

NORTH JACKSONVILLE TRANSPORTATION PLAN

Transportation Needs Assessment

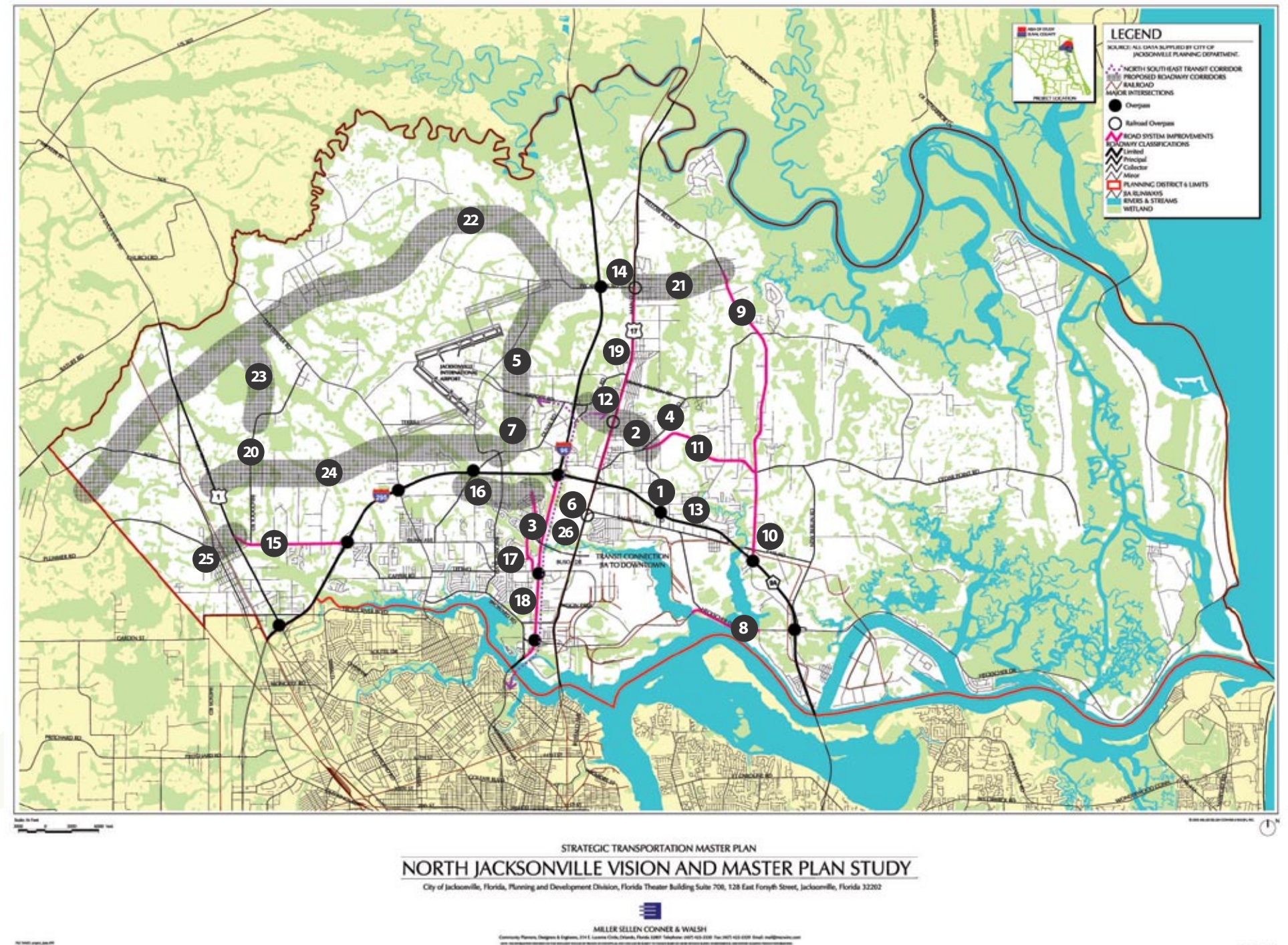
Existing Conditions - 2002

The existing road network serving North Jacksonville is composed primarily of rural two-lane collector roads designed to serve a low-density rural area. The exception being the four-lane section of New Berlin Road, from US-17 to Pulaski Road and the eight multi-lane roads comprising the state highway system serving the area. Many of the two-lane roads are located in narrow right-of-ways having an average width of 60 feet in most cases. As more urban or compact development is permitted in North Jacksonville, the existing road network will have to be upgraded to urban road standards. This fact should be considered when reserving or when acquiring right-of-ways for future road improvements.

After many years of minimal growth, the development potential of North Jacksonville has been discovered. This is evident by the fact that eight major road links serving North Jacksonville have utilized or commitments have been issued for 95-100 percent of their capacities. From a concurrency standpoint, future development of the area could be negatively impacted. Table 1 shows the operating conditions on the existing road network. Map 1 provides a graphic description of road links in North Jacksonville where 75 percent or more of their capacities have been utilized or committed.

Transit Service

The Jacksonville Transportation Authority (JTA) provides transit service in the City of Jacksonville. The rural development patterns that have occurred in North Jacksonville in past years have made the provision of transit service to the area a very expensive undertaking. In order for transit to become somewhat financially feasible, dense compact urban development is required. The lack of dense urban development has prevented JTA from extending transit service into the interior of North Jacksonville. For the most part, JTA has limited transit services in North Jacksonville to the densely populated Dunn Avenue area inside of the beltway formed by I-295/SR 9A. If implemented, Land Use Scenario 2 (accelerated growth) will encourage and foster compact urban development, which will serve as a catalyst for creating the need for additional transit service to North Jacksonville.



NORTH JACKSONVILLE TRANSPORTATION PLAN

The majority of the road projects identified on the Strategic Transportation Master Plan are included in various regional transportation plans for the Jacksonville Metropolitan area. Table 1 represents road projects that are planned and funded improvements to the transportation system in North Jacksonville. These projects have been incorporated into the North Jacksonville Vision Plan and have been included in the transportation analysis.

**Table 1
Funded North Jacksonville Transportation Projects**

	Road Name	Project Limits	Improvement	Status	Cost
1	Pulaski Road	New Berlin Rd to Eastport Rd.	Widen to three (3) lanes	BJP/TIP: Const. FY 03/04	\$4,965,000
2	East-West Industrial Corr.	US-17 to New Berlin Rd.	Construct New Road	BJP/LRTP: Const. FY 09/10	4,428,834
3	Harts Road	Bertha St. to Dunn Ave.	Widen to three (3) lanes	BJP/TIP/LRTP: Const. FY 05/06	3,033,000
4	Starratt Road	New Berlin to Duval Station	Widen to three (3) lanes	BJP/TIP/LRTP: Constr FY 06/07	9,000,000
5	JIA North Access Road	Pecan Park Rd to Airport Rd	Construct New Road	TIP/LRTP: PD&E Study FY 04/05	2,650,000
6	US-17. @ Eastport Road	N/A	Construct New Interchange	BJP/TIP/LRTP: Const. FY 07/08	10,000,000
7	JIA South Access Road	Airport Road to Duval Road	Construct New Four-Lane Rd.	TIP/LRTP: Under construction	21,508,000
8	Heckscher Drive	Drummond Pt. to August Dr.	Widen to four (4) lanes	BJP/TIP/LRTP: Const. FY 05/06	10,200,000

NORTH JACKSONVILLE TRANSPORTATION PLAN

Shared Vision Transportation Plan

Miller Sellen Conner & Walsh developed a buildout land use scenario for North Jacksonville, which was used to perform the qualitative transportation analysis. The purpose of this analysis was to qualitatively determine transportation issues and/or transportation solutions associated with the buildout. This analysis identified two major issues affecting the transportation network. The first issue was the need to improve regional access to North Jacksonville in order to facilitate future development and to better utilize existing interchanges on the regional road network. The second issue was the lack of adequate east-west access routes to accommodate future development west of I-95 including the large tracts of vacant developable land north of the Jacksonville International Airport. A listing of transportation improvements was developed to address the needs of the Vision Plan. The following table provides a verbal description of each project and shown on the Strategic Transportation Master Plan. The projects identified in this table comprise the Shared Vision Transportation Plan and was presented to the North Jacksonville Vision Plan Steering Committee and Stakeholders for review and comment.

In order to ensure the successful implementation / construction of the new road corridors identified in the Shared Vision Transportation Plan, the centerlines of all new roads should be established in their entirety prior to approving development to take place. Bicycle lanes and sidewalks will be provided along all newly constructed and reconstructed road projects, where sufficient right-of-way exists, or can be obtained.

Conclusion and Recommendations

This assessment of future transportation needs of North Jacksonville included the analysis of two land use scenarios to determine transportation deficiencies. Land Use Scenario 1, utilizing the conservative 2025 projections maintained the status quo by encouraging a continuation of existing development patterns. Land Use Scenario 2, utilizing the Vision 2025 projections is more aggressive and encourages more urban/compact development in select areas and less urban development in others. Land Use Scenario 2 better defines and develops a positive identity for North Jacksonville. The implementation of Land Use Scenario 2 will foster a planned development pattern that will be invaluable in the implementation of a transportation system in North Jacksonville that will more effectively provide improved regional access and transit service to North Jacksonville.

The projects included in this Plan should be assessed by the MPO when completing future JUATS Long Range Transportation Plans. Proposed new road corridors should be considered as part of the City's development review process. To facilitate phased road construction in new corridors, the center lines/alignments should be established in their entirety prior to allowing the commencement of development activity along the corridor. The ultimate right of way, required to construct the new road corridors should also be acquired prior to the commencement of road construction and development activity.

Implementation of the North Jacksonville Strategic Transportation Master Plan projects shown in Table 7 and on Map 7, will occur over the next 25-30 years and will be a joint public/private undertaking. Due in part to the proposed clustering of future development to achieve suitable urban development patterns in North Jacksonville, some of the proposed road improvements will directly benefit private development and in some instances form the developments' major internal road networks. When this occurs, private development will be expected to fund these improvements and details regarding funding and implementation will be determined during the development review process.

The JTA is currently finalizing two alternatives for developing a bus rapid transit/light rail corridor that will pass through North Jacksonville and eventually connect to the Jacksonville International Airport. Each alternative being considered by JTA will have a major station in North Jacksonville. Refined Alternative 2 will utilize part of the I-95 Corridor and the Lem Turner Road Corridor with a major station at Dunn Avenue near its intersection with Lem Turner Road. Both Alternatives will connect North Jacksonville with The Avenues Mall in South Jacksonville. Regardless of which Alternative is selected, a connection should at minimum, be extended to the Jacksonville International Airport and to the proposed Town Center site.

As the mixed-use pedestrian oriented projects from the vision plan are implemented, a request to the JTA should be made to extend transit service to those areas. All new development in North Jacksonville should occur in a manner that is consistent with the vision plan and related Best Practices contained within this Master Plan. All streets and cul-de-sacs approved in future subdivisions in North Jacksonville should have sufficient width and turning radii to accommodate fire and rescue, school buses, and mass transit vehicles. Consideration should be given to the location of mass transit and school bus stop shelters in and around major village centers during the development review process.

NORTH JACKSONVILLE TRANSPORTATION PLAN

The transportation modeling and analysis identified a number of other projects that are needed to address the long term growth that is anticipated in North Jacksonville and the surrounding region. The following projects have been identified in various long-range plans for North Jacksonville and are intended to address transportation needs for the long-term growth anticipated in North Jacksonville. These projects are incorporated into the Strategic Transportation Master Plan and are included in the transportation analysis.

**Table 2
Long Range Transportation Plan Projects**

	Project	Project Limits	# Of Lanes	Estimated Costs	Comments
9	Yellow Bluff Road	Park Av. Extension – Alta Drive	4	16,511,723	Provides improved north-south access for area east of I-95 and provides connections to I-95 and SR9A.
10	Alta Drive	Yellow Bluff Road – SR. 9A	4	2,953,545	Provides improved north-south access for area east of I-95 and provides connections to I-95 and SR9A.
11	New Berlin Road	Pulaski Road –Yellow Bluff Road	4	13,384,000	Provides improved regional east-west access for areas east and west of Yellow Bluff Road.
12	East-West Road	Duval Road – US-17	4	2,544,927	Provides access to the proposed Town Center and provides a more direct access to I-95 for areas east of Main Street.
13	SR 9A	Heckscher Drive- I-95 North	6	49,861,000	Increases capacity on SR 9A
14	Pecan Park Road	I-95 – US-17	4	4,484,000	Improves access from Park Ave Extension to I-95.
15	Dunn Avenue	I-295 – US-1	4	14,523,000	Improves east-west access between I-295 and US-1.
16	Harts Road Extension	Harts Road – Duval Road	2	4,971,000	Provides a much needed east-west access for the many existing subdivisions in the Turtle Creek area.
17	Regency Drive Extension	Harts Road – Regency Street	2	902,976	Improves access to the Turtle Creek area.
18	I-95	Trout River – I-295	6	91,625,000	Completes the six laning of I-95 in North Jacksonville
19	US-17	New Berlin Rd. – Pecan Park Road	4	20,800,000	Improves north-south access between I-295 and Pecan Park Road.
20	Braddock Road	Braddock Road Extension – Dunn Avenue	4	6,694,702	Provides improved access for the vacant tracts south of the Pecan Park Extension
	TOTAL			\$ 229,255,873	

Sources: FCMPO JUATS 2025 Long Range Transportation Plan, December 2001
 FCMPO FY 2003/2004 through 2007/2008 Transportation Improvement Program, May 2003
 FDOT 2002 Transportation Costs Report
 Harts Road Alternative Corridor Study, April 2003
 Better Jacksonville Plan

NORTH JACKSONVILLE TRANSPORTATION PLAN

The transportation projects shown on table 3 are additional projects that were identified in the North Jacksonville Visioning process. These projects are related to implementation of certain elements of the Vision Plan and will require public/private partnerships between the City of Jacksonville, property owners and developers.

Table 3
North Jacksonville Transportation Master Plan Projects

	Project	Project Limits	# Of Lanes	Estimated Costs	Comments
21	Park Avenue Extension	US- 17 – Yellow Bluff Road	4	\$6,048,333	Improves the area’s northern access to I-95 via the underutilized I- 95/Pecan Park Interchange.
22	Pecan Park Road Extension	I-95 (West) – Acree Road	4	43,726,473	Provides improved regional east-west to areas north of JIA to the proposed Regional Activity Center. Links North Jacksonville with NW and SW Jacksonville.
23	Braddock Road. Extension	Pecan Park Road Extension – Exist. Braddock Road	4	4,957,658	Improves north-south access to the Regional Activity Center and surrounding area.
24	Terrell Road Extension	JIA South Access Road – US-1	4	16,591,602	Allows for future runway extension at JIA and improves access to Regional Activity Center
25	Dunn Avenue Extension	US-1 – Old Kings Road	2	1,382,682	Provides direct east-west access between US-1 and Old Kings Road
26	North-Southern Transit Corridor	Extend BRT/LRT to JIA and Town Center	N/A		Provides Transit Service to Airport and Town Center
	TOTAL			\$72,706,748	