprehensive Plan.

9.1.2
The City shall encourage the rail system plan to address the scheduling of train movements, speeds, noise, frequency, and the construction of rail/roadway grade separations through urban/suburban/residential areas so as to avoid conflicts with peak hour roadway traffic, and to minimize damage to residential structures.

9.1.3
The City shall support plans which locate new track routes so as to avoid conflicts with vehicle traffic routes.

9.1.4
The City shall encourage right-of-way acquisition or sharing for the potential use of a light or commuter rail system.

~~Issue~~: ~~Siting of Rail Terminal Facilities~~

~~An important element in the economic viability of rail systems in Jacksonville is the location of rail terminals and convenience of access to them by other transportation modes. In order to support both the rail system and the transportation modes which interface with it, it is necessary for the City of Jacksonville to initiate policies which promote advantageous siting of and access to existing and future rail terminals when viewed as part of an integrated transportation network.~~

Objective 9.2 The City shall encourage the rehabilitation of existing and the siting of new rail terminal facilities in proximity to and integrated with the City's ground transportation network, as well as in an environmentally and economically sound manner.

Policies 9.2.1
The City shall encourage railroad companies to locate general yards in areas that will not incur major conflicts with vehicular traffic.

9.2.2
The City shall encourage piggyback trailer on and off-loading railroad terminals to be located in proximity to major roadway corridors and concentrations of customers.

~~Issue~~: The Pursuit and Introduction of Alternative Technology for the Provision of Transportation Services

~~The Florida Legislature, by the creation of the Florida High Speed Rail Transportation Commission, has recognized the need to expand the transportation options available to the citizens of Florida to include high speed rail transportation. The Congress of the United States of America, recognizing that congestion on the nation's federal highway system poses serious maintenance and environmental problems, is considering legislation authorizing the use of rights-of-way by the states along federal aid highways for the purpose of accommodating high speed rail transportation systems. The City of Jacksonville, being located at the convergence of two major federal interstate highway facilities (I-10 and I-95), is strategically positioned to link the State of Florida into a network of high speed rail transportation facilities serving adjoining states and beyond. The Jacksonville Urban Area has, within the past few years, begun to experience the explosive growth and prosperity associated with that of the southern and central positions of Florida. Economic and demographic forecasts indicate that these growth trends will continue well into the next century. The Jacksonville Urban Area has experienced pronounced increase in military and civilian aviation capacity. This has created a growing concern that the capacity for future expansion of civilian air service~~

~~may be substantially less than the future demand.~~

Objective 9.3 **The City shall continue to pursue the introduction of alternative transportation technology in the form of high speed rail transportation to serve the Jacksonville Urban Area which will serve as a connection to the high speed rail systems being planned for central and south Florida and the State of Georgia.**

Policy 9.3.1
The City shall continue to support and encourage the ~~First Coast Metropolitan Planning Organization~~ (~~MPO~~) North Florida Transportation Planning Organization (TPO) for the Jacksonville Urbanized Area (~~MPO~~), the Jacksonville Transportation Authority, and private interests in their efforts to develop high speed rail transportation as an alternative transportation option for citizens of the Jacksonville urban area which will serve as a connection to the high speed rail systems being planned for Central and South Florida and the State of Georgia.

GOAL 10

Intermodal Transportation Systems. Interagency coordination and implementation of an intermodal transportation system which integrates highway, mass transit, port, airport, rail, and other transportation modes and facilities shall be supported.

~~Issue~~: ~~Increasing the Vehicle Occupancy Rate~~

~~For businesses seeking to relocate or establish in a new area, the operation of the area's transportation network is one of the foremost considerations. An effective transportation network is therefore a major catalyst to new growth and a stronger economic base for a community. However, the costs of maintaining a smoothly functioning transportation network, particularly the roadway network, is high. As growth occurs and the demands on the roadway network escalate, the increase can be accommodated in either of two ways: provide new and expanded facilities or make existing facilities operate at higher levels of efficiency.~~

~~The lower-cost solution to increasing roadway network capacity is to produce an increase in the total roadway system's efficiency. Some measures address improvements in the operation of individual travel modes. However, significant increases in the total roadway system's efficiency can be achieved by integration of similar modes, specifically mass transit and personal autos. By increasing the use of mass transit and other high occupancy vehicles to perform the major portion of home-work and work-home trips, Jacksonville can decrease peak period roadway densities and thus decrease the demand for new roadway facilities.~~

Objective 10.1 The City shall support and encourage the use of carpooling and vanpooling as effective mechanisms for increasing vehicle occupancy rates and decreasing greenhouse gas emissions.

Policies 10.1.1
The City shall continue to review Florida Department of Transportation (FDOT), Jacksonville Transportation Authority (JTA), and all other City department, agency and independent authority plans for all new road facilities and corridors in order to ensure the implementation of roadway designs which favor the movement of transit and high occupancy vehicles on major arterial, freeway and interstate routes.

10.1.2
The City shall require that new non-residential developments encourage carpooling by providing parking spaces, in preferential locations, to be set aside for the exclusive use of employee cars containing three or more persons. These spaces shall be counted as more than one space for meeting parking space requirements.

10.1.3
The City, in conjunction with the Metropolitan Rideshare Program, FDOT, and JTA shall jointly provide, promote and review commuter incentives which will encourage increased commuter participation via joint public and private sector sponsored activities, such as Transportation Management Organizations (TMO) for group clustered employer participation and Community Task Force Committee involvement. The JTA must aggressively upgrade and provide a user friendly mass transit system service, which will provide timely schedules and reasonable route assignments for the entire Duval County areas, such as suburban to suburban, urban to urban and suburban to urban accessibility.

~~**10.1.4**~~
~~The City shall make information on the City's RIDESHARE computer-assisted ridematching program available to all students of Duval County high schools.~~

~~**10.1.5**~~ **10.1.4**
The City shall amend its Land Development Regulations to require compliance with the Goals, Objectives, and Policies of this and other elements of the 2030~~2010~~ Comprehensive Plan.

Objective 10.2 The Jacksonville Transportation Authority shall coordinate with the City and the Florida Department of Transportation to increase the peak hour vehicle occupancy ratio to 1.25 by 2015 ~~2005~~ and 1.50 by ~~2010~~ 2025 through implementation and enforcement of such measures as rideshare incentives, high occupancy vehicle lanes (HOV lanes), and bus exclusive-use lanes.

Policies 10.2.1
The Jacksonville Transportation Authority shall coordinate with the FDOT and the City to consider, when warranted, the installation of lanes which favor the movement of

transit vehicles on designated major arterials having six or more through-lanes. The transit lanes may be high occupancy vehicle (HOV) lanes or bus exclusive-use lanes. HOV lanes shall be deemed to be warranted when the transit patronage exceeds 750 passengers in the peak hour in one direction.

10.2.2
The Jacksonville Transportation Authority shall coordinate with the City and other appropriate authorities to establish enforcement policies on all roadways designated as having HOV lanes or bus exclusive-use lanes.

Objective 10.3 The City, shall coordinate with the ~~Metropolitan Planning Organization~~ North Florida Transportation Planning Organization for the Jacksonville Urbanized Area (~~MPO~~ TPO), ~~shall coordinate with~~ the Jacksonville Transportation Authority and the Florida Department of Transportation in their efforts to educate the general public as to the environmental, financial and social benefits of alternative transportation modes. This coordination will be achieved through the Technical Coordinating Committee (TCC) of the ~~MPO~~ TPO where all the above agencies including the Duval County School Board are represented.

Policies 10.3.1
The transportation development process shall provide an increase in public relations and utilization of alternatives, such as car van and bus pools, guaranteed ride home, preferential treatment parking, Park-and-Ride lots and Park-and-Shuttle lots (periphery parking), transit subsidies, public and private sector incentives, telecommuting, HOV lanes, public service announcements, designated paths, sidewalks and trails for bicycles and walking, employer/employee newsletters, newspaper, television and radio media.

10.3.2
The City shall encourage and support the Duval County School Board in limiting the number of student parking spaces provided at high schools by establishing off-street parking standards for school parking which result in increased vehicle occupancy.

10.3.3
The City shall continue to follow its Land Development Regulations which include off-street parking requirements for area colleges and universities, which will result in increased transit usage, carpooling, and vanpooling thereby increasing vehicle occupancy and transit utilization.

~~Issue~~: Multimodal Use of Transportation Corridors

~~The integration of various transportation modes within a single corridor lowers the costs of providing the service of each mode while enhancing the efficiency of operations requiring use of several modes. Multimodal corridors are designed to favor differing travel modes equally, rather than favoring one mode over another.~~

Objective 10.4 The City shall promote plans and activities which support the establishment of multimodal transportation corridors and make the most efficient use of existing and reserved transportation corridors.

Policies 10.4.1
The City shall not declare as surplus property land which is immediately adjacent to and contiguous with the right-of-way of any major transportation facility without the full review of all agencies responsible for planning and operation of transportation facilities.

10.4.2
Agencies responsible for the planning and operation of transportation facilities, including agencies operating at the state and federal level, shall be given the right of first refusal to purchase any surplus public land adjacent to, or contiguous with, the right-of-way of any publicly proposed new roadway alignment. This includes projects for which an environmental assessment or impact statement has been prepared and projects which have undergone preliminary design, regardless of the funding status for project construction.

10.4.3
The City shall coordinate its transportation and recreation planning activities with the programs of the FDOT in securing abandoned rail corridors for alternative uses by including the FDOT Five-Year Work Program in the ~~MPO~~ TPO Transportation Improvement Program.

~~Issue: Comprehensive Transportation Planning~~

~~A number of public agencies have varying responsibilities within Jacksonville's transportation system. The Jacksonville Port Authority is responsible for operation and maintenance of the City-owned Jaxport and the Jacksonville Airport Authority is responsible for public-sector operations of Jacksonville International, Craig and Herlong Airports (exclusive of Federal Aviation Administration and Customs operations). The City's Public Works Department provides for operation and maintenance of the City's streets and traffic control devices. At the same time, more than half of the Port of Jacksonville is owned and operated by private interests. Likewise, the rail system throughout the City is private-sector owned and operated.~~

~~In order for the City to ensure service for all transportation system users now and in the future, it is necessary to promote a program which allows and supports the coordination of all public agencies and privately-owned businesses responsible for maintenance and operation of the various transportation modes. A major function of the coordination program will be the development of plans which enable each mode individually and the system as a whole to most effectively address the transportation demands of the City's economy.~~

Objective 10.5 The City shall promote a comprehensive transportation planning process which coordinates the planning and implementation efforts of the various agencies having responsibility for highway construction, mass transit, and railroad, air and port facilities and services with the City. The City will continue to coordinate its comprehensive transportation planning process through the ~~Metropolitan Planning Organization~~ North Florida Transportation Planning Organization for the Jacksonville Urbanized Area (~~MPO~~ TPO) with the Florida Department of Transportation Five-Year Work Program and the Jacksonville Transportation Authority.

Policies 10.5.1
The City shall utilize the ~~MPO~~ TPO generated Regional Travel Demand Model and a Jacksonville ~~Urban Area~~ Citywide Transportation Needs Study ~~(JUATS)~~ ~~processes~~ as principal tools in the development of long-range transportation plans and the formulation of strategies for the implementation of an integrated transportation system. The ~~City, as staff to the MPO~~, TPO ~~shall~~ continues to prepare an annual update to the Transportation Improvement Program identifying all transportation improvements/ studies within ~~the~~ Jacksonville ~~Urbanized Area~~ for which funding has been programmed within the five-year planning horizon, including projects funded by the FDOT Five-Year Work Program, the City Public Works Department, the JTA, the JPA and the JAA.

10.5.2
The ~~MPO~~ TPO shall serve as the primary forum for addressing concerns related to and the planning for inter-urban and inter-county transportation facilities, between the City and other communities in Jacksonville Urbanized Area.

10.5.3
The City~~, as a member of the MPO,~~ shall promote a continuing dialogue with the rail industry in Jacksonville, particularly to resolve issues arising from conflicts between rail and other transportation modes.

10.5.4
The City shall review agency, redevelopment area, development of regional impact and smaller development plans to ensure transportation system improvements are consistent with state, regional and area local comprehensive plans, capital improvement plans, and land development regulations.

10.5.5
The City shall draw upon the technical assistance, information and funding available from the State in its development of an integrated transportation system.

10.5.6
The City shall support long-range transportation planning to ensure integrated access routes between major transportation facilities: airports, ports, rail or related facilities with other modes of surface or water transportation.

10.5.7
The City shall place a high priority on the coordination of surface and water access to ports, airports, rail, and related facilities.

10.5.8
The City, through its development review process, shall support those plans from agencies and private developers which promote efficient use of multimodal transportation services such as truck, rail, sea, and air.

10.5.9
The City shall assist the ~~MPO~~ TPO in the regular update of the socio-economic data required in the development of the long-range transportation plan for the Jacksonville Urbanized Area, which requires updating every three years in accordance with Federal Statute.

10.5.10
The City shall consider multimodal transportation as an alternative to the expansion of roadways or the provision of new roadways.

10.5.11
The City shall establish local transportation corridors which can be utilized by more than one transportation mode and which connect multimodal facilities, such as highway, mass transit, port, air, and rail.

10.5.12
The City shall continue to ensure that pedestrian sidewalk systems adequately connect areas of concentration of employment, residences, and schools with mass transit opportunities.

~~Issue: Development of Transfer Facilities between Various Transportation Modes~~

~~The City of Jacksonville is the transportation hub of the State of Florida. It is the gateway for all passenger rail service entering and leaving the state. It hosts three of the four major rail lines operating in Florida. It is the vortex for north-south and east-west commercial air carriers operating along the Eastern seaboard. In addition, Jacksonville is the site of three major and three auxiliary military air facilities. It is the eastern terminus of the transcontinental Interstate 10. It is the home of one of the state's largest cargo ports. Jacksonville is also beginning to serve as home-port and port-of-call for several cruise routes.~~

~~The success of each of these transportation modes is vital to the economy of Jacksonville. More importantly, the integration of transportation modes further enhances~~

~~the economic viability of each mode and, therefore, the economic stability of the City. The Florida Department of Transportation has found that there is a direct correlation in the success of port facilities with the percentage of berths directly serviced by rail. This would translate to an improvement beyond the $2.1 billion impact on the local economy which the Port of Jacksonville, alone, had in 1986. The same types of advantages can be achieved with transfer facilities between other travel modes, particularly rail-air cargo. The successful coordination of public and private-sector transportation operations and integration of the City's many transportation services thereby becomes an important element in the economic development strategy for Jacksonville.~~

Objective 10.6 The City shall acknowledge and promote its role as a hub for transportation activities. Further, the City shall serve as the point of coordination for plans which support the economic growth and diversity of the community by development of transfer facilities to facilitate the movement of goods between various transportation modes.

Policies 10.6.1
The City, acting as members of ~~and as staff to~~ the Technical Coordinating Committee of the ~~MPO~~ TPO, shall coordinate with railroad, trucking, aviation, and marine shipping interests concerning the intermodal shipment of goods to improve the vitality of the City's economy, specifically as it relates to maritime and air cargo shipping interests, while minimizing traffic conflicts on adjacent roadways.

10.6.2
The City, through Land Development Regulations, shall encourage new development involved in the import and export of heavy or bulk goods or recyclable goods to be located, when economically feasible, on sites near or adjacent to port, rail, or air facilities to help minimize the number of heavy trucks on the region's highway system.

10.6.3
The City shall coordinate with the Jacksonville Port Authority and the Jacksonville Airport Authority to implement its policies which relate to development and expansion of facilities designed to expedite the movement of persons and goods between various transportation modes.

10.6.4
The City shall designate truck routes to minimize the impact of traffic through residential areas and maximize the flow of intermodal shipment of goods.

~~Issue~~: Providing for Transportation Network Expansion

~~In order for Jacksonville's transportation facilities to meet the increasing demands projected to occur in the future, it will be necessary to expand facilities for most of the transportation modes. Improvements, when they occur, must satisfy demonstrated needs and allow for the greatest flexibility in dealing with the latest innovations in technology.~~

Objective 10.7 The City shall be supportive of the expansion of existing transportation systems to accommodate emerging technologies in the intemodal movement and handling of goods and passengers in an efficient, cost-effective, and competitive manner to meet the standards set forth in this 2030~~2010~~ Comprehensive Plan.

Policies 10.7.1
The City shall review agency plans and support, through its Capital Improvement Element, ~~MPO~~ the TPO Transportation Improvement Program, and ~~Jacksonville Urban~~ Area Transportation Studies~~y~~, those cost-feasible system capacity improvements that can also be expected to meet needs up to the ~~2010~~ 2030 planning horizon. The City shall only promote those projects included in the conforming long range transportation plan for the Jacksonville Urbanized Area.

10.7.2
The City shall support, where feasible, those transportation network improvements that will accommodate future technology.

10.7.3
The Jacksonville Port Authority (JPA) and the Jacksonville Airport Authority (JAA) shall continue to land bank suitable sites for the development of new and planned expansions of existing airport, port, rail, and related facilities and coordinate with the City as necessary amendments to the existing Land Development Regulations to provide for compatible uses in the surrounding area.

GOAL 11

Responsibility to Community. An integrated transportation system shall be developed which will stimulate the economic development of the community, maximize compatibility of transportation facilities with the surrounding community, maximize options for flexibility in the future expansion of the system, and minimize the environmental impact of these transportation systems.

~~Issue: Support of the Local Economy~~

~~Just as the integrated movement of goods within the transportation network can better the local economy, the intermodal transfer of persons can also reap fiscal benefits for the City. An integrated transportation system provides the greatest number of employment opportunities for the transportation-disadvantaged and the transit-dependent. It supports expansion and diversification of the City's economic base by increasing the public's access to jobs, services and attractions.~~

Objective 11.1 The City shall participate in the review of agency plans to assure that existing and future transportation system plans maximize support of the City's economic growth enabling an increase in the number of tons, the monetary value of goods and the number of passengers and flight operations being processed through the City of Jacksonville.

Policies 11.1.1
The City shall ensure that its integrated intermodal transportation system is accessible to the citizens and visitors of Jacksonville and provides them with timely and efficient access to services, jobs, markets and attractions. Particular emphasis shall be placed on linking low-income areas with high-employment areas.

11.1.2
The City shall support both the private and public sector (JPA, JAA and JTA) in their efforts to meet existing and future demands for transit, airport, port, and rail services and facilities.

11.1.3
The City shall seek available sources of private and public funding for transportation facilities and encourage federal and state governments to adopt more flexible and more responsive financial assistance programs.

11.1.4
The City shall support the Jacksonville Port Authority and the Jacksonville Airport Authority as they promote the Port of Jacksonville and the Jacksonville International Airport as opportunities for international banking and trade investments.

11.1.5
The City shall work with the Jacksonville Port Authority to coordinate with other Florida ports in order to increase their utilization.

11.1.6
The City shall review the plans for development of airport, port, rail, and related facilities to ensure that the needs of the tourism industry have been incorporated into the programming of facility and service improvements.

~~Issue~~: ~~Concern for the Public Interest in Transportation Systems Planning~~

~~In order to ensure that the public's interests and concerns are considered in the planning of the City of Jacksonville's transportation network, the City needs to continually involve local citizens and their elected officials in the transportation systems planning process. In a similar vein, the City shall implement and enforce land development regulations which will prevent incompatible land uses being sited near major multimodal transportation facilities.~~

Objective 11.2 The City shall generate community support for the development and expansion of existing facilities and for new facilities to improve the services of port, airport, rail, and related facilities by remaining responsive to the needs

and desires of the community and its citizenry as it carries out its transportation planning process consistent with the City's land use and growth management strategies.

Policies 11.2.1
The City shall continue active participation in the metropolitan planning process through the involvement of the Mayor and the representatives of the City Council serving on the ~~MPO~~ TPO. In accordance with the ~~MPO~~ TPO's Public Involvement Plan, the involvement of other elected officials and decision-makers with an interest in the local transportation system will also be encouraged.

11.2.2
The City, as a member of and staff to the ~~MPO~~ TPO, shall develop and achieve a high level of elected official and citizen participation early in the metropolitan planning process as defined in 23 C.F.R. Part 450, Statewide Planning: Metropolitan Planning Rules, and 40 C.F.R. Part 51 and 93, Air Quality: Transportation Plans, Programs, and Projects; other applicable federal or state rules, and as outlined in the ~~MPO~~ TPO's Public Involvement Plan.

11.2.3
The Planning and Development Department and Department of Public Works shall implement procedures which ensure that the transportation system improvements agreed upon as a condition of private development are implemented as development occurs in accordance with said agreements.

11.2.4
The City shall coordinate with other government agencies to protect the port, airports, railways or related facilities from the encroachment of incompatible land uses. Similarly, the City shall adopt and implement Land Development Regulations that provide for noise buffers between rail and air facilities and for other noise-sensitive land uses.

11.2.5
The City shall coordinate with other government agencies in the implementation of provisions which prohibit obstructions to aircraft operations.

11.2.6
The City shall not allow incompatible development to locate in airport noise and accident potential zones as defined by the Aircraft Installation Compatible Use Zones (AICUZ) provisions of the Zoning Code.

11.2.7
The City shall continue to support policies that regulate land use in areas of aircraft accident potential such as the Air Installation Compatible Use Zones (AICUZ).

~~Issue~~: ~~Preservation of Neighborhood Integrity~~

~~The larger a city becomes the more important its neighborhoods are. Neighborhoods provide inhabitants with a perception of community at a personally manageable scale. Many positive consequences are produced by the sense of community identity which neighborhoods generate among them a stabilization of the local economy and crime prevention. For Jacksonville to grow in a manner which benefits its citizens, it is imperative that the City recognize and preserve the integrity of its established neighborhoods and prevent intrusion into these communities as the facilities necessary for support of growth are put in place.~~

Objective 11.3 The City shall develop its ground transportation network in a manner which preserves and enhances community integrity and neighborhood identity.

Policies 11.3.1
The City shall establish a procedure to address the preservation and enhancement of community integrity and neighborhood identity when identifying new functionally classified transportation corridors or constructing new functionally classified transportation facilities.

These procedures shall include, but not be limited to:

A. That community and neighborhood input be fostered through public information process and, when identifying new functionally classified transportation corridors, establish a Citizens Advisory Committee (CAC) to provide input to the implementing agency.

B. That public hearings be held proper to the selection of new functionally classified transportation corridors or constructing new functionally classified transportation facilities.

C. That affected property owners including adjacent and nearby property owners together with other persons requesting to be notified be kept informed of the progress of selection of new functionally classified transportation corridors or constructing new functionally classified transportation facilities.

11.3.2
The City shall place a high priority on the funding and scheduling of projects which will aid traffic flow on arterial and collector roads so as to protect neighborhoods from intrusion by vehicles seeking to avoid areas of high delay and intense congestion.

11.3.3
The City shall develop and achieve a high level of elected official and citizen participation early in the planning of the City's transportation system improvements to maintain an awareness of citizens' needs and desires through the citizen's advisory

committee process including ad hoc committees, public hearings, and dissemination of information through the news media and newsletters.

11.3.4
The City shall revise its Land Development Regulations to include criteria for landscaping public rights-of-way as part of the construction process for new and reconstructed roads.

11.3.5
The City shall determine any required operational improvements for ingress, egress and other factors that affect safe and convenient on-site traffic flow for proposed developments through the site plan review process.

~~Issue~~: Mitigation of Adverse Environmental Impacts of Transportation System Development

~~As the transportation network is allowed to expand to meet the economic needs of the public, it must do so in an environmentally responsible manner.~~

Objective 11.4 The City shall promote plans which minimize adverse impact to the environment from transportation system development and are in compliance with all federal, state, and City regulations for environmental conditions in and around port, airport, rail, and related facilities.

Policies 11.4.1
The City shall give priority to transportation improvements which will help reduce energy consumption and thereby reduce air pollution.

11.4.2
The City shall develop transportation facilities which minimize or reduce noise, water, air pollution, and other environmental problems.

11.4.3
The City shall work with local agencies to develop plans to minimize or mitigate the potential for accidents resulting from the movement of hazardous materials via air, water, rail, and highway.

11.4.4
The City shall promote those projects which meet or exceed the air, water and noise quality standards established by federal, state and local governmental agencies. The JPA, JAA, JTA, and the ~~Regulatory and Environmental Services Department (RESD)~~ Environmental and Compliance Department meet annually to discuss environmental compliance of transportation projects. A notification process for project milestones between annual meetings.

11.4.5
The City shall promote those plans which provide for the mitigation of existing adverse impacts from the development of ports, airports, rail or related facilities upon natural and historic resources and land uses.

11.4.6
The City shall promote plans which avoid future negative impacts upon natural and historic resources and land uses.

11.4.7
The City shall review plans for the expansion of existing airport, port and rail facilities and the development of new facilities to ensure that the plans meet or exceed the mitigation standards for adverse impacts on prime aquifer recharge areas, 25-year flood plain areas, and water's edge wetlands at an appropriate level as established by federal, state, and local government agencies.

11.4.8
Expansion of existing airports, port, rail, or related facilities shall have infrastructure in place to support the activities of the new facility concurrent with the occupancy of the expanded facility.

~~Issue~~: ~~Compliance with Air Quality Standards~~

~~In the past, the City of Jacksonville has registered exceedances and near-exceedances of several air quality standards near transportation facilities. Designs to improve and expand the City's transportation network will enable all improved/expanded facilities to operate within existing federal, state, and local air quality standards.~~

Objective 11.5 The City shall achieve and maintain compliance with all National Ambient Air Quality Standards (NAAQS) at any monitoring station located at or near a port or rail terminal facility.

Policies 11.5.1
The City shall require all port, airport and rail terminal related industries and activities be operated in a manner which results in compliance with all national, state, and local air quality standards.

11.5.2
In the redevelopment of existing port, airport and rail sites, the City should promote those land uses and industries which contribute to operations within federal, state and local air quality standards.

11.5.3
The City shall not permit any future new industry or activity associated with ports, aviation, railways, and related facilities which are unable to demonstrate an ability to

operate within the attainment standards of federal, state, and local air quality regulations.

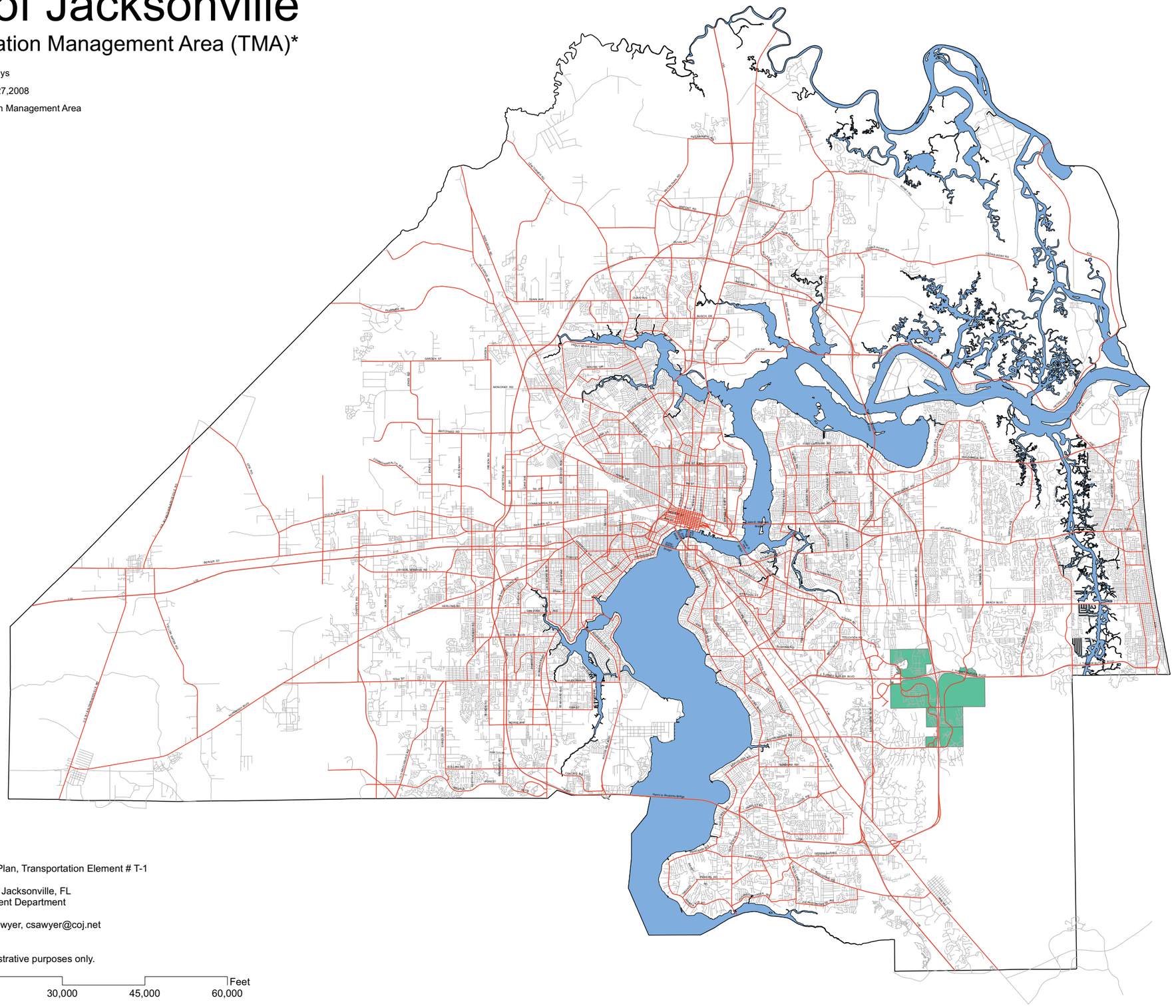
11.5.4
The City, as a member of the ~~MPO~~ TPO, and as a party to a Memorandum of Agreement with the Florida Department of Transportation, the Florida Department of Environmental Protection, and the ~~MPO~~ TPO for conformity determination, shall place a high priority on those roadway projects which collectively have a net positive effect on air quality within the County.

MAP T-1 Transportation Management Area

City of Jacksonville

Transportation Management Area (TMA)*

- Major Highways
- Roads - Oct 27,2008
- Transportation Management Area
- River
- Duval County



* 2030 Comprehensive Plan, Transportation Element # T-1

Data provided by City of Jacksonville, FL
Planning and Development Department

Developed by A Cory Sawyer, csawyer@coj.net
January 13, 2009

Content intended for illustrative purposes only.

0 7,500 15,000 30,000 45,000 60,000 Feet

NORTH

JPDD GIS

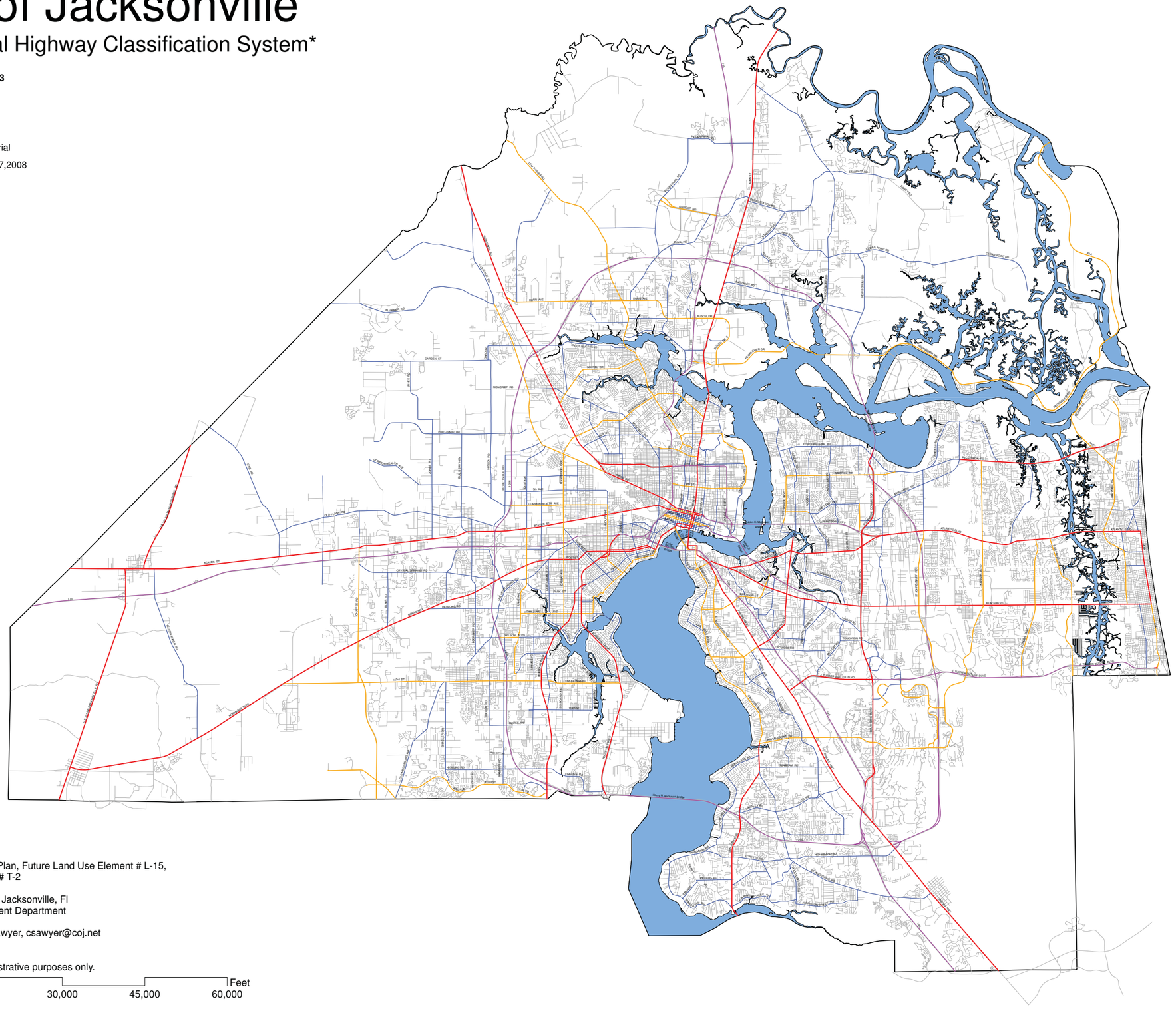
MAP T-2 Functional Highway Classification System

City of Jacksonville

Functional Highway Classification System*

Classification 090203

- Collector
- Freeway
- Minor Arterial
- Principal Aeterial
- Roads - Oct 27,2008
- River
- Duval County



* 2030 Comprehensive Plan, Future Land Use Element # L-15,
Transportation Element # T-2

Data provided by City of Jacksonville, Fl
Planning and Development Department

Developed by A Cory Sawyer, csawyer@coj.net
January 12, 2009

Content intended for illustrative purposes only.

0 7,500 15,000 30,000 45,000 60,000 Feet

NORTH

JPDD GIS

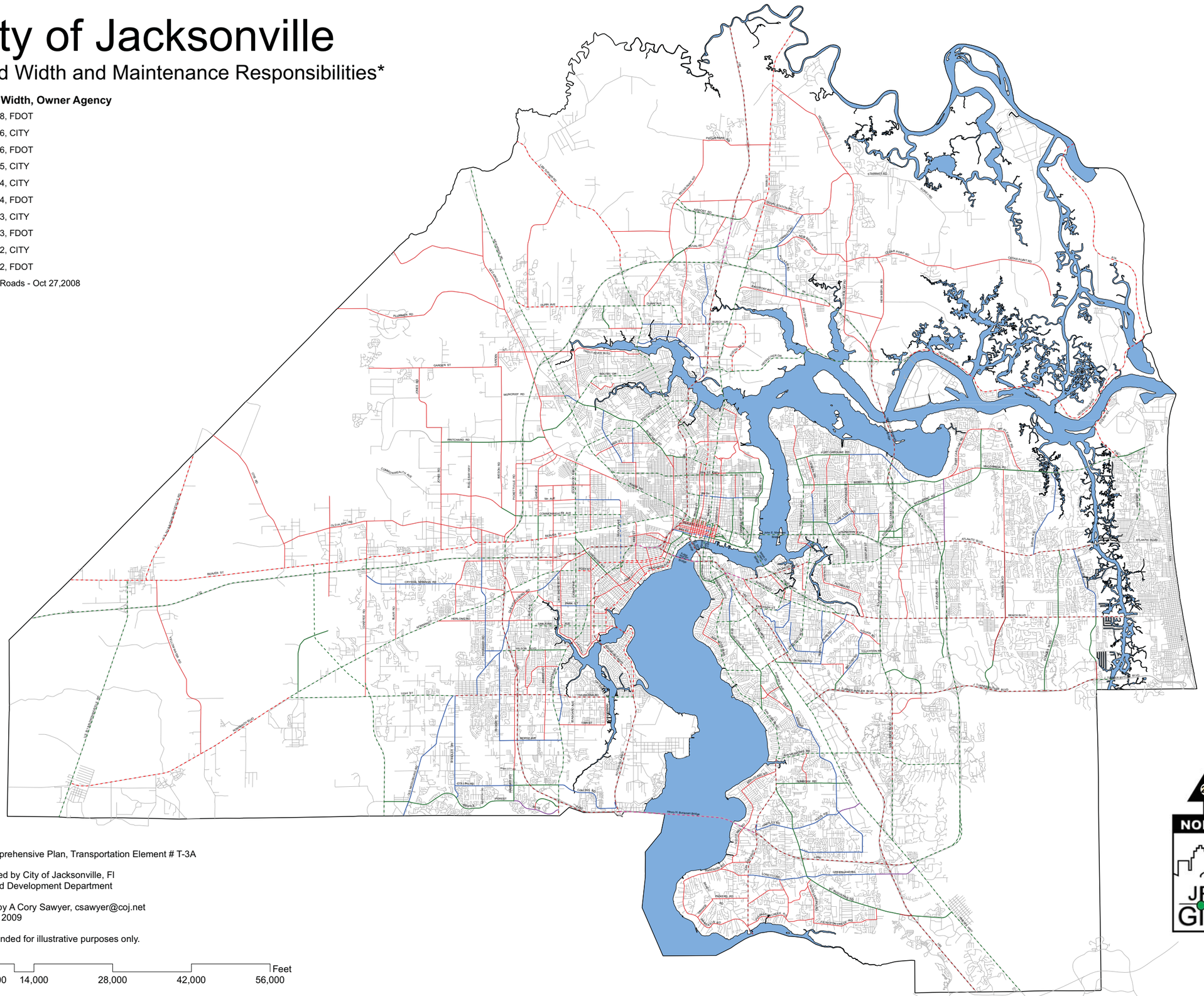
MAP T-3A Road Width and Maintenance Responsibilities

City of Jacksonville

Road Width and Maintenance Responsibilities*

Road Width, Owner Agency

- 8, FDOT
- 6, CITY
- 6, FDOT
- 5, CITY
- 4, CITY
- 4, FDOT
- 3, CITY
- 3, FDOT
- 2, CITY
- 2, FDOT
- Roads - Oct 27,2008



* 2030 Comprehensive Plan, Transportation Element # T-3A

Data provided by City of Jacksonville, Fl
Planning and Development Department

Developed by A Cory Sawyer, csawyer@coj.net
January 12, 2009

Content intended for illustrative purposes only.

0 7,000 14,000 28,000 42,000 56,000 Feet

NORTH

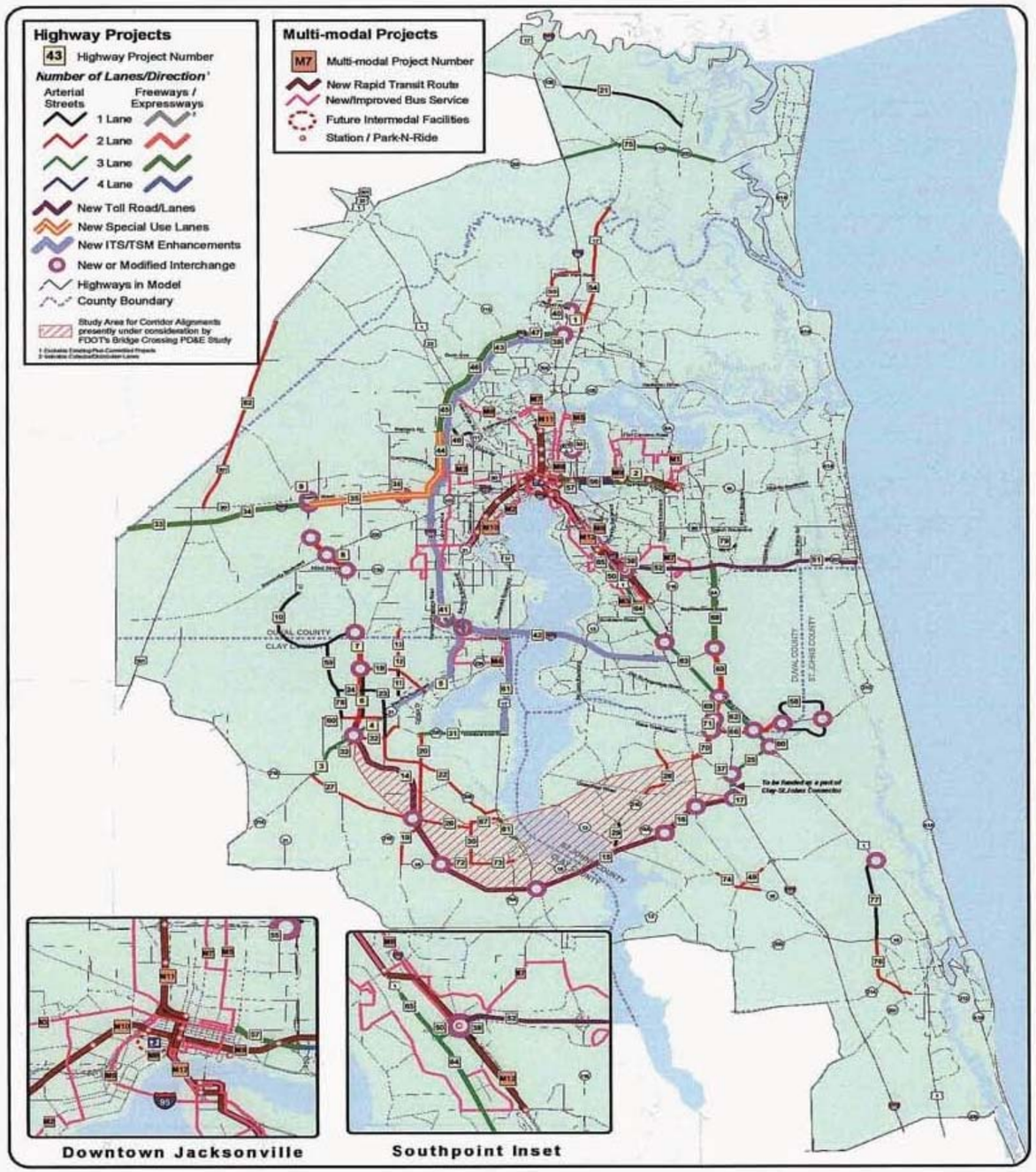
JPDD GIS

MAP T-3B Cost Feasible Plan Projects

City of Jacksonville

2030 Cost Feasible Plan Projects*

First Coast MPO 2030 Long-Range Transportation Plan Update



Year 2030 Cost Feasible Plan Projects
For adoption purposes, only Duval County

T-3B

June 15, 2005

* 2030 Comprehensive Plan, Transportation Element # T-3B

Data provided by: North Florida Transportation Planning Organization

Developed by A Cory Sawyer, csawyer@coj.net
January 27, 2009

Content intended for illustrative purposes only.

0 7,000 14,000 28,000 42,000 56,000 Feet

NORTH
JPDD GIS

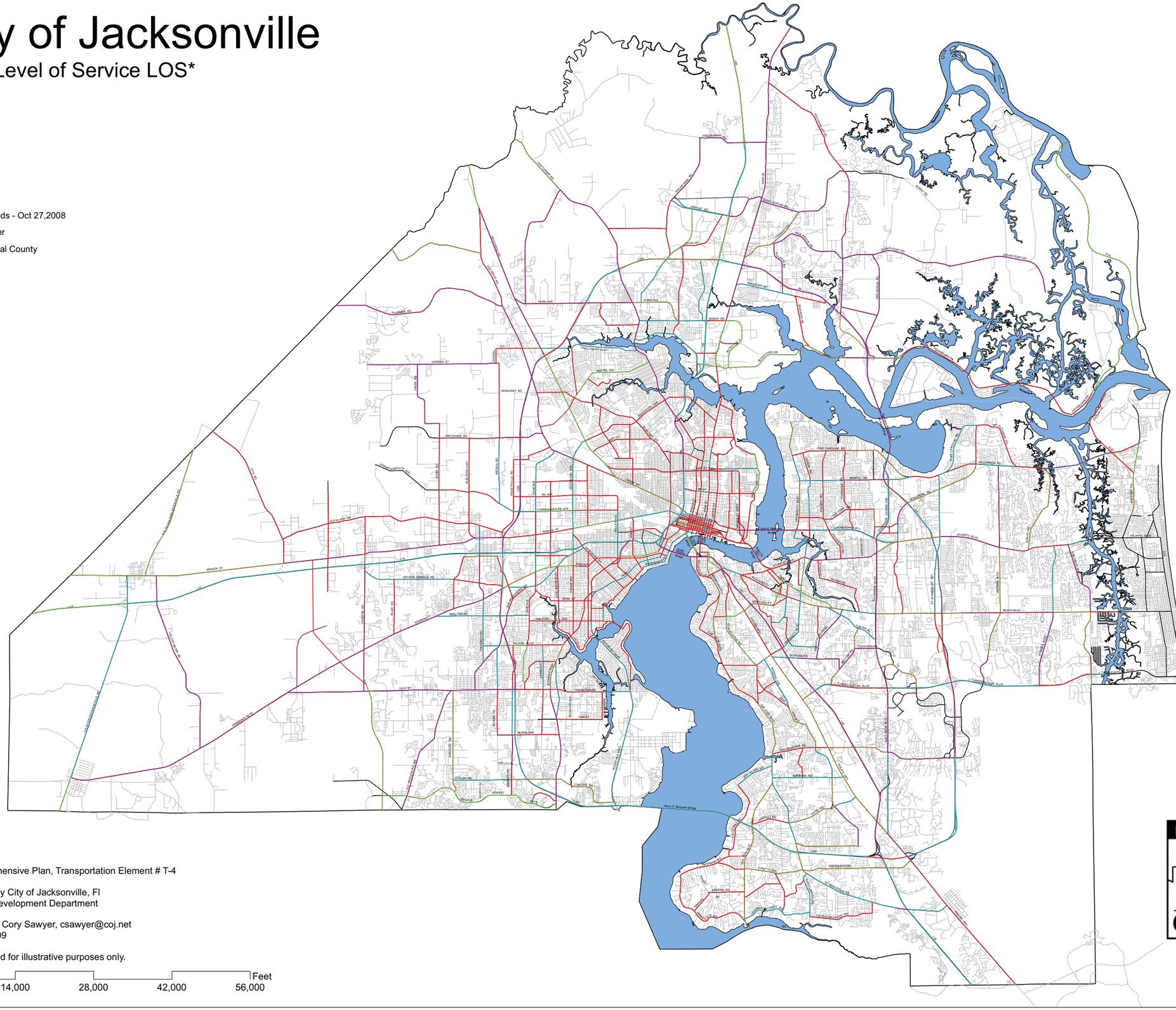
MAP T-4 2015 Level of Service

City of Jacksonville

2015 Level of Service LOS*

LOS

- A
- B
- C
- D
- E
- F
- Roads - Oct 27,2008
- River
- Duval County



* 2030 Comprehensive Plan, Transportation Element # T-4

Data provided by City of Jacksonville, Fl
Planning and Development Department

Developed by A Cory Sawyer, csawyer@coj.net
January 22, 2009

Content intended for illustrative purposes only.

0 7,000 14,000 28,000 42,000 56,000 Feet

NORTH

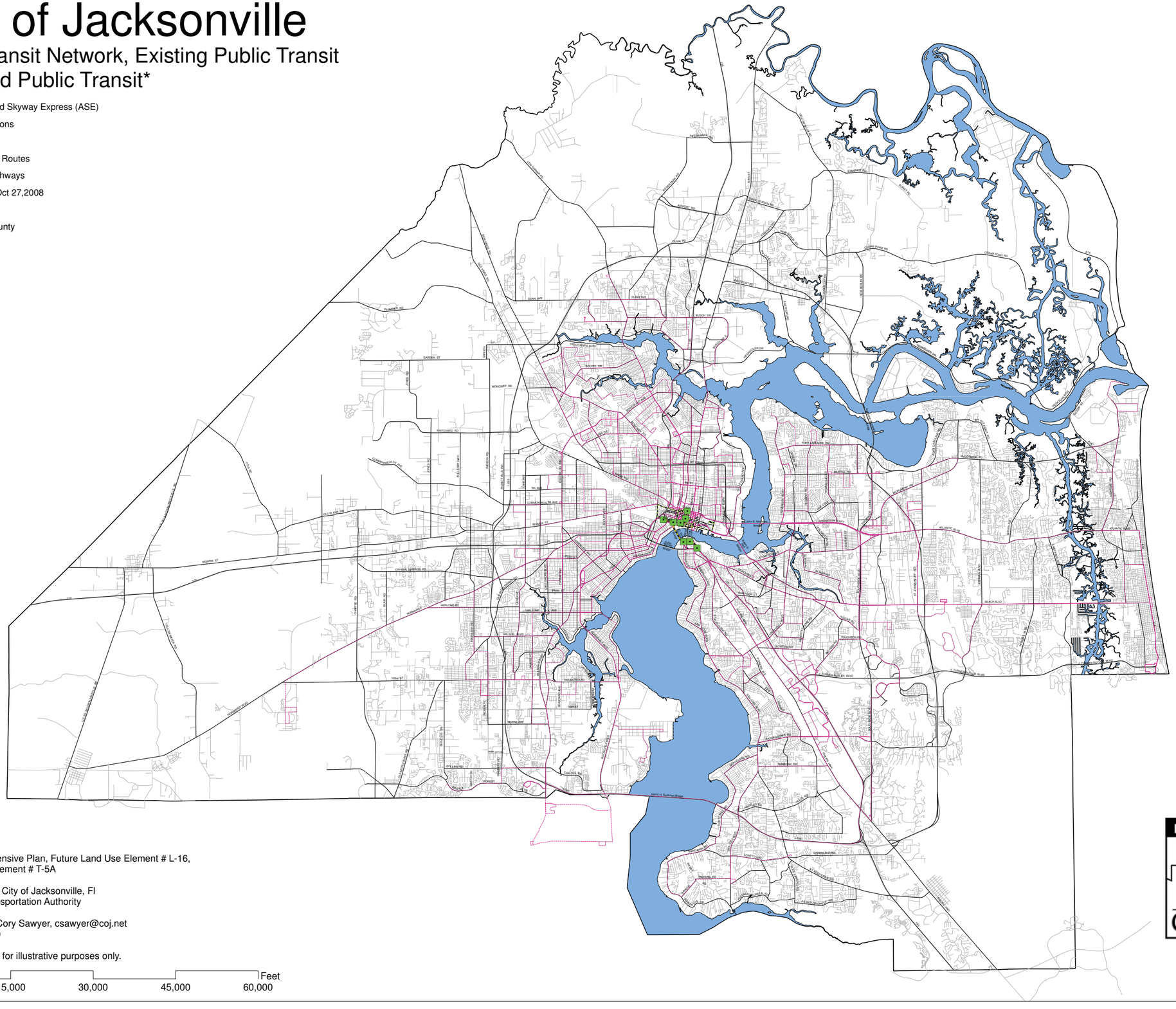
JPDD GIS

MAP T-5A/MAP T-5B Mass Transit Network, Existing Public Transit, Proposed Public Transit

City of Jacksonville

Mass Transit Network, Existing Public Transit
Proposed Public Transit*

- Automated Skyway Express (ASE)
- ASE Stations
- Trolly
- 2008 Bus Routes
- Major Highways
- Roads - Oct 27,2008
- River
- Duval County



* 2030 Comprehensive Plan, Future Land Use Element # L-16,
Transportation Element # T-5A

Data provided by City of Jacksonville, Fl
Jacksonville Transportation Authority

Developed by A Cory Sawyer, csawyer@coj.net
January 21, 2009

Content intended for illustrative purposes only.

0 7,500 15,000 30,000 45,000 60,000 Feet

NORTH

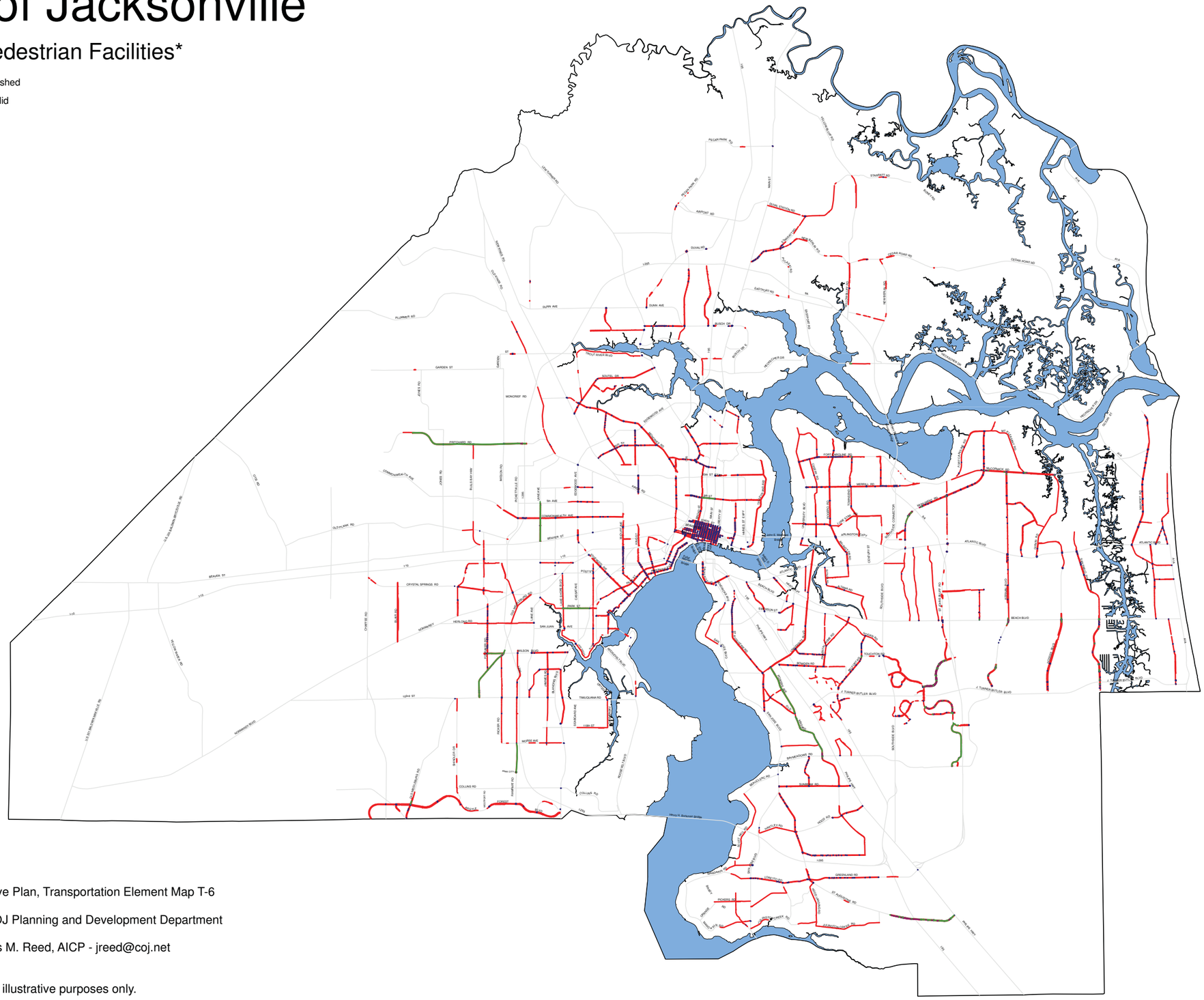
JPDD GIS

MAP T-6 Bicycle and Pedestrian Facilities

City of Jacksonville

Bicycle Pedestrian Facilities*

- Bicycle Lane Dashed
- Bicycle Lane Solid
- Crosswalk
- Sidewalk
- Major Highways
- River
- Duval County



*2030 Comprehensive Plan, Transportation Element Map T-6

Data provided by COJ Planning and Development Department

Developed by James M. Reed, AICP - jreed@coj.net
January 2009

Content intended for illustrative purposes only.

0 10,000 20,000 40,000 60,000 80,000 Feet

NORTH

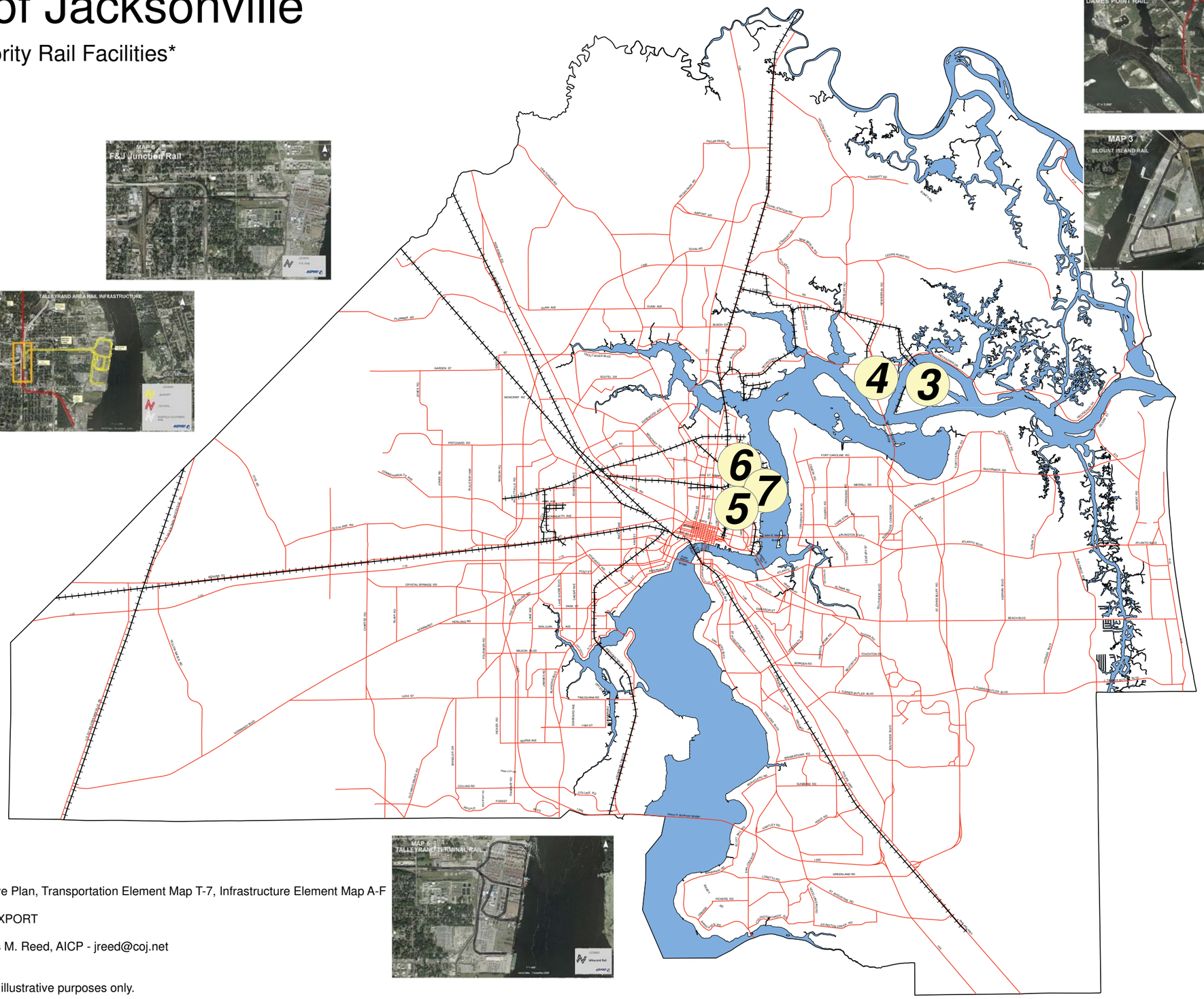
JPDD GIS

MAP T-7A-F Port Authority Rail Facilities

City of Jacksonville

Port Authority Rail Facilities*

- Railroads
- Major Highways
- River
- Duval County



*2030 Comprehensive Plan, Transportation Element Map T-7, Infrastructure Element Map A-F

Data provided by JAXPORT

Developed by James M. Reed, AICP - jreed@coj.net
January 2009

Content intended for illustrative purposes only.

0 7,500 15,000 30,000 45,000 60,000 Feet

NORTH

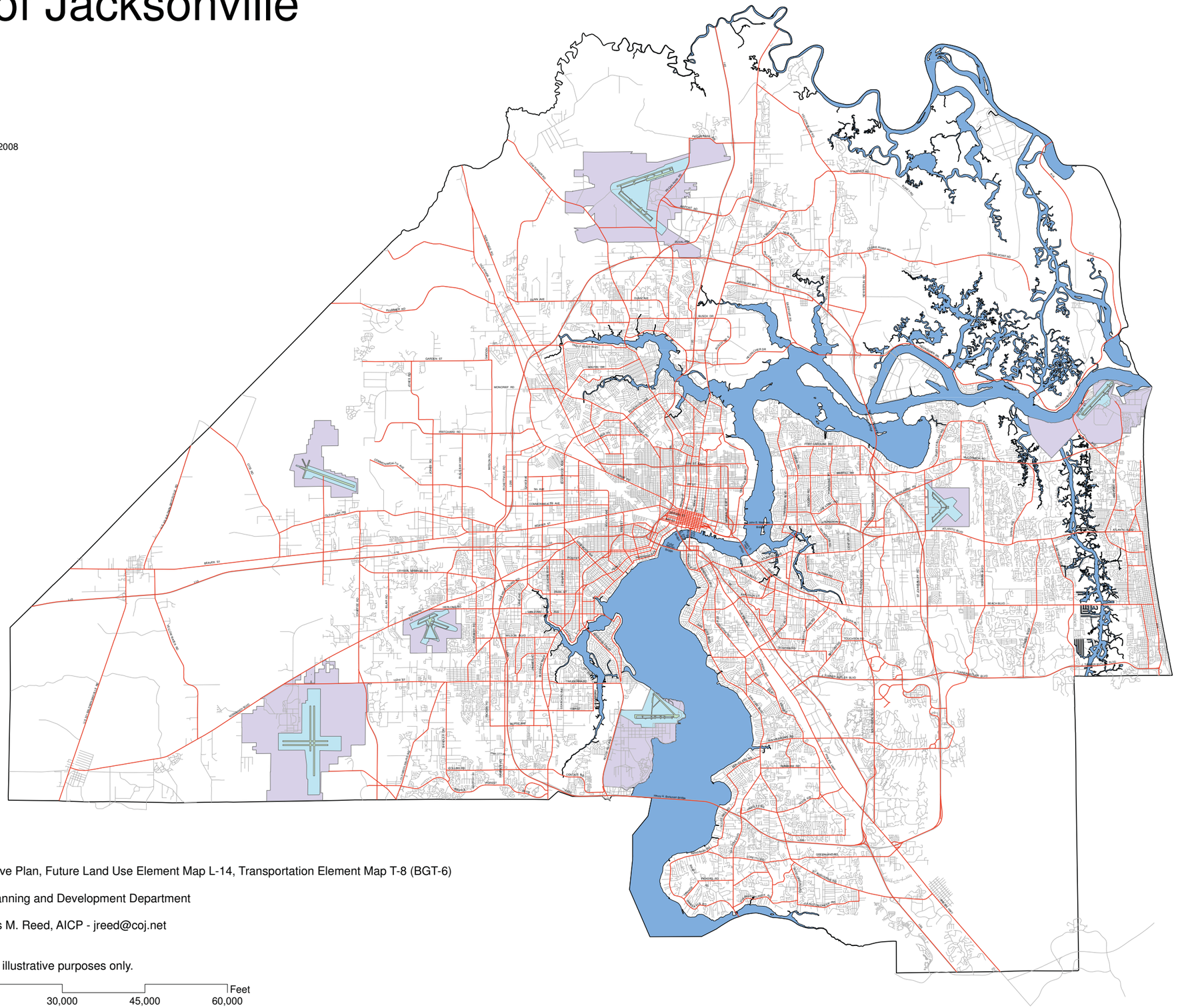
JPDD GIS

MAP T-8 Airport Facilities

City of Jacksonville

Airports*

- Airports
- Runways
- Aprons
- Major Highways
- Roads - Oct 27,2008
- River
- Duval County



* 2030 Comprehensive Plan, Future Land Use Element Map L-14, Transportation Element Map T-8 (BGT-6)

Data provided by Planning and Development Department

Developed by James M. Reed, AICP - jreed@coj.net
January 2009

Content intended for illustrative purposes only.

0 7,500 15,000 30,000 45,000 60,000 Feet

NORTH

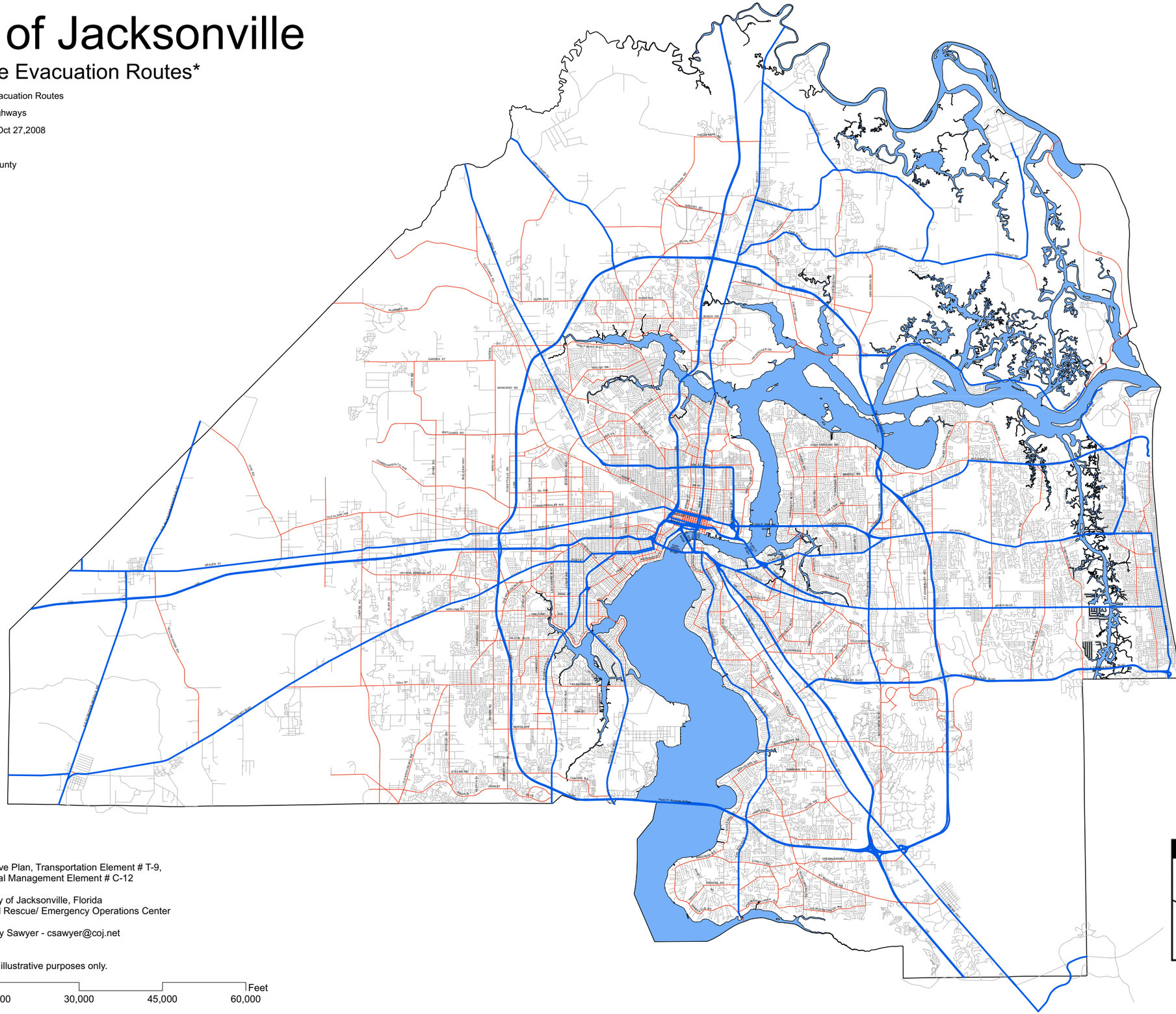
JPDD GIS

MAP T-9 Hurricane Evacuation Routes

City of Jacksonville

Hurricane Evacuation Routes*

- Duval Evacuation Routes
- Major Highways
- Roads - Oct 27,2008
- River
- Duval County



* 2030 Comprehensive Plan, Transportation Element # T-9,
Conservation/Coastal Management Element # C-12

Data provided by City of Jacksonville, Florida
Jacksonville Fire and Rescue/ Emergency Operations Center

Developed by A. Cory Sawyer - csawyer@coj.net
January 16, 2009

Content intended for illustrative purposes only.

0 7,500 15,000 30,000 45,000 60,000 Feet

NORTH

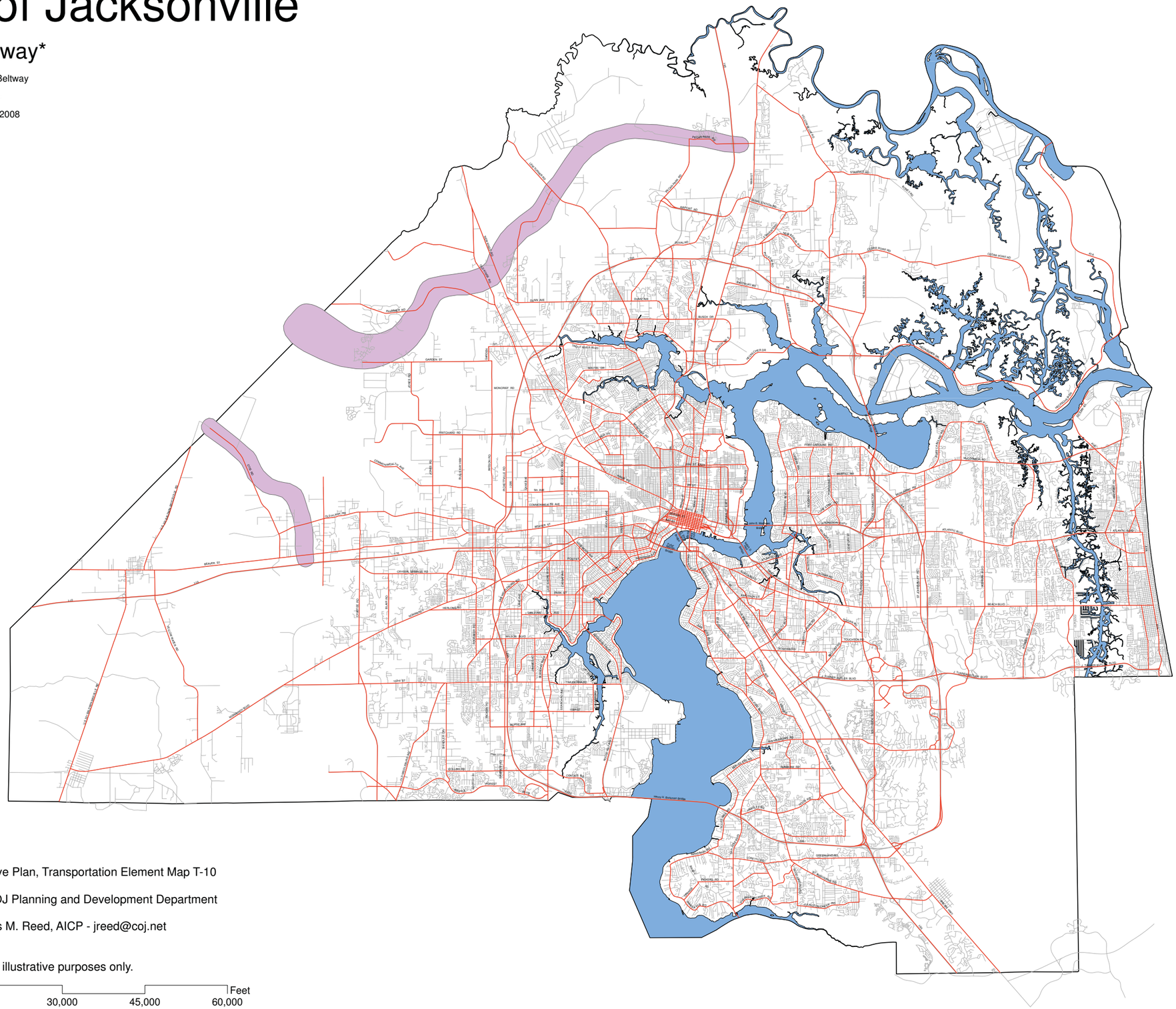
JPDD GIS

MAP T-10 Outer Beltway

City of Jacksonville

Outer Beltway*

- Corridor Outer Beltway
- Major Highways
- Roads - Oct 27,2008
- River
- Duval County



*2030 Comprehensive Plan, Transportation Element Map T-10

Data provided by COJ Planning and Development Department

Developed by James M. Reed, AICP - jreed@coj.net
January 2009

Content intended for illustrative purposes only.

0 7,500 15,000 30,000 45,000 60,000 Feet

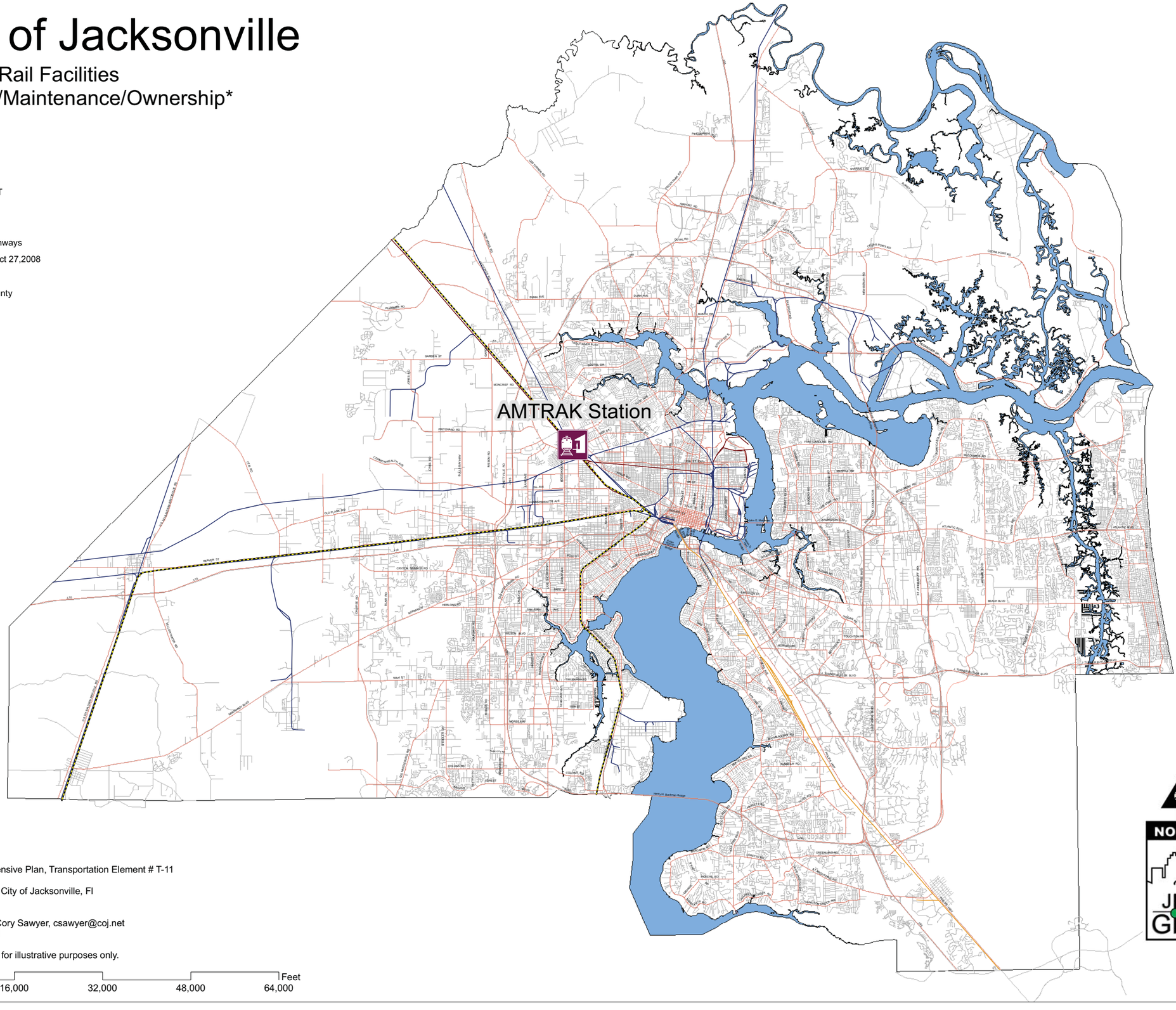
35
NORTH
JPDD
GIS

MAP T-11 EXISTING RAIL FACILITIES PURPOSE/MAINTENANCE/OWNERSHIP

City of Jacksonville

Existing Rail Facilities
Purpose/Maintenance/Ownership*

- AMTRAK
- **Rail Roads**
- Owner
- CSXT
- SCL/CSXT
- FEC
- NS
- Major Highways
- Roads - Oct 27,2008
- River
- Duval County



* 2030 Comprehensive Plan, Transportation Element # T-11

Data provided by City of Jacksonville, Fl

Developed by A Cory Sawyer, csawyer@coj.net
January 22, 2009

Content intended for illustrative purposes only.

0 8,000 16,000 32,000 48,000 64,000 Feet

NORTH

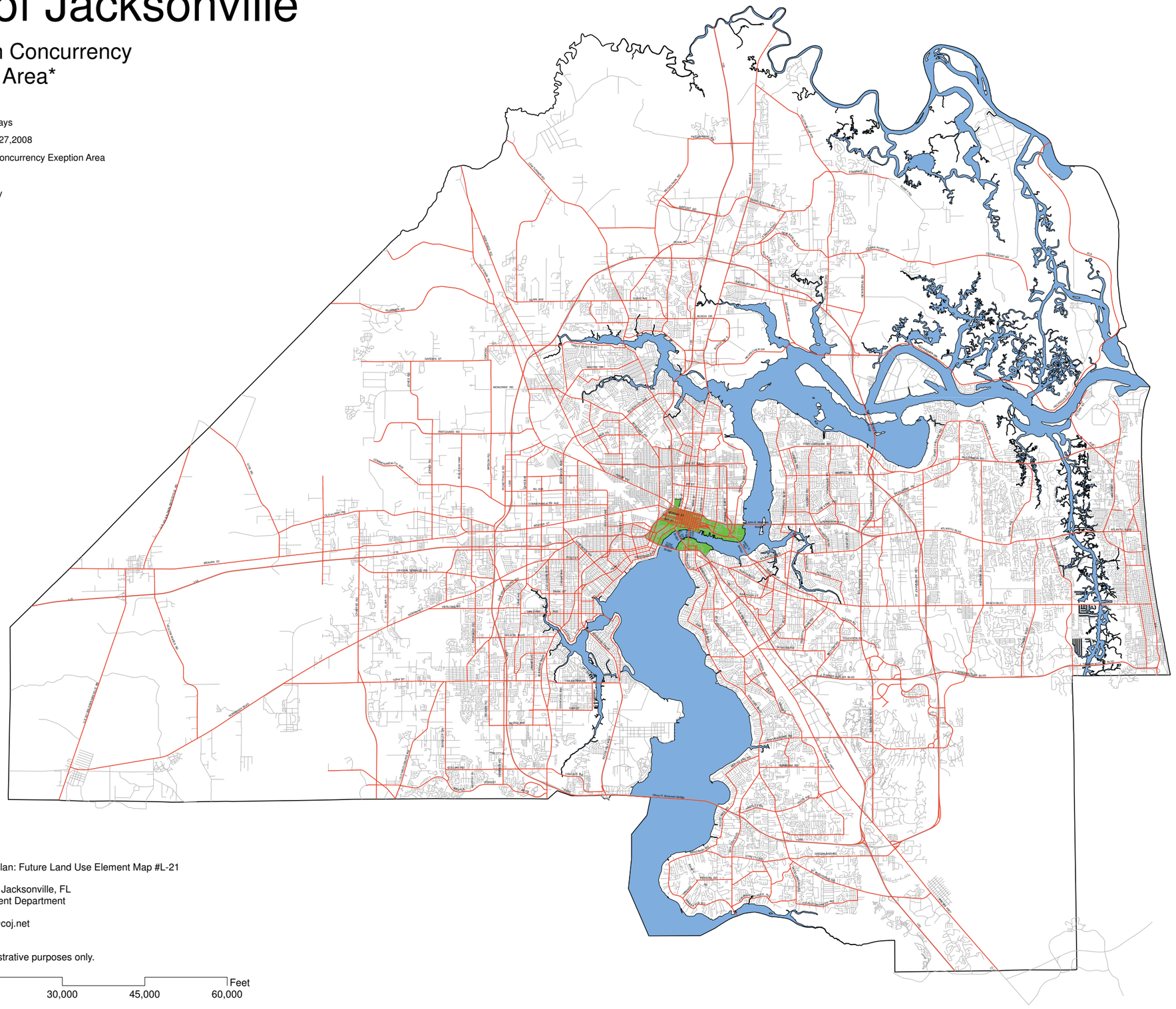
JPDD GIS

MAP T-12 DOWNTOWN CONCURRENCY EXCEPTION AREA

City of Jacksonville

Downtown Concurrency Exception Area*

- Major Highways
- Roads - Oct 27,2008
- Downtown Concurrency Exeption Area
- River
- Duval County



*2030 Comprehensive Plan: Future Land Use Element Map #L-21

Data provided by City of Jacksonville, FL
Planning and Development Department

Developed by tmclarty@coj.net
January 20, 2009

Content intended for illustrative purposes only.

0 7,500 15,000 30,000 45,000 60,000 Feet

NORTH

JPDD GIS

MAP T-13 MAJOR PUBLIC TRANSIT TRIP GENERATORS AND ATTRACTORS

City of Jacksonville

Major Public Transit Trip Generators and Attractors*

- Attractors - Malls and Major Universities/Colleges
- ASE Stations
- Automated Skyway Express (ASE)
- Trolly
- 2008 Bus Routes

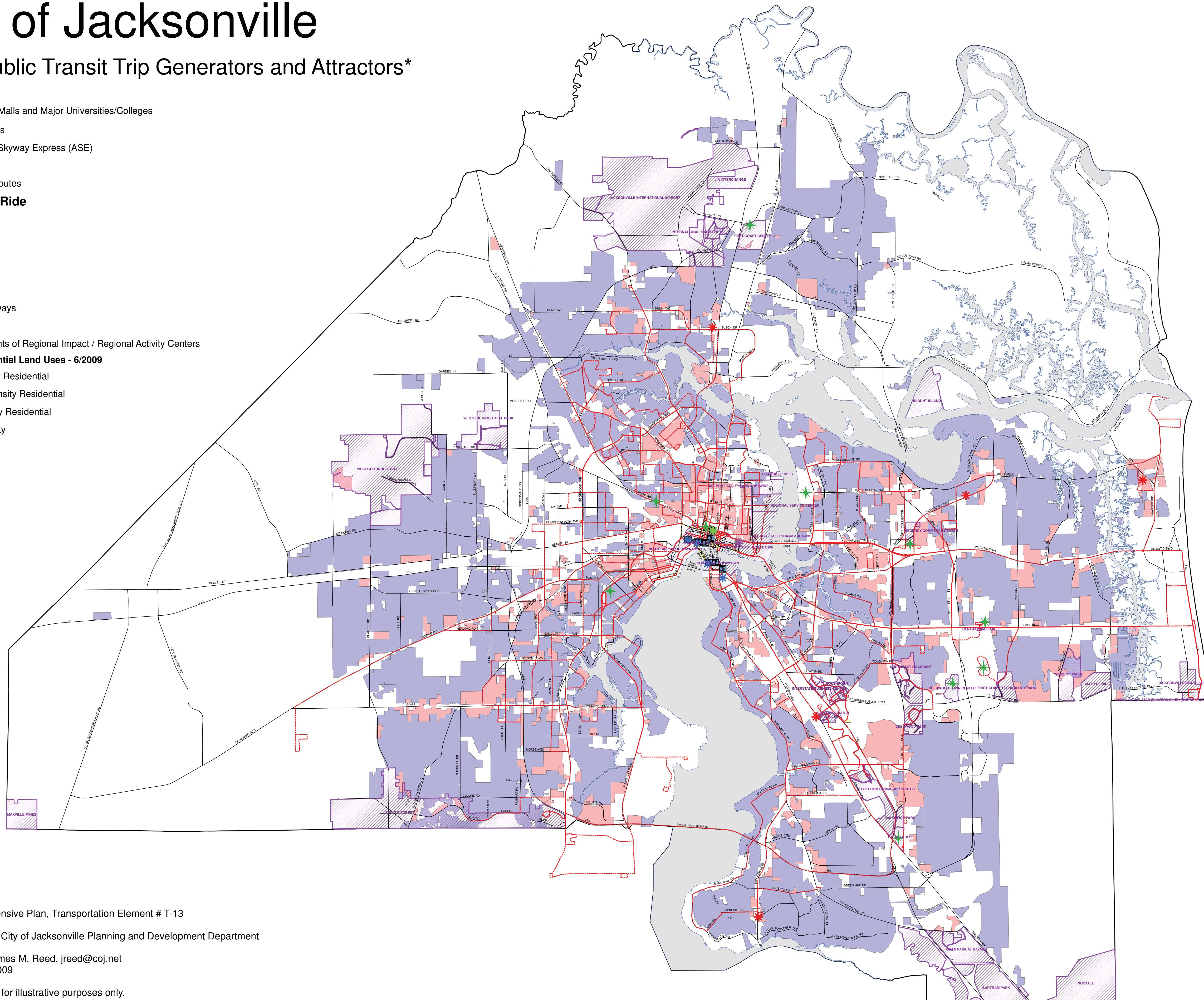
JTA Park and Ride

Type

- Transit Hub
- Skyway
- Trolley
- Bus
- Major Highways
- River
- Developments of Regional Impact / Regional Activity Centers

Non-Rural Residential Land Uses - 6/2009

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Duval County



* 2030 Comprehensive Plan, Transportation Element # T-13

Data provided by City of Jacksonville Planning and Development Department

Developed by James M. Reed, jreed@coj.net
September 21, 2009

Content intended for illustrative purposes only.

0 | 8,500 | 17,000 | 34,000 | 51,000 | 68,000 Feet

NORTH

JPDD GIS

TRANSPORTATION ELEMENT

B

DEFINITIONS

DEFINITIONS

Accident Rate - The accident frequency, or actual number of accidents which occur, expressed in terms of number of accidents per average daily vehicle trips for the location. The accident rate provides useful information in evaluating the operational safety of a roadway segment or intersection.

AICUZ - An acronym for Air Installation Compatible Use Zones. It refers to the regulation of land uses in airport environs.

Alternative Transit Modes - Forms of travel, other than the conventional use of the personal automobile, which are implemented primarily for the purpose of satisfying home-work/work-home trips. A list of alternative transit modes would include, but not be limited to, regular bus service, express bus service, shuttle service, fixed guideway (rapid rail, light rail and monorail are examples), heavy rail, and streetcars.

Areas Subject to Coastal Flooding - The areas delineated by the regional or local hurricane evacuation plan as requiring evacuation. The hurricane vulnerability zone shall include areas requiring evacuation in the event of a 100-Year storm or Category 3 storm event.

Arlington Triangle - The roadway network bounded by Monument Road/Live Oak Drive on the east, Atlantic Boulevard on the south, Southside Connector (S.R. 115) on the west, and Arlington Expressway on the north.

Backlogged Facilities - A roadway facility is classified as backlogged when it has begun to operate at less than the minimum level of service, as defined in Policy 1.1.2 and when no constraints exist which would prohibit the installation of capacity improvements; and such improvements are not included in the City of Jacksonville's five-year Capital Improvement Element or are not programmed for construction in the first three years of FDOT's adopted work program. A backlogged facility in the Jacksonville Urbanized Area will be allowed to operate at levels that do not exceed a ten percent (10%) increase in the facility's peak hour or average annual daily two-way traffic volumes, or a ten percent (10%) reduction in the facility's peak hour or daily operating speed. A backlogged facility in the Jacksonville Transition Area will be allowed to operate at levels that do not exceed a five percent (5%) increase in the facility's peak hour or average annual daily two-way traffic volumes, or a five percent (5%) reduction in the facility's peak hour or daily operating speed. The initial classification of facilities as backlogged is to be based on same-year field counts and shall be concurrent with adoption of this Plan. Table T-6A in Part II, Background Report, includes those facilities classified as backlogged. Traffic count data and the Transportation Improvement Program are to be reviewed and the identification of the backlogged facilities revised at a minimum of every two years.

Bikeway - Any roadway which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicyclists, or are to be shared with other vehicles.

Capacity - The maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions.

CFASPP - An acronym for the Continuing Florida Aviation Systems Planning Process, a mechanism which brings together the various public agencies with responsibility and interest in the operation and maintenance of aviation facilities. When the term "process" is written out, only the initials CFASP are used (e.g. CFASP process).

Coastal Area **-** The 35 coastal counties and all coastal municipalities within their boundaries designated by the State land planning agency. These local governments are listed in the document entitled "Local Governments Required to Include Coastal Management Elements in their Comprehensive Plans," dated July 1, 1986, and available from the Department upon request. The local governments listed in the document and any other communities that incorporate subsequent to July 1, 1986, and meet the criteria in Section 380.24, F.S., shall also be included in the coastal area.

Coastal High Hazard Areas - ~~The evacuation zone for a Category 1 hurricane as established in the regional hurricane evacuation study applicable to the local government.~~ The Coastal High-Hazard Area is the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. The CHHA is shown on Map L-9 of the Future Land Use Element and Map C-18 of the Conservation/Coastal Management Element.

Collector Streets - Surface streets providing land access and traffic circulation service within residential, commercial, and industrial areas. Collector streets serve to connect local roadway networks to the larger city-wide arterial roadway network.

Concurrency - Means that the necessary public facilities and services to maintain the adopted level of service standards are available when the impacts of development occur.

Concurrency Management System - Means the procedures and/or process that the City will utilize to assure that development orders and permits are not issued unless the necessary facilities and services are available concurrent with the impacts of development.

Constrained Facilities - A roadway is classified as a constrained facility when, for physical, environmental or political reasons, the facility cannot be expanded by at least two through-lanes. A constrained facility in the Jacksonville Urbanized Area will be allowed to operate at levels that do not exceed a ten percent (10%) increase in the facility's peak hour or average daily two-way traffic volumes, or a ten percent (10%) reduction in the facility's peak hour or daily operating speed. A constrained facility in the Jacksonville Transition Area will be allowed to operate at levels that do not exceed a five percent (5%) increase in the facility's peak hour or average annual daily two-way traffic volumes or a five percent (5%) reduction in the facility's peak hour or daily operating speed. The initial classification of facilities as constrained is to be based on same-year field counts and shall be concurrent with the adoption of the *2030~~2010~~ Comprehensive Plan.* Table T-6 in Part II, Background Report, lists the FDOT maintained constrained facilities in the City of Jacksonville. ~~Traffic count data is to be reviewed and the identification of constrained facilities revised at a minimum at the start of each Jacksonville Urban Area Transportation Study (JUATS) update.~~

Core Area of the CBD - The portion of the Central Business District which lies east of Broad Street, south of State Street, west of Liberty Street and north of the St. Johns River.

Designated Historical Areas - Those areas which have been recognized by a government agency, at either the federal, state, or local level, as being a neighborhood of historical significance in need of extraordinary measures to assure its preservation. As of July 1, 1998, the designated historical areas in Jacksonville are the Riverside-Avondale Area, the Springfield Preservation Area, and the St. Johns Quarter. For the purposes of this Transportation Element, these designated historical areas are further defined as follows.

The *Riverside-Avondale Area* is that portion of the City which lies south of I-95, east of US 17 (Roosevelt Boulevard), north of Fishweir Creek, and west of the St. Johns River.

The *Springfield Area* is that portion of the City located north of State Street, east of Broad Street/Boulevard, south of the abandoned rail line (located just north of 12th Street), and west of the Seaboard Systems rail line (generally located immediately east of Clark, Ionia and Walnut Streets).

The *St. Johns Quarter* is that portion of the City located south of Riverside Avenue, east of Stockton St., west of Goodwin St. and north of the St. Johns River.

DRI - Development of Regional Impact, as defined and governed by Chapter 380 of the Florida Statutes.

Downtown area, Central Business District or "CBD" - That portion of the City which lies within the jurisdictional boundaries of the Jacksonville ~~Downtown Development Authority~~ Economic Development Commission (JEDC) as of August 1, 1989.

Freeway - A multi-lane divided highway having a minimum of two lanes for exclusive use of traffic in each direction and full control of access and egress.

Functionally Classified Transportation Facility - Any roadway classified as a collector street or higher according to the Functional Highway Classification Map of the 2030~~2010~~ Comprehensive Plan.

General Lanes - intrastate roadway lanes not exclusively designated by the Florida Department of Transportation for long distance, high speed travel. In Urbanized areas, general lanes include high occupancy vehicle lanes not physically separate from other travel lanes.

Interstate Highway - A freeway which is part of the designated National System of Interstate and Defense Highways mandated by Congress. An Interstate highway, or "Interstate," provides a very high level of transport service and continuity among the States. To classify as Interstate, a freeway must meet full Interstate standards for construction. For the purposes of discussion, unless specifically cited by use of the term "Interstate," a reference to "freeways" shall be construed to encompass Interstate highways as well.

Jacksonville Aviation Authority – Also referred to by the terms JAA, is an independent agency of the City of Jacksonville responsible to the operation of the City's four civilian airports. The four municipal airports are: Jacksonville International, Craig, Herlong and Cecil Field.

Jacksonville Port Authority - Also referred to by the term "JPA," is an independent agency of the City of Jacksonville. Its Maritime Division is responsible for promoting and developing waterborne traffic and commerce through the Port of Jacksonville~~. Its Aviation Division is responsible for the operation of the City's three public airports: Jacksonville International, Craig, and Herlong.~~

Jacksonville Rural Area - The rural boundaries established for Duval County by the Florida Department of Transportation for its planning and funding purposes, as well as the rural area boundary established in the Capital Improvements Element.

Jacksonville Urban Area - The urban boundaries established for Duval County by the Florida Department of Transportation for its planning and funding purposes, as well as the urban and suburban boundaries established in the Capital Improvements Element.

Jaxport and JPA-Owned - Used to define those facilities owned by the Jacksonville Port Authority.

Level of Service - Is an indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on and related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each public facility.

As it relates to traffic circulation: A qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, driver comfort and convenience, and safety. The Levels of Service definitions which follow are to be the primary point of reference in consideration of level of service issues where traffic circulation is concerned.

Level of Service A describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial class. Vehicles are completely unimpeded in the ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.

Level of Service B represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted, and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.

Level of Service C represents stable operations. However, ability to maneuver and change lanes in mid-block locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50 percent of the average free-flow speed for the arterial class. Motorists will experience an appreciable tension while driving.

Level of Service D represents conditions under which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 50 percent of free-flow speed.

Level of Service E is characterized by significant approach delays and average travel speeds of one-third of the free-flow speed or lower. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.

Level of Service F characterizes arterial flow at extremely low speeds below one-third to one-quarter of the free-flow speed. Intersection congestion is likely at

critical signalized locations, resulting in high approach delays. Adverse progression is frequently a contributor to this condition.

As it relates to transit, Level of Service has two separate elements. One deals with vehicle passenger loadings, and the second refers to the flow rate of vehicles over the transportation network.

Limited Access Facility - 9J-5.003(62) A roadway especially designed for through traffic, and over, from, or to which owners or occupants of abutting land or other persons have no greater than a limited right or easement of access.

Local Streets - Roadways which provide direct access to residential, commercial and industrial properties and have average daily traffic volumes which do not exceed 1,600 vehicles per day.

Major Arterial - A term which may be used interchangeably with Principal Arterial.

Major Trip Generator or Attractors - 9J-5.003(67) Concentrated areas of intense land use or activity that produces or attracts a significant number of local trip ends.

~~*Metropolitan Planning Organization for the Jacksonville Urbanized Area (MPO)* - The organization designated by the governor and local elected officials as responsible, together with the state, for transportation planning in an urban area. It serves as the forum for cooperative decision-making by principal elected officials of general local governments.~~

Military Influence Zones - Known as Airport Notice Zones in the Land Development Regulations. They encompass all lands within accident potential zones, the lighting regulation zone (for OLF Whitehouse only), the 60-64.99 DNL noise contour, and the one hundred fifty (150) foot Height and Hazard Zone or inner horizontal and conical surface zones as shown on Map L-22 within the Future Land Use Element. They apply to NAS Jacksonville, NS Mayport and OLF Whitehouse.

Minor Arterial - A facility that connects and augments the principal arterial system. Although its main function is still traffic mobility, it performs this function at a lower level and places more emphasis on land access than does the principal arterial.

MOE - Measure of Effectiveness is a device used to assess the degree to which a transit system is able to meet specific transportation needs within a community. Examples of measures of effectiveness include revenue passengers per capita of urban population, passenger miles per capita of urban population, revenue passengers per vehicle-mile of operation, and revenue passengers per constant dollar of operating expenses.

Multi-Modal Transportation Corridor - A corridor within which facilities for more than one transportation mode are accommodated and which provides facilities for movement between different transportation modes.

North Florida Transportation Planning Organization (TPO) - The organization designated by the governor and local elected officials as responsible, together with the state, for transportation planning in an urban area. It serves as the forum for cooperative decision-making by principal elected officials of general local governments.

Paratransit - Forms of transportation services that are more flexible and personalized than conventional fixed route, fixed schedule service but not including such exclusory services as charter bus trips. The vehicles are usually low or medium-capacity highway vehicles, and the service offered is adjustable in various degrees to individual users' desires. Its categories are public, which is available to any user who pays a predetermined fare (e.g., taxi, jitney, dial-a-ride), and semi-public, which is available.

Pedestrian - Shall be construed to include persons traveling on foot and persons in wheelchairs.

Port of Jacksonville - Encompasses all port facilities along the St. Johns River and along the Intracoastal Waterway in Duval County. The Port of Jacksonville includes both Jaxport and privately-owned facilities.

Principal Arterial - A highway that serves major through-movements of traffic between important centers of activity and a substantial portion of trips entering and leaving the area. It also connects freeways with major traffic generators. Service to abutting land is subordinate to the function of moving through traffic.

Resurface a Roadway Facility - Any procedure which provides an overlay with leveling of the existing pavement surface in order to correct a problem resulting from pavement structural distress, such as to correct a cracking or rutting problem, correct a skid hazard and/or to improve ride. Roadway rehabilitation may involve more extensive measures, such as pavement removal, milling and replacement. However, in this document, the term resurfacing excludes less complete surface treatment, such as patching or installation of traffic control devices (reflective pavement markers, painted or thermoplastic pavement markings, etc.).

Right-of-Way (ROW) - Land in which the State, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use. Chapter 654, *Code of Subdivision Regulations* defines right-of-way as land to be used for a street, alley, walkway, water, sewer or drainage facility or other public purpose.

Special Transportation Areas - Compact geographical areas in which growth management considerations outweigh the Department's policy of operating the State Highway System at the minimum acceptable levels of service appearing in this table. Conceptually, special transportation areas may include central business districts, outlying business districts, areawide Developments of Regional Impact, and regional activity centers; they do not apply to whole cities or to strip development along individual highway corridors.

Shall - Indicates a mandatory action.

Should - Indicates an action which is strongly advised.

Transit Corridor - An area through which mass transportation services will be concentrated. Population and employment densities in the corridor are such that, as growth occurs, alternative transportation modes will be supported.

Transport Airport - An airport designed, constructed, and maintained to serve airplanes in Federal Aviation Administration Aircraft Approach Category C and D.

Transportation Demand Management (TDM) - Generally refers to policies, programs, and actions directed towards increasing the use of high occupancy vehicles (transit, carpooling, and vanpooling) and the use of bicycling and walking. It can also include activities that encourage commuting outside congested peak period, and that encourage telecommuting as an alternative to driving.

Transportation Systems Management (TSM) - 9J5-003(132) Improving roads, intersections, and other related facilities to make the existing transportation system operate more efficiently. Transportation system management techniques include demand management strategies, incident management strategies, and other actions that increase the operating efficiency of the existing system.

Water-Related or Water-Dependent - the variety of land uses which are dependent upon water resources to maintain viability. Examples of such land uses are: shipping terminals, ship repair facilities, and fishing villages.

Working Arterial System - A roadway network which supports the function of principal arterials (the through-movement of motorized vehicles) by minimizing direct access to adjacent properties, reducing median and curb cuts, utilizing right-turn-only curb access offset from median cuts, using common service driveways to connect adjacent non-residential properties, and other such measures.