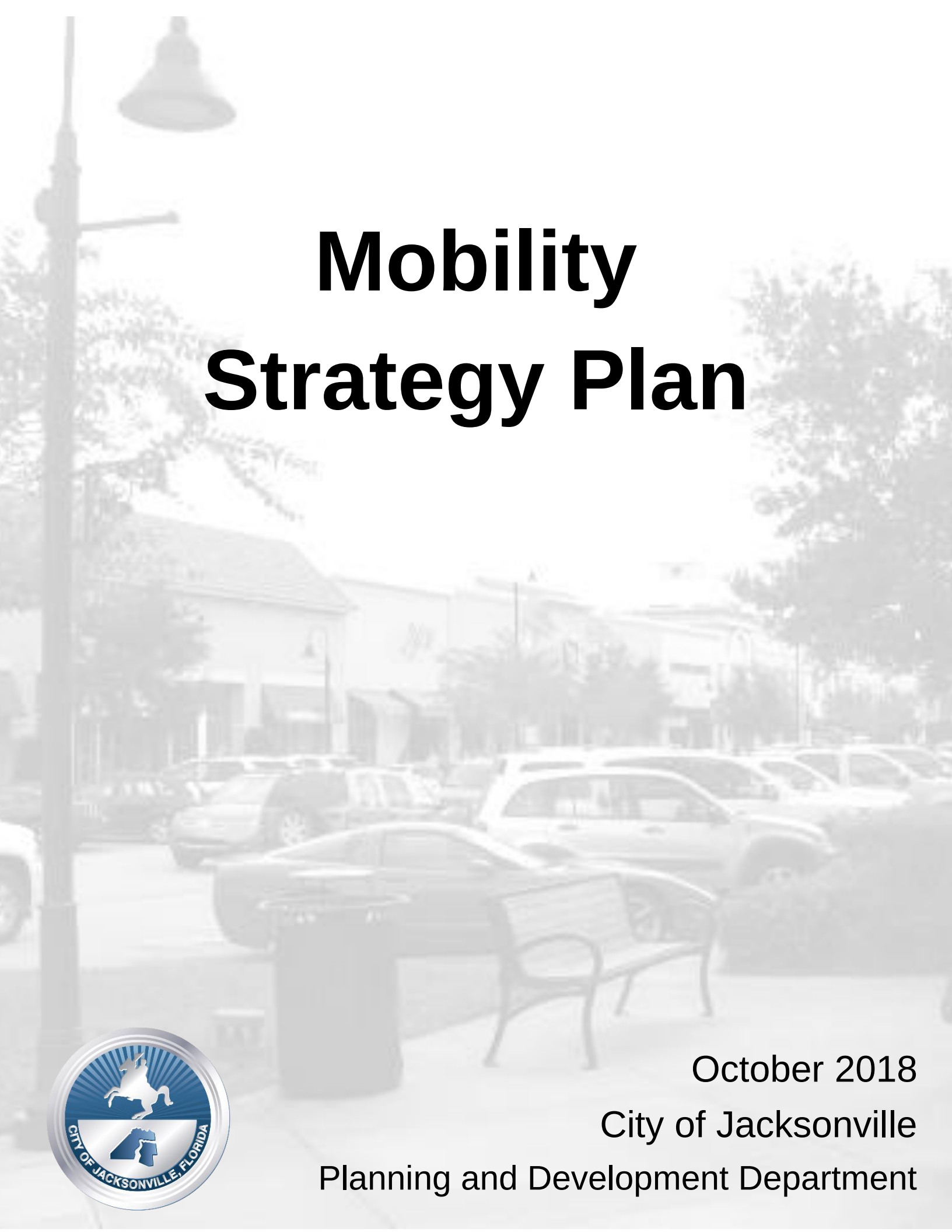

Mobility Strategy Plan

October 2018

City of Jacksonville

Planning and Development Department

SECTION I

What is the Mobility Strategy Plan?

The City's Mobility System was first enacted by the 2030 Mobility Plan (2011), which provides the land use and transportation strategies used to support and fund mobility with the City. These strategies are the foundation for the development of an effective application of a transportation improvement and mitigation funding tool. Evaluation of, and updates to, the 2030 Mobility Plan are necessary and required, and as such, this document - the Mobility Strategy Plan – is the replacement for the outdated 2030 Mobility Plan. The 2030 Mobility Plan, is contained herein in its entirety so as to provide the history, background, land use and transportation strategies, and original rationale behind the City's Mobility System.

Evaluations and updates to the Mobility System are documented within the Mobility Strategy Plan to catalog Comprehensive Plan revisions as well as changes made to the mobility fee calculation, collection, or application. Sections will be added to the Mobility Strategy Plan as needed to support each update or evaluation of the Mobility System.

Below is an outline of the contents of the Mobility Strategy Plan.

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SECTION II

2030 Mobility Plan

Under Separate Cover

SECTION III

Contents

2018 Mobility System Update

In 2017, the Planning and Development Department engaged Resource Systems Group (RSG), in cooperation with Peggy Malone and Associates and the Hester Group, LLC to provide professional services to perform an update to the 2030 Mobility Plan. This update is not a full rework of the previous transportation study but is rather an update to the following aspects of the 2030 Mobility Plan:

- Goals and Objectives
- Performance Measures
- Project Prioritization Process
- Changes to the Comprehensive Plan Policies and Implementing Ordinances
- Updated Mobility Fee

The 2018 Mobility System Update (2018 Update) has engaged a Mobility Plan Working Group (MWG), appointed by the Mayor's Office and the City Council, to review progress and provide feedback on the direction of the City's Mobility System.

Members of the Mobility Plan Working Group:

- T.R. Hainline – Chair
- Staci Rewis – Lay Citizen Member
- Rick Morales – Lay Citizen Member
- Robert Rhodes – Lay Citizen Member
- Rajesh Chindalur – Lay Citizen Member
- Andrew Dickson – Lay Citizen Member
- Lori Boyer – City Council Representative Member

The policies and practices of the City's Mobility System will no longer be contained within a separate document (i.e. the 2030 Mobility Plan). The Comprehensive Plan, Ordinance Code, and Concurrency and Mobility Management (CMMS) Handbook will provide the policy framework and implementation mechanism for the system. As such, references to the "2030 Mobility Plan" have been, or will be, changed to the "Mobility System," unless a reference is being made to the actual document, the *2030 Mobility Plan* (2011).

Mobility Zone boundaries and Development Area boundaries are unchanged in the 2018 Update.

Goals and Objectives

The goal areas of safety, mobility, economic competitiveness, livability, and environmental stewardship are the focus of the 2018 Update. Performance measures and project prioritization respond to these goal areas. Goals, and some objectives, within the Transportation Element of

the City's *2030 Comprehensive Plan* have been revised accordingly; these revisions are found later in this Section.

New Performance Measures

Evaluation criteria were used in the 2030 Mobility Plan in order to measure how well potential projects met the objectives of the plan and to determine their ranking for funding and implementation. The project evaluation criteria were based on the goals, objectives, and key performance indicators developed for the North Florida Transportation Planning Organization's (NFTPO) 2035 Long Range Transportation Plan (LRTP). These criteria were as follows:

- Promote Intermodal Access;
- Promote Access to Major Employment Centers;
- Promote Transportation Corridor Connectivity;
- Mobility Options/ Transit Accessibility;
- Magnitude of Deficiency Mitigated;
- Potential to Mitigate Multiple Deficiencies;
- Congestion Management Strategies (ITS, signal coordination, intersection modification, queue jumping, bus only lanes);
- Existing Capacity Deficiency;
- Multi-modal or Intermodal Connectivity;
- Promote Sustainable Development; and
- Title VI Area Impacts

Goals and objectives of the Mobility System have been changed in the 2018 Update, and as a result, new performance measures have been established. Below is a table showing the new performance measures, with each corresponding goal and objective.

Table 1: Goals, Objectives, Performance Measures, and Data Source of the Mobility System per the 2018 Update

Goal	Objective	Performance Measure(s)	Data Source
Multimodal Safety	Vehicle related safety	Number of fatalities and serious injuries, crash ratio	Crash record database
	Pedestrian and bicyclist safety	Number of pedestrian and cyclist fatalities, serious injuries	Crash record database
Multimodal Mobility	Vehicle mobility	V/C ratio	Calculated annually
	Freight mobility	Travel time reliability	National performance management research data set
	Pedestrian and bicyclist mobility	Pedestrian and bicyclist network connectivity	GIS mapping, sidewalk/bike lane/trail inventory

Promote compact and interconnected land use	Mobility friendly communities	Land use policy adoption, number of communities	City land use records
	Increasing person throughput without an increase in VMT	Increasing HOV and alternative modes of transportation	Number of HOV, transit, pedestrian, and/or bicyclist projects implemented
Equitable Quality of Life	Context Sensitive Street design policy	Policy development; number of projects with CSS design elements	City records, design review
	Health benefits	Increase ADA compliant sidewalks and implementation of sidewalks and bicycle paths	Improvements to the non-motorized network
Economic Competitiveness	Access to freight generators	V/C ratio on access roads	Calculated
	Improve neighborhood economies through street design	Apply context sensitive street design	Comparative land use analysis (increase in number of small businesses)

Project Prioritization Process

Priorities of the Mobility System have been revised in the 2018 Update because multimodal safety is now a top priority and Level of Service (LOS) has been de-emphasized. Mobility System Projects (MSPs) are of two types – Motorized and Non-motorized modes. MSPs have been prioritized using the methods described below. Tables listing the projects and maps of the projects within each Mobility Zone are located in Appendix 1 of this Section.

Motorized Mode

Roadway/Corridor Projects

Roadway projects have been scored or prioritized based on volume/capacity (V/C) ratio and crash rate. With regards to the V/C ratio, volume is measured by the average annual daily traffic (AADT), and capacity is the maximum daily volume at LOS E, by FDOT Q/LOS 2013 standards. The crash rate is the rate for the road segment expressed as crashes per 100 million vehicle miles traveled (VMT). The score for each link was determined as follows:

Score = (V/C * multiplier) + (normalized vehicle crash rate * 100) + (normalized bicycle crash rate * 10) + (normalized pedestrian crash rate * 100)

Where the V/C multiplier = 1, unless the 2030 V/C > 1, in which case the multiplier = 2

Transit Projects

The Jacksonville Transportation Authority (JTA) has provided their own prioritized list of transit projects.

Downtown Investment Authority Projects

The Downtown Investment Authority (DIA) has provided their own prioritized list of projects based on projects within the Downtown Community Redevelopment Area (CRA).

Non-motorized Mode

Bicycle and Pedestrian Projects

The bicycle/pedestrian projects in the 2018 Update have been prioritized using the ActiveTrans Priority Tool, a tool designed specifically for prioritizing non-motorized transportation infrastructure projects. The tool enables users to select from eight preloaded factors on which individual projects are scored. The user assigns each factor a weight (0-10) that indicates its importance. In order of the highest weight, the factors selected for the Mobility System were: safety, connectivity, equity, and demand. A composite score is developed for each project using a multitude of different types of data such as crash history, proximity to public transit, connection to an existing bicycle/pedestrian facility, and demographics of the surrounding area. This score determines the priority of each project—a high score means high priority, and a low score means low priority.

Changes to the Comprehensive Plan and Implementing Ordinances

Comprehensive Plan

Three (3) elements of the 2030 Comprehensive Plan have been amended because of the 2018 Update - the Future Land Use Element (FLUE), Transportation Element (TE), and Capital Improvement Element (CIE). Amendments to the FLUE primarily relate to name changes (i.e. renaming the "2030 Mobility Plan" to "Mobility System"). The TE and CIE contain more consequential revisions noted below.

The 2030 Mobility Prioritized Project Lists in the CIE's Schedule of Projects are being replaced with the Motorized and Non-motorized Mobility System Project Lists. Motorized projects refers to those mobility projects for the Corridor, Transit, and the DIA modes whereas Non-motorized means the mobility projects for the stand-alone bicycle and stand-alone pedestrian modes.

Other substantial changes include:

- Removing mobility scores while ensuring that the volume-to-capacity (V/C) analysis of projects does not create excess capacity or fee expenditures to improve conditions beyond what is necessary to mitigate growth.
- Including a performance measure for safety (crashes with fatalities or incapacitating injuries).
- Removing criteria for the provision of trip reductions and fee credits from the Comprehensive Plan and placing them instead in the Concurrency and Mobility Management (CMMS) Handbook and the Ordinance Code, respectively.

- Removing the standard 11 percent allocation of the fee for bicycle/pedestrian projects and instead having the project lists for each Mobility Zone dictate the percentage of the fee allocated for Motorized or Non-motorized projects (as listed in the Ordinance Code).
- Requiring the analysis of trip reduction and credit data to determine the effectiveness of the Mobility System at incentivizing the City's desired land use pattern.
- Requiring the development of a master long-range multi-modal transportation plan.
- Removing criteria related to a developer's alternative project selection to obtain fee credit, and placing those criteria in the Ordinance Code instead.

A Strategy Matrix for the 2018 Update that lists the comprehensive plan goals, objectives, and policies that respond to the City's criteria to support and fund mobility, as well as full copy of the *2030 Comprehensive Plan* revisions submitted for adoption are provided in Appendix 2 of this Section.

City of Jacksonville Ordinance Code

Several changes to the Ordinance Code have been proposed because of the 2018 Update. Below are highlights of the proposed revisions.

- Revising various parts of Section 655:
  - Change the way in which the mobility fee is calculated (see below for more information);
  - Remove the trip reduction criteria from the Ordinance Code and instead locate it within the CMMS Handbook;
  - Add more specificity and qualifications for transportation improvements to receive mobility fee credit. Qualifications defined for each mode.
  - Define situations under which credit is not authorized and those under which full, partial, or bonus credit shall be calculated; and
  - Provide criteria for the approval of mobility fee credit, such as when credit may be approved administratively and when it shall require City Council approval.
- Revising Section 111.546, Mobility Fee Zone Special Revenue Fund, to include percentages for each Mobility Zone in which to allocate a development's mobility fee to Motorized and Non-motorized projects.

Updated Mobility Fee

The 2018 Mobility System Update includes a change in the mobility fee. The mobility fee is generally assessed as follows:

Mobility Fee = A x B x (C – Trip Reductions)

Where A = Cost per Vehicle Miles Traveled (VMT)
B = Average VMT per Development Area; and
C = Development Daily Vehicle Trips

The Cost per VMT ("A" in the above equation) had originally been calculated by dividing the cost of the transportation project improvements (city-wide) by the projected change in VMT between 2010 and 2030. Because of the 2018 Update, this value is now the Cost per VMT per Mobility Zone. This means that project costs are aggregated by Mobility Zone, and each zone will have a different cost, or "A" value. The variables for "B" and "C" in the above equation remain unchanged in this Update. For clarity, the calculation has been revised as follows:

Mobility Fee = (A x B x (C – Trip Reduction)) – Mobility Fee Credits

Where A = Cost per Vehicle Miles Traveled (VMT)/Mobility Zone;
B = Average VMT per Development Area; and
C = Development Daily Vehicle Trips
Mobility fee credits, per Section 655.507, *Ordinance Code*

Mobility Fee

Mobility fees calculated per Mobility Zone for the 2018 Update are as follows:

Table 2: 2018 Update, Mobility Fees per Mobility Zone

Mobility Zone	Fee*
1	$34.37
2	$31.19
3	$40.35
4	$31.42
5	$34.60
6	$26.23
7	$28.64
8	$26.78
9	$22.92
10	$19.79

*Fee includes two (2) percent to be allocated for subsequent mobility updates.

APPENDIX 1

Mobility System Projects

Tables and Maps

Mobility Zones 1-10
Motorized Projects List
7/18/2018

Motorized Transportation Projects

Corridor Projects

Map ID	Mobility Zone	Facility Name	From - To	Roadway Improvement	On-Road Bike Facilities	Pedestrian Facilities	Owner Agency	Link Length (miles)	Estimated Cost
6.1	1	BAYMEADOWS RD (SR 228)	I-95 TO OLD BAYMEADOWS RD	Widen 4 to 6 lanes (ED)	None (ROW constraints)	5' Sidewalks with 5' Green Strips	FDOT	0.73	$ 3,167,742
6.2	1	BAYMEADOWS RD (SR 152)	OLD BAYMEADOWS RD TO SOUTHSIDE BLVD (SR 115)	Widen 4 to 6 lanes	None (ROW constraints)	5' Sidewalks with 5' Green Strips	FDOT	0.47	$ 2,046,758
5	1	BAYMEADOWS RD (SR 228)	PHILIPS HWY TO I-95	Widen 4 to 6 lanes (ED)	None (ROW constraints)	5' Sidewalks with 8' Green Strips	FDOT	0.88	$ 4,241,500
24	1	OLD ST AUGUSTINE RD	I-95 TO PHILIPS HWY	ITS/Intersection Improvements	n/a	n/a	CITY	1.41	$ 10,928,000
27.2	1	PHILIPS HWY (US 1, SR 5)	BAYMEADOWS RD TO J TURNER BUTLER BLVD	No widening	8' Buffered Bike Lanes (5'+3')	5' Sidewalks with 8' Green Strips	FDOT	1.84	$ 5,397,306
26.1	1	PHILIPS HWY (US 1, SR 5)	ST JOHNS COUNTY LINE TO OLD ST AUGUSTINE RD	No widening	8' Buffered Bike Lanes (5'+3')	5' Sidewalks with 4'-8' Green Strips	FDOT	3.55	$ 10,552,375
26.2	1	PHILIPS HWY (US 1, SR 5)	OLD ST AUGUSTINE RD TO GREENLAND RD/SR 9A	No widening	8' Buffered Bike Lanes (5'+3')	5' Sidewalks with 4'-8' Green Strips	FDOT	2.13	$ 6,316,325
27.1	1	PHILIPS HWY (US 1, SR 5)	I-95 TO BAYMEADOWS RD	No widening	8' Buffered Bike Lanes (5'+3')	5' Sidewalks with 8' Green Strips	FDOT	3.01	$ 8,826,774
26.3	1	PHILIPS HWY (US 1, SR 5)	GREENLAND RD/SR 9A TO SOUTHSIDE BLVD	Widen 5 to 6 lanes	8' Buffered Bike Lanes (5'+3')	5' Sidewalks with 4'-8' Green Strips	FDOT	1.03	$ 3,066,799
29	1	SALISBURY RD EXTENSION	BAYMEADOWS RD TO SALISBURY RD	New 3-lane alignment	8' Buffered Bike Lanes (5'+3')	5' Sidewalks with 8' Green Strips	CITY	1.15	$ 17,767,000
3.2	2	ATLANTIC BLVD (SR 10)	SR 9A TO MONUMENT RD	ITS/Intersection Improvements (ED)	n/a	n/a	FDOT	1.17	$ 3,951,805
7.5	2	BEACH BLVD (US 90, SR 212)	HODGES BLVD TO SAN PABLO PKWY	ITS/Intersection Improvements	n/a	n/a	FDOT	1.26	$ 1,863,311
3.1	2	ATLANTIC BLVD (SR 10)	MONUMENT RD TO SOUTHSIDE BLVD	ITS/Intersection Improvements	n/a	n/a	FDOT	0.81	$ 2,736,522
17	2	MONUMENT RD	SR 9A TO TREDINICK PKWY	Widen 4 to 6 lanes (ED)	8' Buffered Bike Lanes (5'+3')	5' Sidewalks with 8' Green Strips	CITY	0.30	$ 4,533,763
7.2	2	BEACH BLVD (US 90, SR 212)	SOUTHSIDE BLVD TO SR 9A	ITS/Intersection Improvements (ED)	n/a	n/a	FDOT	2.24	$ 3,295,157
17	2	MONUMENT RD	LEE RD TO SR 9A	Widen 4 to 6 lanes (ED)	8' Buffered Bike Lanes (5'+3')	5' Sidewalks with 8' Green Strips	CITY	0.29	$ 4,348,237
7.3	2	BEACH BLVD (US 90, SR 212)	SR 9A TO KERNAN BLVD	ITS/Intersection Improvements	n/a	n/a	FDOT	1.96	$ 2,883,345
3.4	2	ATLANTIC BLVD (SR 10)	SAN PABLO RD TO GIRVIN RD	ITS/Intersection Improvements (ED)	n/a	n/a	FDOT	1.36	$ 4,572,130
3.3	2	ATLANTIC BLVD (SR 10)	GIRVIN RD TO ST JOHNS BLUFF RD	ITS/Intersection Improvements	n/a	n/a	FDOT	3.07	$ 10,356,010
11	3	DUVAL STATION RD	MAIN ST TO STARRATT RD	Widen 2 to 4 lanes	8' Buffered Bike Lanes (5'+3')	5' Sidewalks with 8' Green Strips	CITY	1.40	$ 23,154,000
18.2	3	NEW BERLIN RD	YELLOW BLUFF RD TO CEDAR POINT RD	Widen 2 to 4 lanes	8' Buffered Bike Lanes (5'+3')	5' Sidewalks with 8' Green Strips	CITY	1.02	$ 16,713,524
25	4	PECAN PARK RD	I-95 TO MAIN ST	Widen 2 to 4 lanes	8' Buffered Bike Lanes (5'+3')	5' Sidewalks with 5'-8' Green Strips	CITY	0.74	$ 8,341,360
14.1	4	LEM TURNER RD (SR 115)	GERALD RD TO I-295	Widen 2 to 4 lanes	None (ROW constraints)	10' Shared Use Path with 6' Green Strip	FDOT	2.77	$ 8,147,130
9	4	DUNN AVE (SR 104)	NEW KINGS RD TO I-295	Widen 2 to 4 lanes	5' Bike Lanes	5' Sidewalks with 3' Green Strips	FDOT	2.44	$ 10,110,000
25.1	4	PECAN PARK RD	ARNOLD RD TO JIA NORTH ACCESS RD	Widen 2 to 4 lanes	8' Buffered Bike Lanes (5'+3')	5' Sidewalks with 5'-8' Green Strips	CITY	0.98	$ 11,080,017
23.2	5	OLD KINGS RD	I-295 TO PLUMMER RD	Intersection Improvements	n/a	n/a	CITY	2.60	$ 9,661,050
33	5	TROUT RIVER BLVD	OLD KINGS RD TO NEW KINGS RD	Widen 2 to 4 lanes	8' Buffered Bike Lanes (5'+3')	5' Sidewalks with 8' Green Strips	CITY	0.62	$ 11,787,000
19.1	5	NEW KINGS RD (US 1, SR 15)	DUNN AVE (SR 104)TO I-295	Widen 4 to 6 lanes	5' Bike Lanes - 8' Buffered	5' Sidewalks with 5' Green Strips	FDOT	2.18	$ 11,409,872
23.3	5	DUNN AVE	OLD KINGS RD TO NEW KINGS RD	Intersection Improvements	n/a	n/a	CITY	0.57	$ 1,232,904
1.2	6	103RD ST (SR 134)	RICKER RD TO I-295	ITS/Intersection Improvements	n/a	n/a	FDOT	0.60	$ 1,586,481
2	6	ARGYLE FOREST BLVD	OLD MIDDLEBURG RD TO BRANAN FIELD-CHAFFEE RD	Widen 4 to 6 lanes	8' Buffered Bike Lanes (5'+3')	5' Sidewalks with 8' Green Strips	CITY	0.82	$ 11,086,000
1.1	6	103RD ST (SR 134)	SHINDLER DR TO RICKER RD	ITS/Intersection Improvements	n/a	n/a	FDOT	1.50	$ 3,955,019
21.2	6	NORMANDY BLVD (SR 228)	JAX EQUESTRIAN CENTER TO NEW WORLD AVE	Widen 2 to 4 lanes	8' Buffered Bike Lanes (5'+3')	5' Sidewalks with 8' Green Strips	FDOT	1.19	$ 5,291,483
38	7	FIVE POINTS	PARK ST/MARGARET ST/LOMAX ST/OAK ST	Parking, Grading, Drainage, Sidewalks		Brick pavers and pedestrian crossing improvements	CITY	0.17	$ 500,000
12	7	HARLOW BLVD	LANE AVE TO 103RD ST	Widen 2 to 3 lanes	8' Buffered Bike Lanes (5'+3')	5' Sidewalks with 8' Green Strips	CITY	0.24	$ 2,374,000
7.1	8	BEACH BLVD (US 90, SR 212)	HART EXPY (SR 228) TO SOUTHSIDE BLVD	ITS/Intersection Improvements (ED)	n/a	n/a	FDOT	1.14	$1,683,471
16	8	MERRILL RD	HARTSFIELD RD TO SOUTHSIDE CONNECTOR	ITS/Intersection Improvements (ED)	n/a	n/a	CITY	0.49	$9,609,000
23.1	9	OLD KINGS RD	EDGEWOOD AVE TO I-295	Intersection Improvements	n/a	n/a	CITY	3.35	$3,210,511

Mobility Zones 1-10
Motorized Projects List
7/18/2018

Motorized Transportation Projects

DIA Projects

Map ID	Mobility Zone	Facility Name	From - To	Improvements	Cost	Mobility Plan share	Estimated Cost
4	10	Forsyth St	Liberty St to Lee St	Narrow Lanes, Convert to Two-Way Operations, Move Curb, Rebuild Sidewalk, Restripe, Relocate Meters, Modify Signals	$ 3,402,125	90%	$ 3,061,913
5	10	Adams St	Liberty St to Lee St	Narrow Lanes, Convert to Two-Way Operations, Move Curb, Rebuild Sidewalk, Restripe, Relocate Meters, Modify Signals	$ 3,406,600	10%	$ 340,660

Transit Projects

Map ID	Mobility Zone	Facility Name	From - To	Roadway Improvement	On-Road Bike Facilities	Pedestrian Facilities	Owner Agency	Estimated Cost
J	2/8	BRT EAST - Arlington Expwy/Southside	Downtown to Jacksonville Beach	BRT stations, transit signal priority, fiber connections			JTA	$ 2,125,000
M	2	Ferry Transit Enhancements - Ocean Road	Wonderwood to Patrol Road	Safety improvements	Multi-use trail connections	Sidewalks	JTA	$ 1,250,000
L	3	Ferry Transit Enhancements - Hecksher Drive	Sister's Creek to Fort George Road	Safety improvements	Multi-use trail connections	Sidewalks	JTA	$ 1,250,000
K	7	BRT SOUTHWEST - Park Street/Blanding Blvd.	Downtown to Orange Park Mall	BRT stations, transit signal priority, fiber connections			JTA	$ 1,800,000
O	7	Park Street overpass	Over Roosevelt Blvd.	Complete Streets	Bike Lanes	Sidewalks	JTA	$ 2,094,221
J	8/2	BRT EAST - Arlington Expwy/Southside	Downtown to Jacksonville Beach	BRT stations, transit signal priority, fiber connections			JTA	$ 3,400,000
B	8	Complete Streets - University Blvd and Merrill Rd	Intersection to Townsend Blvd.	Complete Streets, signage, circulation improvements		Sidewalks, Crosswalks, mid-block crossings	JTA	$ 4,000,000
A	8	Complete Streets - Beach Square	Beach Blvd./Atlantic Blvd. split (Y-Intersection)	At grade circulation improvements			JTA	$ 3,000,000
C	9	Complete Streets - Norwood Avenue	Brentwood Blvd. to CSX Rail Line	Complete Streets, signage, circulation improvements		Sidewalks, Crosswalks, mid-block crossings	JTA	$ 2,000,000

Mobility Zones 1-10
Non-Motorized Projects
7/17/2018

Non-Motorized Transportation Projects

Standalone Bicycle Projects

Map ID	Mobility Zone	Project Street(s)	From	To	Facility(ies)	Total Project Length (miles)	Estimated Cost
208	1	Old St Augustine Rd	Losco Rd	San Jose Blvd	Bike Lane	2.24	$ 224,000
201	1	Sunbeam Road	San Jose Boulevard	Old Kings Road	Shared Use Path	2.28	$ 951,973
198	1	Hood Road; Old Kings Road	Losco Road	Baymeadows Road	Bike Lanes; Paved Shoulder	3.94	$ 3,839,726
200	1	Beauclerc Road; Scott Mill Road	San Jose Boulevard	I-295	Paved Shoulder	2.82	$ 2,226,759
214	1	Greenland Rd	Old St. Augustine Rd	Palmetto Leaves Park	Shared Use Path/Widen sidewalk	2.51	$ 1,046,780
215	1	Brady Rd/Flynn Rd/Orange Picker Rd	Mandarin Rd	Mandarin Rd/San Jose Blvd	Bicycle Boulevard	7.63	$ 418,014
216	1	Greenland Rd	Palmetto Leaves Park	Philips Hwy	Bike Lanes	1.21	$ 121,000
217	1	Julington Creek Rd	San Jose Boulevard	Knotah Rd	Sharrows	4.59	$ 212,861
144	2/8	Mill Creek Rd/Southside Blvd and connection under Arlington Exway	Arlington Expressway	Atlantic Blvd.	Shared Use Path/Shared Use Path	0.47	$ 384,793
165	2	Regency Square Boulevard	Mill Creek Road	Monument Road	Shared Use Path	0.81	$ 190,617
218	2	St Johns Bluff Rd	St. Johns Bluff Apartments	Atlantic Blvd	Bike Lanes	3.25	$ 325,000
209	2	UNF West	9A	UNF East	Bike Lane	1.87	$ 187,000
210	2	UNF East	UNF West	Kernan Blvd	Bike Lane	0.43	$ 43,489
162	2	Bradley Road; Live Oak Drive	Southside Boulevard	Atlantic Boulevard	Paved Shoulder; Bicycle Boulevard	1.32	$ 580,407
219	2	Aiden Rd	St. John's Bluff Rd	Huffman Blvd	Bike Lanes; Remove outside lanes; Sharrows	1.23	$ 94,316
220	2	Ashley Melisse Blvd	Kernan Blvd	Girvin Rd	Shared Use Path	3.25	$ 692,293
143	2/8	Lone Star Road; Trednick Parkway (Zone 2 part of Zone 8 project)	Southside Blvd.	Monument Road	Sharrows; separted bike lane; trail	0.43	$ 59,791
221	3	Baisden Rd/Kraft Rd	Main St	Eastport Rd	Bicycle Boulevard	2.26	$ 123,735
211	3	Zoo Pkwy	Main St	Busch Dr	Shared Use Path	0.32	$ 400,000
222	3	New Berlin Rd	Airport Center Dr	Cedar Point Rd	Shared Use Path	3.03	$ 1,263,643
223	3	Eastport Rd/Faye Rd	Dunn Creek Rd	Zoo Pkwy	Paved Shoulder	2.06	$ 1,626,596
224	3	Dunn Creek Rd	Faye Rd	Starratt Rd	Paved Shoulder	3.47	$ 2,742,063
225	3	Cedar Point Rd	Boney Rd	Sawpit Rd	Shared Use Path	3.45	$ 4,312,500
226	4	Dunn Ave/Busch Dr	Biscayne Blvd	Main St	Protected Bike Lanes; Reduce median; Road diet	1.64	$ 326,833
212	4	Duval Rd	Airport Rd	Airport Center Dr	Bike Lane	0.50	$ 50,000
213	4	Clark Rd	Main St	Interstate Center Dr	Bike Lane	0.70	$ 70,000
227	4	Biscayne Blvd	Int'l Airport Blvd	Broward Rd	Bicycle Boulevard; Bike Lane	3.05	$ 2,355,728
228	4	Duval Rd/Myrtis Rd/Gladwynne Rd	Armsdale Rd	Leonid Rd	Bicycle Boulevard; Paved Shoulder	1.99	$ 976,426
229	4	Capper Rd/Lem Turner Rd	Woodley Creek Blvd	Leonid Rd	Bike Lanes; Road Diet; Widen pavement; Shared Use Path	1.93	$ 763,941
230	4	N Campus Blvd	Capper Rd	Dunn Ave	Bike Lanes; remove outer lanes	0.825	$ 82,500
231	5	Old Plank Rd	Otis Rd	Picketville Rd	Sharrows & Signage	7.66	$ 419,385
232	5	Jones Rd	Pritchard Rd	Beaver St	Paved Shoulder	3.62	$ 2,860,596
233	5	Imeson Rd	Baldwin Rail Shared Use Path	Commonwealth Ave	Shared Use Path	0.41	$ 512,500
234	5	Commonwealth Ave	Lane Ave	Imeson Rd	Shared Use Path	1.29	$ 933,553
235	5	Bulls Bay Hwy	Pritchard Rd	Beaver St	Paved Shoulder	3.47	$ 2,742,063
236	6	Fouraker Rd	Old Middleberg Rd	Peyton Place	Paved Shoulder	2.21	$ 1,746,386
237	6	Old Middleburg Rd	103rd Street	Oakleaf Town Center	paved shoulder	3.69	$ 2,915,912
238	6	Shindler Dr	103rd Street	Collins Rd	Bike Lanes; widen pavement	3.03	$ 2,697,367
239	6	Cahoon Rd	Lenox Avenue	I-10	Bike Lane; widen pavement	0.93	$ 831,884
240	6	Ricker Rd/Park City Dr	Old Middleberg Rd	Rampant Rd	paved shoulder	4.43	$ 3,500,675
241	6	Lenox Ave	Crystal Springs Rd	Fouraker Rd	Bike Lane; widen pavement	0.86	$ 767,815
29	7	Post Street	Cassat Avenue	Roosevelt Boulevard	Bike Lanes	1.67	$ 167,141
51	7	King Street	College Street	McCoy Creek Boulevard	Sharrows	0.88	$ 24,558
169	7	McDuff Avenue	St Johns Avenue	Post Street	Bicycle Boulevard; Bike Lanes	0.98	$ 97,863
40	7	Wilson Boulevard	Lane Avenue	Blanding Boulevard	Protected Bike Lane	1.23	$ 193,026
22	7	Green Street, Luna Street, Melba Street	Lenox Avenue	Post Street	Bicycle Boulevard; Sharrows	0.76	$ 37,039
23	7	Edgewood Avenue	Mayflower Street	I-10	Buffered Bike Lanes	0.99	$ 98,705
30	7	Lenox Avenue	Normandy Boulevard	Edgewood Avenue	Bike Lanes	1.10	$ 173,042
33	7	Lane Avenue	Wilson Boulevard	Normandy Boulevard	Protected Bike Lanes	2.55	$ 402,362
47	7	Park Street (two segments)	Lane Avenue; Blanding Boulevard	Lake Shore Boulevard; Hamilton Stre	Bike Lanes; Bicycle Boulevard	1.01	$ 68,178
28	7	College Street, Falmouth Street	Cassat Avenue	Luna Street	Bicycle Boulevard	0.69	$ 37,903
52	7	College Street, Goodwin St, Post St, Roosevelt Blvd	Park Street	McDuff Avenue	Bicycle Boulevard; Sharrows; Priority Sharrows	1.53	$ 84,039
24	7	Edgewood Avenue	Mayflower Street	Plymouth Street	Protected Bike Lane	0.07	$ 177,948
38	7	Lane Avenue; London Bridge Lane	Harlow Boulevard	Wilson Boulevard	Bike Lanes; Bicycle Boulevard; Sharrows	1.28	$ 93,822
170	7	James Street	College Street	Oak Street	Bicycle Boulevard	0.68	$ 37,393
44	7	Blackburn Street	Hamilton Street	Blanding Boulevard	Bicycle Boulevard	0.48	$ 26,257
207	7	Shirley Avenue	Cassat Avenue	Hamilton Street	Bicycle Boulevard	0.50	$ 27,460
42	7	Herschel St; Lakeside Dr; Birkenhead Road; Wabash Ave	San Juan Avenue	Hamilton Street	Bicycle Boulevard; Sharrows	0.77	$ 42,238
206	7	Collins Road	Blanding Boulevard	Rampart Road	Protected Bike Lane	1.51	$ 237,633
35	7	Wesconnett Boulevard	110th Street	Harlow Boulevard	Protected Bike Lane	1.45	$ 83,578
37	7	Harlow Boulevard	103rd Street	Wesconnett Boulevard	Bicycle Boulevard	1.79	$ 97,852

Mobility Zones 1-10
Non-Motorized Projects
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Standalone Bicycle Projects (continued)

Map ID	Mobility Zone	Project Street(s)	From	To	Facility(ies)	Total Project Length (miles)	Estimated Cost
31	7	Lenox Avenue; Old Middleburg Road	Lane Avenue	Hyde Grove Avenue	Buffered Bike Lanes	1.53	$ 152,540
39	7	Jammes Road	Wilson Boulevard	103rd Street	Buffered Bike Lanes	1.51	$ 150,542
195	7	Northbank Riverwalk Expansion	Fuller Warren Bridge	Memorial Park Drive	Shared Use Path	0.47	$ 588,371
204	7	Collins Road	Blanding Boulevard	Roosevelt Boulevard	Bike Lanes	2.60	$ 2,310,407
25	7	Edgewood Avenue	Plymouth Street	Waterfront	Bicycle Boulevard; Sharrows	1.16	$ 63,559
26	7	Challen Ave; Herschel St; Oak St; Margaret St; Oak St trail	Riverside Avenue	San Juan Avenue	Bike Lanes; Bicycle Boulevard; Priority Sharrows; Shared Use	3.25	$ 251,668
27	7	Hamilton Street	College Street	Blackburn Street	Bicycle Boulevard	2.57	$ 140,464
203	7	Caravaca Crt, Greenway Dr, Ortega Bluff Pkway, Ortega Hills Dr (plus new trail)	Collins Road	Roosevelt Boulevard	Bicycle Lane; Bicycle Boulevard; Shared Use Path	2.26	$ 174,698
36	7	110th Street; Ortega Farms Boulevard	Wesconnett Boulevard	Timuquana Road	Bicycle Boulevard	1.92	$ 105,180
43	7	San Juan Avenue; Grand Avenue; Ortega Boulevard	Roosevelt Boulevard	Herschel Street	Bicycle Boulevard; Sharrows	3.10	$ 169,491
53	7/10	Lee Street; Park Street (Zone 7 part of Zone 10 Project)	Adams Street	Post Street	Buffered Bike Lanes; Bike Lanes	1.60	$ 122,925
49	7/10	Riverside Avenue (Zone 7 part of Zone 10 Project)	Margaret Street	Leila Street	Buffered Bike Lanes; Bike Lanes; curb changes needed	1.16	$ 687,712
249	7	CSX Rail Corridor/Roosevelt Blvd	I-10	Timuquana Road	Shared Use Path	6.30	$ 7,875,000
104	8	Palm Avenue	I-95 bridge	Nira Street	Sharrows	0.83	$ 19,245
251	8	Nira Street /Children's Way	LeBaron Ave	Kings Ave	Shared Use Path	0.59	$ 587,121
134	8	Merrill Road	Southside Boulevard underpass	Sunrise Ridge Lane	Shared Use Path	0.41	$ 158,730
121	8	Arlington Road	King Arthur Road	Arlington Expressway	Protected Bike Lane	0.38	$ 64,704
153	8	Barnes Road	University Boulevard	Carrevero Drive	Shared Use Path	0.21	$ 89,476
143	8	Lone Star Road; Trednick Parkway	Mill Creek Road	Monument Road	ows; separted bike lane; trail	0.18	$ 62,231
120	8	Arlington Road	Arlington Expressway	Alderman Road	Shared Use Path	0.92	$ 76,688
122	8	Arlington Road	Cesery Boulevard	Rogero Road	Protected Bike Lane	0.48	$ 75,845
94	8	St Augustine Road	University Boulevard	San Jose Boulevard	Bike Lanes	1.31	$ 131,365
103	8	San Marco Boulevard	Nira Street	Hendricks Avenue	Sharrows; Priority Sharrows	0.97	$ 45,034
167	8	Toledo Road	St Augustine Road	Powers Avenue	Bicycle Boulevard	0.74	$ 40,340
138	8	Townsend Boulevard	Merrill Road	Fort Caroline Road	Bike Lanes	1.02	$ 101,866
136	8	Cesery Boulevard	Merrill Road	Fort Caroline Road	Bicycle Boulevard	0.98	$ 53,470
132	8	Fort Caroline Road	Townsend Boulevard	Gilmore Heights Road	Protected Bike Lane	1.64	$ 258,500
119	8	Arlington Road	Atlantic Boulevard	Alderman Road	Buffered Bike Lanes	0.93	$ 93,054
135	8	Merrill Road	University Boulevard	Dames Point Crossing Blvd	Protected Bike Lane	2.69	$ 422,971
139	8	Townsend Boulevard	Arlington Expressway	Merrill Road	Bicycle Boulevard	1.75	$ 95,867
124	8	Cesery Boulevard	Merrill Road	Arlington Expressway	Buffered Bike Lanes; Bike Lanes; Bicycle Boulevard	1.70	$ 150,729
123	8	Rogero Road	Merrill Road	Arlington Road	Buffered Bike Lanes	11.69	$ 129,281
131	8	Fort Caroline Road	University Boulevard	Townsend Boulevard	Protected Bike Lane	1.81	$ 284,341
152	8	Spring Park Road	Emerson Street	Atlantic Boulevard	Bike Lanes	1.20	$ 119,704
137	8	Rogero Road	Fort Caroline Road	Merrill Road	s Lanes; Bicycle Boulevard	1.02	$ 79,117
97	8	Kennerly Road; Spring Glen Road	Spring Park Road	Beach Boulevard	s Lanes; Bicycle Boulevard	1.73	$ 119,415
141	8	Samontee Road; Wedgefield Boulevard	Lone Star Road	Merrill Road	Bicycle Boulevard	1.00	$ 54,771
142	8	Mill Creek Road	Regency Square Boulevard	Arble Drive	Bicycle Boulevard	1.15	$ 62,692
140	8	Arble Drive	Mill Creek Road	Townsend Boulevard	Bicycle Boulevard	0.95	$ 51,904
118	8	Berry Avenue; Mill Creek Road	Arlington Road	Atlantic Boulevard	Bicycle Boulevard; Sharrows	1.18	$ 64,644
93	8	St Augustine Road	Emerson Street	University Boulevard	Bike Lanes	2.05	$ 205,477
150	8	Arlington Road; Crane Avenue; Holiday Road; Singapore Road	Altama Road	Atlantic Boulevard	Bicycle Boulevard	1.08	$ 59,361
115	8	Bartram Road; Hickman Road; Ryar Road; Smallwood Road	University Boulevard	Beach Boulevard	Bicycle Boulevard	0.96	$ 52,662
154	8	Barnes Road	Carrevero Drive	Parental Home Road	Bike Lanes	0.86	$ 85,747
130	8	University Club Boulevard; University Boulevard	Fort Caroline Road	Fort Caroline Road	Bicycle Boulevard	2.24	$ 122,638
156	8	Southpoint Pkwy	Bowden Road	Belfort Road	Bike Lanes	1.66	$ 4,005,001
161	8	Gate Parkway	Belfort Road	Southside Boulevard	Shared Use Path	1.81	$ 754,599
116	8	Bartram Road	Atlantic Boulevard	University Boulevard	Paved Shoulder	0.96	$ 760,891
155	8	Bowden Road	Spring Park Road	Tiger Hole Road	Bike Lane	1.53	$ 153,030
149	8	Altama Road, Glynlea Road, Grove Park Boulevard	Atlantic Boulevard	Beach Boulevard	Bicycle Boulevard	2.71	$ 148,224
157	8	Bridges Street; Tiger Hole Road	Bowden Road	Belfort Road	Bicycle Boulevard	0.86	$ 47,112
114	8	Dean Road; Parental Home Road	Bowden Road	Beach Boulevard	Bike Lanes; Bicycle Boulevard; Sharrows	1.81	$ 119,958
98	8	San Jose Boulevard	Hendricks Avenue	Hendricks Avenue	Sharrows	2.06	$ 95,304
242	8	Bowden Rd	Spring Park Rd	Philips Hwy	Bike Lane	0.62	$ 62,000
243	8	Emerson St	Hendricks Ave	Philips Hwy	Bike Lane	1.09	$ 109,000
144	8	Mill Creek Road/Southside Boulevard and connection under Arlington Expressway (Zone 8 section of Zone 2 project)	Atlantic Boulevard	Regency Square Boulevard	Shared Use Path/Shared Use Path	0.92	$ 158,477
165	8	Regency Square Boulevard (Zone 8 section of Zone 2 project)	Mill Creek Road	Monument Road	Shared Use Path	0.81	$ 146,057
182	9	8th Street	Myrtle Avenue	Francis Street	Bike Lanes	0.33	$ 33,124
46	9	Edgewood Ave	I-10	Cassat Avenue	Protected Bike Lane	0.51	$ 80,387
61	9	Moncrief Road	34th Street	S Line existing trail	Buffered Bike Lanes	1.19	$ 118,906
177	9	4th Street, 5th Street, Jefferson Street (also includes existing path across Hogans (	Davis Street	Pearl Street	Bicycle Boulevard; Bike Lanes; Sharrows	0.54	$ 54,016
176	9	5th Street; Grothe Street	Davis Street	Myrtle Avenue	Sharrows	0.52	$ 24,049
60	9	Moncrief Road	Golfair Boulevard	Edgewood Avenue	Protected Bike Lane	1.38	$ 216,845
180	9	Ashley Street; Davis Street	Lee Street	8th Street	Bike Lanes	1.04	$ 79,104
55	9	Eaverson Street	Church Street	Kings Road	Bike Lanes; Sharrows	0.43	$ 23,206
65	9	Myrtle Avenue	33rd Street	I-95 Underpass	Buffered Bike Lanes	2.44	$ 243,843
82	9	A Philip Randolph Boulevard	Bay Street	1st Street	Bike Lanes; Sharrows	0.93	$ 40,908
83	9	1st Street	Pearl Street	US-1	Bike Lanes; Bicycle Boulevard	1.41	$ 141,344
80	9	Phoenix Avenue	Dyal Street	21st Street	Bike Lanes	0.58	$ 58,057

Mobility Zones 1-10
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Standalone Bicycle Projects (continued)

Map ID	Mobility Zone	Project Street(s)	From	To	Facility(ies)	Total Project Length (miles)	Estimated Cost
247	9	Newnan St	Bay St	8th St	Bicycle Boulevard	1.45	$ 42,201
58	9	Meharry Avenue; Paris Avenue; Brooklyn Road	Avenue B	Moncrief Road	Bicycle Boulevard	0.61	$ 33,508
87	9	Talleyrand Avenue	Duval Street	11th Street	Buffered Bike Lanes	1.84	$ 165,654
188	9	41st Street; 44th Street; Norwood Avenue	Norwood Avenue	Pearl Street	Bike Lane	1.27	$ 126,691
64	9	13th Street	Canal Street	Davis Street	Sharrows	1.79	$ 83,070
81	9	Dyal Street and Florida Avenue	First Street	Phoenix Avenue	Bicycle Boulevard	0.94	$ 51,231
172	9	Canal Street	13th Street	26th Street	Bike Lanes	0.59	$ 59,265
183	9	12th Street, 14th Street, Boulevard, Main Street	Liberty Street	S Line existing trail	Protected Bike Lanes; Bike Lanes; Bicycle Boulevard	0.87	$ 55,201
78	9	Liberty Street	1st Street	21st Street	Bicycle Boulevard	1.79	$ 97,826
19	9	5th Street; Norman E Thagard Boulevard	Edgewood Avenue	Huron Street	Bike Lanes; Sharrows	1.02	$ 74,477
85	9	8th Street	Franklin Street	Talleyrand Avenue	Bike Lanes	0.67	$ 67,496
79	9	21st Street	Liberty Street	Phoenix Avenue	Bike Lanes	0.48	$ 48,204
57	9	25th Street	New Kings Road	Almeda Road	Bicycle Boulevard	0.83	$ 45,376
184	9	Pearl Street	1st Street	39th Street	Buffered Bike Lanes; Bike Lanes	2.20	$ 219,975
59	9	Avenue B; Restlawn Drive; Canal Street; Almeda Street; 30th Street	26th Street	Palmdale Street	Buffered Bike Lanes; Bike Lanes; Sharrows; Paved Shoulder	2.14	$ 602,955
186	9	Tallulah Ave	Main Street	Lorain Street	Buffered Bike Lanes	0.87	$ 86,924
8	9	Winton Drive	Moncrief Road	Van Gundy Road	Bike Lanes	0.62	$ 493,648
190	9	44th Street	Buffalo Avenue	Main Street	Bicycle Boulevard	0.69	$ 37,721
193	9	11th Street; Carmen Street; Evergreen Avenue	Talleyrand Avenue	Liberty Street	Bicycle Boulevard	1.41	$ 77,154
50	9	McCoy Creek Boulevard; Forest Street; Fitzgerald Street	McDuff Avenue	I-95 Underpass	Bike Lanes; Sharrows	1.53	$ 577,549
17	9	Edgewood Avenue, Edgewood Court, McLendon Drive	New Kings Road	Edgewood/McLendon Intersection	Paved Shoulder	1.26	$ 995,516
185	9	Pearl Street	Tallulah Avenue	39th STreet	Buffered Bike Lanes	1.18	$ 117,529
171	9	Broadway Avenue, McQuade Street, State Street	Myrtle Avenue	McDuff Avenue	Bicycle Boulevard	2.00	$ 109,660
62	9	26th Street; Almeda Street	Canal Street	Moncrief Road	Sharrows	1.37	$ 63,718
21	9	Broadway Avenue	McDuff Avenue	Edgewood Avenue	Bicycle Boulevard	1.53	$ 83,948
84	9	S Line Extension	Phelps Street	Hubbard Street	Shared Use Path	1.43	$ 1,792,422
63	9	33rd Street	Almeda Street	Myrtle Avenue	Sharrows; Bike Lane	1.36	$ 81,275
13	9	Oakhurst Avenue; Rutledge Avenue; Smyrna Street	Lem Turner Road	Moncrief Road	Bicycle Boulevard; Sharrows	1.74	$ 95,266
14	9	Moncrief Road	Soutel Drive	Edgewood Avenue	Protected Bike Lane	2.28	$ 358,730
20	9	Melson Avenue	Broadway Avenue	20th Street	Bike Lanes	1.60	$ 160,043
7	9	Howell Drive; Ribault Scenic Drive	Clyde Drive	Winton Drive	Bike Lanes	0.85	$ 752,818
174	9	45th Street	New Kings Road	Moncrief Road	Buffered Bike Lanes; Bike Lanes	2.10	$ 210,331
5	9	Soutel Drive	Moncrief Road	Lem Turner Road	Bike Lanes	3.03	$ 302,723
9	9	Palmdale Street; Champlain Road; Van Gundy Road	Winton Drive	Lem Turner Road	Bicycle Boulevard	1.62	$ 88,507
15	9	Cleveland Road; Marlo Street	25th Street	Moncrief Road	Bike Lanes; Sharrows	2.12	$ 212,061
3	9	Bassett Road	Lem Turner Road	Carbondale Drive	Sharrows	0.69	$ 32,030
86	9	Buffalo Avenue; Wigmore Street; Talleyrand Avenue	44th Street	11th Street	Buffered Bike Lanes; Bike Lanes	2.04	$ 203,883
6	9	Sibbald Road	Trout River Boulevard	Soutel Drive	Bike Lanes	1.58	$ 1,403,182
4	9	Clyde Drive	Soutel Drive	Lem Turner Road	Bicycle Boulevard	2.49	$ 136,161
244	9	5th St	Edgewood Ave	Lane Ave	Shared Use Path	1.25	$ 1,562,500
234	9/5	Commonwealth Ave (Zone 9 part of a Zone 5 project)	Lane Ave	Imeson Rd	Shared Use Path	1.29	$ 678,947
51	9/7	King Street (Zone 9 part of a Zone 7 project)	College Street	McCoy Creek Boulevard	Sharrows	0.88	$ 16,357
22	9/7	Green Street, Luna Street, Melba Street (Zone 9 part of a Zone 7 project)	Lenox Avenue	Post Street	Bicycle Boulevard; Sharrows	0.76	$ 4,358
74	9/10	Laura Street (Part 9 part of Zone 10 Project)	Independent Drive	1st Street	Priority Sharrows	0.78	$ 11,097
73	9/10	Pearl Street (Zone 9 part of Zone 10 Project)	Water Street	1st Street	Protected Bike Lanes; Sharrows	0.91	$ 37,430
77	9/10	Liberty Street (Zone 9 part of Zone 10 Project)	1st Street	Courthouse Drive	Buffered Bike Lanes	0.84	$ 29,275
54	9/10	Church Street (Zone 9 part of Zone 10 Project)	Eaverson Street	Lee Street	Contraflow Bike Lane; Sharrows	0.31	$ 8,820

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Standalone Bicycle Projects (continued)

Map ID	Mobility Zone	Project Street(s)	From	To	Facility(ies)	Total Project Length (miles)	Estimated Cost
7	10	DIA: Bike only project: Liberty St	Forsyth Street	State Street	Bike Lanes	0.43	$ 313,578
53	10	Lee Street; Park Street	Adams Street	Post Street	Buffered Bike Lanes; Bike Lanes	1.60	$ 36,718
74	10	Laura Street	Independent Drive	1st Street	Priority Sharrows	0.78	$ 24,970
106	10	Riverplace Boulevard	Prudential Drive	San Marco Boulevard	Bike Lanes	0.56	$ 56,461
68	10	Forest Street	Riverside Avenue	I-95 SB off-ramp	Protected Bike Lane	0.44	$ 69,107
49	10	Riverside Avenue	Margaret Street	Leila Street	Buffered Bike Lanes; Bike Lanes; curb changes needed	1.16	$ 846,415
69	10	Jefferson Street	Leila Street	Forsyth Street	Protected Bike Lane	0.37	$ 919,053
73	10	Pearl Street	Water Street	1st Street	Protected Bike Lanes; Sharrows	0.91	$ 105,159
75	10	Bay St	BAY ST	Liberty Street	Protected Bike Lane	0.84	$ 132,684
76	10	Bay Street	Liberty Street	A Philip Randolph Boulevard	Bike Lanes	0.51	$ 51,211
77	10	Liberty Street	1st Street	Courthouse Drive	Buffered Bike Lanes	0.84	$ 54,902
66	10	Myrtle Avenue (I-95 underpass)	Dennis Street	Bay Street	Shared Use Path	0.10	$ 40,164
105	10	San Marco Boulevard	Mary Street	Prudential Drive	Protected Bike Lane	0.10	$ 16,315
67	10	Myrtle Avenue	Forest Street	Dennis Street	Buffered Bike Lanes	0.38	$ 38,307
197	10	Water Street	Park Street	Jefferson Street	Buffered Bike Lanes	0.23	$ 23,330
54	10	Church Street	Eaverson Street	Lee Street	Contraflow Bike Lane; Sharrows	0.31	$ 13,965
71	10	Church Street	Jefferson Street	Washington Street	Protected Bike Lane; Bike Lanes; Sharrows	0.93	$ 146,215
72	10	Ashley Street	Jefferson Street	Washington Street	Protected Bike Lane	0.92	$ 144,168
70	10	Jefferson Street	Forsyth Street	Ashley Street	Sharrows	0.31	$ 14,355
88	10	Bryan Street; Duval Street	Talleyrand Avenue	Northbank Riverwalk Extension	Sharrows	0.47	$ 21,622
194	10	Southbank Riverwalk West Extension	Southbank Riverwalk West Extension	Southbank Riverwalk West Extension	Shared Use Path	0.55	$ 684,832
108	10	Southbank Riverwalk East Extension	Broadcast Place	east end of The District	Shared Use Path	0.33	$ 412,249
90	10	Northbank Riverwalk Extension	Catherine St	Hart Bridge	Shared Use Path	1.80	$ 2,249,671
180	10	Ashley Street; Davis Street (Zone 10 part of Zone 9 Project)	Lee Street	8th Street	Bike Lanes	1.04	$ 24,923
82	10	A Philip Randolph Boulevard (Zone 10 part of Zone 9 Project)	Bay Street	1st Street	Bike Lanes; Sharrows	0.93	$ 27,200
247	10	Newnan St (Zone 10 part of Zone 9 Project)	Bay St	8th St	Bicycle Boulevard	1.45	$ 22,260
87	10	Talleyrand Avenue (Zone 10 part of Zone 9 Project)	Duval Street	11th Street	Buffered Bike Lanes	1.84	$ 17,962

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Non-Motorized Projects
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Standalone Pedestrian Projects					
Map ID	**Mobility Zone**	**Project Street(s)**	**Project Type/Extent**	**Project Length (miles)**	**Estimated Cost**
1	1	Old St. Augustine Rd between San Jose Blvd & Losco Rd	Thoroughfare	2.22	$ 416,250
2	1	Sunbeam Rd	Thoroughfare	2.40	$ 450,000
3	1	Loretto Rd	Mandarin Rd to County Dock Rd	0.28	$ 54,342
78	1	Loretto Rd	Avenue and Boulevard	2.96	$ 462,500
8	2	Monument Rd	Atlantic Blvd to Regency Sq Blvd	0.17	$ 32,993.13
7	2	Live Oak Dr	Atlantic Blvd to back of shopping center	0.16	$ 31,052.36
4	2	Monument Rd	Thoroughfare	2.6	$ 487,500.00
9	2	St Johns Bluff Rd	Atlantic Blvd to Beach Blvd	2.16	$ 419,206.86
6	2	Gilmore Heights Rd	Home Depot Entry to Regency Square Blvd	0.07	$ 13,585.41
5	2	Hodges Blvd	Thoroughfare	2.65	$ 496,875.00
251	3	Cedar Point Road	New Berlin Road to Boney Road	2.05	$ 1,702,053
77	3	Baisden Rd	Neighborhood Residential	1.5	$ 187,500
83	3	New Berlin Rd/Starratt Rd/Duval Station Rd	Avenue and Boulevard	3.87	$ 604,688
79	4	Leonid Rd	Avenue and Boulevard	1.34	$ 209,375.00
80	4	Haverford Rd	Neighborhood Residential	0.75	$ 93,844.70
15	4	Duval Rd	Biscayne Blvd to Haddock Rd	1.46	$ 283,352.79
13	4	Duval Rd	Airport Rd to Airport Center Dr	0.28	$ 54,341.63
14	4	Biscayne Blvd	Biscayne Lake Dr to International Airport Blvd	0.63	$ 122,268.67
17	5	Cahoon Rd between I-10 & Old Plank Rd	Avenue and Boulevard	0.95	$ 148,556
19	5	Cahoon Rd	Beaver St to Old Plank Rd	0.40	$ 77,631
16	5	Chaffee Rd N	Avenue and Boulevard	1.63	$ 254,688
20	5	Garden St	NS Railroad to Old Kings Rd	0.38	$ 73,749
22	5	Imeson Rd	Commonwealth Ave to Pritchard Rd	2.22	$ 430,851
18	5	Trout River Blvd	Old Kings Rd to New Kings Rd	0.62	$ 120,328
21	5	Herlong Rd	Normandy Blvd to Bilodeau Ct	0.76	$ 147,499
25	5	Picketville Rd	Commonwealth Ave to Beaver St	1.03	$ 199,900
24	5	Picketville Rd	I-295 to Commonwealth Ave	1.96	$ 380,391
23	5	Old Plank Rd	Jones to M. Meadows; Bulls Bay to Picketville	1.85	$ 359,043
82	6	Ricker Rd between Old Middleburg Rd & 103rd St	Neighborhood Residential	1.40	$ 175,000
27	6	Argyle Forest Blvd between Cecil Commerce Center Pkwy & Oakleaf Village Pkwy	Thoroughfare	0.87	$ 163,530
26	6	Shindler Dr	Avenue and Boulevard	3.02	$ 471,875
81	6	Old Middleburg Rd N between Wilson Blvd & 103rd	Avenue and Boulevard	1.81	$ 282,813
29	6	Ramona Blvd	Permento Ave to Memorial Park Rd	0.14	$ 27,171
28	6	Lenox Ave	Knobb Hill Dr to I-295	0.15	$ 29,112
33	7	McDuff Ave between I-10 & Roosevelt Blvd	Avenue and Boulevard	0.70	$ 110,026
30	7	Park St/Margaret St from I-95 thru 5 Points to Riverside Ave	Neighborhood Commercial	0.50	$ 62,524
39	7	118th St	Blanding Blvd to Seaboard Ave	0.51	$ 98,979
31	7	San Juan Ave between Lane Ave & Lake Shore Blvd	Avenue and Boulevard	1.02	$ 159,375
32	7	Herschel St between Big Fishweir Creek & San Juan Ave	Avenue and Boulevard	0.53	$ 83,037
34	7	Stockton St between I-10 & Riverside Ave	Avenue and Boulevard	0.79	$ 123,165
37	7	Collins Rd	Pine Verde to Roosevelt Blvd	1.42	$ 275,590
36	7	Lenox Ave	Memorial Park Rd to Old Middleburg Rd	0.57	$ 110,624
38	7	Ortega Blvd	McGirts Blvd to Yachts Club Rd; Settle Ave to Arapahoe Ave	2.42	$ 469,667
35	7	Lakeside Dr	Wabash Ave to Herchel St	0.30	$ 58,223
250	7	Edgewood Avenue between Roosevelt Blvd & Cassat Ave	Neighborhood Commercial	1.51	$ 94,375

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Non-Motorized Projects
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Standalone Pedestrian Projects (continued)						
Map ID	**Mobility Zone**	**Project Street(s)**	**Project Type/Extent**		**Project Length (miles)**	**Estimated Cost**
40	8	Century 21 Dr/Acme St	Neighborhood Residential		1.44	$ 180,000
43	8	Merrill Rd between Cesery Blvd & Hartsfield Rd	Thoroughfare		2.15	$ 403,125
44	8	Mill Creek Rd	Regency Square Blvd to Lone Star Rd		0.60	$ 116,446
45	8	Spring Glen Rd	Beach Blvd to Keystone Dr		0.38	$ 73,749
42	8	Rogero Rd between Lone Star Rd & Shady Oak Dr	Avenue and Boulevard		1.69	$ 264,063
41	8	Cocoa Ave	Neighborhood Residential		1.08	$ 135,000
57	9	Golfair Blvd between Myrtle Ave & Brentwood Blvd	Thoroughfare		0.65	$ 122,408
61	9	Myrtle Ave	Forest St to Dennis St		0.35	$ 67,927
54	9	Soutel Dr between Sibbald Rd & Norfolk Blvd	Thoroughfare		0.90	$ 168,857
50	9	Myrtle Ave between Kings Rd & W 13th St	Avenue and Boulevard		0.73	$ 113,400
56	9	Norwood Ave between Edgewood Ave & Brentwood Blvd and 44th St west of Norwood Ave	Thoroughfare		2.13	$ 399,375
47	9	8th St between Main St & Payne Ave	Neighborhood Residential		1.05	$ 131,250
52	9	E 21st St between S-line & Danese St	Avenue and Boulevard		0.94	$ 146,958
48	9	Whitner St	Neighborhood Residential		0.73	$ 91,501
51	9	Avenue B	Avenue and Boulevard		1.23	$ 192,188
53	9	Commonwealth Ave between Edgewood Ave & Superior St	Avenue and Boulevard		1.27	$ 198,438
58	9	21st St	Market St to CSXT		0.10	$ 19,408
67	9	Sibbald Rd	Trout River Blvd to Foxboro Rd		0.11	$ 21,348
59	9	Buffalo Ave	47th St to CSXT		0.20	$ 38,815
46	9	Van Buren St	Neighborhood Residential		0.82	$ 102,557
62	9	McCoy's Creek Blvd	Cherokee to Hollybrooke; Nixon to King		0.66	$ 128,091
55	9	Moncrief Rd between Soutel & Owen Ave and Rowe St & George R Kearns Blvd	Thoroughfare		2.19	$ 410,099
69	9	Lane Ave	Muriel St to Old Kings Rd		1.74	$ 337,694
66	9	Ellis Rd	Beaver St to 12th St		0.59	$ 114,506
65	9	5th St	Lane Ave to E of Lewis Industrial Dr		1.26	$ 244,537
49	9	Pearce St	Neighborhood Residential		1.07	$ 133,736
70	9	Old Kings Rd	Edgewood Ave to Lane Ave		0.68	$ 131,973
60	9	Wigmore St	Tallyrand Ave (at NS RR) to 44th St		0.90	$ 174,670
63	9	Canal St	MLK Jr Pkwy to 30th St		0.36	$ 69,868
64	9	Winona Dr/Evergreen Ave	Main St to Wigmore St		1.27	$ 246,478
71	9	Picketville Rd	Old Kings Rd to I-295		1.21	$ 234,833
68	9	Moncrief Rd	New Kings Rd to Old Kings Rd		0.86	$ 166,906
76	10	Prudential Drive	Montana Ave to Palm Ave	Bulb outs, leading pedestrian intervals, midblock crossings, ped signal optimization, raised crosswalks/ intersections.	0.66	$ 124,538
73	10	Adams Street	Liberty Street to Lee Street	Mid-block crossings and other enhancements not captured in the DIA project	1.06	$ 198,750
72	10	Bay Street	Park Street to AP Randolph Street	Bulb outs, leading pedestrian intervals, midblock crossings, ped signal optimization, raised crosswalks/ intersections.	1.59	$ 298,125
74	10	Forsyth Street	Liberty Street to Lee Street	Mid-block crossings and other enhancements not captured in the DIA project	1.07	$ 200,625
75	10	Water Street	Park Street to South Newnan Street	Bulb outs, leading pedestrian intervals, midblock crossings, ped signal optimization, raised crosswalks/ intersections.	0.91	$ 171,271

2030 MOBILITY PLAN STUDY UPDATE

PROJECTS BY MOBILITY ZONE

Pedestrian Projects

JTA Projects

Bicycle Projects

DIA Projects

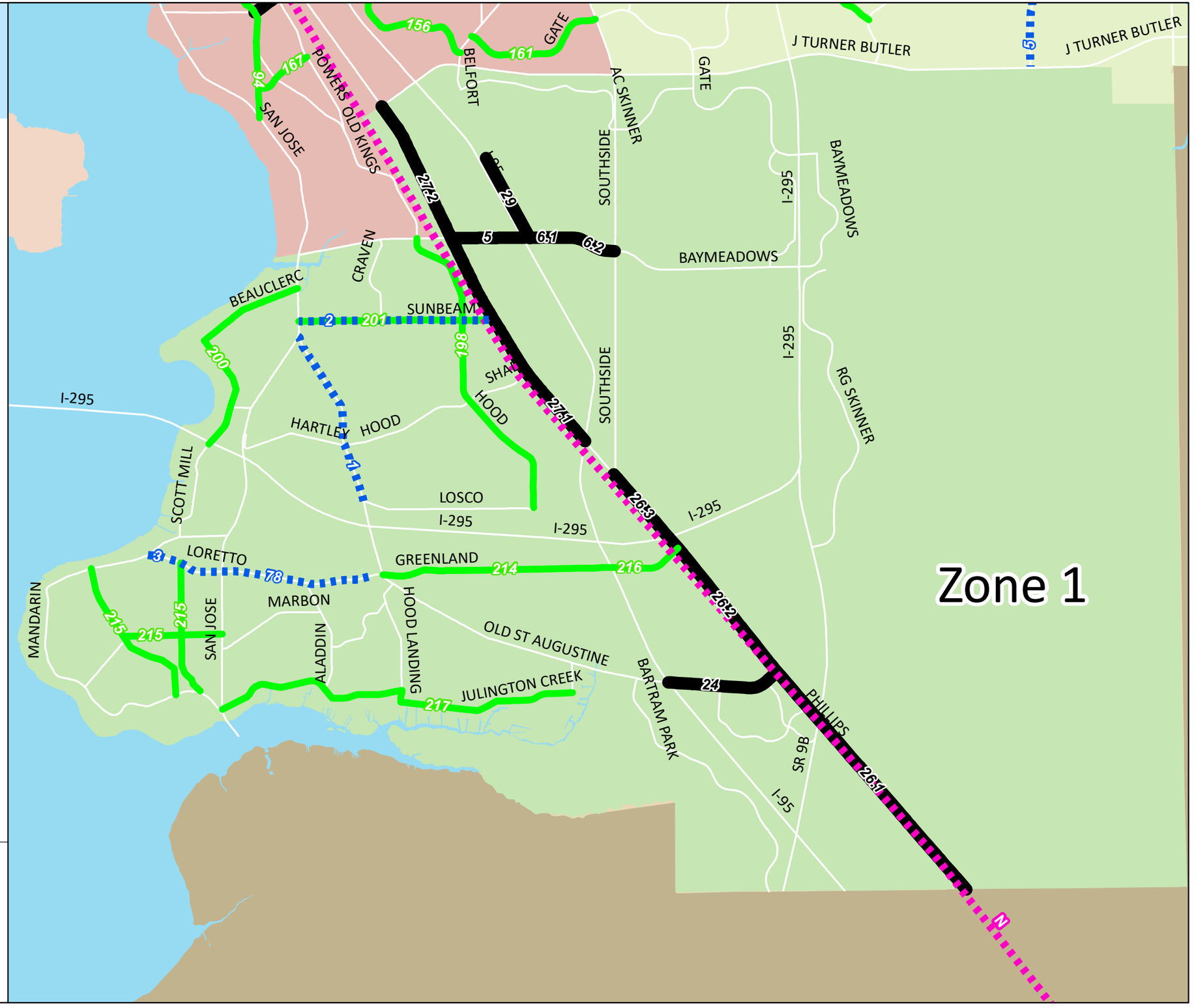
Corridor Projects

HESTER GROUP

RSG

06/20/2018

0 1 2 Miles



2030 MOBILITY PLAN STUDY UPDATE

PROJECTS BY MOBILITY ZONE

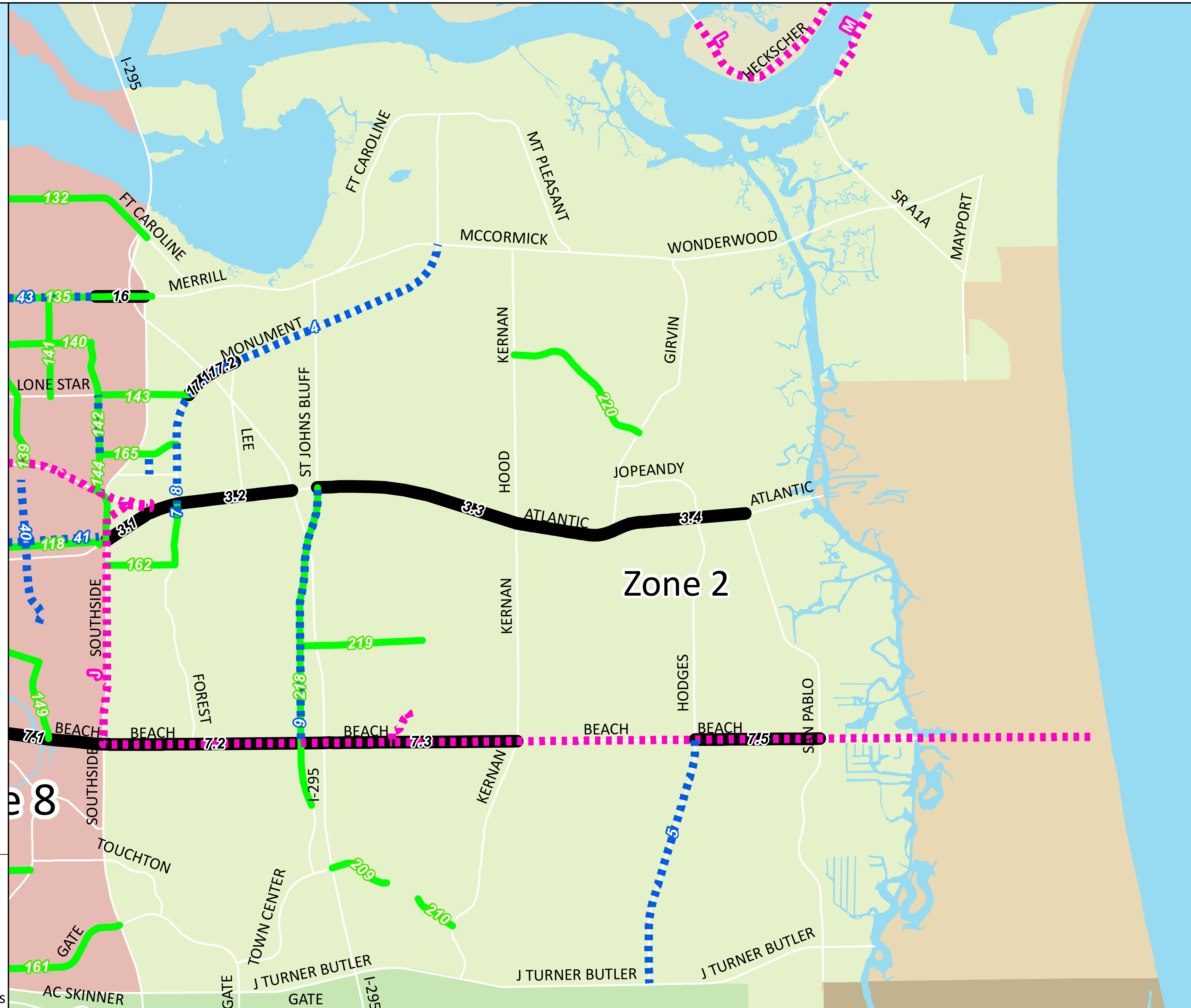
Pedestrian

JTA

Bicycle

DIA

Corridor



Zone 2
e 8
I-295
FT CAROLINE
MT PLEASANT
HECKSCHER
L
M
SR A1A
MAYPORT
MCCORMICK
WONDERWOOD
MERRILL
MONUMENT
LONE STAR
KERNAN
GIRVIN
LEE
ST JOHNS BLUFF
HOOD
JOPEANDY
ATLANTIC
SOUTHSIDE
FOREST
HODGES
SAN PABLO
BEACH
TOUCHTON
TOWN CENTER
GATE
J TURNER BUTLER
AC SKINNER
J
132
43
135
16
140
141
143
142
165
139
144
40
118
41
162
149
161
4
17.1
17.2
7.8
3.1
3.2
3.3
3.4
220
219
218
9
7.1
7.2
7.3
7.5
5
209
210

HESTER GROUP

RSG

N

06/20/2018

0 0.95 1.9 Miles

2030 MOBILITY PLAN STUDY UPDATE

PROJECTS BY MOBILITY ZONE

- Pedestrian
- JTA
- Bicycle
- DIA
- Corridor

HESTER GROUP

RSG

06/20/2018

0 1 2 Miles

2030 MOBILITY PLAN STUDY UPDATE

PROJECTS BY MOBILITY ZONE

Pedestrian

JTA

Bicycle

DIA

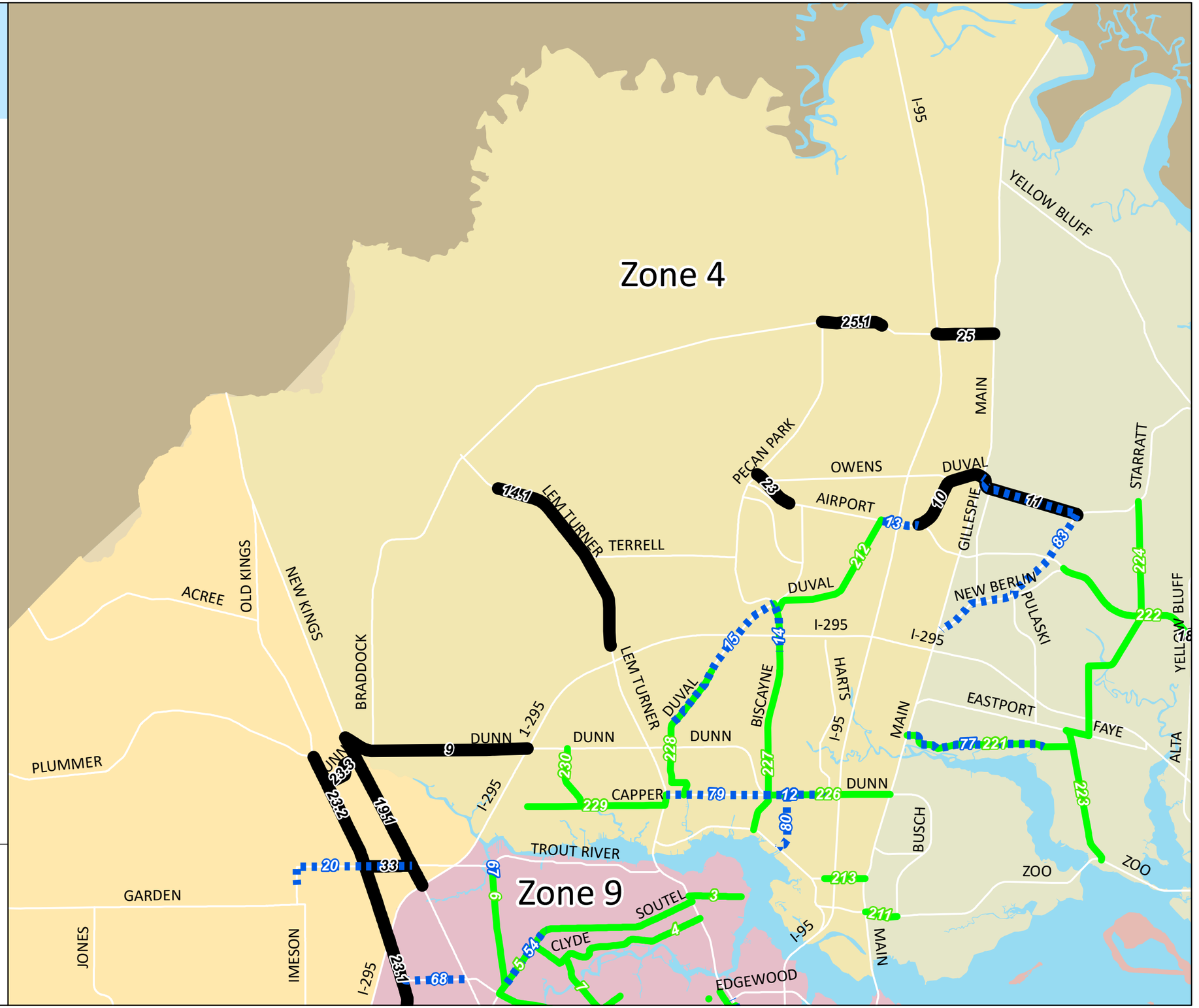
Corridor

HESTER GROUP

RSG

06/20/2018

0 1 2 Miles



2030 MOBILITY PLAN STUDY UPDATE

PROJECTS BY MOBILITY ZONE

- Pedestrian
- JTA
- Bicycle
- DIA
- Corridor

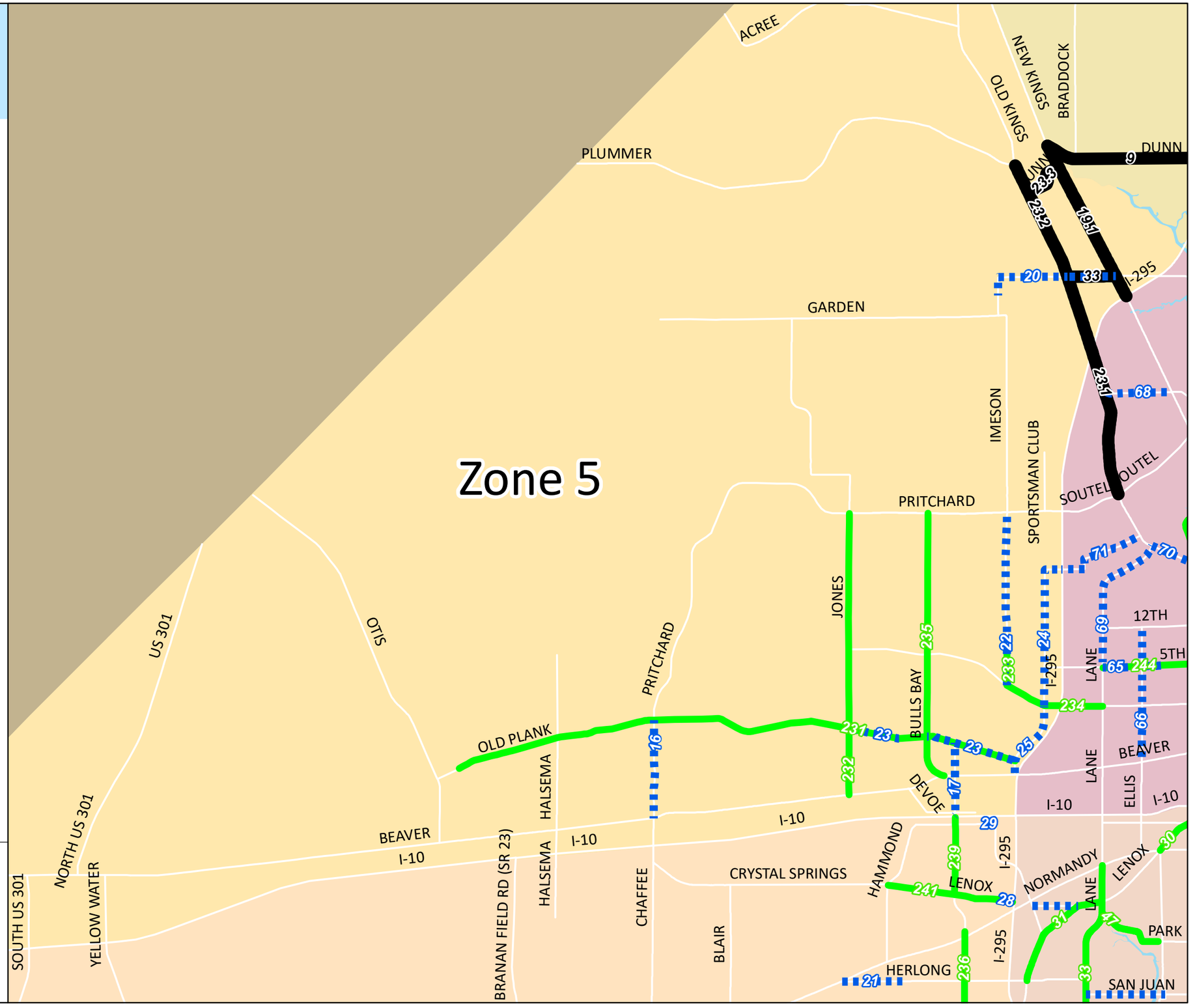
HESTER GROUP

RSG

06/20/2018

N

0 1 2 Miles



2030 MOBILITY PLAN STUDY UPDATE

PROJECTS BY MOBILITY ZONE

- Pedestrian
- JTA
- Bicycle
- DIA
- Corridor

HESTER GROUP

RSG

06/20/2018

N

0 1 2 Miles

Zone 6

BEAVER
SOUTH US 301
NORTH US 301
US 301
YELLOW WATER
OTIS
OLD PLANK
BEAVER
I-10
BRANAN FIELD RD (SR 23)
HALSEMA
I-10
JONES
I-10
I-295
LANE
I-10
CRYSTAL SPRINGS
HAMMOND
CHAFFEE
BLAIR
FOURAKER
I-295
WILSON
FIRESTONE
LANE
JAMMES
NEW WORLD
CECIL COMMERCE CENTER
NORMANDY
103RD
103RD
OLD MIDDLEBURG
RICKE
I-295
MORSE
RAMPART
SHINDLER
CECIL COMMERCE CENTER
NORMANDY
COLLINS
COLLINS
ARGYLE FOREST

2030 MOBILITY PLAN STUDY UPDATE

PROJECTS BY MOBILITY ZONE

- Pedestrian
- JTA
- Bicycle
- DIA
- Corridor

HESTER GROUP

RSG

06/20/2018

0 0.9 1.8 Miles

Zone 10

Zone 7

BEAVER
DEVOE
I-10
I-295
LANE
ELLIS
MCDUFF
POST
KING
KINGS
ATLANTIC
BEACH
HART
ST AUGUSTINE
I-95
EMERSON
SPRING PARK
SAN JOSE
HENDRICKS
PHILLIPS
UNIVERSITY
TOWERS
LENOX
NORMANDY
HAMMOND
HERLONG
SAN JUAN
LAKE SHORE
CASSAT
HAMILTON
PARK
ST JOHNS
BLANDING
ORTEGA
FOURAKER
OLD MIDDLEBURG
WILSON
FIRESTONE
103RD
TIMUQUANA
RICKER
JAMMES
118TH
MORSE
RAMPART
ROOSEVELT
SHINDLER
COLLINS
ARGYLE FOREST
YOUNGERMAN
BEAUCLERC
SCOTT MILL
HARTLEY
I-295

2030 MOBILITY PLAN STUDY UPDATE

PROJECTS BY MOBILITY ZONE

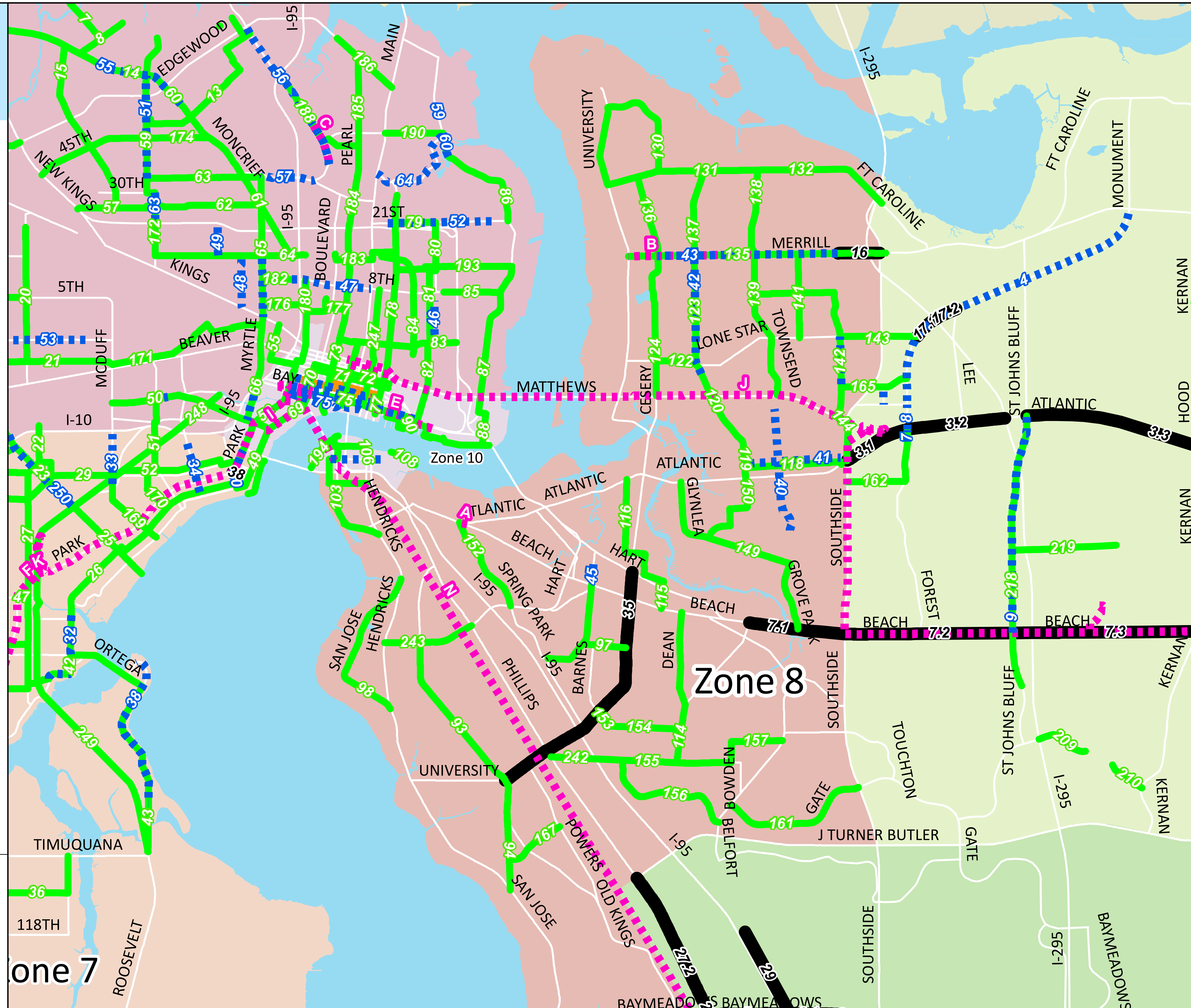
Pedestrian

JTA

Bicycle

DIA

Corridor



Zone 7
Zone 8
Zone 10
EDGEWOOD
I-95
MAIN
45TH
NEW KINGS
30TH
MONCRIEF
PEARL
21ST
BOULEVARD
KINGS
8TH
5TH
MCDUFF
BEAVER
MYRTLE
BAY
MATTHEWS
I-10
PARK
ORTEGA
TIMUQUANA
118TH
ROOSEVELT
UNIVERSITY
FT CAROLINE
MONUMENT
I-295
MERRILL
LONE STAR
TOWNSEND
CESERY
LEE
ST JOHNS BLUFF
ATLANTIC
HOOD
KERNAN
GLYNLEA
SOUTHSIDE
BEACH
HART
HENDRICKS
SAN JOSE
SPRING PARK
PHILLIPS
BARNES
DEAN
GROVE PARK
FOREST
TOUCHTON
BOWDEN
BELFORT
GATE
J TURNER BUTLER
POWERS
OLD KINGS
BAYMEADOWS

06/20/2018

N

0 1 2 Miles

2030 MOBILITY PLAN STUDY UPDATE

PROJECTS BY MOBILITY ZONE

Pedestrian

JTA

Bicycle

DIA

Corridor

HESTER GROUP

RSG

06/20/2018

0 0.8 1.6 Miles

Zone 9

Zone 10

I-295

I-95

I-10

TROUT RIVER

GARDEN

IMESON

SOUTEL

NEW KINGS

SIBBALD

CLYDE

CAPPER

LEM TURNER

BROWARD

BUSCH

ZOO

MAIN

TALLULAH

BUFFALO

PRITCHARD

EDGEWOOD

CLEVELAND

45TH

44TH

30TH

MONCRIEF

PEARL

WINONA

WIGMORE

TALLEYRAND

OLD KINGS

12TH

5TH

KINGS

BOULEVARD

LIBERTY

21ST

8TH

PICKETTVILLE

LANE

ELLIS

MELSON

BEAVER

CASSAT

MCDUFF

KING

MYRTLE

OCEAN

STATE

BAY

JULIA

FORCE

ARLINGTON

HART

MATTHEWS

FOREST

RAMONA

POST

PARK

NORMANDY

LENOX

KINGS

ATLANTIC

2030 MOBILITY PLAN STUDY UPDATE

PROJECTS BY MOBILITY ZONE

Pedestrian

JTA

Bicycle

DIA

Corridor

HESTER GROUP

RSG

06/20/2018

0 0.25 0.5 Miles

APPENDIX 2

Strategy Matrix and Supporting Comprehensive Plan

Goals, Objectives, and Policies

2018 MOBILITY SYSTEM UPDATE - STRATEGY MATRIX						
Criteria	**Comprehensive Plan Element**					
	Future Land Use Element (FLUE)	**Transportation Element (TE)**	**Conservation/Coastal Management Element (CCME)**	**Capital Improvments Element (CIE)**	**Housing Element (HE)**	**Intergovernmental Coordination Element (ICE)**
Location-based Land Use and Transportation Connection	Existing Goal 6 and Policies 1.1.2, 1.1.20, 1.1.20A-C, 1.1.25, 2.3.15, and 2.3.17. Proposed 1.2.4, 2.3.10, and 2.3.16. Existing Text within the Operative Provisions, Description and Interpretation of the FLUMs; Determination of Future Land Use Map Development Area Boundaries; and FLUMs Plan Category Descriptions.	Proposed Policies 1.1.2 and 1.4.11 and Existing Obj. 1.5 and 1.6 and Policy 1.5.1.		Proposed revisions to text within the Implementation section.		Existing Goal 3 and Obj. 3.1.
Funding Mobility	Proposed Obj. 6.2.	Existing Policies 1.2.3, 2.5.1 and 2.5.3; Proposed Policies 1.1.2, 1.4.1, 1.4.2, 1.4.3 and 1.4.10.		Proposed Policies 1.1.5 and 1.2.5; Proposed Policies 1.6.1, 1.6.2, 1.6.3, 1.6.4, 1.6.5, 1.6.7, and 1.6.9. Proposed revisions to text within the Implementation section. Existing Obj. 1.2 and 1.6 and Policy 1.6.2.		
Variety of Transportation Modes	Existing Policies 1.3.10, 2.3.13, and 6.3.4. Proposed Policy 6.2.1. Existing Text within the FLUM Category Descriptions.	Proposed Goals 2, 4, and 11; and Obj. 1.4 and 4.2; and Policies 1.1.2, 1.4.4, 1.4.6, 2.3.11, and 4.1.1. Existing Obj. 3.2, 4.1, 6.2, 10.1, 10.2, and 10.3; and Policies 1.4.7, 1.5.2, 1.5.3, 1.5.4, 1.5.5, 1.5.6, 1.5.7, 1.5.8, 1.5.9, 1.5.10, 1.5.11, 3.2.6, 4.1.2, 4.1.3, 4.1.4, 4.1.5, 4.1.7, 4.2.1, 4.2.3, 6.1.2, 6.2.1, 6.2.3, 6.2.4, 6.5.3, 6.6.1, 9.1.4, 10.2.1, 10.2.2, 10.3.1, 10.3.3, 10.4.4, 10.5.10 and 11.3.3. Proposed new definition of "Active Transportation."	Existing Policy 13.3.1.	Proposed Policy 1.2.5.	Existing Policy 1.11.2.	Existing Goal 3 and Obj. 3.1.
Urban Design	Proposed Policies 4.1.13 and 6.2.1. Existing Policies 1.1.4, 2.3.1, 2.3.5, 2.3.6, 2.3.7, 2.3.9, 3.1.21, 3.2.5, 3.4.5, 4.1.12, and 6.3.6; and Existing Text within the FLUM Category Descriptions.	Proposed Policies 1.4.4 and 2.3.11. Existing Obj. 5.3 and Policies 1.6.5, 2.1.3, 4.1.2, 4.1.3, 4.1.5, 4.1.6, 4.1.8, 6.2.3 and 6.5.3.				
Appropriate Land Use Mix	Existing Obj. 1.1, 1.2, 2.10 and 3.4; and Policies 1.1.4, 1.1.12, 1.1.21, 1.1.22, 1.1.25, 2.3.8, 2.3.11, 2.10.2, 3.1.16, 3.1.18, 3.1.25, 3.2.2, and 3.4.4; and the Existing TOD definition.	Proposed Policies 1.4.4, 1.4.5 and 2.4.6; Existing Obj. 2.4 and Policy 6.2.3.				
Intensity/Density	Existing Policies 1.1.4, 1.1.25, 2.3.1, 3.1.17, 3.1.18, and 3.2.10; and Existing FLUM Category Descriptions.	Proposed Policies 1.4.4, 1.4.5 and 2.4.6. Existing Policies 1.6.10 and 6.2.3.			Existing Policy 1.1.1.	
Network Connectivity	Proposed Policy 6.2.1; Existing Obj. 1.3, 3.4 and 6.3; and Policies 1.1.25, 1.3.4, 1.3.8, 1.3.10, 2.3.6, 3.1.11, 3.2.13, 3.4.1, 3.4.5, 6.3.3, 6.3.5, 6.3.6, and the Existing definition of Connectivity.	Proposed Goal 4 and Policies 1.4.4, 1.4.6, 2.3.11 and 4.1.1. Existing Obj. 4.1 and Policies 1.4.8, 1.4.9, 2.1.4, 4.1.2, 4.1.3, 4.1.5, 4.1.7, 4.1.8, 6.2.2, and 6.2.4.				Existing Goal 3 and Obj. 3.1.

Supporting Comprehensive Plan Goals, Objectives, and Policies

The following proposed revisions to the 2030 Comprehensive Plan respond to the strategies used to support and fund the City's Mobility System. The Planning and Development Department recommends that these text changes be submitted as amendments to the Comprehensive Plan.

TRANSPORTATION ELEMENT

GOAL 1

The City shall utilize Quality/Level of Service standards which meet the Florida Department of Transportation (FDOT) guidelines as described in the 2013 QLOS Handbook and reflect the ~~driving~~ transportation habits and tolerance levels of the City's ~~driving~~ traveling population ~~shall be established~~.

* * *

Policy 1.1.2

~~The City shall adopt a city-wide multi-modal mobility score to measure mobility and establish the acceptable levels of service based on roadways, transit, and bicycle and pedestrian facilities. The Quality/Level of Service (Q/LOS) value for each mode of transportation will be weighted based on the location and needs of each Mobility Zone, shown in Map T-12, so as to arrive at a Mobility Score for each Zone. The Mobility Score provides a measurement to determine the average quality of service of the Mobility Plan within each of the 10 Mobility Zones. By separating the average score by mode, it allows the City to move forward with improvements that will benefit mobility regardless of mode choice.~~

~~Mobility Zone standards and associated mobility score ranges are described below. Individual Mobility Zones shall maintain a minimum weighted mobility score of 1.5 (Q/LOS E). The City shall maintain a minimum city-wide mobility score of 2.0 (Q/LOS D) which shall be determined from the average scores of all the Mobility Zones.~~

~~Quality/Level of Service (Q/LOS) on roadway links within each Mobility Zone shall be calculated for four basic methods of travel:~~

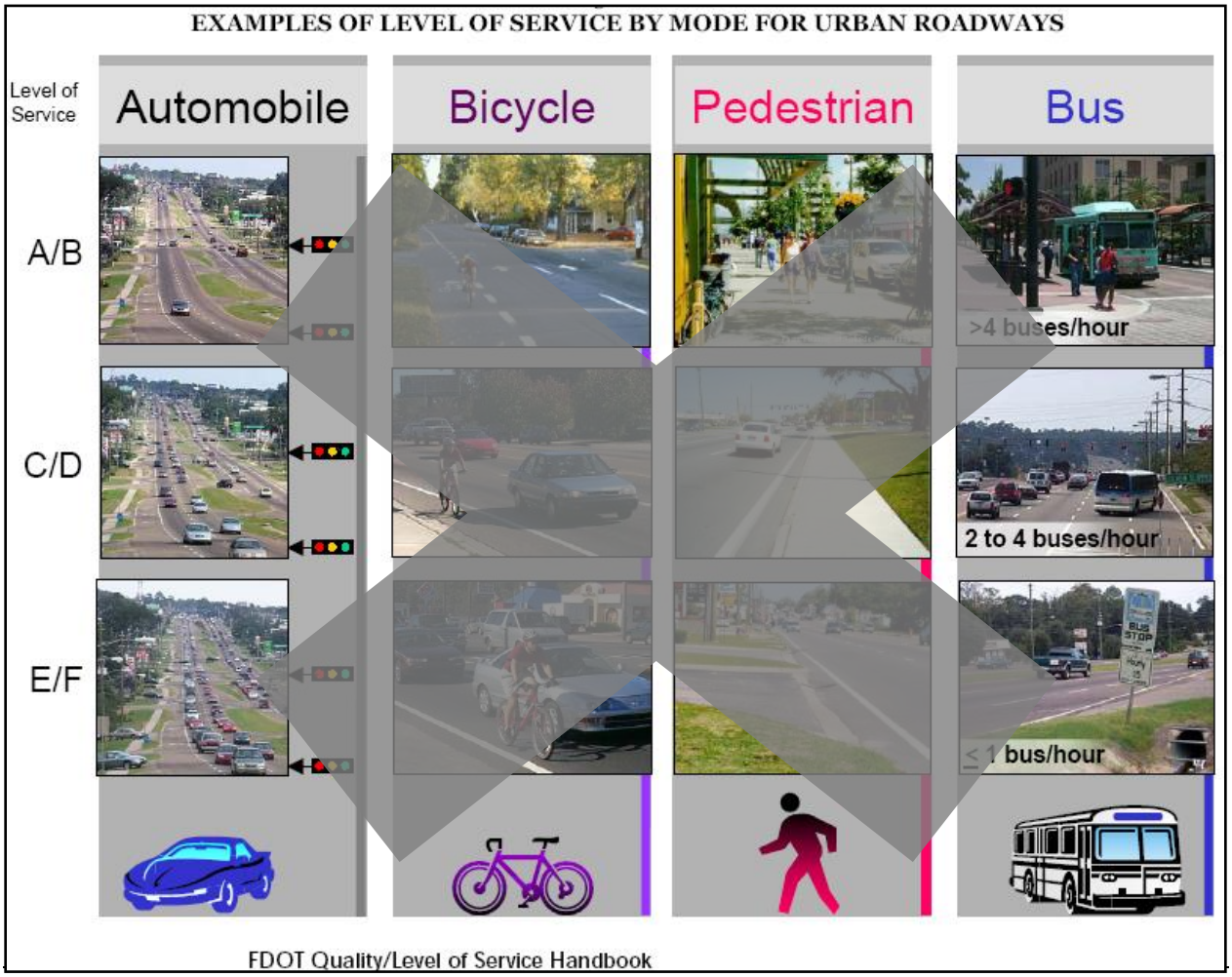
- ~~Auto/Truck Mode~~
- ~~Transit Mode~~
- ~~Bicycle Mode~~
- ~~Pedestrian Mode~~

~~Quality/Level of Service analysis for each mode shall be based on methodologies presented in the 2009 Quality/Level of Service Handbook, Florida Department of Transportation, 2009 (Q/LOS).~~

~~Q/LOS shall be expressed using five (5) letter grade levels (B-F) based on quality of travel (traveler satisfaction with a facility or service) and quantity of travel (magnitude of use of a facility or service), with Q/LOS B being the best achievable level and Q/LOS F the worst. The methodologies presented in the Q/LOS Handbook consider Q/LOS A to be unattainable.~~
~~In order to calculate the Mobility Score, Q/LOS grades are assigned a numerical value. The numerical values are as follows:~~

~~Q/LOS B = 4 (4.00)~~
~~Q/LOS C = 3 (3.00 to 3.99)~~
~~Q/LOS D = 2 (2.00 to 2.99)~~
~~Q/LOS E = 1 (1.00 to 1.99)~~
~~Q/LOS F = 0 (0.00 to 0.99)~~

~~The figure below provides a visual interpretation of Q/LOS by mode choice.~~



~~Since roadway links (or segments) within the Mobility Zones are of varying lengths, the Q/LOS value shall be weighted based on the length of the segment. For the Auto/Truck mode the Q/LOS value shall be further adjusted based on the number of directional lanes on each segment.~~

~~The Auto/Truck Mode scores include all roadway links; all other modes exclude freeways and expressways from calculations. Transit mode scores assume JTA bus frequency increases by one bus per hour in links with bus service in Mobility Zones 7, 8, 9 and 10 to account for the introduction of rapid transit corridors (BRT, Commuter Rail and street cars).~~

~~The average result of the adjusted Q/LOS values for each Mobility Zone is the Weighted Mobility Score. Once the Mobility Score is established for each mode a weighted score of all modes is calculated for each Mobility Zone and for the entire City. The weighted score for each Mobility~~

~~Zone is based on the percent of mode choice requirement for the zone. For example, Zones 3 through 6 contain large rural areas, and as they develop, their primary mobility requirements will be for Auto/Truck modes whereas the more urban Zones 7 through 10 will need more equal amounts of improvements for all modes.~~

~~Table 1.1.2 provides the 2030 projection of weights and scores.~~
~~TABLE 1.1.2~~
~~2030 PROJECTED MOBILITY SCORES~~
~~2030 Mobility Score by Mobility Zone~~
~~With COJ CIE Prioritized Roadway Projects & Increased Transit Frequency in Zones 7, 8, 9 & 10~~

~~Mobility~~	~~Auto/Truck Mode~~		~~Transit Mode~~		~~Bicycle Mode~~		~~Pedestrian Mode~~		~~Weighted~~	~~Weighted~~
~~Zone~~	~~Score~~	~~% Weight~~	~~Score~~	~~% Weight~~	~~Score~~	~~% Weight~~	~~Score~~	~~% Weight~~	~~Score~~	~~Q/LOS "Grade"~~
~~1~~	~~1.68~~	~~60%~~	~~0.72~~	~~10%~~	~~2.41~~	~~15%~~	~~1.71~~	~~15%~~	~~1.70~~	~~E~~
~~2~~	~~1.78~~	~~60%~~	~~1.17~~	~~10%~~	~~2.69~~	~~15%~~	~~1.76~~	~~15%~~	~~1.85~~	~~E~~
~~3~~	~~2.56~~	~~80%~~	~~0.23~~	~~5%~~	~~2.40~~	~~10%~~	~~1.23~~	~~5%~~	~~2.36~~	~~D~~
~~4~~	~~2.29~~	~~80%~~	~~0.51~~	~~5%~~	~~2.43~~	~~10%~~	~~1.24~~	~~5%~~	~~2.16~~	~~D~~
~~5~~	~~2.13~~	~~80%~~	~~0.06~~	~~5%~~	~~2.12~~	~~10%~~	~~1.18~~	~~5%~~	~~1.98~~	~~E~~
~~6~~	~~2.36~~	~~80%~~	~~0.06~~	~~5%~~	~~2.62~~	~~10%~~	~~1.40~~	~~5%~~	~~2.22~~	~~D~~
~~7~~	~~1.39~~	~~25%~~	~~1.44~~	~~25%~~	~~1.73~~	~~25%~~	~~1.93~~	~~25%~~	~~1.62~~	~~E~~
~~8~~	~~2.09~~	~~25%~~	~~2.34~~	~~25%~~	~~1.92~~	~~25%~~	~~2.05~~	~~25%~~	~~2.10~~	~~D~~
~~9~~	~~1.99~~	~~25%~~	~~1.95~~	~~25%~~	~~1.91~~	~~25%~~	~~1.85~~	~~25%~~	~~1.93~~	~~E~~
~~10~~	~~2.02~~	~~20%~~	~~2.65~~	~~30%~~	~~1.96~~	~~20%~~	~~2.52~~	~~30%~~	~~2.35~~	~~D~~
~~Average~~	~~2.03~~	~~-~~	~~1.11~~	~~-~~	~~2.22~~		~~1.69~~	~~-~~	~~2.03~~	~~D~~

~~LEGEND:~~
~~Q/LOS "B" = 4 (4.00; Q/LOS "A" Not Attainable in FDOT *2009 Quality/Level of Service Handbook*)~~
~~Q/LOS "C" = 3 (3.00 to 3.99)~~
~~Q/LOS "D" = 2 (2.00 to 2.99)~~
~~Q/LOS "E" = 1 (1.00 to 1.99)~~
~~Q/LOS "F" = 0 (0.00 to 0.99)~~

~~NOTES:~~
~~1. Auto/Truck Mode Scores Include All 2030 Links; All Other Modes Exclude Freeways and Expressways From Calculations.~~
~~2. All Mode Scores Weighted by Link Length; Auto/Truck Mode Scores Also Weighted by Number of Directional Lanes.~~
~~3. City of Jacksonville CIE Prioritized Roadway Projects ($218,000,000) Included in Auto/Truck Mode Scores.~~
~~4. Transit Mode Scores Assume JTA Bus Frequency Increases by 1 Bus Per Hour on Links with Bus Service in Mobility Zones 7, 8, 9 & 10 to Account for Change in Local Bus Service Associated With Introduction of Rapid Transit Corridors (BRT, Commuter Rail & Street Car).~~

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.

* * *

Objective 1.4
Through implementation of the Mobility ~~Plan~~ System ~~and Multi-modal Transportation Study (Ghyabi & Associates, 2010),~~ the City shall strive to reduce ~~its per capita Vehicle Miles Traveled (VMT)~~ the number of crashes with fatalities and incapacitating injuries by 10~~0~~% by 2030. ~~A baseline for the City's average VMT shall be developed in order to measure the progress of this goal over the course of the plan.~~

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

Policy 1.4.1
The land use and transportation strategies that support and fund the ~~mobility~~ Mobility System are contained in the Mobility Strategy Plan (Jacksonville Planning and Development Department, ~~May 2011~~ July 2018), adopted by reference, ~~and~~ on file with the Planning and Development Department, and provided on the Department's website.

Policy 1.4.2
The City shall continue to amend the ~~l~~Local Code of Ordinances to incorporate and implement policies which support and fund mobility per the Mobility ~~Plan~~ System.

Policy 1.4.3
The ~~CIE shall be based upon the transportation modes improvement~~ Mobility System project lists ~~set forth in the Mobility Plan~~ shall be provided within the CIE.

Policy 1.4.4
~~Mobility fees may be reduced through trip adjustments based on such factors as street intersection density, bicycle network completion, sidewalk network completion within a ½ mile radius of the proposed development, household density, number of employees, a mix of uses, transit service, and presence of local serving retail within a ½ mile radius of the proposed development, as identified in the Mobility Plan. The presence of local serving retail shall be identified by land uses that permit retail development. Mobility fees, when applied to residential projects, may also be reduced through trip adjustments based on the provision of a certain percentage of the housing being offered as below market rate (BMR) dwelling units. The percentage of BMR units will be agreed upon between the applicant and the City.~~ The City shall implement a fee credit and trip reduction system that maximizes multi-modal transportation safety and incentivizes infill development.

Policy 1.4.5
At ~~the time of the first~~ each evaluation of the ~~Multi-modal Transportation Study (appendix to the Mobility Plan),~~ Mobility System, areas will be identified in which the greatest reduction in ~~average VMT~~ the number of annual crashes with fatalities or incapacitating injuries has occurred. The ~~land use pattern of~~ types of projects implemented in these areas shall be studied so as to determine the effectiveness and feasibility of ~~duplicating the land use pattern in other appropriate~~ implementing these improvements in additional areas of the City.

Policy 1.4.6
The City shall increase ~~the~~ data collection with regards to pedestrian and bicycle ~~facilities~~ counts and types of facilities on ~~existing~~ local roadways. The subsequent ~~Multi-modal Transportation Study~~ analysis will base the bicycle and pedestrian transportation ~~modes~~ improvement projects on this data collection.

* * *

Policy 1.4.10
~~Approximately 11 percent (11%)~~ Percentages of the mobility fee collected per development shall be allocated ~~for~~ by motorized and non-motorized modes based upon projects identified ~~on the bicycle and pedestrian prioritized transportation mode improvement list within the applicable~~ for each Mobility Zone ~~mobility zone, as found within the Mobility Plan~~. ~~This~~ These percentages, per Section 111.546 (Mobility Fee Zone Special Revenue Fund), Ordinance Code, shall be revised as necessary at ~~the time of~~ each ~~evaluation of the Multi-modal Transportation Study~~ update of the Mobility System. The percentages allocated do not impact mobility fee credit calculations.

Policy 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 ~~Plan~~ System.

Policy 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~~ Motorized Mode Mobility System Projects (MSP) list, provided however such improvement is located on the intersecting city right-of-way, proposed city right-of-way ~~or the identified prioritized project~~ of the MSP, and can be demonstrated to improve capacity of the identified ~~prioritized transportation project~~ MSP. Funds shall not go towards improvements required as part of a development order.

* * *

GOAL 2
~~Increase Existing Transportation Network Capacity - The traffic-carrying ability of the existing roadway network shall be optimized, and the traffic-carrying capability of any capacity-deficient roadway segment shall be increased to the highest practical level of efficiency before considering the addition of through-lane miles.~~ Provide the City's residents and businesses with reliable and safe mobility for people and goods by all modes, in the most cost effective manner.

Objective 2.1
The City shall optimize the ~~use~~ multi-modal mobility of the existing roadway ~~facilities~~ 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.

* * *

Objective 2.2
The City shall ~~eliminate traffic-carrying constraints and maximize the operational efficiency of a roadway before expending roadway construction funds to add new through-lanes to an existing facility.~~ consider ~~carefully the necessity of~~ the need for new through-lanes for motor vehicles ~~to the existing roadway network,~~ based on the need for safe and efficient movement of persons. The additional through-lane capacity for motor vehicles will be accomplished without compromising safety of other modes and where possible, contained within the limits of the existing roadway rights-of-way.

* * *

Policy 2.3.11
~~Within five (5) years of the effective date of the Mobility Plan, the~~ The Planning and Development Department in cooperation with the Department of Public Works ~~shall propose guidelines for context sensitive streets. The scope of which shall support the intent of context sensitive streets, as defined in this element, and shall include design considerations for multi-use paths, also defined in this element, and urban sidewalks, among other guidelines for pedestrian facilities. Upon completion of context sensitive streets guidelines, the City's Land Development Procedures Manual and relevant Comprehensive Plan policies may be revised as necessary to incorporate these guidelines.~~ 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.

* * *

Policy 2.4.6
Trip reduction and credit 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.

* * *

GOAL 4
Establish and support an ~~Non-Motorized~~ active ~~T~~transportation ~~N~~network ~~. The establishment and use~~ through the creation of an interconnected system of rights-of-way which provides for the safe movement of pedestrians and bicyclists throughout the City ~~shall be supported~~.

* * *

Objective 4.2
~~The City shall actively e~~Encourage ~~its~~ citizens to use ~~non-motorized~~ active ~~travel~~ transportation ~~modes and support same with policies to assure~~ that ensures safe and convenient pedestrian and bicycle access to all parks, recreational facilities, ~~and public~~ schools, ~~and~~ transit service and other community serving institutions within the City.

* * *

GOAL 5

Prioritize ~~T~~transportation ~~S~~system ~~S~~safety ~~- The traffic circulation system shall be operated in a manner which values the safety of citizens as being of equal importance to efficiency and expedience of design and materials.~~ in an effort to eliminate fatalities through the operation of a complete multi-modal transportation network that will prioritize the safety of all transportation network users.

* * *

GOAL 6

Provide for ~~Economic Viability of Transit. The economic efficiency of the transit system shall be maximized while providing for~~ the safe and basic multi-modal transportation needs of the transit-dependent in the most cost effective manner.

* * *

GOAL 11

~~Responsibility to Community.~~ An integrated multi-modal transportation system shall be developed which will stimulate the economic development of the community, maximize the 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.

~~**Policy 11.2.8**~~

~~The City shall explore opportunities to provide City employees with incentives to ride transit within five (5) years of the effective date of the Mobility Plan. These incentives may include but are not limited to the provision of park-and-ride facilities, reduced transit rates, and ride-share programs.~~

* * *

DEFINITIONS

Active Transportation – See Non-motorized Mode.

~~*Mobility Plan* - Refers to the 2030 Mobility Plan, adopted by reference.~~

~~*Mobility Score* – A measurement to determine the average quality of service of the Mobility Plan within each Mobility Zone. The Q/LOS value for each mode of transportation will be weighted based on location and need of each Mobility Zone so as to arrive at a Mobility Score for each Mobility Zone. A city-wide Mobility Score will also be determined from the average scores of all Mobility Zones.~~

Mobility Strategy Plan – Refers to the document, which describes the background and land use and transportation strategies of, and rationale behind, the City's Mobility System. The document is adopted by reference.

Mobility System – A process for calculating and collecting a fee from landowner's or developer's for a specified development; and for applying this fee to motorized and non-motorized transportation projects in order to mitigate the effects of increased demand due to growth.

Motorized Mode – Includes roadway/corridor, transit, and Downtown Investment Authority (DIA) transportation improvement projects.

Non-motorized Mode – (also known as Active Transportation or Human Powered Transportation) Includes walking, bicycling, skating, skateboarding, and wheelchair travel. These modes provide both recreation and transportation (access to goods and activities).

* * *

CAPITAL IMPROVEMENTS ELEMENT

Policy 1.1.5
The City shall implement a Concurrency Management System that addresses schools, potable water, sanitary sewer, solid waste, drainage, and parks and recreation. The City ~~is removing transportation concurrency requirements and replacing~~ has replaced the transportation concurrency system with a Mobility ~~Fee~~ System that addresses roadways, mass transit, and active transportation facilities ~~in general~~.

* * *

Policy 1.2.5
The City shall develop a master long-range multi-modal transportation plan to encompass all multi-modal transportation needs within the City regardless of funding source.

IMPLEMENTATION
Mobility ~~Fee~~ System

~~The City shall adopt a Mobility Fee System, as described in the goals, objectives, and policies below. Such a system shall become effective upon the adoption of an implementing ordinance. In the interim between the adoption of the 2030 Mobility Plan and the adoption of an implementing ordinance, the current local fair share assessment system shall remain in effect.~~

~~The City shall utilize a city-wide multi-modal mobility score to measure mobility and establish the acceptable levels of service based on roadways, transit, and bicycle and pedestrian facilities. The Quality/Level of Service (Q/LOS) value for each mode of transportation will be weighted based on the location and needs of each Mobility Zone, shown in Map CI-3, so as to arrive at a Mobility Score for each Zone. The Mobility Score provides a measurement to determine the average quality of service of the Mobility Plan, on file with the Planning and Development Department, within each of the 10 Mobility Zones. By separating the average score by mode, it allows the City to move forward with improvements that will benefit mobility regardless of mode choice.~~

~~Mobility Zone standards and associated mobility score ranges are described below. Individual Mobility Zones shall maintain a minimum weighted mobility score of 1.5 (Q/LOS E). The City shall maintain a minimum city-wide mobility score of 2.0 (Q/LOS D) which shall be determined from the average scores of all the Mobility Zones.~~

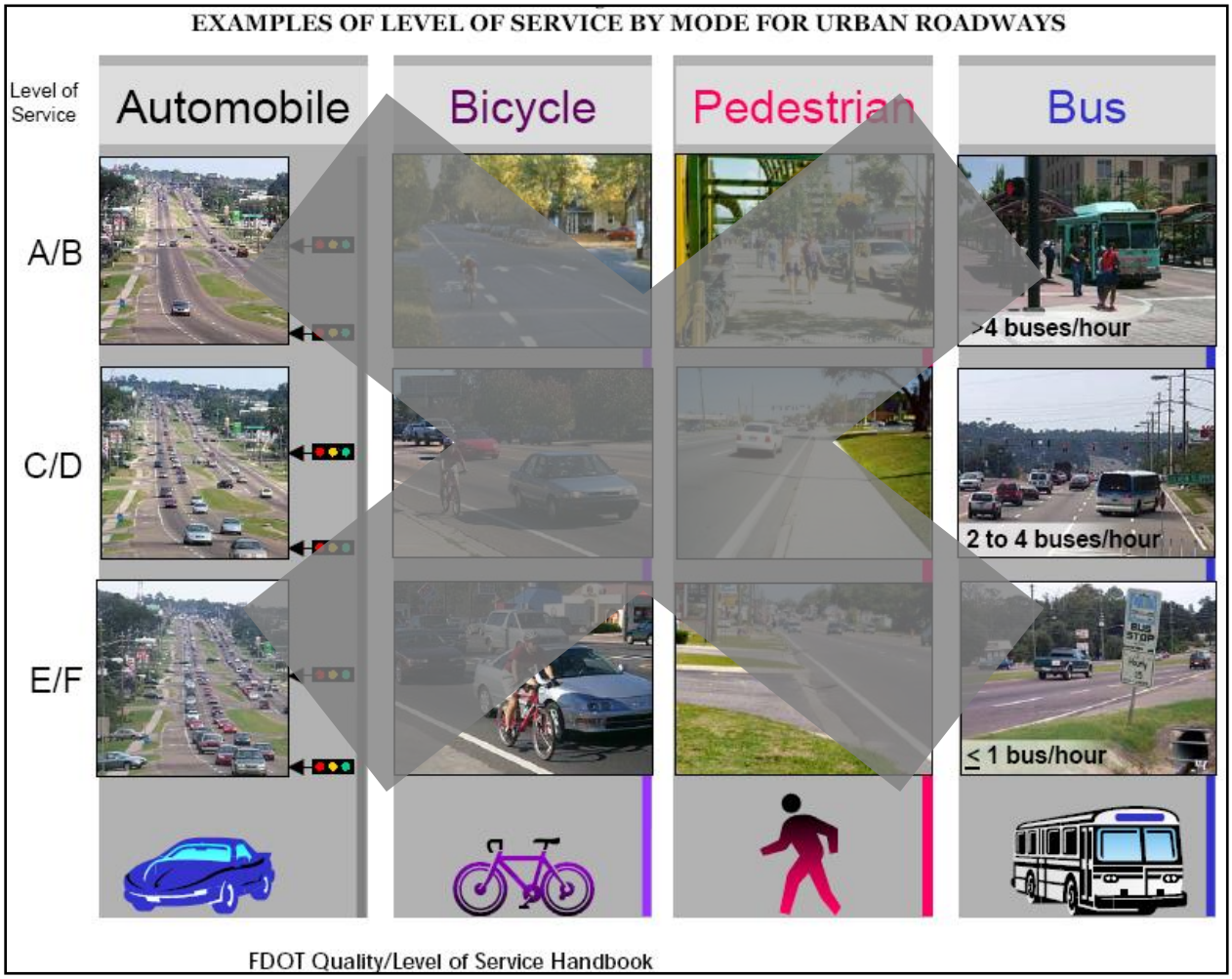
~~Quality/Level of Service (Q/LOS) on roadway links within each Mobility Zone shall be calculated for four basic methods of travel:~~
- ~~Auto/Truck Mode~~
- ~~Transit Mode~~
- ~~Bicycle Mode~~
- ~~Pedestrian Mode~~

~~Quality/Level of Service analysis for each mode shall be based on methodologies presented in the 2009 Quality/Level of Service Handbook, Florida Department of Transportation, 2009 (Q/LOS).~~

~~Q/LOS shall be expressed using five (5) letter grade levels (B-F) based on quality of travel (traveler satisfaction with a facility or service) and quantity of travel (magnitude of use of a facility or service), with Q/LOS B being the best achievable level and Q/LOS F the worst. The methodologies presented in the Q/LOS Handbook consider Q/LOS A to be unattainable.~~

~~In order to calculate the Mobility Score, Q/LOS grades are assigned a numerical value. The numerical values are as follows:~~
~~Q/LOS B = 4 (4.00)~~
~~Q/LOS C = 3 (3.00 to 3.99)~~
~~Q/LOS D = 2 (2.00 to 2.99)~~
~~Q/LOS E = 1 (1.00 to 1.99)~~
~~Q/LOS F = 0 (0.00 to 0.99)~~

~~The figure below provides a visual interpretation of Q/LOS by mode choice.~~



~~Since roadway links (or segments) within the Mobility Zones are of varying lengths, the Q/LOS value shall be weighted based on the length of the segment. For the Auto/Truck mode the Q/LOS value shall be further adjusted based on the number of directional lanes on each segment.~~

~~The Auto/Truck Mode scores include all roadway links; all other modes exclude freeways and expressways from calculations. Transit mode scores assume JTA bus frequency increases by one bus per hour in links with bus service in Mobility Zones 7, 8, 9 and 10 to account for the introduction of rapid transit corridors (BRT, Commuter Rail and street cars).~~

~~The average result of the adjusted Q/LOS values for each Mobility Zone is the Weighted Mobility Score. Once the Mobility Score is established for each mode a weighted score of all modes is calculated for each Mobility Zone and for the entire City. The weighted score for each Mobility Zone is based on the percent of mode choice requirement for the zone. For example, Zones 3 through 6 contain large rural areas, and as they develop, their primary mobility requirements will be for Auto/Truck modes whereas the more urban Zones 7 through 10 will need more equal amounts of improvements for all modes.~~

~~Table CI-1 provides the 2030 projection of weights and scores.~~

~~TABLE CI-1~~
~~2030 PROJECTED MOBILITY SCORES~~

~~2030 Mobility Score by Mobility Zone~~
~~With COJ CIE Prioritized Roadway Projects & Increased Transit Frequency in Zones 7, 8, 9 & 10~~

~~Mobility Zone~~	~~Auto/Truck Mode~~		~~Transit Mode~~		~~Bicycle Mode~~		~~Pedestrian Mode~~		~~Weighted Score~~	~~Weighted Q/LOS "Grade"~~
	~~Score~~	~~% Weight~~	~~Score~~	~~% Weight~~	~~Score~~	~~% Weight~~	~~Score~~	~~% Weight~~		
~~1~~	~~1.68~~	~~60%~~	~~0.72~~	~~10%~~	~~2.41~~	~~15%~~	~~1.71~~	~~15%~~	~~1.70~~	~~E~~
~~2~~	~~1.78~~	~~60%~~	~~1.17~~	~~10%~~	~~2.69~~	~~15%~~	~~1.76~~	~~15%~~	~~1.85~~	~~E~~
~~3~~	~~2.56~~	~~80%~~	~~0.23~~	~~5%~~	~~2.40~~	~~10%~~	~~1.23~~	~~5%~~	~~2.36~~	~~D~~
~~4~~	~~2.29~~	~~80%~~	~~0.51~~	~~5%~~	~~2.43~~	~~10%~~	~~1.24~~	~~5%~~	~~2.16~~	~~D~~
~~5~~	~~2.13~~	~~80%~~	~~0.06~~	~~5%~~	~~2.12~~	~~10%~~	~~1.18~~	~~5%~~	~~1.98~~	~~E~~
~~6~~	~~2.36~~	~~80%~~	~~0.06~~	~~5%~~	~~2.62~~	~~10%~~	~~1.40~~	~~5%~~	~~2.22~~	~~D~~
~~7~~	~~1.39~~	~~25%~~	~~1.44~~	~~25%~~	~~1.73~~	~~25%~~	~~1.93~~	~~25%~~	~~1.62~~	~~E~~
~~8~~	~~2.09~~	~~25%~~	~~2.34~~	~~25%~~	~~1.92~~	~~25%~~	~~2.05~~	~~25%~~	~~2.10~~	~~D~~
~~9~~	~~1.99~~	~~25%~~	~~1.95~~	~~25%~~	~~1.91~~	~~25%~~	~~1.85~~	~~25%~~	~~1.93~~	~~E~~
~~10~~	~~2.02~~	~~20%~~	~~2.65~~	~~30%~~	~~1.96~~	~~20%~~	~~2.52~~	~~30%~~	~~2.35~~	~~D~~
~~Average~~	~~2.03~~	~~-~~	~~1.11~~	~~-~~	~~2.22~~		~~1.69~~	~~-~~	~~2.03~~	~~D~~

~~LEGEND:~~
~~Q/LOS "B" = 4 (4.00; Q/LOS "A" Not Attainable in FDOT *2009 Quality/Level of Service Handbook*)~~

~~Q/LOS "C" = 3 (3.00 to 3.99)~~
~~Q/LOS "D" = 2 (2.00 to 2.99)~~
~~Q/LOS "E" = 1 (1.00 to 1.99)~~
~~Q/LOS "F" = 0 (0.00 to 0.99)~~

~~NOTES:~~
~~1. Auto/Truck Mode Scores Include All 2030 Links; All Other Modes Exclude Freeways and Expressways From Calculations.~~
~~2. All Mode Scores Weighted by Link Length; Auto/Truck Mode Scores Also Weighted by Number of Directional Lanes.~~
~~3. City of Jacksonville CIE Prioritized Roadway Projects ($218,000,000) Included in Auto/Truck Mode Scores.~~
~~4. Transit Mode Scores Assume JTA Bus Frequency Increases by 1 Bus Per Hour on Links with Bus Service in Mobility Zones 7, 8, 9 & 10 to Account for Change in Local Bus Service Associated With Introduction of Rapid Transit Corridors (BRT, Commuter Rail & Street Car).~~

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.

* * *

Objective 1.6
The City's process for assessing, receiving and applying a landowner's mobility fee for a proposed development shall be governed by the following policies:

Policy 1.6.1
~~Upon adoption of the Mobility Plan implementing ordinance, the~~ The City shall ~~cease transportation concurrency and~~ use a quantitative formula for purposes of assessing a landowner~~'s~~ or developer's mobility fee for transportation impacts generated ~~from~~ by a proposed development, where the landowner~~'s~~ or developer's mobility fee shall equal: (A) the cost per vehicle miles traveled per Mobility Zone ~~(A);~~ multiplied by (B) the average vehicle miles traveled per Development Area ~~(B)~~; and then multiplied by the quantity (C) ~~the~~ development daily vehicle trips ~~(C) ; subtracted by~~ minus any trip reductions ~~adjustments~~ assessed to the development. Mobility fee credits shall be calculated as set forth in the Ordinance Code and will be applied to a landowner or developer's mobility fee as a reduction.

Landowner~~'s~~ or Developer's Mobility Fee = (A x B x (C – Trip Reduction ~~Adjustments~~)) – Mobility Fee Credits

* * *

Policy 1.6.3
Mobility fee dollars shall be applied to established funding accounts for each applicable Mobility

Zone and dedicated to ~~the transportation improvements listed within the Mobility Plan~~ Mobility System Projects as shown in the Schedule of Projects within this Element or consistent with Transportation Element Policy 1.4.12.

Policy 1.6.4
Mobility fee dollars shall have a reasonable relationship to the transportation impacts generated by a landowner's or developer's proposed development. Mobility fee dollars shall be applied to the selected transportation improvement project when funds collected are available to the investment necessary to begin the project and the project is located within the respective Mobility Zone ~~and maintains or improves the adopted city-wide and Mobility Zone minimum mobility score~~.

Policy 1.6.5
Developments which have already been approved via a fair share agreement for concurrency can move forward under the conditions of such agreements; however these agreements shall not be extended by the City Council. Concurrency approvals for Conditional Capacity Availability Statements (CCAS), Concurrency Reservation Certificates (CRCs), Vested Property Affirmation Certificates (VPACs), Development Agreements, Redevelopment Agreements, and Fair Share Agreements that have not expired shall be recognized and accepted until expiration, unless the applicant chooses to pursue the ~~mobility fee system~~ Mobility System.

* * *

Policy 1.6.7
As set forth in the Ordinance Code, a ~~A~~ landowner or developer may construct, ~~or~~ cause to be constructed, or provide the real property needed for a transportation improvement project and receive credit for ~~such~~ that project. Any improvement or land associated with an improvement that is required for a development's minimum transportation and traffic operation or circulation, including for bicycle and pedestrian movement, applicable to a development order, pursuant to federal, state or local laws or regulations, including but not limited to the Land Development Procedures Manual, shall not be considered as eligible or qualified for credit pursuant to Section 655 of the Ordinance Code. ~~based on its mode type(s) if it meets either (a) or (b) below:~~

~~(a). A transportation improvement project from the approved Mobility Plan including from the Prioritized Project List, Project Evaluation and Prioritization List, Committed Project List, Bicycle Mode Project Summary List, or the Pedestrian Mode Project Summary List may be chosen by the applicant to be constructed or funded in lieu of or as credit to the assessed mobility fee subject to the following requirements:~~

1. ~~The project must be within the applicable Mobility Zone;~~
2. ~~The project must maintain or improve the adopted City-wide and Mobility Zone minimum mobility score;~~
3. ~~The project must be adopted into the next cycle of the 5-year Capital Improvements Element schedule; and~~
4. ~~The cost of improvements for the chosen project, as determined by information provided from the FDOT Office of Policy Planning regarding generic cost per mile models, may be greater than, equal to or less than the applicant's assessed mobility fee. If the cost of the improvement project is less than the applicant's assessed mobility fee, the applicant shall be required to pay the difference between the assessed mobility fee and the cost of the improvement project.~~

~~(b). A transportation improvement project that is not identified in the Mobility Plan may be chosen to offset a calculated mobility fee if the transportation improvement project meets the following requirements:~~

1. ~~Is located within the applicable Mobility Zone(s);~~
2. ~~Improves the mobility within the applicable Mobility Zone(s) for the applicable mode, as evidenced by a professional traffic study provided by the landowner or developer which utilizes and employs professionally accepted standards and criteria, subject to the review and approval of the Planning and Development Department, or, such project maintains or improves the adopted City-wide and Mobility Zone minimum mobility score for the applicable mode when such project is substituted in lieu of a Prioritized Project List project for purposes of calculating the minimum mobility score;~~
3. ~~Meets the requirements of the Mobility Plan;~~
4. ~~Meets applicable criteria as established by City Council as set forth in the Ordinance Code;~~
5. ~~The cost of improvements for the chosen project, as determined by information provided from the FDOT Office of Policy Planning regarding generic cost per mile models, may be greater than, equal to or less than the applicant's assessed mobility fee. If the cost of the improvement project is less than the applicant's assessed mobility fee, the applicant shall be required to pay the difference between the assessed mobility fee and the cost of the improvement project;~~
6. ~~The project must be adopted into the next cycle of the 5-year Capital Improvements Element schedule; and~~
7. ~~Is approved by City Council~~

~~1.6.8~~

~~The City shall adopt a mobility fee system, as provided in Chapter 2009-96, Laws of Florida, by July 8, 2011, and shall implement the mobility fee system as soon after adoption as practicable. Notwithstanding the provisions in Policies 1.6.1 through 1.6.7 above, until the City's adoption and implementation (effective date) of a mobility fee system, a fair share contribution for a proposed development which meets the following criteria may be calculated by an alternative formula, which is intended to provide incentives for economic development, to be established in the City's land development regulations, which may take into consideration factors such as the timing and amount of the economic impact of proposed development. To be eligible for the calculation of a fair share contribution by such an alternative formula, the proposed development shall not impact roadway improvements to which fair share contributions are to be applied pursuant to existing contracts or agreements and the applicant must agree (1) that its proposed development shall be authorized by a final development order which is issued on or before the earlier of (a) the adoption and implementation (effective date) of a mobility fee system or (b) July 8, 2011, and (2) that construction shall be completed and final plat(s) or certificates of occupancy or use, whichever is applicable, be issued within 18 months after the issuance of the final development order or be subject to a mobility fee, as it shall be adopted and implemented. Additionally, the applicant shall demonstrate that the proposed development will generate at least three (3) construction jobs within such 18-month period and, for non-residential development, at least five (5) permanent jobs thereafter. The alternative formula may be applied by the City Council in its legislative review of a fair share contract. The alternative formula will permit the reduction of a fair share contribution, as otherwise calculated by the standard formula, upon demonstration of economic impact. The reduction shall be determined by the City Council, in its legislative discretion, taking into consideration the demonstrated economic impact of the proposed development, including temporary and permanent jobs generated thereby. For the purpose of this policy, the term "final development order" shall include approval of final construction plans for required improvements under Chapter 654, Ordinance Code, and building permits. This policy does not affect fair share~~

~~contracts entered into prior to this policy's adoption or final development orders issued pursuant such fair share contracts. This policy also does not affect the ability of parties to a fair share contract to amend or terminate a fair share contract.~~

Policy 1.6.~~9~~8
Notwithstanding the provisions set forth in Policies 1.6.1 through 1.6.~~8~~7, the City, through the enactment of an ordinance, may establish finite periods of time in which the payment of the mobility fee will be waived for all development within the City in order to encourage economic growth.

Policy 1.6.~~10~~9
In the event of adoption of an ordinance establishing a temporary waiver as provided in Policy 1.6.~~9~~8, any transportation improvement project which meets the following criteria shall be deemed to be the prioritized project in the 5-year CIE schedule to be funded ~~under the Mobility Plan~~ by mobility fee dollars collected within the respective Mobility Zone after the expiration of the waiver: (1) the project is required to be constructed by a party to a fair share contract in effect as of the adoption of the waiver ordinance; (2) the project is to be funded by fair share assessments paid by development located within the Mobility Zone; (3) construction of the project has commenced prior to the adoption of the waiver ordinance; and, (4) fair share assessments have been received by the City and applied to the project prior to the adoption of the waiver ordinance. Mobility fee dollars shall be applied to any such transportation improvement project through the Fair Share Specific Projects Special Revenue Fund established by the City for the project until the project is fully funded in accordance with funding and cost calculation methodologies in the applicable fair share contract.

* * *

DEFINITIONS

~~*Mobility Plan* - Refers to the 2030 Mobility Plan, adopted by reference.~~

~~*Mobility Score* – A measurement to determine the average quality of service of the Mobility Plan within each Mobility Zone. The Q/LOS value for each mode of transportation will be weighted based on location and need of each Mobility Zone so as to arrive at a Mobility Score for each Mobility Zone. A city-wide Mobility Score will also be determined from the average scores of all Mobility Zones.~~

Mobility Strategy Plan – Refers to the document, which describes the background and land use and transportation strategies of, and rationale behind, the City's Mobility System. The document is adopted by reference.

Mobility System – A process for calculating and collecting a fee from landowner's or developer's for a specified development; and for applying this fee to motorized and non-motorized transportation projects in order to mitigate the effects of increased demand due to growth.
Motorized Mode – Includes roadway/corridor, transit, and Downtown Investment Authority (DIA) transportation improvement projects.

Non-motorized Mode – (also known as Active Transportation or Human Powered Transportation) Includes walking, bicycling, skating, skateboarding, and wheelchair travel. These modes provide both recreation and transportation (access to goods and activities).

* * *

FUTURE LAND USE ELEMENT

Policy 1.2.4
Through implementation of a Concurrency Management System that addresses schools, potable water, sanitary sewer, solid waste, drainage, and parks and recreation, and the Mobility ~~Plan~~ System which addresses ~~roadways~~ multimodal transportation infrastructure, limit urban scale development to the Central Business District, Urban Priority Area, Urban Area, and Suburban Area as identified in the 2030 Comprehensive Plan, in order to minimize the cost of public facilities and service delivery, and to conserve open space.

* * *

Policy 2.3.10
The Downtown DRI shall maintain adopted Levels of Service in the 2030 Comprehensive Plan for all public facilities (drainage, sanitary sewer, solid waste, potable water, recreation, and when applicable, schools) reviewed under concurrency, except for transportation facilities, which shall be governed by the Consolidated Downtown DRI Development Order through Phase I, and the Mobility ~~Plan~~ System for development authorized for Phases II and III of the DRI.

* * *

Policy 2.3.16
The City and DIA shall continue encouraging development and redevelopment within the CBD. Growth within the CBD will be exempt from the Mobility ~~Plan~~ System requirements and governed by the Consolidated Downtown DRI Development Order through Phase I. Previously approved transportation improvements in Phase II and Phase III will be replaced by the ~~improvements~~ Mobility System Projects included in the Mobility ~~Plan~~ System for Mobility Zone 10. Prior to proceeding with development rights authorized in Phases II or III of the Downtown DRI, the City shall either rescind or abandon the DRI pursuant to Section 380.06, F.S., or adopt a project specific Notice of Proposed Change ("NOPC") acknowledging the authorized Phase II and Phase III development rights will be governed by the City's Mobility ~~Fee~~ System.

* * *

Policy 4.1.13
Within one year after adoption of any update to the Mobility ~~Plan~~ System, the Land Development Regulations shall be revised to reflect the resulting Comprehensive Plan changes.

* * *

Objective 6.2
The land use and transportation strategies that support and fund ~~mobility~~ the Mobility System are contained in the Mobility Strategy Plan (Jacksonville Planning and Development Department, ~~May 2011~~ July 2018), adopted by reference, ~~and~~ on file with the Planning and Development Department, and provided on the Department's website.

Policy 6.2.1
~~Within five (5) years of the effective date of the Mobility Plan, the~~ The Planning and Development Department in cooperation with the Department of Public Works ~~shall propose guidelines for context sensitive streets. The scope of which shall support the intent of context sensitive streets, as defined in this element, and shall include design considerations for multi-use paths, also~~

~~defined in this element, and urban sidewalks, among other guidelines for pedestrian facilities. Upon completion of context sensitive streets guidelines, the City's Land Development Procedures Manual and relevant Comprehensive Plan policies may be revised as necessary to incorporate these guidelines.~~ 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.

~~**Policy 6.2.2**~~
~~At the time of the first evaluation of the Multi-modal Transportation Study (appendix to the Mobility Plan), areas will be identified in which the greatest reduction in average VMT has occurred. The land use pattern of these areas shall be studied so as to determine the effectiveness and feasibility of duplicating the land use pattern in other appropriate areas of the City.~~

~~**Policy 6.2.3**~~
~~Within one year after adopting the Mobility Plan, the City shall evaluate the Future Land Use Map series (FLUMs) for changes needed to implement the six planning district vision plans and to further the intent of the Mobility Plan.~~

VESTED DEVELOPMENT RIGHTS

In those instances where the 2030 Comprehensive Plan effects any change in the density or intensity of land use, or any other change in the use or regulation of land development, certain property owners are vested from such provisions, provided that one of the following is shown by substantial competent evidence:

(1) That the development was authorized as a development of regional impact, pursuant to Chapter 380, Florida Statutes, prior to the adoption of the 2030 Comprehensive Plan, and the development of regional impact continues to be effective;

(2) That a final local development order was issued for the development and development has commenced and is continuing in good faith prior to the adoption of the 2030 Comprehensive Plan;

(3) That a property owner or other similarly situated person:

(a) has acted in good faith and in reasonable reliance;
(b) upon a valid, unexpired act or omission of the government; and
(c) has made such a substantial change in position or incurred such extensive obligations and expenses that it would be highly inequitable or unjust to destroy the rights he has acquired; or

(4) That concurrency approvals for Conditional Capacity Availability Statements (CCAS), Concurrency Reservation Certificates (CRCs), Vested Property Affirmation Certificates (VPACs), Development Agreements, Redevelopment Agreements, and Fair Share Agreements that have not expired and shall be recognized and accepted until expiration, unless the applicant chooses to pursue the mobility ~~fee~~ system as an alternative.

* * *

DEFINITIONS

~~*Mobility Plan* – Refers to the 2030 Mobility Plan, adopted by reference.~~

Mobility Strategy Plan – Refers to the document, which describes the background and land use and transportation strategies of, and rationale behind, the City's Mobility System. The document is adopted by reference.

Mobility System – A process for calculating and collecting a fee from landowner's or developer's for a specified development; and for applying this fee to motorized and non-motorized transportation projects in order to mitigate the effects of increased demand due to growth.