

# 2045 COMPREHENSIVE PLAN

## TRANSPORTATION ELEMENT



**MARCH 2024**

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**2045 COMPREHENSIVE PLAN**

**TRANSPORTATION ELEMENT**

**GOALS, OBJECTIVES  
AND POLICIES**

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## GOALS, OBJECTIVES AND POLICIES

### GOAL 1

The City shall utilize Quality/Level of Service standards which meet the Florida Department of Transportation (FDOT) guidelines as described in the 2018 QLOS Handbook and reflect the transportation habits and tolerance levels of the City's traveling population.

**Objective 1.1** The City shall utilize the Florida Department of Transportation (FDOT) 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 (1997), definitions for levels of service.

#### 1.1.2

The City shall implement a Mobility System, as described in the objectives and policies that follow. The Mobility System projects help mitigate the effects of increased demand due to growth, with Quality/Level of Service (Q/LOS) improving in the "Build" scenario (Mobility System projects included) relative to the "No Build" scenario (Mobility System projects not included). The volume-to-capacity (V/C) analysis, in conjunction with each update of the Mobility System, shall verify that the mobility fee expenditures and projects do not create excess capacity and improve conditions beyond what is necessary to mitigate the effects of growth.

#### 1.1.3

The City will maintain operating conditions on State and City roads classified as constrained, backlogged, or deficient in accordance with the requirements of the Florida Statutes or Florida Administrative Code.

#### 1.1.4

A development that is exempt from the transportation concurrency requirements under the Florida Statutes shall be exempt from the mobility fee system.

#### 1.1.5

For the purpose of issuing a development order or permit, a proposed development which is deemed to have a de minimis impact, consistent with Florida Statutes, shall not be subject to the concurrency requirements of the Concurrency Management System or the application of a mobility fee.

**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 traffic impact.

**1.2.2**

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 Mobility Fee System and other programs, shall determine the need, timing, and funding of transportation improvements to correct the capacity deficiency.

**Objective 1.3** The City maintains the Transportation Management Area (TMA) within the geographic area depicted in the Transportation Management Area (TMA) Map. The TMA 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 development impacts and maintain and monitor the TMA.

**Policies 1.3.1**

A Transportation Management Area (TMA) shall contain an integrated and connected roadway network and provide multiple alternative travel paths or modes.

**1.3.2**

Local access roadways (local and collector streets) connected to the Transportation Management Area (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.

**1.3.3**

Design standards shall be established for the Transportation Management Area (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 regional roadways. At a minimum, the design standards shall be those set elsewhere in this Traffic Circulation Element for arterial roadways.

#### **1.3.4**

The Transportation Management Area (TMA) Map 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.

#### **1.3.5**

The Transportation Management Area (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.

#### **1.3.6**

For each sector within the Transportation Management Area (TMA) identified on the Transportation Management Area (TMA) Map, 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.

#### **1.3.7**

Any development proposed within the Transportation Management Area (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 as set forth in the development agreements 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 Planning Organization's (NFTPO) 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.

### **1.3.8**

The right-of-way reserved and the design standards established for the Transportation Management Area (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.

### **1.3.9**

In coordination with the Jacksonville Transportation Authority (JTA), development standards shall be established within the Transportation Management Area (TMA) to accommodate and encourage the use of 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.

### **1.3.10**

Any non-residential development proposed within the Transportation Management Area (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 North Florida Transportation Planning Organization (NFTPO) Congestion/Mobility Management Plan for the Jacksonville Urbanized Area and the NFTPO'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 NFTPO's Commuter Assistance Program.

### **1.3.11**

The provisions of this Transportation Management Area (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.

### **1.3.12**

Along J. Turner Butler Boulevard east of Kernan Boulevard, within the Transportation Management Area (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.

### **1.3.13**

Upon termination or abandonment of the local development agreements establishing the Transportation Management Area (TMA), Policies 1.3.1 through 1.3.12 shall no longer apply to lands subject to such termination or abandonment. However, any contributions which have been made under local development agreements and pursuant to Policy 1.3.7, and resulting credits which have not been used by development, may be used to pay mobility fees within the applicable Mobility Zone.

**Objective 1.4 Through implementation of the Mobility System, the City shall strive to reduce the number of crashes with fatalities and incapacitating injuries by 100% by 2030.**

**The Mobility System shall be evaluated and revised as necessary pursuant to a schedule established by local ordinance. Updates to the Mobility System shall produce a revised schedule of improvements, mobility fees, and amendments to the Comprehensive Plan as appropriate.**

## **Policies**

### **1.4.1**

The land use and transportation strategies that support and fund the Mobility System are contained in the Mobility Strategy Plan (Jacksonville Planning and Development Department, October 2018), adopted by reference, on file with the Planning and Development Department, and provided on the Department's website.

### **1.4.2**

The City shall continue to amend the Local Code of Ordinances to incorporate and implement policies which support and fund mobility per the Mobility System.



### **1.4.3**

The Mobility System project lists shall be provided within the CIE.

### **1.4.4**

The City shall implement a fee credit and trip reduction system that maximizes multi-modal transportation safety and incentivizes infill development.

### **1.4.5**

At each evaluation of the Mobility System, areas will be identified in which the greatest reduction in the number of annual crashes with fatalities or incapacitating injuries has occurred. The types of projects implemented in these areas shall be studied so as to determine the effectiveness and feasibility of implementing these improvements in additional areas of the City.

### **1.4.6**

The City shall increase data collection with regards to pedestrian and bicycle counts and types of facilities on local roadways. The subsequent analysis will base the bicycle and pedestrian transportation improvement projects on this data collection.

### **1.4.7**

The City shall require new development or redevelopment to support alternative modes of transportation. Such measures may include, but are not limited to, the provision of sidewalks, bikeways, transit stops, or other facilities to support alternative modes, such as parking management systems and park-and-ride facilities.

### **1.4.8**

The City shall encourage street networks within new development plans to be designed and constructed so as to provide for future public street connections and increased connectivity to adjacent developable or redevelopable parcels.

### **1.4.9**

The street network shall generally be designed to promote the overall connectivity of all transportation systems while avoiding excessive through-traffic in residential areas by including where appropriate:

- Multiple direct multi-modal connections to and between local destinations such as parks, schools, and shopping;
- Inter-connections to multi-modal transportation facilities and services within and outside the boundaries of each Development Area, including bus services, regional rail service, regional greenway and trail systems, the SIS, and the regional aviation facilities;

- Modified grid systems, T-intersections, roadway jogs, and other appropriate traffic calming measures to discourage the use of local streets for cut-through traffic; and
- Additions or enhancements to improve the street network connectivity index.

#### **1.4.10**

Percentages of the mobility fee collected per development shall be allocated by motorized and non-motorized modes based upon projects identified for each Mobility Zone. These percentages, per Section 111.546 (Mobility Fee Zone Special Revenue Fund), Ordinance Code, shall be revised as necessary at each update of the Mobility System. The percentages allocated do not impact mobility fee credit calculations.

#### **1.4.11**

Although the Development Area boundaries may change, the weighted VMT value for each Development Area shall only be re-assessed at the next scheduled update of the Mobility System.

#### **1.4.12**

No more than twenty percent (20%) of the remaining mobility fee collected per development shall be allocated to improvements at or near the intersection of a city right-of-way or proposed city right-of-way and an identified prioritized project on the Automobile/Truck and Transit prioritized transportation list, provided however such improvement is located on the intersecting city right-of-way, proposed city right-of-way or the identified prioritized project, and can be demonstrated to improve capacity of the identified prioritized transportation project. Funds shall not go towards improvements required as part of a development order.

**Objective 1.5 The City shall maintain the Central Business District (CBD) within the geographic area depicted on the Development Areas Map for the purposes of downtown revitalization. This area includes all of the downtown revitalization area under the jurisdiction of the Downtown Investment Authority (DIA). Transportation and mobility contracts within the CBD shall be met through implementation of the mobility system and the following policies.**

### **Policies**

#### **1.5.1**

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 State Highway System (FSHS) and other identified roadways within the Central Business District (CBD). 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 construction and maintenance of sidewalks and lighting within the City to encourage pedestrian travel and to improve pedestrian access to transit and commercial facilities;
3. Improvement of intersections to facilitate safe pedestrian bicycle modes of transportation;
4. Construction and maintenance of roadways and inclusion of multi-use paths within the City to include bicycle facilities thereby encouraging bicycling as a viable mode of transportation;
5. Promote and encourage ridesharing, carpooling, staggered work hours and telecommuting;
6. Continued marketing of the CBD as a desirable and attractive place to live and work in an effort to accomplish compact growth;
7. Require that transit, bicycle, and pedestrian design considerations are included in the design of all redevelopment and new development projects.
8. Coordinate mass transit services within the CBD.

### **1.5.2**

The City will continue to cooperate with the North Florida Transportation Planning Organization (NFTPO) and Jacksonville Transportation Authority (JTA) in planning a high capacity transit system for Duval County. This system should be focused to serve the Central Business District (CBD) and provide intermodal connections to other systems such as buses, bicycling, pedestrians, parking garages, and major attractions.

### **1.5.3**

The City shall implement a program of constructing additional bicycle facilities in the Central Business District (CBD) to accommodate and encourage the use of bicycles as transportation. These should include bike lanes, bike paths, racks, and other bicycle parking facilities.

### **1.5.4**

The City, Downtown Investment Authority (DIA) and Jacksonville Transportation Authority (JTA) will continue working together to establish parking options for employees of downtown businesses and government by providing a transit system whose routes can be modified to meet the demands of changing business and government locations.

**1.5.5**

All new development and redevelopment shall be required to include new sidewalks and other pedestrian facilities within the Central Business District (CBD) to encourage more pedestrian trips.

**Objective 1.6** Multi-modal transportation improvements in the Central Business District (CBD) shall be enhanced and implemented through the Downtown Overlay Zone.

**FIGURE 1.6 Downtown Overlay Zone**



## **Policies**

### **1.6.1**

Pedestrian Circulation - Streetscape design standards and regulations shall be adopted by the City and implemented by the Downtown Investment Authority (DIA) and Downtown Design Review Board (DDRB) that establish distinct zones within the right of way for clear pedestrian travel and for above ground utilities, furnishings and the like. The standards shall prioritize clear travel ways for pedestrians to insure adequate pedestrian circulation capacity and to activate the Downtown streets. Furnishing or amenity zones shall be sufficient to accommodate streetlights, signal devices, street furniture and adequate planting space for trees.

### **1.6.2**

Highway Ramps – The Downtown Investment Authority (DIA) and the Planning and Development Department will work with Florida Department of Transportation (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.

### **1.6.3**

Parking in the Central Business District (CBD) should be provided only with garage facilities, and not with surface lots. Parking garages located in the CBD should be accessible to visitors, i.e., short-term parking, and include such amenities as retail on the ground floor.

### **1.6.4**

Expand alternative modes of transportation in downtown as development occurs within each of the downtown planning districts. Alternative modes of transportation should be expanded only as development and travel demand dictates.

Extending alternative modes of transportation into LaVilla, Brooklyn, and the Hogan Creek Neighborhood should be taken into consideration when significant redevelopment within the Central Business District (CBD) occurs.

## **GOAL 2**

**Provide the City's residents and businesses with reliable, safe and environmentally-sustainable mobility for people and goods for all modes (i.e. bike, walk, transit, micro-mobility, cars, and trucks) in the most cost effective manner.**

**Objective 2.1 The City shall optimize the multi-modal mobility of the existing roadway network by employing the most effective operation, maintenance, and electronic system upgrading procedures. Any capacity-deficient roadway segment shall be increased to the highest practical level of efficiency, without**

**compromising safety, before considering the addition of through-lanes for motor vehicles**

**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 (bicycle and sidewalk facilities, 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 when 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 traffic control 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.

### **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 maintain normal traffic flow, to the extent possible, during construction work within roadway rights-of-way for all travel modes (pedestrian, bicyclist, and motor-vehicle).

### **2.1.12**

The City shall minimize the impacts 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 users to plan for use of alternate routes. This includes creating a safe bicycle and/or pedestrian path, or directing bicyclists and/or pedestrians to alternate route, when an existing dedicated travel route is blocked.

### **2.1.13**

The City shall follow established standards and criteria for the placement of four-way stops and roundabouts.

**Objective 2.2 The City shall consider the need for new through-lanes for motor vehicles based on the need for safe and efficient movement of goods and persons. The additional through-lane capacity for motor vehicles will be accomplished without compromising safety of other modes, and where possible, within the limits of the existing roadway rights-of-ways.**

## **Policies**

### **2.2.1**

Intelligent Transportation Systems (ITS) measures should be considered and implemented to ensure a facility is operating at the greatest degree of efficiency possible prior to considering the construction of additional through lanes.

### **2.2.2**

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

**Objective 2.3 The City shall implement a context sensitive approach to increase the multi-modal transportation efficacy and safety of all designated major arterials through measures other than construction of additional through-traffic lanes. 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.**

## **Policies**

### **2.3.1**

No zoning relief to reduce the required front yard setback, as established by Land Development Regulations, for any establishment located on a minor or major arterial 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 request, and concerns expressed shall be considered prior to relief determination.

### **2.3.2**

Three or more driveway approaches from an arterial or collector shall not be permitted for a single site unless otherwise authorized by the Traffic Engineering Division and the Jacksonville Planning and Development Department (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 Traffic Engineering Division and the JPDD, or the appropriate authority.

### **2.3.3**

New development sites shall be required, whenever possible, to provide interconnectivity between adjacent development, to minimize external trips onto the local roadway network. This may include sharing of access points, creating or building new service roads, and providing exclusive pedestrian access. The City will encourage such measures when deemed appropriate by the Traffic Engineering Division and the Planning and Development Department. This policy is not to conflict with and will not exempt a developer from complying with landscape and tree protection regulations.

### **2.3.4**

The Land Development Regulations shall include standards and criteria for access to new single-family residential parcels with frontage along two or more roadways. The standards and criteria may include, but are not limited to consideration of such factors as: roadway functional classification, roadway surface conditions, and orientation of existing or proposed development along the roadway. Special consideration should be given where access restrictions present safety hazards, result in delay or congestion on the roadway network, result in environmental degradation or hinder traffic circulation.

### **2.3.5**

The City shall require that access to newly developed and redeveloped parcels, other than parcels zoned for or used for single-family dwellings, with frontage along two or more roadways be limited in order to protect performance of the City's transportation network. Access shall be limited to one per roadway with access from the higher functional class roadway or roadway with the higher average daily traffic being limited to right turn-in/right turn-out only. However, exemptions from this Policy may be granted by the Traffic Engineering Division and the JPDD where factors justify the exemptions. Factors to be taken into consideration for exemptions may include, but are not limited to: parcel size and road frontage; projected trip generation of a development; safety and congestion hazards; potential for delay on adjacent road facilities; environmental degradation; adequate traffic circulation; and/or elimination of existing access points.

### **2.3.6**

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 Traffic Engineering Division and the JPDD.

### **2.3.7**

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, and the sharing access drives and off-street parking areas.

### **2.3.8**

The Planning and Development Department in cooperation with the Department of Public Works shall implement context sensitive street standards in public and private development as well as all roadway projects as detailed in the Land Development Regulations, within one year of adoption of the context sensitive street standards.

### **2.3.9**

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 (CBD), 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 Traffic Engineering Division. Areas with on-street parking, both designated and undesignated parking outside of the CBD are subject to parking studies to determine their utilization and the ascertain when on-street parking is justified and supply recommendations.

**Objective 2.4 The City shall plan for future multi-modal transportation needs, including the need for right-of-way, in order to support future land uses shown on the Future Land Use Map series.**

## **Policies**

### **2.4.1**

The City, shall continue to coordinate regularly with the North Florida Transportation Planning Organization (NFTPO) as they update their long range transportation plan for the Metropolitan Planning Area.

### **2.4.2**

The City shall amend the adopted Comprehensive Plan to incorporate the data and analysis generated by a periodic regional transportation model and study and facilitate the implementation of the study recommendations.

### **2.4.3**

The City shall support the JTA's efforts to expand Premium Transit Service throughout the City.

#### **2.4.4**

The City shall coordinate transportation planning activities with JTA and the NFTPPO support land use objectives reflected in the Future Land Use and Growth Management Policies of the City of Jacksonville Comprehensive Plan.

#### **2.4.5**

Trip reduction data from active mobility fee applications shall be analyzed annually to determine the Mobility System's effectiveness at incentivizing infill and redevelopment within the urban areas of the City.

**Objective 2.5 The City shall support complete streets, including sidewalks and planting strips, as public spaces and support communities desire to expand the use of streets beyond their transportation functions.**

### **Policies**

#### **2.5.1**

Promote streets for transportation and public spaces by integrating both place making and transportation functions when designing and managing streets by encouraging design, development, and operation of streets to enhance opportunities for them to serve as places for community interaction, environmental function, open space, tree canopy, recreation, and other community purposes.

#### **2.5.2**

Encourage repurposing street segments that are not critical for transportation connectivity and other community purposes such as: pedestrian zones, pedestrian malls, public plazas, outdoor markets, decorative gardens and other public amenities.

#### **2.5.3**

Promote street and trail alignments and designs that respond to topography and natural features, when feasible, and protect streams, wildlife habitat, and native vegetation.

#### **2.5.4**

Support community efforts to brand and market arts districts and historic integrity of neighborhoods as well as partner with private, philanthropic, and other government institutions to target investments in arts and creative spaces, venues, and districts, particularly in communities where there are existing racial, ethnic, and economic disparities.

### **GOAL 3**

**Strive to develop a sustainable transportation network to increase the efficiency and safety of roadways. Plan, develop, operate, and maintain safe, efficient, and economical traffic circulation for the City of Jacksonville to ensure the movement**

**of persons and goods. Provide accessibility and mobility to accommodate all users and modes of transportation, especially during the time of emergency evacuations.**

**Objective 3.1 The City shall coordinate with local and state government agencies to ensure proper evacuation protocols are in place and strive to reduce evacuation times for developments within areas designated as Hurricane Evacuation Zones.**

## **Policies**

### **3.1.1**

The City shall ensure that facilities designated as a hurricane evacuation routes will be clearly identified as such with proper signage. Improvements to primary hurricane evacuation routes shall be maintained.

### **3.1.2**

The City shall establish guidelines for reviewing and designing new, resurfaced, or reconstructed roadways. These guidelines shall include dimensions for travel lane width, sidewalk width, and bicycle facility width and type. In order to create roadways that meet the needs of their surroundings, roadway designs are context sensitive based on adjacent land use, posted speed, number of travel lanes, and roadway users (pedestrians, bicyclists, persons with disabilities, motorists, transit riders, and freight operators).

**Objective 3.2 The City shall strive to preserve existing and protect projected future right-of-way for all modes, as identified in this Comprehensive Plan, and avoid encroachment by private property.**

## **Policies**

### **3.2.1**

The City shall perform preliminary engineering designs consistent with acceptable practices of the City of Jacksonville Department of Public Works, the most recent Florida Department of Transportation (FDOT) Design Standards Manual, the FDOT Project Development and Environmental Study (PD&E) guidelines for state roads and the City of Jacksonville Land Development Regulations.

### **3.2.2**

The City shall strive to preserve right-of-ways for future corridors utilizing the Comprehensive Plan to identify areas where the City shall take steps to protect the rights-of-way, where feasible, for these corridors and coordinate with and support the Florida Department of Transportation (FDOT) and the Jacksonville Transportation Authority (JTA) in their efforts to protect their respective existing rights-of-way.

### **3.2.3**

The City, through its development review process and the review of future transportation plans of the North Florida Transportation Planning Organization (NFTPO), the Florida

Department of Transportation (FDOT) and the Jacksonville Transportation (JTA) shall, encourage right-of-way sharing that supports multimodal transportation system and complete streets that prioritize safety, accessibility and mobility for all users.

#### **GOAL 4**

**The City shall establish and maintain an active transportation network through the creation of an interconnected system of rights-of-way which provides for the safe movement of pedestrians and bicyclists, and micro-mobility users throughout the City.**

**Objective 4.1 The City shall support the establishment and maintenance of facilities designed specifically for pedestrians and bicyclists along all roadways.**

#### **Policies**

##### **4.1.1**

The City shall establish and maintain a prioritized list of new bicycle facility projects. Bicycle facilities include protected bicycle lanes, but are not limited to the following: buffered bicycle lanes, bicycle lanes, and shared use/multi-use paths. The prioritized bicycle facility projects shall be based on each project's ability to improve safety in locations with high numbers of bicycle crashes; increase the connectivity of the bicycle facility network by filling gaps in the existing and planned network; provide bicycle facilities in economically distressed areas; and meet demand for bicycle facilities based on the presence of transit routes and bicyclist destinations such as parks, schools, multi-family housing and employment centers.

##### **4.1.2**

The City shall require all new or reconstructed streets to include bicycle facilities except for residential local subdivision streets. Residential local subdivision streets are local streets within platted subdivisions that provide access to residential lots and that do not provide connectivity to collector streets, major arterials or minor arterials or serve as major traffic generators. Bicycle facilities shall be required on subdivision entrance streets along the portion of the street with no home frontages. Subdivision entrance streets are those streets in a platted subdivision that provide a connection to a collector street, major arterial or minor arterial or otherwise are the entrance or exit point(s) to the subdivision.

##### **4.1.3**

The City shall add bicycle facilities on streets that are being resurfaced so long as sufficient pavement width exists. If the pavement width is not sufficient, the City shall determine the feasibility of a road diet and will consider widening to create space for bicycle facilities.

#### **4.1.4**

The City shall require new development or redevelopment projects that front along City or state road right-of-way to include sidewalks within the public right-of-way or shared use/multi-use path subject to approval by the Jacksonville Planning and Development Department (JPDD), unless otherwise exempted by criteria contained in the Code of Subdivision Regulations (Ordinance Code, Chapter 654).

#### **4.1.5**

The City shall require new or reconstructed streets to include sidewalks within the public right-of-way or a shared use/multi-use path subject to approval by the JPDD, unless otherwise exempted by criteria contained in the Code of Subdivision Regulations (Ordinance Code, Chapter 654).

#### **4.1.6**

All sidewalk designs shall be consistent with the City's Code of Subdivision Regulations (Ordinance Code, Chapter 654). A shared use/multi-use path may be approved by the JPDD based upon the presence of nearby paths, if the location is part of an established plan for shared use/multi-use paths, or if the location is an important link between existing bicycle and pedestrian facilities.

#### **4.1.7**

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

#### **4.1.8**

The City shall require developers of commercial property to provide for convenient and safe access by and securing of bicycles on site. Bicycle securing and/or storage facilities shall be located in a manner which eases the use of the bicycle transportation mode by current users and promotes the use of this mode by potential users. To further this locational criteria, a bicycle storage facility shall be placed in a safe and convenient location in relation to the primary access for a building or facility, where feasible.

#### **4.1.9**

Where intersection construction or improvements are performed, the City shall provide or require ADA standard curb ramps at all intersections where one or more of the rights-of-way of the intersecting streets contain sidewalks.

#### **4.1.10**

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

#### **4.1.11**

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

#### **4.1.12**

The City should consider developing a signed bicycle and pedestrian route network to enhance wayfinding to public places, by the way of signage, paint, and other means.

#### **4.1.13**

The City shall develop and maintain pedestrian and bicycle traffic counts to understand how people are traveling and improve non-motorized infrastructure.

#### **4.1.14**

The City's Public Works and Planning and Development Department and Jacksonville Transportation Authority shall coordinate to create conditions which support the first-and-last mile by foot and bike to public transportation.

**Objective 4.2 Encourage citizens to use active transportation that ensures safe and convenient pedestrian, and bicycle, and micro-mobility devices have access to all parks, recreational facilities, schools, transit service and other community serving institutions throughout the City.**

### **Policies**

#### **4.2.1**

The City, through its Bicycle/Pedestrian Coordinator and 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 Coordinator.

#### **4.2.2**

The City shall, through its Bicycle/Pedestrian Coordinator 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, active 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).

**Objective 4.3 The City will commit to context sensitive design principles and encourages safe, equitable, reliable, efficient, intergraded and connected system of streets that promotes access, mobility and health for all people.**

**Policies**

**4.3.1**

Implement the Complete Streets Policy throughout all phases of transportation projects and initiatives, including programming, planning, designing, construction, operation, and maintenance.

**4.3.2**

Prioritize projects that will improve the safety of pedestrian, bicycle, and transit networks when developing the City's long-range Capital Improvement Program, focusing on an equitable distribution of funding.

**4.3.3**

Develop curbside management policies to take full advantage of a dynamic urban environment.

**Objective 4.4 The City will seek to accomplish the following action steps to eliminate fatalities and severe injuries that are a result of crashes on city streets.**

**Policies**

**4.4.1**

Prioritize safety investments in line with the Complete Streets Policy.

**4.4.2**

Prioritize the Mobility System Plan projects that emphasize safety for all modes.

**GOAL 5**

**Prioritize transportation system safety in an effort to eliminate fatalities through the implementation of a complete multi-modal transportation network for all users.**

**Objective 5.1 The City shall establish a system for rating transportation projects which places equal value on the safety record 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 crashes to analyze crash density hotspots.



### 5.1.2

Each year, the City, in conjunction with the Jacksonville Sheriff's Office, shall identify the ten highest crash 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 publicly accessible crash data for Jacksonville to evaluate the safety of a location.

**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.

## GOAL 6

**The Jacksonville Transit Authority (JTA) shall provide a safe transit system for the public in the most cost-effective manner.**

**Objective 6.1 The Jacksonville Transportation Authority (JTA) shall regularly evaluate its bus routes through the Annual Route Performance Report.**

## Policies

### 6.1.1

The Jacksonville Transportation Authority (JTA) shall continue to conduct studies through various surveys and assessment methods. JTA shall include representatives of economically disadvantaged persons and disabled and handicapped persons in the study groups concerning accessibility of transit.

### 6.1.2

The Jacksonville Transportation Authority (JTA) 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, existing developments of regional impact, Transit Oriented Developments (TODs), and other large developments to ensure, where warranted, the provision of transit access and passenger facilities in the development.

**Objective 6.2 The Jacksonville Transportation Authority (JTA) shall establish multi-modal transit corridors for premium transit, identify and analyze the viability of future commuter rail, autonomous vehicles, dedicated High Frequency Lanes and identify potential and appropriate sites for Station Area Plans and Transit Oriented Development (TOD).**

## Policies

### 6.2.1

The Jacksonville Transportation Authority (JTA) shall continue to establish and strategically locate park-and-ride facilities, express bus services, and Bus Rapid Transit (BRT) to areas of high demand.

### 6.2.2

The City shall promote higher density and intensity development in existing and future mass transit corridors, with employment-generating land uses concentrated in the vicinity of Bus Rapid Transit (BRT) facilities consistent with the Future Land Use Element and Map series.

### 6.2.3

The Jacksonville Transportation Authority (JTA) shall continue to operate Fixed Guideway transit systems and coordinate this system with other existing modes of mass transit, new technologies, and delivery methods.

**Objective 6.3 The Jacksonville Transportation Authority (JTA), in conjunction with the North Florida Transportation Planning Organization (NFTPO), shall ensure the timely and efficient provision of mass transit services to the City's disadvantaged and transit dependent.**

## **Policies**

### **6.3.1**

People with physical or mental disabilities, who cannot use the standard mass transit services shall be provided with Paratransit services (e.g. Connexion and Connexion Plus).

### **6.3.2**

The Jacksonville Transportation Authority (JTA) shall implement the plan developed by the City, the North Florida Transportation Planning Organization (NFTPO), and the Mayor's Disability Council which identifies the technical and financial methods of best providing for the transit needs of the disabled.

### **6.3.3**

The Jacksonville Transportation Authority (JTA) shall complete an internal study of alternative methods of financial support for mass transit and sustainable transportation systems.

**Objective 6.4 The Jacksonville Transportation Authority (JTA), shall continue to provide and improve public transportation that is a viable commuting alternative for all citizens of Jacksonville.**

## **Policies**

### **6.4.1**

Property owners and developers shall consider the needs of the transit rider, including the disabled and handicapped, in the provision of transportation facilities at, to and around their development by providing unobstructed access to contiguous bus stops.

### **6.4.2**

All new or refurbished buildings which offer service to the general public shall meet Americans with Disability Act (ADA) standards.

### **6.4.3**

The Jacksonville Transportation Authority (JTA) shall coordinate with the Duval County School Board (DCSB) to provide transit alternatives to the use of school buses and work to promote school buses utilizing electric or other alternative fuel sources.

### **6.4.4**

The Jacksonville Transportation Authority (JTA) shall implement context sensitive street design standards to create bicycle, pedestrian and transit facilities that are uniformly attractive, safe, and comfortable, and accessible to all people.

**Objective 6.5 The Jacksonville Transportation Authority (JTA) and the City shall continue to ensure that sustainable transportation is available throughout the City.**

## **Policies**

### **6.5.1**

The Jacksonville Transportation Authority (JTA) shall continue to adjust its hours of service to encourage the use of public transportation for home-work/ work-home trips.

### **6.5.2**

The Jacksonville Transportation Authority (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.

### **6.5.3**

The Jacksonville Transportation Authority (JTA) shall provide sustainable transportation systems as an integrated transit mode inside and outside of the Central Business District (CBD) and continue to formulate long-range corridor plans for this sustainable transit system.

### **6.5.4**

The City and the Jacksonville Transportation Authority (JTA) shall coordinate and promote, in areas of mass transit corridors, the concept of Transit Oriented Development (TOD) through the lease or sale of real-estate assets to create public-private partnerships to ensure sustainable transportation networks within the City of Jacksonville.

## **GOAL 7**

**Jacksonville Port Authority (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.**

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

## **Policies**

### **7.1.1**

The City shall continue to participate in the review of development plans of the Jacksonville Port Authority (JAXPORT) and supporting those plans which are consistent with the Comprehensive Plan.

### 7.1.2

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

### 7.1.3

The City shall work with the Florida Department of Transportation (FDOT) in developing the Florida Seaport and Waterways System Plan, and support with written comment, those parts which are in compliance with the Comprehensive Plan.

**Objective 7.2 The City shall protect the Jacksonville Port Authority (JAXPORT) from the new encroachment of incompatible land uses through the designation of a seaport and seaport-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 strive to avoid new land uses within the designated seaport 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 seaport and water-related activities and industries and deter their movement away from existing seaport area(s).

##### 7.2.2

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

**Objective 7.3 Both public and private-sector elements of the Jacksonville Port Authority (JAXPORT) 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 and dredge permits issued by federal and State agencies.

### **7.3.3**

Port facilities shall use best management practices during construction, operation and maintenance to ensure that water quality violations will not occur.

### **7.3.4**

Seaport 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 (JAXPORT) will collaborate with the Coast Guard and the Florida Department of Transportation (FDOT) 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 seaport development or major re-development of existing seaport facilities, the City or the JPA Jacksonville Port Authority (JAXPORT), will supply pertinent information to the affected state and federal agencies.

**Objective 7.5 The City shall minimize barriers to development which supports the Jacksonville Port Authority (JAXPORT) system.**

### **Policy**

#### **7.5.1**

The City shall evaluate and address the impact of its Mobility System Plan and prioritizes public expenditures on transportation infrastructure to support JAXPORT.

## **GOAL 8**

**Airport facilities shall be developed in an environmentally and economically sound manner that accommodates and encourages all types of aviation and aviation-related activity including business, commercial, instructional, military, personal and recreational.**

**Objective 8.1 The City shall coordinate its comprehensive planning process with the Jacksonville Aviation Authority (JAA) to ensure that the airport master plans and any amendments for Jacksonville International, Craig, Cecil, and Herlong Airports are consistent with the Comprehensive Plan, in order to provide the maximum economic, environmental and community benefits to the Jacksonville metropolitan area.**

## **Policies**

### **8.1.1**

The City shall continue to support and promote development plans for Jacksonville International Airport (JIA) as the primary commercial passenger and cargo airport in Northeast Florida.

### **8.1.2**

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

### **8.1.3**

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

### **8.1.4**

The City shall continue to participate in the comprehensive planning process for Continuing Florida Aviation System Planning Process (CFASPP), the North Florida Transportation Planning Organization (NFTPO), and the Florida Department of Transportation (FDOT), and review aviation facility plans for compliance and consistency with the Future Land Use, Conservation and Coastal Management, and Transportation elements of the Comprehensive Plan.

### **8.1.5**

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.

### **8.1.6**

The City shall amend the Comprehensive Plan as necessary to incorporate additional data and analysis generated as a result of the completion of Jacksonville Airport Authority (JAA) 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.

**Objective 8.2 The City shall support the Jacksonville Airport Authority (JAA) 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 (JIA) 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 (JAA) and local military authorities shall continue to enforce Part 10 of the City of Jacksonville Zoning Code 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 The City shall evaluate property developments 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**

All proposed Comprehensive Plan Amendments, Planned Unit Developments, and Rrezonings 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.

### **8.3.3**

The City will utilize information provided by the Federal Aviation Authority (FAA) and the Jacksonville Aviation Authority (JAA) when developing plans to control encroachment of incompatible development in the vicinity of Jacksonville International Airport, Herlong



Recreation Airport, Jacksonville Executive at Craig Airport and Cecil Airport to ensure compatibility of lands adjacent to these public use airports.

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

**Policies**

**8.4.1**

The Office of Economic Development (OED) shall plan for a rail/utility/recreation corridor to serve multi purpose development within Cecil Field.

**8.4.2**

The Jacksonville Airport Authority (JAA) as the owner of Cecil Field shall continue to plan development at Cecil Field consistent with the Cecil Airport Strategic Airport Master Plan and the Federal Aviation Administration/Florida Department of Transportation (FAA/FDOT) approved Cecil Field Airport Master Plan and Airport Layout Plan.

**Objective 8.5 Utilize the existing transportation network (i.e. air, rail and surface) to capitalize on the proximity to the Jacksonville Port Authority (JAXPORT).**

**Policies**

**8.5.1**

The Office of Economic Development (OED) and the Jacksonville Airport Authority (JAA) shall continue to pursue development and reuse of Cecil Airport 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.

**8.5.2**

The City shall continue coordinate with the Jacksonville Aviation Authority (JAA) to ensure that access to the Jacksonville International, Cecil, Craig and Herlong Recreational Airports are integrated with surface transportation.

**GOAL 9**

**The City shall support a comprehensive rail system that meets current and future needs and furthers economic growth in the City.**

**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 participate in the rail system plan development process to ensure consistency with the 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.

**Objective 9.2 The City shall encourage the rehabilitation of existing tracks and the siting of new rail terminal facilities to enable integration with the City's ground transportation network.**

## **Policy**

### **9.2.1**

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

## **GOAL 10**

**Interagency coordination and implementation of an intermodal transportation systems which integrates highway, mass transit, seaport, airport, rail, and other transportation modes and facilities shall be supported.**

**Objective 10.1 The city shall consider intermodal connectivity when creating roadway designs for the City's multimodal transportation network.**

## **Policy**

### **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 compliment the movement of goods and services on state roads, freeways and interstate routes.

**Objective 10.2** The City, shall coordinate with the North Florida Transportation Planning Organization (NFTPO), the Jacksonville Transportation Authority (JTA) and the Florida Department of Transportation (FDOT) and the Duval County School Board (DCBS) 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 NFTPO where all the above agencies are represented.

**Policies**

**10.2.1**

The transportation development process shall provide an increase in public relations and utilization of alternatives, such as designated paths, sidewalks and trails for bicycles and walking.

**10.2.2**

The City shall encourage and support the Duval County School Board (DCBS) in increasing the number of students walking and biking to school which will result in a decrease in vehicular traffic.

**10.2.3**

The City shall support the use of active transportation for area colleges and universities and prioritize infrastructure that supports transit utilization.

**Objective 10.3** The City shall promote plans and activities which support the establishment of multimodal transportation corridors and make the most efficient use of existing and proposed transportation corridors.

**Policies**

**10.3.1**

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.

**10.3.2**

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.

### **10.3.3**

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 NFTPO Transportation Improvement Program.

**Objective 10.4** 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 seaport facilities and services with the City. The City will continue to coordinate its comprehensive transportation planning process through the North Florida Transportation Planning Organization (NFTPO) with the Florida Department of Transportation (FDOT) Five-Year Work Program and the Jacksonville Transportation Authority (JTA).

## **Policies**

### **10.4.1**

The City shall utilize the North Florida Transportation Planning Organization (NFTPO) generated Regional Travel Demand Model and the City's Mobility System Plan as principal tools in the development of long-range transportation plans and the formulation of strategies for the implementation of an integrated transportation system.

### **10.4.2**

The NFTPO shall serve as the primary forum for addressing concerns related to and the planning for intra-county transportation facilities between the City and other communities within the region.

### **10.4.3**

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

### **10.4.4**

The City shall review large scale development 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.

### **10.4.5**

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

**10.4.6**

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

**10.4.7**

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

**10.4.8**

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

**10.4.9**

The City shall assist the North Florida Transportation Planning Organization (NFTPO) in the regular update of the socio-economic data required in the development of the long-range transportation model for Duval County, which requires updating every five years in accordance with Federal Statute.

**10.4.10**

The City shall consider multimodal and active transportation as an alternative to the expansion of roads or the provision of new roadway construction.

**10.4.11**

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, seaport, air, and rail.

**10.4.12**

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

**Objective 10.5** The City shall acknowledge and promote its role as a hub for transportation activities. The City shall serve as the point of coordination for plans which support the economic growth and diversity of the community. These plans will include the by development of transfer facilities to facilitate the movement of goods between various transportation modes.

## **Policies**

### **10.5.1**

The City, as a member of the Technical Coordinating Committee of the North Florida Transportation Planning Organization (NFTPO), 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.

### **10.5.2**

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.

### **10.5.3**

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.

### **10.5.4**

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

**Objective 10.6 The City shall be supportive of the expansion of existing transportation systems to accommodate emerging technologies in the intermodal movement of goods and passengers in an efficient, cost-effective, and competitive manner to meet the standards set forth in this Comprehensive Plan.**

## **Policies**

### **10.6.1**

The City shall review agency plans and support cost-feasible system capacity improvements through its Capital Improvement Element, the North Florida Transportation Planning Organization (NFTPO) Transportation Improvement Program, and area transportation studies.

### **10.6.2**

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

### **10.6.3**

The City shall coordinate with the Jacksonville Port Authority (JPA) and the Jacksonville Airport Authority (JAA) to ensure compatible land uses in the areas surrounding area these facilities.

## **GOAL 11**

**A multimodal transportation system shall continue to 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.**

**Objective 11.1 A multimodal transportation system shall continue to be developed to 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.**

### **Policies**

#### **11.1.1**

The City shall ensure that its multimodal 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 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 public and private 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 work with the Jacksonville Port Authority to coordinate with other Florida ports in order to increase their utilization.

**Objective 11.2 The City shall generate community support for the development and expansion of both new and existing facilities to improve seaport, transit, rail, and airport services. The City can execute this objective 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 North Florida Transportation Planning Organization (NFTPO) Board. In accordance with the 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 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.

### **11.2.3**

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

### **11.2.4**

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

### **11.2.5**

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.

### **11.2.6**

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).

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

## **Policies**

### **11.3.1**

The City shall establish additional procedures 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 by applying the context sensitive streets standards.

### **11.3.2**

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.

### **11.3.3**

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.

### **11.3.4**

A local road that primarily serves residential uses and connects two roadways that are functionally classified as Minor Arterial or higher shall not be physically widened to increase vehicular capacity or to add or modify parking unless requested by a majority of landowners located along the road. However, such request will not obligate the City to do so.

Such roads include but are not limited to:  
River Oaks Road

### **11.3.5**

New development along Cedar Bay Road, a residential dead-end street, shall not generate industrial traffic.

**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 seaport, airport, rail, and related facilities.**

## **Policies**

### **11.4.1**

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

### **11.4.2**

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.

**11.4.3**

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.

**11.4.4**

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

**11.4.5**

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

**11.4.6**

The City shall review plans for the expansion of existing airport, seaport 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.