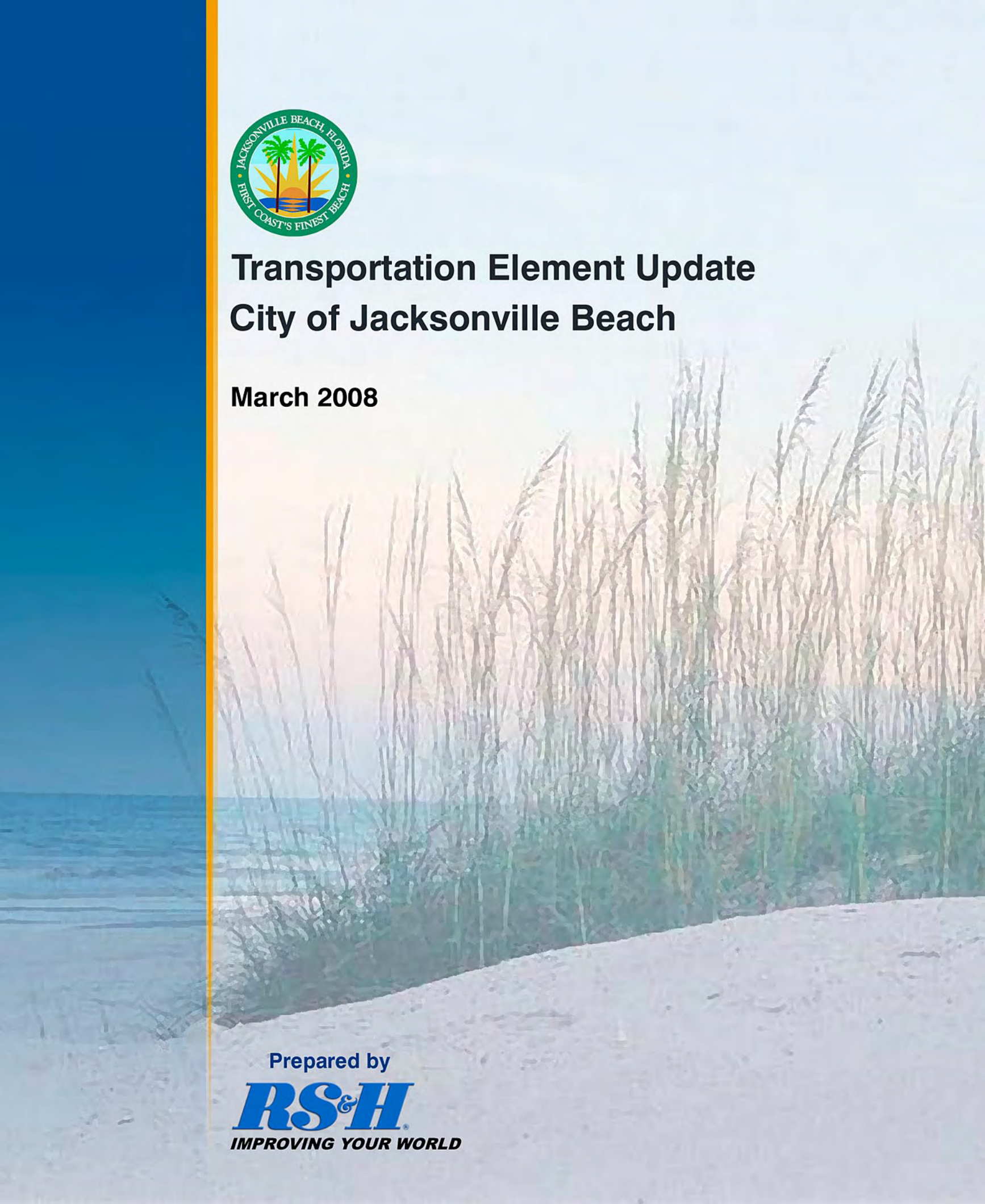
Transportation Element Update
City of Jacksonville Beach

March 2008



Prepared by

RS&H

IMPROVING YOUR WORLD

Transportation Element Update

Prepared for

CITY OF JACKSONVILLE BEACH

Prepared by

Reynolds, Smith and Hills, Inc.
Jacksonville, Florida

March 2008

CITY OF JACKSONVILLE BEACH

TRANSPORTATION ELEMENT UPDATE

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Executive Summary

This update was undertaken in order to reflect changes in state legislation and local policies of the City of Jacksonville Beach, as well as the recent update of the City's concurrency management system and the incorporation of a method for proportionate fair share funding of road improvements needed in order to maintain concurrency, pursuant to changes in state legislation enacted in 2005 by Senate Bill 360.

Unlike many of the local governments in Florida that are affected by these new regulations, the City of Jacksonville Beach has very little vacant land within its jurisdiction that is available for new development. New developments affecting Jacksonville Beach traffic are more likely to be located in St. Johns County or west of Jacksonville Beach within the City of Jacksonville. Within the City of Jacksonville Beach, most new vehicular traffic will be due to the redevelopment of existing developed land within the city's jurisdiction, and from growth in adjacent jurisdictions.

A key factor affecting traffic in Jacksonville Beach is the decision that has been made by local elected officials not to support any capacity improvements on A1A or on any new or existing parallel highways. Other factors include the prevalence of bicycle and pedestrian traffic on local streets in the city, and the high level of street connectivity due to a dense network of local streets in a grid pattern. Six existing transit routes presently serve Jacksonville Beach, and plans are being implemented that will improve and expand transit services for the Beaches area.

With the expected completion of a major widening project on Beach Blvd. in 2008, the focus of transportation planning for Jacksonville Beach is expected to shift from highway capacity projects more to projects involving other modes of transportation. This Transportation Element update both reflects and supports this shift in emphasis.

I. Overview

Purpose

This report documents the 2007 update of the Transportation Element of the Comprehensive Plan for the City of Jacksonville Beach, which was initially adopted on October 15, 1990.

Besides updating the Transportation Element in order to reflect current conditions, new development forecasts, and changing local and regional goals and development objectives, the City of Jacksonville Beach Transportation Element has also been updated to reflected recent changes both to Chapter 163 of the Florida Statutes and to Rule 9J-5 of the Florida Administrative Code. These changes were enacted by the State of Florida in 2005 through Senate Bills 360 and 444. These changes include new level of service standards to be used to evaluate the capacities of certain state highways, and they also require the incorporation of methodologies for "Fair Share" impact mitigation costs into the city's Concurrency Management System.

Project Management
The 2007 update of the Transportation Element has been carried out under the direction of the Planning and Development Department on behalf of the City of Jacksonville Beach, with assistance from Reynolds, Smith and Hills, Inc. (RS&H).

Study Area Description
Figure TE-1 shows the location of Jacksonville Beach in relation to the City of Jacksonville, Atlantic Beach, Neptune Beach, Duval County, and St. Johns County.

Figure TE-2 shows the city limits for the City of Jacksonville Beach Comprehensive Plan Transportation Element. The study area boundary is the same as the city limits for the City of Jacksonville Beach. Figure TE 1. also shows the major roadway facilities that are located within the study area.

Jacksonville Beach is located on the Atlantic Ocean approximately 15 miles east of downtown Jacksonville, in Duval County and adjoins St. Johns County to the south and the City of Neptune Beach to the north. Jacksonville Beach is the largest of the County's three beach communities (Jacksonville Beach, Neptune Beach, and Atlantic Beach). As a beach community, the City of Jacksonville Beach has a considerable amount of recreational traffic, especially during the warmer months. There is also a significant amount of morning and afternoon commuter traffic to and from employment centers in Jacksonville.

Background of Jacksonville Beach Transportation Element
The original predecessor to the Transportation Element was the Traffic Circulation Element for the City of Jacksonville Beach, which was adopted as part of the Comprehensive Plan on October 15, 1990. A revised Traffic Circulation Element was adopted in 1995, with updated data and analysis. In 1999, pursuant to changes in Rule 9J-5 of the Florida Administrative Code, the 1995 Traffic Circulation Element was incorporated into a Transportation Element that addressed additional issues related to overall transportation within the City of Jacksonville Beach, Duval County, and Northeast Florida. Conversion of the 1995 Traffic Circulation Element into a Transportation Element largely involved the incorporation of new requirements pertaining to mass transit and the development of an areawide integrated multimodal transportation system.

Figure TE-1
Location Map

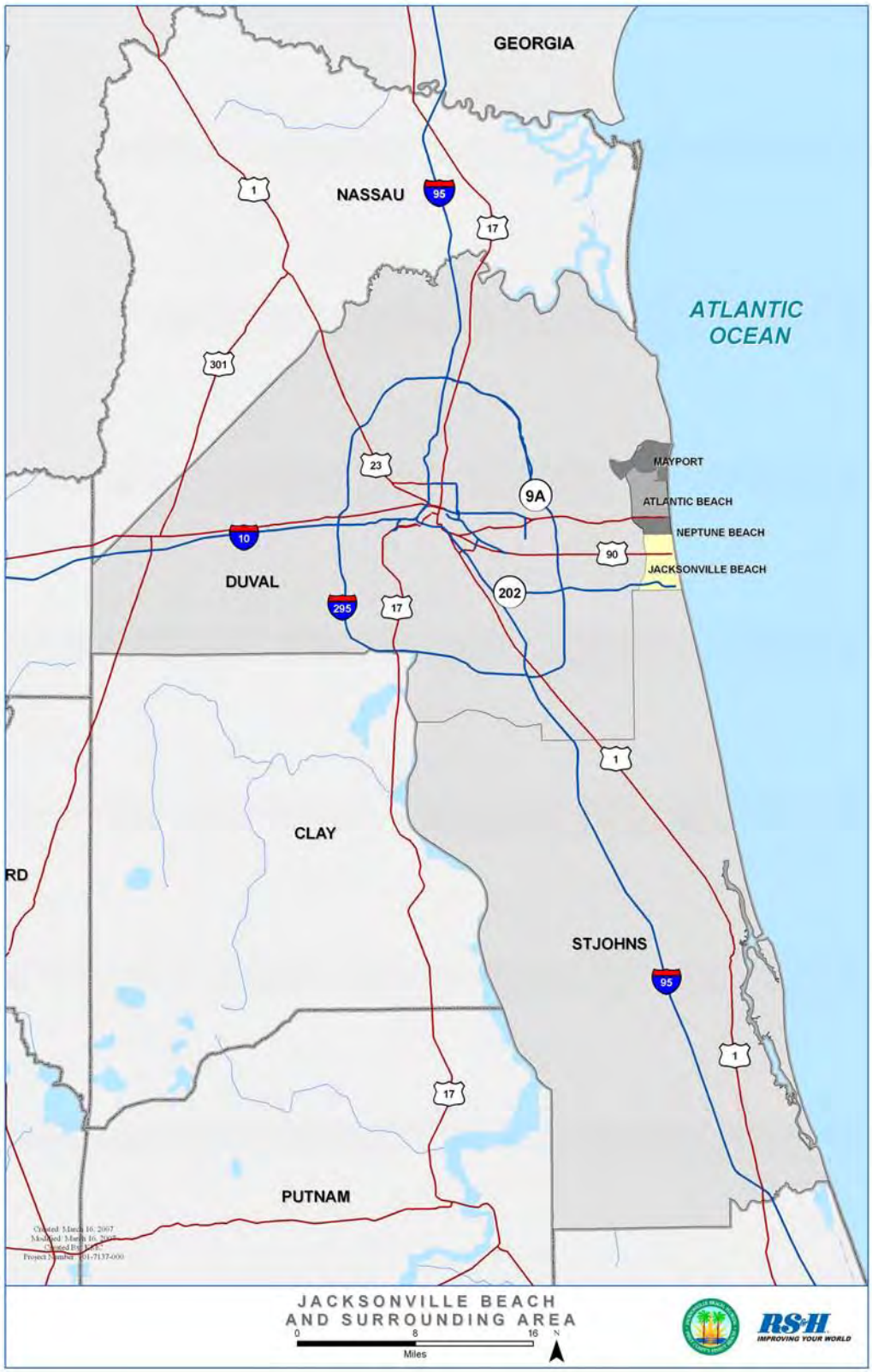


Figure TE-2
City Limits and Study Area Boundary

The 2007 Transportation Element expands consideration for transit and multimodal transportation issues, in order to reflect the decision of local elected leaders of the City of Jacksonville Beach, along with leaders of St. Johns County, Atlantic Beach, and Neptune Beach, with regard to the designation of SR A1A and parallel arterial and collector routes as "constrained facilities." This decision was made upon the conclusion of the SR A1A Arterial Investment Study by the Florida Department of Transportation (FDOT) in 1998.

Pursuant to this policy the 2007 Transportation Element also includes consideration for the establishment of either a Transportation Concurrency Exception Area or a Multimodal Transportation District.

The 2007 Transportation Element also incorporates changes in the City of Jacksonville Beach Concurrency Management System. These changes were made pursuant the enactment in 2005 of Senate Bill 360, Senate Bill 444, and other legislation affecting Chapter 163 of the Florida Statutes, and Rule 9J-5 and Rule 14-94 of the Florida Administrative Code. Rule 14-94 pertains to Level of Service Standards for state highways under the jurisdiction of the Florida Department of Transportation. Pursuant to Senate Bill 360, the City of Jacksonville Beach Concurrency Management System has been changed to incorporate an expanded data base and the enactment of an ordinance for proportionate fair share mitigation of development impacts on transportation corridors. The City of Jacksonville Beach enacted its "fair share" ordinance on December 18, 2006. It is expected that beginning with the 2007 traffic count cycle, the expansion of the City of Jacksonville Beach Concurrency Management System database will include an expanded traffic count program.

Overview of Factors Affecting Traffic in the City of Jacksonville Beach

Unlike many of the local governments that are affected by the new Florida comprehensive planning regulations that were enacted in 2005, the City of Jacksonville Beach has very little land within its jurisdiction that is available for new development. The most likely sources of increased Jacksonville Beach traffic will be new development in St. Johns County and eastern Jacksonville; and the redevelopment of existing developed land within the city's own jurisdiction.

Other factors affecting Jacksonville Beach traffic include the growing number of seasonal residences within the city, along with the limited availability of parking and the prevalence of bicycle and pedestrian traffic on local streets in the city.

Taken together, these factors suggest that growth in Jacksonville Beach traffic will not be as great as the growth that has been projected for many other Florida communities. Rather than the creation of large amounts of new vehicular capacity on new and existing transportation facilities, a more creative approach is required.

Vehicular Facilities Overview

The major roadway facilities in the city are 3rd Street (SR A1A), Beach Blvd. (US 90), and J. Turner Butler Blvd. (SR 202). SR A1A is the major north south artery through the city. The center of Jacksonville Beach is located at the junction of SR A1A and Beach Blvd. SR A1A and J. Turner Butler Blvd. form the primary link between northeastern St. Johns County and employment centers in Jacksonville. The St. Johns County line is located slightly south of J. Turner Butler Blvd., via SR A1A.

Besides Beach Blvd. and J. Turner Butler Blvd, access to the county's beach communities is also provided via two other major roadway facilities that cross the Intracoastal Waterway. Atlantic Blvd. (SR 10) runs along the boundary between Neptune Beach and Atlantic Beach. The Wonderwood Connector, which opened in 2005, provides access to and from Atlantic Beach and Mayport.

Within Jacksonville Beach there is a dense network of connected local streets generally in a grid pattern, with a mix of complementary land uses in close proximity to each other. As a consequence, there is a high level of local bicycle and pedestrian activity in the city, particularly within the parts of Jacksonville Beach that are closest to the Atlantic Ocean.

Transit and Multimodal Facilities Overview

Public transportation services and facilities are provided for the City of Jacksonville Beach by the Jacksonville Transportation Authority (JTA). There are two transit interface hubs in the City of Jacksonville Beach. Four transit routes converge near Beach Blvd. and SR A1A (3rd Street North), and five transit routes also serve the hub at the eastern end of J. Turner Butler Blvd. at SR A1A. There are no dedicated park and ride facilities in Jacksonville Beach, but off-street parking facilities exist at both of these hubs.

The City of Jacksonville Beach has no port, aviation, or rail facilities within its boundaries.

Existing and Projected Land Use and Socioeconomic Data

The base year for this study has been established as 2005, the latest year for which both land use and traffic count data are available. For consistency with state planning laws and regulations as well as with local planning policies and development objectives, 2012 and 2027 have been designated as the horizon years for this study.

As a part of this study, the 2005 land use and socioeconomic data (ZDATA) base for the Northeast Florida Regional Planning Model NERPM 2005 has been significantly revised for Jacksonville Beach. Under the direction of the Planning and Development Director for the City of Jacksonville Beach, the ZDATA1 and ZDATA2 NERPM land use and socioeconomic data sets have been modified for use in this study. These modifications include the revision of school enrollment data in the NERPM Traffic Analysis Zones 383, 384 and 399 in Jacksonville Beach, as well as in Traffic Analysis Zone 374, which immediately adjoins Jacksonville Beach and is located in the City of Neptune Beach. These changes reflect the correct locations of Fletcher Middle School and Fletcher High School, i.e. Fletcher Middle School is in Jacksonville Beach, and Fletcher High School is in Neptune Beach.

Table TE-1 is a summary table showing the amount of growth that has been forecast for the Jacksonville Beach study area as a whole.

Table TE-1 Summary of Land Use and Socioeconomic Data and Forecasts

	2005	2012	2027
HOUSING UNITS			
Single Family Dwelling Units	6,135	6,156	6,202
Multiple Family Dwelling Units	5,692	6,158	7,516
Total Dwelling Units	11,827	12,314	13,718
POPULATION			
Single Family Population	14,298	14,353	14,470
Multiple Family Population	6,949	7,573	9,380
Total Population	21,247	21,926	23,850
EMPLOYMENT BY SECTOR			
Light Industrial	608	631	691
Heavy Industrial	580	582	588
Commercial	4,146	4,204	4,348
Service	4,830	4,973	5,339
Total	10,164	10,390	10,966
SCHOOL ENROLLMENT	2,680	2,717	2,833
HOTEL/MOTEL UNITS	935	751	934

Sources: Northeastern Regional Planning Model (NERPM); Jacksonville Beach Planning and Development Department, RS&H

As shown in Table TE-1, a significant 35% increase in the number of multifamily units has been forecast for the City of Jacksonville Beach over 22 years (i.e. about 1.6% per year), but the number of single family dwelling units and hotel motel units are both expected to remain stable. Commercial and industrial employment are also expected to hold steady in Jacksonville Beach over the next 20 years, due to the lack of land available for new development and current trends for the redevelopment of existing developed areas. Service employment is expected to increase.

Due to limited growth in single family housing within the City of Jacksonville Beach, little or no growth in school enrollment is expected. However, growth elsewhere in Duval County will ensure that existing available classroom space is fully utilized within the Jacksonville Beach study area. The traffic impacts of schools will therefore remain about the same over the planning period for this update.

Figure TE-3 shows the existing boundaries of the traffic analysis zones that have been developed for use in the Northeast Florida Regional Planning Model (NERPM) by the First Coast Metropolitan Planning Organization for the Jacksonville Beach area. For this study, no changes have been made to the NERPM traffic zone boundaries within the City of Jacksonville Beach.

For each of the traffic analysis zones in Figure TE-3, Table TE-2 shows the 2005 base year land use and socioeconomic data base for the City of Jacksonville Beach. Table TE-3 shows the corresponding 2012 forecast, and Table TE-4 shows the land use and socioeconomic data forecast for the year 2027.

Figure TE-3
Traffic Analysis Zone (TAZ) Boundaries

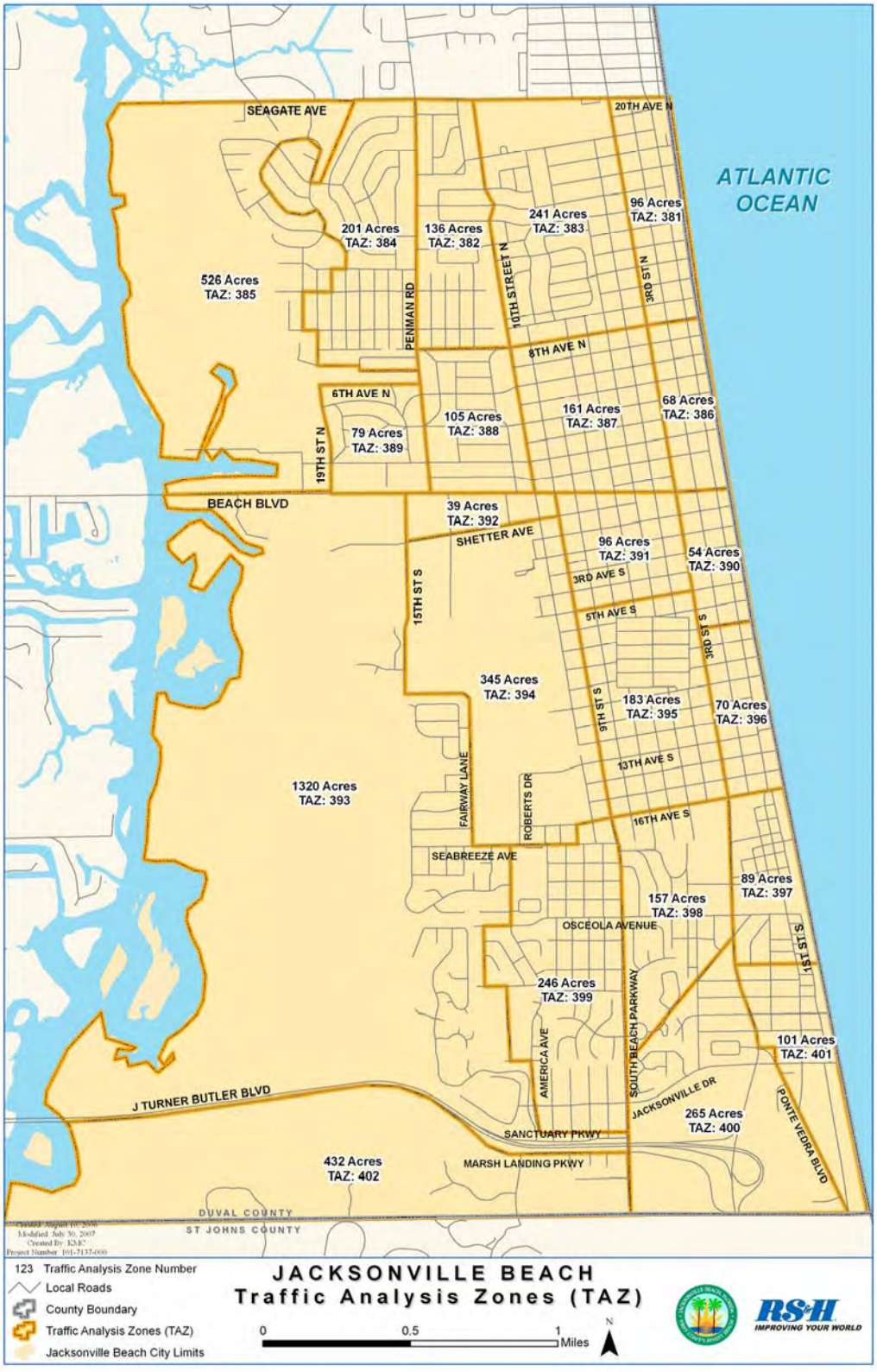


Table TE-2
2005 Land Use and Socioeconomic Data

TAZ	2005										
	Single Family Dwelling Units	Single Family Population	Multifamily Dwelling Units	Multifamily Population	HOTEL ROOMS	Light Industrial Employment	Heavy Industrial Employment	Commercial Employment	Service Employment	Total Employment	School Enrollment
381	100	130	848	1,010	510	3	18	187	356	564	0
382	480	1,100	4	10	0	8	2	32	16	58	0
383	575	1,050	200	270	0	31	38	250	382	701	1,472
384	590	1,475	4	10	0	13	44	69	66	192	0
385	297	820	0	0	0	7	0	0	58	65	0
386	20	30	217	309	54	13	16	641	308	978	0
387	298	720	195	325	0	92	54	156	369	671	0
388	255	685	65	60	0	12	2	105	57	176	0
389	144	375	50	82	0	31	20	98	345	494	0
390	60	105	603	619	60	15	16	139	104	274	0
391	160	410	125	245	0	26	24	139	170	359	0
392	55	90	115	235	0	6	105	155	100	366	0
393	779	1,920	123	158	0	3	1	153	181	338	0
394	310	595	110	90	0	190	108	33	809	1,140	628
395	470	1,030	285	520	0	78	41	130	243	492	0
396	18	15	778	819	189	24	4	209	102	339	0
397	138	292	813	979	0	2	13	57	109	181	0
398	365	955	20	0	0	26	10	391	358	785	0
399	616	1,716	0	0	0	4	15	0	98	117	580
400	105	170	80	130	0	0	28	517	410	955	0
401	290	580	40	30	0	6	5	679	52	742	0
402	10	35	1,017	1,048	122	18	16	6	137	177	0
TOTAL	**6,135**	**14,298**	**5,692**	**6,949**	**935**	**608**	**580**	**4,146**	**4,830**	**10,164**	**2,680**

Sources: Northeastern Regional Planning Model (NERPM); Jacksonville Beach Planning and Development Department, RS&H

Table TE-3
2012 Land Use and Socioeconomic Forecast

TAZ	2012										
	Single Family Dwelling Units	Single Family Population	Multifamily Dwelling Units	Multifamily Population	HOTEL ROOMS	Light Industrial Employment	Heavy Industrial Employment	Commercial Employment	Service Employment	Total Employment	School Enrollment
381	100	130	922	1,098	510	3	18	187	356	564	0
382	480	1,100	4	10	0	8	2	32	16	58	0
383	575	1,050	200	270	0	31	38	250	382	701	1,472
384	590	1,475	4	10	0	13	44	69	66	192	0
385	299	826	0	0	0	7	0	0	58	65	0
386	20	30	258	368	58	13	16	641	308	978	0
387	298	720	195	325	0	92	54	158	374	678	0
388	255	685	65	62	0	12	2	110	59	183	0
389	144	375	120	198	0	31	22	110	352	515	0
390	60	105	656	673	61	15	16	144	109	284	0
391	160	410	125	245	0	26	24	151	177	378	0
392	55	90	151	309	0	6	105	160	102	373	0
393	785	1,935	173	222	0	3	1	158	186	348	0
394	310	595	110	97	0	213	108	40	832	1,193	648
395	470	1,030	285	520	0	78	41	135	248	502	0
396	18	16	832	876	0	24	4	209	102	339	0
397	143	302	835	1,005	0	2	13	57	114	186	0
398	365	955	20	6	0	26	10	391	358	785	0
399	624	1,739	0	0	0	4	15	0	145	164	597
400	105	170	80	130	0	0	28	517	417	962	0
401	290	580	40	33	0	6	5	679	52	742	0
402	10	35	1,083	1,116	122	18	16	6	160	200	0
TOTAL	**6,156**	**14,353**	**6,158**	**7,573**	**751**	**631**	**582**	**4,204**	**4,973**	**10,390**	**2,717**

Sources: Northeastern Regional Planning Model (NERPM); Jacksonville Beach Planning and Development Department, RS&H

Table TE-4
2027 Land Use and Socioeconomic Forecast

TAZ	2027										
	Single Family Dwelling Units	Single Family Population	Multifamily Dwelling Units	Multifamily Population	HOTEL ROOMS	Light Industrial Employment	Heavy Industrial Employment	Commercial Employment	Service Employment	Total Employment	School Enrollment
381	100	130	1,108	1,318	510	3	18	187	356	564	0
382	480	1,100	4	10	0	8	2	32	16	58	0
383	575	1,050	200	270	0	31	38	250	382	701	1,500
384	590	1,475	4	10	0	13	44	69	66	192	0
385	304	840	250	320	0	7	0	0	58	65	0
386	20	30	365	521	150	13	16	641	308	978	0
387	298	720	195	325	0	92	54	164	386	696	0
388	255	685	65	65	84	12	2	122	65	201	0
389	144	375	270	445	0	31	28	140	370	569	0
390	60	105	780	801	68	15	16	156	121	308	0
391	160	410	125	245	0	26	24	181	195	426	0
392	55	90	245	500	0	6	105	172	108	391	0
393	798	1,966	296	380	0	3	1	170	198	372	0
394	310	595	110	116	0	273	108	58	892	1,331	700
395	470	1,030	285	520	0	78	41	147	260	526	0
396	18	18	964	1,014	0	24	4	209	102	339	0
397	153	323	886	1,068	0	2	13	57	126	198	0
398	365	955	20	20	0	26	10	391	358	785	0
399	642	1,788	0	0	0	4	15	0	265	284	633
400	105	170	80	130	0	0	28	517	435	980	0
401	290	580	40	41	0	6	5	679	52	742	0
402	10	35	1,224	1,261	122	18	16	6	220	260	0
TOTAL	**6,202**	**14,470**	**7,516**	**9,380**	**934**	**691**	**588**	**4,348**	**5,339**	**10,966**	**2,833**

Sources: Northeastern Regional Planning Model (NERPM); Jacksonville Beach Planning and Development Department, RS&H

II. Existing Facilities Inventory and Analyses

Roadway Inventory

Figure TE-4 is a base map that shows the arterial and collector roadways that have been addressed in this Transportation Element Update. Figure TE-4 also shows the local street network. A Link Number (Link #) is shown in Figure TE-4 for each arterial and collector roadway in Jacksonville Beach that has been addressed in the Element

Table TE-5 lists each of the roadway links shown in Figure TE-4, along with its Link Number (Link #) as shown in Figure TE-4, the roadway jurisdiction, and its functional classification. For 2005, the base year for this Transportation Element, Table TE-5 lists the number of lanes and the roadway type (e.g. freeway, divided, or undivided) for each roadway addressed in the Element.

Roadway Jurisdictions

Four agencies share responsibility for the roadways in Jacksonville Beach. The JTA is responsible for construction of improvements to J. Turner Butler Blvd (SR 202), but the Florida Department of Transportation (FDOT) is responsible for maintenance of that roadway. FDOT is responsible for maintenance and improvements to SR A1A and Beach Blvd., although the JTA is responsible for ongoing improvements to Beach Blvd. including the reconstruction of the Beach Blvd. bridge over the Intracoastal Waterway.

As stipulated in an interlocal agreement between the City of Jacksonville Beach and the Consolidated City of Jacksonville (Duval County), the City of Jacksonville has assumed responsibility for all traffic engineering within the city limits of Jacksonville Beach except for traffic signs; as well as operations and maintenance responsibility for the following routes:

1. Ponte Vedra Blvd. from SR A1A to the St. Johns County line;
2. Penman Road north of Beach Blvd. to beyond the Jacksonville Beach city limits;
3. 2nd Avenue North. from the Intracoastal Waterway to 20th Street North; and
4. 20th Street North, from Beach Blvd. to 2nd Avenue North.

Figure TE-4
Arterial and Collector Roadways

Table TE-5
Roadway Inventory

Link #	Segment	From	To	Length (Miles)	Jurisdiction	Functional Classification	Lanes & Type
1	J Turner Butler Boulevard	West City limits	South Beach Pkwy.	4.80	FDOT	Freeway	4F
2	J Turner Butler Boulevard	South Beach Pkwy.	SR A1A/3rd St.	1.09	FDOT	Freeway	4F
3	Beach Boulevard	West City limits	Penman Rd.	0.87	FDOT	Principal Arterial	5U
4	Beach Boulevard	Penman Rd.	9th Street South	0.42	FDOT	Principal Arterial	5U
5	Beach Boulevard	9th Street South	SR A1A/3rd St.	0.41	FDOT	Principal Arterial	5U
6	Beach Boulevard	SR A1A/3rd St.	1st St.	0.14	JAX	Collector	4D
7	SR A1A	South City limits	JT Butler Blvd.	0.46	FDOT	Principal Arterial	4D
8	SR A1A	JT Butler Blvd.	Osceola Avenue	0.89	FDOT	Principal Arterial	4D
9	SR A1A	Osceola Avenue	13th Avenue South	0.59	FDOT	Principal Arterial	4D
10	SR A1A	13th Avenue South	5th Avenue South	0.52	FDOT	Principal Arterial	4D
11	SR A1A	5th Avenue South	Beach Blvd	0.34	FDOT	Principal Arterial	4D
12	SR A1A	Beach Blvd.	4th Avenue North	0.31	FDOT	Principal Arterial	4D
13	SR A1A	4th Avenue North	8th Avenue North	0.26	FDOT	Principal Arterial	4D
14	SR A1A	8th Avenue North	15th Avenue North	0.45	FDOT	Principal Arterial	4D
15	SR A1A	15th Avenue North	Seagate Ave.	0.32	FDOT	Principal Arterial	4D
16	Penman Road	(South End)	Beach Blvd.	0.46	CJB	Collector	3U
17	Penman Road	Beach Blvd.	8th Avenue North	0.49	JAX	Minor Arterial	3U
18	Penman Road	8th Avenue North	Seagate Ave.	0.85	JAX	Minor Arterial	3U
19	Ponte Vedra Boulevard	South City limits	SR A1A/3rd St.	0.65	JAX	Collector	2U
20	1st Street South	Ponte Vedra Blvd	16th Ave. South	1.10	CJB	Collector	2U
21	1st Street South	16th Ave. South	Beach Blvd	1.04	CJB	Collector	2U
22	1st St. N/16th Ave. N	Beach Blvd.	SR A1A/3rd St.	1.24	CJB	Collector	2U
23	South Beach Parkway	South City limits	JT Butler Blvd.	0.26	CJB	Local	2U
24	South Beach Parkway	JT Butler Blvd.	Jacksonville Dr.	0.12	CJB	Collector	4D
25	South Beach Parkway	Jacksonville Dr.	Osceola Ave.	0.63	CJB	Collector	4D

Key to Abbreviations in Table TE-5
Jurisdiction: Florida Department of Transportation (FDOT), City of Jacksonville (COJ), City of Jacksonville Beach (CJB)
Lanes and Type: Four Lane Freeway (4F), Five Lanes Undivided (5U), Four Lanes Divided (4D), Three Lanes Undivided (3U), Two Lanes Undivided (2U), One Lane Undivided (1U)

Table TE-5, continued
Roadway Inventory

Link #	Segment	From	To	Length (Miles)	Jurisdiction	Functional Classification	Lanes & Type
26	9th Street South	Osceola Ave.	13th Avenue South	0.54	CJB	Collector	2U
27	9th Street South	13th Avenue South	Beach Blvd	0.92	CJB	Collector	2U
28	10th Street North	Beach Blvd.	8th Avenue North	0.50	CJB	Collector	2U
29	10th Street North	8th Avenue North	Seagate Ave.	0.86	CJB	Collector	2U
30	Roberts Drive	Seabreeze Avenue	13th Avenue South	0.24	CJB	Collector	2U
31	America Avenue	Jacksonville Dr.	Osceola Avenue	0.64	CJB	Collector	2U
32	America Avenue	Osceola Avenue	Seabreeze Avenue	0.27	CJB	Collector	2U
33	Fairway Lane/Seabreeze Ave.	15th Street South	Roberts Drive	0.89	CJB	Collector	2U
34	15th Street South	Fairway Lane	Beach Blvd.	0.68	CJB	Collector	2U
35	Marsh Landing Parkway	JT Butler Blvd.	South Beach Pkwy.	0.69	FDOT	Collector	2U
36	Sanctuary Parkway	JT Butler Blvd.	South Beach Pkwy.	0.51	FDOT	Collector	1U
37	Jacksonville Drive	America Avenue	Ponte Vedra Boulevard	0.85	CJB	Collector	2U
38	Osceola Avenue	America Avenue	1st Street South	0.94	CJB	Collector	2U
39	16th Avenue South	Roberts Drive	1st Street South	0.85	CJB	Collector	2U
40	13th Avenue South	Roberts Drive	SR A1A/3rd St.	0.68	CJB	Collector	2U
41	5th Avenue South	9th Street South	1st Street South	0.54	CJB	Collector	2U
42	3rd Avenue South	9th Street South	SR A1A/3rd St.	0.40	CJB	Collector	2U
43	Shetter Avenue	9th Street South	15th Street South	0.53	CJB	Collector	2U
44	4th Avenue North	10th Street North	1st Street North	0.61	CJB	Collector	2U
45	19th St. S/6th Ave. N	Beach Blvd.	Penman Rd.	0.71	CJB	Collector	2U
46	8th Avenue North	10th Street North	SR A1A/3rd St.	0.47	CJB	Collector	2U
47	15th Avenue North	10th Street North	SR A1A/3rd St.	0.45	CJB	Collector	2U
48	Seagate Avenue	West City limits	SR A1A/3rd St.	1.71	CJB	Collector	2U

Key to Abbreviations in Table TE-5
Jurisdiction: Florida Department of Transportation (FDOT), City of Jacksonville (COJ), City of Jacksonville Beach (CJB)
Lanes and Type: Four Lane Freeway (4F), Five Lanes Undivided (5U), Four Lanes Divided (4D), Three Lanes Undivided (3U), Two Lanes Undivided (2U), One Lane Undivided (1U)
Sources: Florida Department of Transportation (FDOT), City of Jacksonville Beach Planning and Development Department, RS&H

Functional Classification of Roadways
The functional classification of a roadway reflects the type of traffic anticipated to be handled by that roadway. The functional classification of roadways are listed in Table TE-5 and shown in Figure TE-5.

These roadway functional classifications have been determined from 2005 roadway inventory data as documented by the Florida Department of Transportation (FDOT). No changes are proposed to the current 2005 functional classification of roadways within the jurisdiction of the City of Jacksonville Beach.

Functional Classifications:

Freeway – Provides for rapid and efficient movement of large volumes of traffic between areas and across the urban area; not intended to provide land access service (J. Turner Butler Blvd.).

Principal Arterial – Carries most of the long trips made within and through an urban area; emphasizes traffic movement rather than land access; carries higher volumes of traffic than other arterial highways (Beach Blvd. and SR A1A/ Third Street).

Minor Arterial – Links collectors with principal arterials; carries a mix of short and long trips; serves both traffic movement and land access; carries more traffic than collectors and less traffic than principal arterials (Penman Road).

Collector – Links local roads with minor arterials and principal arterials; carries shorter trips; emphasizes land access; carries more trips than local roads (all other roads listed in Table TE-5 and addressed in this study, except for South Beach Parkway south of J Turner Butler Blvd.)

Local – All public roads below collector; provides access to and within subdivisions; carries lower traffic volumes than collectors. Not eligible for Federal aid transportation funding. (Except for South Beach Parkway south of J Turner Butler Blvd., local roads in Jacksonville Beach are not addressed in the Transportation Element.)

Figure TE-5
Functional Classification of Roadways

Identification of Constrained and Backlogged Roadways

Constrained Roadways

For this Transportation Element update, constrained roadways are defined as "arterial or collector roads that will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints. Physical constraints primarily occur when intensive land use development is immediately adjacent to roads, thus making expansion costs prohibitive. Environmental and policy constraints primarily occur when decisions are made to not to expand a road based on environmental, historical, archaeological, aesthetic or social impact considerations." This is essentially the same as the definition of constrained roadways that appears in the FDOT 2002 Q/LOS Handbook, except that the FDOT definition applies only to roads on the State Highway System.

In the 2030 Long Range Transportation Plan of the First Coast MPO, SR A1A, South Beach Parkway, and 9th Street South were identified as constrained roadways. SR A1A has also been identified as a constrained roadway in the First Coast MPO Congestion Management System.

In 1998 the Florida Department of Transportation (FDOT) completed the SR A1A Arterial Investment Study, in cooperation with a steering committee comprised of elected and appointed officials of St. Johns County and the Cities of Atlantic Beach, Neptune Beach, and Jacksonville Beach. At the conclusion of this study, the community leaders who were involved in this study determined that they would not support any capacity improvements to A1A or to parallel minor arterial highways or collector roads. Instead, they decided to focus on transportation system management activities such as signalization improvements, new and/or improved transit services, and intersection and multimodal improvements. This Transportation Element update reflects this policy.

In accordance with this policy, this Transportation Element update identifies SR A1A, Penman Road, 9th Street South, and Ponte Vedra Blvd as Constrained Roadways. Figure TE-6 shows the locations of Constrained Roadways within the City of Jacksonville Beach.

Backlogged Roadways

Backlogged roadways are defined as roadways that are operating at a level of service below the minimum level of service standards, not programmed for construction in the first three years of FDOT's adopted work program or the five year schedule of improvements contained in a local government's capital improvements element, and not constrained. This definition is essentially the same as the definition for backlogged roadways on the State Highway System that appears in the FDOT 2002 Q/LOS Handbook.

There are currently no backlogged roadways located within the boundaries of the City of Jacksonville Beach.

Figure TE-6
Constrained Roadways

Peak Hour Volume and Capacity Analyses
For each roadway addressed in this Element, Table TE-6 shows its maximum service volume (as described below), the volume of peak hour traffic on that link in 2005 (as determined from actual traffic count data), and the corresponding "v/c" (volume/capacity) ratio for that link. The "v/c" ratios shown in Table TE-6 represent 2005 peak hour traffic in relation to the "service volume" that has been determined for that link.

At the time of the completion of this update, actual traffic counts were not available for six of the roadway links shown in Figure TE-3 and listed in Table TE-5 and Table TE-6. Accordingly, no traffic count data are shown in Table TE-6 for concurrency links located on 10th Street North (two links), America Avenue (two links), Fairway Lane / Seabreeze Ave., or 4th Avenue North. Additional traffic count data for these links will be collected in the 2007 traffic count cycle, and will be used to update and maintain the City of Jacksonville Beach Concurrency Management System.

Congestion and Level of Service Overview
The "service volumes" listed in Table TE-6 represent the maximum volume of peak hour traffic that can be carried on that link at the level of service that has been designated for that link, pursuant to Chapter 163 of the Florida Statutes and to Rule 9J-5 of the Florida Administrative Code. A congested link is defined as a link where the existing or forecast volume of traffic is greater than the corresponding "service volume" for that link.

According to the FDOT 2002 Quality/Level of Service Handbook, level of service (LOS) represents a qualitative assessment of a roadway's operating conditions or the average driver's perception of the quality of traffic flow. LOS is represented by one of the letters A through F, A for the freest flow and F for the least free flow. Planners and engineers approximate these qualitative representations quantitatively with equations, which are now computer programmed. Quantitative criteria for the different LOS are provided in the Highway Capacity Manual 2000 as published by the Transportation Board, National Research Council, Washington D.C., and Rule 14-94 Florida Administrative Code, Level of Service Standards.

The following generalized level of service descriptions are adapted from the level of service descriptions as documented in the Highway Capacity Manual 2000 (p. 300).

Level of Service	**A**	Average Speeds Influenced By Speed Limits
Level of Service	**B**	Average Speeds Influenced by Other Drivers
Level of Service	**C**	Stable Flow under Ideal Conditions
Level of Service	**D**	The Highest Volume That Can Be Maintained Without A Likely Breakdown In Flow
Level of Service	**E**	Capacity – Actual Operating Speeds May Vary Considerably
Level of Service	**F**	Above Capacity - Forced Flow With Unpredictable Characteristics

Roadways under the jurisdiction of the Florida Department of Transportation (FDOT), as shown in Table TE-5, are subject to Rule 14-94 of the Florida Administrative Code with respect to level of service standards. As currently enacted with respect to urbanized areas over 500,000, roads under FDOT jurisdiction in Jacksonville Beach are required to maintain a level of service D, as defined and determined in the FDOT 2002 Q/LOS Handbook, in accordance with the criteria provided in the Highway Capacity Manual 2000.

Roadways under the jurisdiction of the City of Jacksonville are required to maintain a Level of Service E. The current policy of the City of Jacksonville Beach is that roadways under the jurisdiction of the City of Jacksonville Beach are required to maintain a Level of Service D.

For the various adopted levels of service indicated via the current version of the Transportation Element for roadways in Jacksonville Beach, their corresponding service volumes shown in Table TE-6 were identified by reference to the State of Florida Department of Transportation 2002 Quality / Level of Service (Q/LOS) Handbook. Table 4-4 of the 2002 Q/LOS Handbook lists Generalized Two Way Peak Hour service volumes for roadways in urbanized areas in Florida, based on the number of lanes, the type of roadway (e.g. freeway, two-way arterial highways, or non-state roadway), and the number of signalized intersections per mile along each arterial roadway facility. (In calculating the number of signalized intersections per mile, the count usually does not include a signal located at the beginning of an arterial roadway facility.)

Class 1 arterials generally have less than 2 signalized intersections per mile.

Class 2 arterials generally have 2.00 to 4.50 signalized intersections per mile.

Class 3 and Class 4 arterials generally have more than 4.50 signalized intersections per mile.

There are three arterial roadway facilities in the Jacksonville Beach study area:

- SR A1A from the St. Johns County line to the northern study area boundary,
- Beach Blvd. west of SR A1A, and
- Penman Road north from Beach Blvd.

Based on the criteria as described above, SR A1A and Beach Blvd. have been classified as Class 2 arterial roadways, and Penman Road has been classified as a Class 1 arterial roadway.

Table TE-6
Roadway Volume and Capacity Analyses

Link #	Segment	From	To	2005 AADT	Adopted LOS Standard	PH SV	2005 PH Volumes	Volume / Capacity
1	J Turner Butler Boulevard	West City limits	South Beach Pkwy.	63,000	D	6,250	4,913	0.79
2	J Turner Butler Boulevard	South Beach Pkwy.	SR A1A/3rd St.	38,500	D	6,250	3,056	0.49
3	Beach Boulevard	West City limits	Penman Rd.	30,000	D	4,680	3,294	0.70
4	Beach Boulevard	Penman Rd.	9th Street South	26,000	D	3,110	2,298	0.74
5	Beach Boulevard	9th Street South	SR A1A/3rd St.	24,500	D	3,110	1,857	0.60
6	Beach Boulevard	SR A1A/3rd St.	1st St.	8,900	E	3,120	652	0.21
7	**SR A1A**	**South City limits**	**JT Butler Blvd.**	**50,500**	**Constrained (D)**	**3,110**	**3,989**	**1.28**
8	**SR A1A**	**JT Butler Blvd.**	**Osceola Avenue**	**47,500**	**Constrained (D)**	**3,110**	**3,490**	**1.12**
9	**SR A1A**	**Osceola Avenue**	**13th Avenue South**	**45,000**	**Constrained (D)**	**3,110**	**3,111**	**1.00**
10	SR A1A	13th Avenue South	5th Avenue South	44,500	Constrained (D)	3,110	3,032	0.97
11	SR A1A	5th Avenue South	Beach Blvd	44,000	Constrained (D)	3,110	3,062	0.98
12	SR A1A	Beach Blvd.	4th Avenue North	40,000	Constrained (D)	3,110	2,862	0.92
13	SR A1A	4th Avenue North	8th Avenue North	40,500	Constrained (D)	3,110	3,083	0.99
14	SR A1A	8th Avenue North	15th Avenue North	37,500	Constrained (D)	3,110	2,622	0.84
15	SR A1A	15th Avenue North	Seagate Ave.	38,000	Constrained (D)	3,110	2,774	0.89
16	Penman Road	(South End)	Beach Blvd.	2,000	Constrained (D)	1,390	157	0.11
17	Penman Road	Beach Blvd.	8th Avenue North	21,000	Constrained (E)	1,690	1,541	0.91
18	Penman Road	8th Avenue North	Seagate Ave.	19,500	Constrained (E)	1,690	1,476	0.88
19	Ponte Vedra Boulevard	South City limits	SR A1A/3rd St.	6,200	Constrained (E)	1,480	399	0.27
20	1st Street South	Ponte Vedra Blvd	16th Ave. South	330	D	1,390	31	0.02
21	1st Street South	16th Ave. South	Beach Blvd	2,500	D	1,390	186	0.13
22	1st St. N/16th Ave. N	Beach Blvd.	SR A1A/3rd St.	1,400	D	1,390	149	0.11
23	South Beach Parkway	South City limits	JT Butler Blvd.	5,740	D	1,390	546	0.39
24	South Beach Parkway	JT Butler Blvd.	Jacksonville Dr.	14,500	D	2,950	1,121	0.38
25	South Beach Parkway	Jacksonville Dr.	Osceola Ave.	14,000	D	2,950	1,089	0.37

SV – Service Volume
PH – Peak Hour
Constrained – Roadways that will not be expanded due to physical, environmental, or policy constraints.

Table TE-6, continued
Roadway Volume and Capacity Analyses

Link #	Segment	From	To	2005 AADT	Adopted LOS Standard	PH SV	2005 PH Volumes	Volume / Capacity
26	9th Street South	Osceola Ave.	13th Avenue South	8,790	Constrained (D)	1,390	795	0.57
27	9th Street South	13th Avenue South	Beach Blvd	11,500	Constrained (D)	1,390	890	0.64
28	10th Street North	Beach Blvd.	8th Avenue North	3,300	D	1,390	261	0.19
29	10th Street North	8th Avenue North	Seagate Ave.		D	1,390		0.00
30	Roberts Drive	Seabreeze Avenue	13th Avenue South		D	1,390		0.00
31	America Avenue	Jacksonville Dr.	Osceola Avenue		D	1,390		0.00
32	America Avenue	Osceola Avenue	Seabreeze Avenue		D	1,390		0.00
33	Fairway Lane/Seabreeze Ave.	15th Street South	Roberts Drive		D	1,390		0.00
34	15th Street South	Fairway Lane	Beach Blvd.	4,500	D	1,390	299	0.22
35	Marsh Landing Parkway	JT Butler Blvd.	South Beach Pkwy.	10,500	E	1,480	957	0.65
36	Sanctuary Parkway	JT Butler Blvd.	South Beach Pkwy.	8,900	E	890	630	0.71
37	Jacksonville Drive	America Avenue	Ponte Vedra Boulevard	3,500	D	1,390	258	0.19
38	Osceola Avenue	America Avenue	1st Street South	4,500	D	1,390	344	0.25
39	16th Avenue South	Roberts Drive	1st Street South	3,200	D	1,390	248	0.18
40	13th Avenue South	Roberts Drive	SR A1A/3rd St.	3,800	D	1,390	213	0.15
41	5th Avenue South	9th Street South	1st Street South	550	D	1,390	46	0.03
42	3rd Avenue South	9th Street South	SR A1A/3rd St.	210	D	1,390	20	0.01
43	Shetter Avenue	9th Street South	15th Street South	2,590	D	1,390	246	0.18
44	4th Avenue North	10th Street North	1st Street North		D	1,390		0.00
45	19th St. S/6th Ave. N	Beach Blvd.	Penman Rd.	460	D	1,390	44	0.03
46	8th Avenue North	10th Street North	SR A1A/3rd St.	1,600	D	1,390	138	0.10
47	15th Avenue North	10th Street North	SR A1A/3rd St.	1,200	D	1,390	91	0.07
48	Seagate Avenue	West City limits	SR A1A/3rd St.	2,700	D	1,390	257	0.18

SV – Service Volume
PH – Peak Hour
Constrained – Roadways that will not be expanded due to physical, environmental, or policy constraints.
Sources: Florida Department of Transportation (FDOT), City of Jacksonville Beach Planning and Development Department, RS&H

For determining the service volume for Sanctuary Parkway, the procedures for calculating service volumes for one-way streets were followed. These procedures are documented on p.109 of the FDOT 2002 Q/LOS Handbook. Although part of 1st Street South is also a one-way street, it has not been designated as an arterial or collector roadway. Sanctuary Parkway is the only one-way facility that has been addressed in this element.

The City of Jacksonville Beach lies wholly within the urbanized area of Jacksonville. Therefore the service volumes shown in Table TE-6 are derived only from the tables and capacity analysis procedures that are included for urban arterials and urban collector highways in the FDOT 2002 Q/LOS Handbook.

The "service volume" that has been determined for Beach Blvd from West City Limits to Penman Road, as shown in Table TE-6 (Link # 3), represents the increase in service volume that will occur upon the completion of a major project to build a new six-lane bridge on Beach Blvd. across the Intracoastal Waterway, and the provision of additional lanes for through travel on Beach Blvd. between the new Intracoastal Waterway bridge and Penman Road.

The project to widen Beach Blvd. in Jacksonville Beach is described in more detail below. This project is underway and is set to be completed in 2008. The use of the 2008 service volume for Beach Blvd. is consistent with Chapter 163 of the Florida Statutes and Rule 9J-5 of the Florida Administrative Code, as updated by the State of Florida in 2005 through Senate Bills 360 and 444.

The service volumes shown in Table TE-6 are to be used only for general planning applications. For more specific planning applications, computer models are available that would more accurately reflect the conditions that may affect the service volume for a particular roadway link.

Identification of Congested Facilities and Corridors

A major project is underway that will widen Beach Blvd from four through lanes to six through lanes from the west city limits to Penman Road. This project is set to be completed in 2008. The only route in Jacksonville Beach that is identified as congested in 2008 is SR A1A from the St. Johns County line north to 13th Avenue South. This part of SR A1A is listed in Table TE-6 as Link #7, Link #8, and Link #9. Figure TE-7 shows the location of these links.

Figure TE-7
Existing Congested Links

Existing Park and Ride and JTA Transit Services to Jacksonville Beach

Transit services for the City of Jacksonville Beach are provided by the Jacksonville Transportation Authority (the JTA).

Although the JTA serves areas within Jacksonville Beach where off street parking is available, no dedicated park and ride facilities are currently located within the City of Jacksonville Beach.

Figure TE-8 shows the six existing JTA bus transit routes that presently serve Jacksonville Beach. Two routes provide local service generally within the Beaches area and the nearby Mayo Clinic, and four routes connect the Beaches area to regional centers and downtown Jacksonville. Except for service on the X2 Beaches Express route, transit services are available seven days a week on all of the JTA routes that serve Jacksonville Beach. Headways are generally 30 minutes on weekdays, and 60 minutes on weekends. All routes are wheelchair and bicycle accessible.

The X2 Beaches Express provides one express bus trip inbound to downtown Jacksonville on weekday mornings, and one express bus trip outbound from downtown Jacksonville on weekday afternoons.

Beginning in September 2007 the JTA has added the BH-50 Beaches Commuter Express service on J. Turner Butler Blvd. and SRA1A through Jacksonville Beach, en route to and from Ponte Vedra in St. Johns County.

Within Jacksonville Beach, transit routes provide service on SR A1A (3rd Street North and South), 9th Street South, South Beach Parkway, Sanctuary Parkway, Marsh Landing Parkway, Penman Road, Beach Blvd., J T Butler Blvd.

Transit Hubs

Downtown Transit Hub

In the Jacksonville Beach Downtown Transit Hub, the K2 and R4 routes include a small loop at the eastern end of Beach Blvd. This loop is formed by SR A1A (3rd Street North), 2nd Avenue North, 2nd Street North and South, 2nd Avenue South (R4 only) 3rd Avenue South (K2 only), and SR A1A (3rd Street South). In addition to the K2 and R4 routes, the BH-1 and X2 routes also serve the Downtown Transit Hub in Jacksonville Beach, on SR A1A (3rd Street).

South Beach Transit Hub

Located near the St. Johns County line, the South Beach Transit Hub is served by the BH- 50, Q3, BH-1, R4, , and X2 routes. From the J T Butler Blvd., the loop at this hub is formed by Marsh Landing Parkway, South Beach Parkway, Jacksonville Drive, 37th Avenue South, SR A1A (3rd Street South), and internal roadways within the two shopping centers that are located along the west side of SR A1A (3rd Street), on both sides of the J T Butler Blvd.

Transit Routes

Table TE-7 is a summary matrix that describes service frequencies and hours of operation on the existing JTA transit routes that serve Jacksonville Beach.

Specific route descriptions, headways, and days and hours of service are described below:

BH-1 Regency – Atlantic - South Beach
BH-1 service runs between the Beaches area, the Regency Square transit hub, and downtown Jacksonville, beginning and ending in the South Beach area at the South Beach Parkway Plaza south of J T Butler Blvd. near the St. Johns County line. From the South Beach area, BH-1 runs through Jacksonville Beach on SR A1A (3rd Street North and 3rd Street South) up to Atlantic Blvd., then via Atlantic Blvd. to the Regency Square transit hub, and then via the Arlington Expressway to downtown Jacksonville.

BH-1 service operates seven days a week. The BH-1 weekday hours of service are between 4:15 AM and 12:30 AM. BH-1 headways are generally 30 minutes on weekdays. On Saturdays and Sundays the BH-1 hours of service are between 5:00 AM and 1:10 AM. BH-1 Saturday and Sunday headways are about 60 minutes.

BH-50 Beaches Commuter Express
Initially, the primary purpose of the BH-50 Beaches Commuter Express route was to provide new transit options for service industry employees who work in Ponte Vedra and St. Johns County. The BH- 50 route runs along J. Turner Butler Blvd and the southern end of SR A1A (South 3rd Street) through Jacksonville Beach, linking Jacksonville Beach to North Jacksonville, the Jacksonville central business district, the St. Johns Town Center, the Ponte Vedra Library and the Sawgrass Marriott hotel.

Starting late in 2007, service was scheduled to be provided seven days a week on the BH-50 Beaches Commuter Express route, with four inbound and four outbound bus trips every day.

K2 Grand Park – Amtrak / Beach Blvd.
K2 connects the Beaches area to the FCCJ South Campus, downtown Jacksonville, and the Amtrak station in northwest Jacksonville. The K2 route runs between Jacksonville Beach and downtown Jacksonville via Beach Blvd. Within Jacksonville Beach the K2 route runs on a small loop that includes SR A1A (3rd Street North), 2nd Avenue North, 2nd Street North and South, 3rd Avenue South, and SR A1A (3rd Street South).

K2 service is provided seven days a week.

On weekdays the K2 headways are generally 30 minutes. The K2 hours of service on Saturdays are between 5:00 AM and 10:00 PM

Saturday K2 headways are about 65 minutes. On Saturdays the K2 hours of service are between 6:00 AM and 9:30 PM. On Sundays the K2 headways are about 100 minutes. The K2 Sunday hours of service are between 6:30 AM and 8:00 PM.

Q3 Mayport Village – Mayo Clinic
Q3 (formerly BH-3) connects Mayport Village, the South Beach area, and the Mayo Clinic, which is located near Jacksonville Beach on the west side of the Intracoastal Waterway. Within Jacksonville Beach, the Q3 route includes Penman Road, Beach Blvd., 9th Street South, South Beach Parkway, and the South Beach transit loop as described above.

Service on this route is provided seven days a week. On weekdays the Q3 route runs on 60 minute headways between 5:30 AM and 11:30 PM. On weekends the Q3 route runs on 120 minute headways from 6:45 AM to 10:30 PM.

R4 Atlantic Beach / South Beach
R4 runs from Atlantic Beach through Neptune Beach and Jacksonville Beach on Atlantic Blvd. and SR A1A (3rd Street North and South), linking Mayport Road to the South Beach transit hub near the St. Johns County line. The R4 route includes Atlantic Blvd. and SR A1A (3rd Street North and South). At its northern end, the R4 route connects with the Q3 and Q4 to provide service to Mayport Village and Naval Station (NS) Mayport, respectively. R4 also connects with K2 and BH-1, which both provide transit service to downtown Jacksonville via Beach Blvd. and Atlantic Blvd, respectively. R4 service is provided seven days a week. On weekdays the R4 route runs on 30 minute headways between 7:00 AM and 9:00 PM. On weekends the R4 route operates between 8:00 AM and 6:00 PM on 60 minute headways.

X2 Beaches Express
X2 Beaches Express service is limited to one AM inbound trip and one PM outbound trip, on weekdays only. The X2 route runs between the South Beaches area and downtown Jacksonville via SR A1A (3rd Street South) and Beach Blvd.

Figure TE-8
Existing 2007 Transit Routes

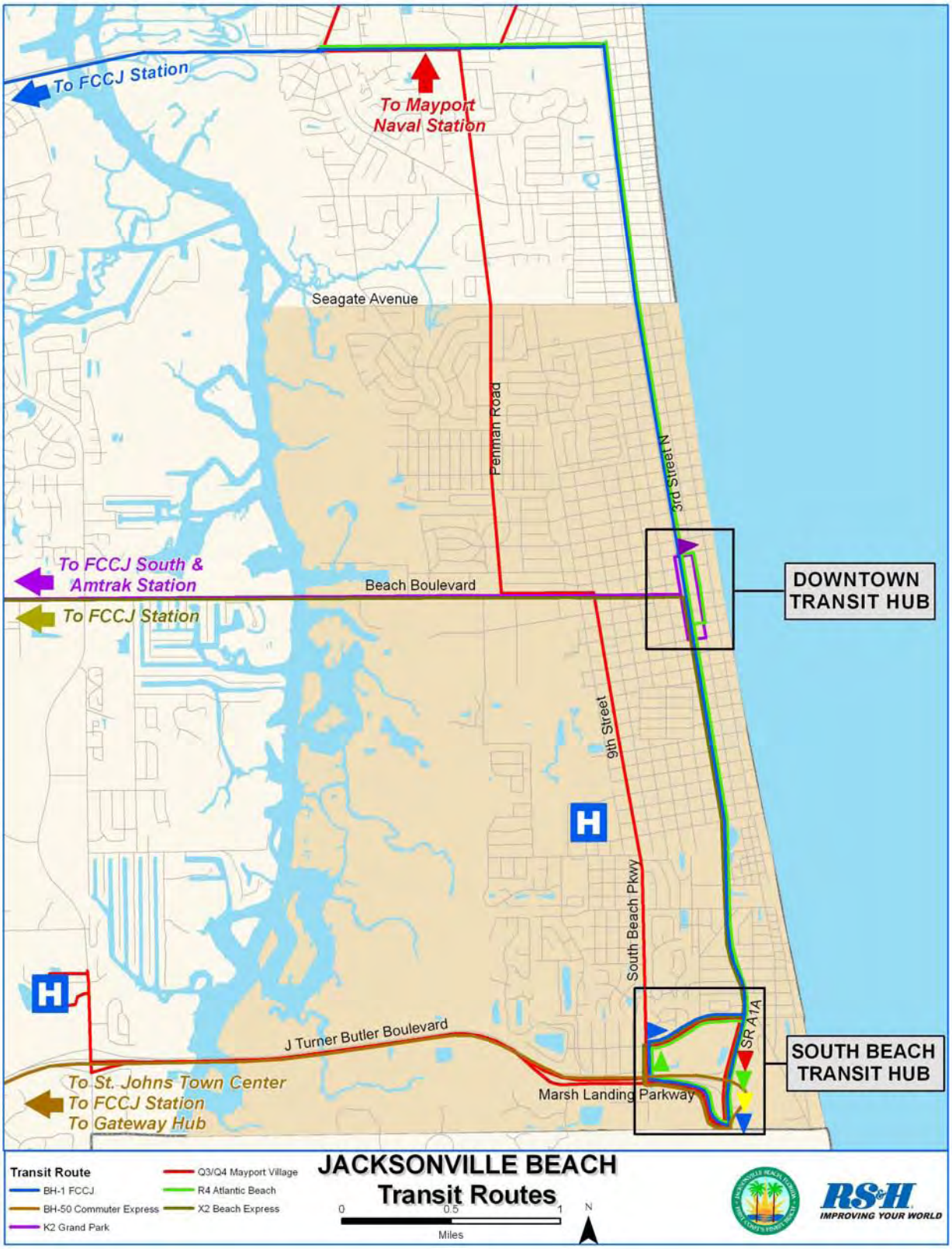


Table TE-7
Existing 2007 Transit Route Service Summary

		Weekday					Saturday - Sunday	
		Hours of Operation	**Frequency**				**Hours of Operation**	**Frequency**
	BUS LINE		AM	Mid-Day	PM	Night		
BH-1	FCCJ / Regency – South Beach	5:30 AM – 12:00 Midnight	30 min	30 min	30 min	60 min	5:00 AM – 12:00 PM	60 min
BH-50	Beaches Commuter Express	4X / day	1 hour	--	2.5 hours	--	4X / day	--
K2	Grand Park –Amtrak / Beach Blvd	5:00 AM – 9:00 PM	30 min	60 min	30 min	60 min	6:30 AM – 8:00 PM	60 min
Q3	Mayport Village – Mayo Clinic	5:30 AM – 9:30 PM	60 min	60 min	60 min	60 min	7:30 AM – 9:00 PM	120 min
R4	Atlantic Beach / South Beach	6:00 AM – 6:00 PM	30 min	30 min	30 min	--	9:00 AM – 5:00 PM	60 min
X2	Beaches Express	Peak Only	--	--	--	--	(Weekdays Only)	

Current Transit Usage

Early in 2007 the Jacksonville Transportation Authority (JTA) completed a comprehensive Origin-Destination Survey for all of its routes. Figure TE-8 shows the results of this survey for the JTA routes that currently serve the City of Jacksonville Beach. This information was presented by the JTA at a meeting with Jacksonville Beach public officials that was held in February 2007.

The numbers shown on Figure TE-9 represent the total number of weekday riders on roadways served by transit in Jacksonville Beach. For roadways served by more than one bus route, these numbers represent the sums ridership on individual routes. As shown in Figure TE-9, transit usage is very light within the area south of Beach Blvd. North of Beach Blvd., transit usage in Jacksonville Beach compares favorably with transit usage within the overall JTA transit service area.

This analysis does not address ridership on the BH-50 Beaches Commuter Express. Service on this route did not begin until after the JTA Origin-Destination Survey was completed.

Figure TE-9
2007 Average Weekday Transit Ridership

Parking Facilities
Figure TE-10 identifies the locations of off street public parking facilities that are located in the City of Jacksonville Beach. For each of these lots, Figure TE-10 also shows the number of spaces that are available. Including spaces for handicapped persons, there are a total of 533 parking spaces available in these facilities, out of which over 500 spaces are available for long term public use. The remaining spaces are subject to short term parking restrictions, or are reserved for permit parking or for parking by city employees.

There are more than 150 additional right-angle parking spaces available at the beachfront ends of many of the east-west roadways in Jacksonville Beach, including at the ends of 2nd Avenue South, 1st Avenue South, Beach Blvd., 6th Avenue North, 8th Avenue North, and 9th Avenue North. At noon on a typical summer weekday in 2007, about 60% of these spaces were occupied.

In Jacksonville Beach, the demand for off-street parking peaks on weekends in the summer, due to daytime beach visits. As of the date of this report, plans are currently under development that are expected to lead to a significant increase in the public parking supply for the City of Jacksonville Beach, including the conversion of surface lots to parking structures at one or two locations in the downtown area.

The City of Jacksonville Beach also provides off street parking at its park facilities, which are located throughout the city.

Intermodal Facilities Analysis
Within the City of Jacksonvile Beach there are no significant rail, water or air terminal facilities. Although the JTA serves areas within Jacksonville Beach where off street parking is available, no dedicated park and ride facilities are currently located within the City of Jacksonville Beach.

Bicycle and Pedestrian Facilities
Although neither has been quantified, there is significant bicycle and pedestrian traffic on existing streets in the City of Jacksonville Beach. The presence of this traffic may be attributable to:

- residential development densities that are generally above 5 dwelling units per acre north of Beach Blvd.,
- the configuration of complementary land uses focused on a downtown area,
- a very high level of street connectivity, including many streets carrying relatively low levels of vehicular traffic, and
- the demographic characteristics of an economically stable mixed income beach community.

The City of Jacksonville Beach has enacted several measures in support of nonvehicular traffic, including an on-going program of construction and reconstruction of sidewalks, the placement of traffic diverters on 1st Street North, and downtown streetscape improvements. Beginning in 2004, concept plan studies have been completed that include measures for improving the walkability of two major streets in Jacksonville Beach, 9th Street South and Penman Road. A downtown visioning process that began in

2007 has led to recommendations for additional measures to be undertaken to improve walkability in the downtown area.

In 2002 the cities of Atlantic Beach, Neptune Beach, and Jacksonville Beach conducted a comprehensive study on a beaches-wide bicycle pathway system. The study included a series of workshops leading to the publication of a preliminary "Beaches Bikeway Report." Although the study was labeled as a bikeway report, it also includes recommendations pertaining to pedestrian walkability as well as the provision of shared use facilities for bicyclists. Within Jacksonville Beach, the Priority 1 route identified in the Beaches Bikeway Report includes 1st Street North and 1st Street South, 25th Avenue South, Ocean Drive to 37th Avenue South, and Duval Drive to the St. Johns County line.

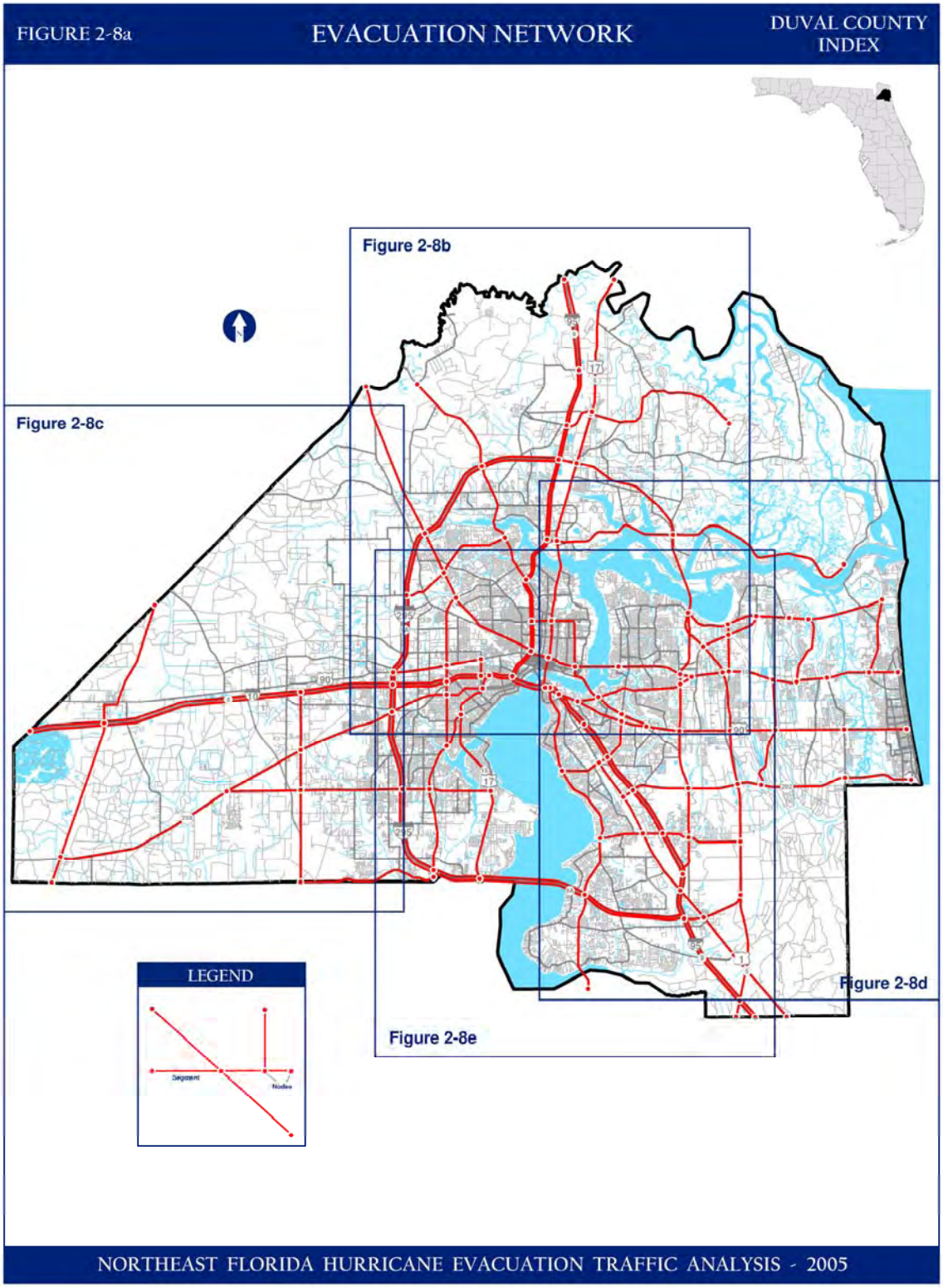
In 2006 the First Coast MPO completed the First Coast Regional Greenways and Trails Plan. Among the regional greenways proposed in the First Coast MPO Regional Greenways & Trails Plan, one of the highest priority segments includes 1st Street North and 1st Street South within the City of Jacksonville Beach, with a linkage to SRA1A via 25th Avenue South and 2nd Street.

Figure TE-10
Public Parking Facilities

Disaster Route Identification

The Northeast Florida Regional Council prepared the Northeast Florida Hurricane Evacuation Study, Technical Data Reports as updated in 2005. The aforementioned study, originally completed in 1998, provides the basis for the delineation of evacuation zones and associated evacuation routes for the region. The evacuation routes for Jacksonville Beach, as interpreted from the study by the Duval County Emergency Preparedness Division, are identified as follows: Generally, residents north of Beach Blvd should proceed South to Beach Blvd west to I-10 or other west bound routes; Residents south of Beach Blvd should proceed south to J. Turner Butler Blvd (SR 202) west bound and then proceed on I-95 in either direction to other west bound routes out of the County. These portions of the designated local evacuation routes for the City of Jacksonville Beach are illustrated on the map in Figure TE-11; as identified by the 2005 Northeast Florida Regional Evacuation Study. The map in Figure TE-11 was included in the 2005 Northeast Florida Hurricane Evaluation Study, and includes all evacuation routes for Duval County.

Figure TE-11
Evacuation Routes



III. Future Needs Analysis

Summary of Traffic Forecasting Methodology

A key component of this 2007 update of the Transportation Element has been the development of future traffic forecasts. These forecasts have been used to identify the potential need for new and modified transportation facilities, including new street connections, additional roadway capacity, and multimodal improvements, including new transit services and facilities and new greenway facilities.

These forecasts were developed with a methodology that was closely based on the existing NERPM network model.

The benefits from the use of this methodology are:

1. Since Jacksonville Beach is nearly built out, future development in Jacksonville Beach is more likely to include the renovation or replacement of existing structures rather than the continued development of new structures on raw land. Therefore the application of growth factors based on historic traffic trends most likely would have led to traffic forecasts that would have been too high.

2. The use of a systems planning approach means that the Transportation Element for the City of Jacksonville Beach accounts for growth both within the study area as well as in adjoining jurisdictions, including the City of Jacksonville and St. Johns County.

3. The traffic forecasts that have been used in this Transportation Element account for the diversion of traffic away from constrained facilities that are likely to remain congested on a long term basis.

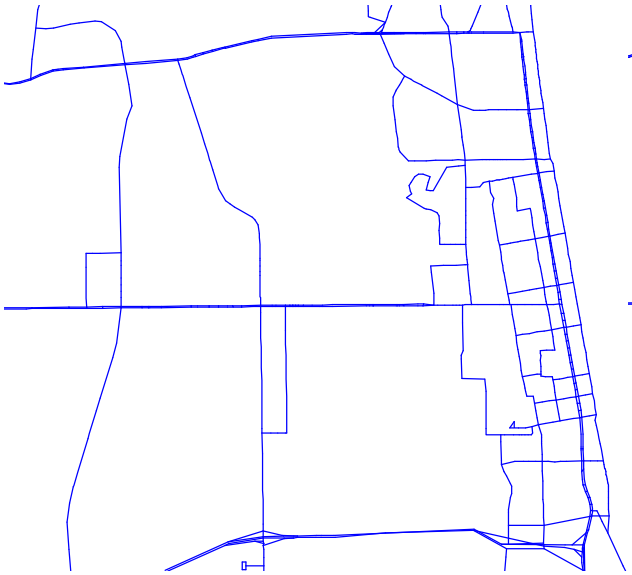
4. Alternative approaches, including the application of growth factors based on historic traffic counts, would not have allowed the Transportation Element to account for the potential traffic impacts of major changes in the transportation network configuration.

The NERPM transportation network model is recommended to be modified to reflect the current functional operation of the major thoroughfares within the City of Jacksonville Beach. Figure TE-12 shows the existing and recommended modified NERPM highway networks within Jacksonville Beach. These changes include the addition of east west collector routes to the City of Jacksonville Beach, including Osceola Avenue, 16th Avenue South, 13th Avenue South, 5th Avenue South, 3rd Avenue South, 4th Avenue North, 8th Avenue North, and 15th Avenue North. One north-south route - 5th Street – is recommended to be deleted from the NERPM network.

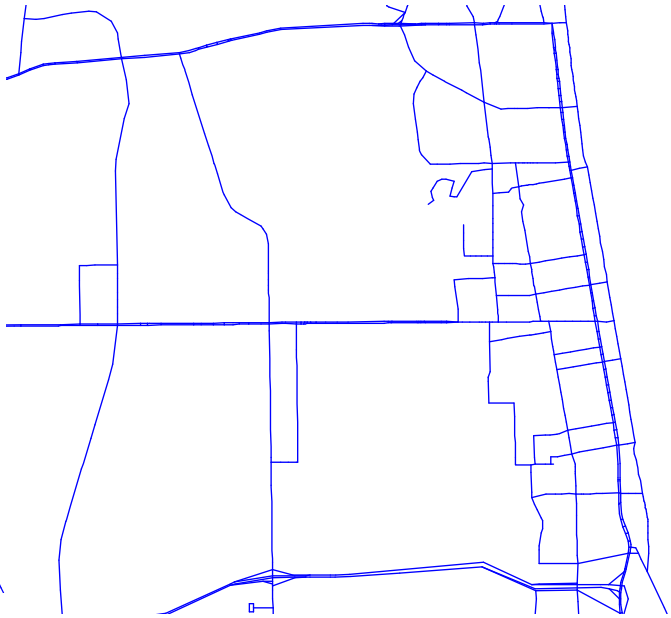
In addition, network coding errors have are recommended to be corrected, relative to the interchange of J Turner Butler Blvd. and SR A1A. The locations of centroid connectors have also been proposed to be refined for traffic analysis zones located within the City of Jacksonville Beach.

Figure TE-12
Existing and Modified NERPM Highway Networks

Existing Network



Modified Network



Under the direction of the Jacksonville Beach Planning and Development Department, the ZDATA1 and ZDATA2 NERPM land use and socioeconomic data sets have been modified for use in this study. The modified land use and socioeconomic data sets are summarized in the section of this update entitled Land Use and Socioeconomic Data and Forecasts, and are shown in Tables TE-1, TE-2, TE-3, and TE-4 of this update. These modifications include the revision of school enrollment data in the NERPM Traffic Analysis Zones 383, 384 and 399 in Jacksonville Beach, as well as in Traffic Analysis Zone 374, which immediately adjoins Jacksonville Beach and is located in the City of Neptune Beach. These changes reflect the correct locations of Fletcher Middle School and Fletcher High School, i.e. Fletcher Middle School is in Jacksonville Beach, and Fletcher High School is in Neptune Beach.

Outside of Jacksonville Beach and Zone 374 in Neptune Beach, the NERPM ZDATA sets for 2000 and 2030 were interpolated for use in the Jacksonville Beach Transportation Element.

For use in the Transportation Element for the City of Jacksonville Beach, NERPM model outputs have been adjusted to better reflect assigned base year 2005 traffic volumes in relation to available 2005 traffic counts. A Model Output Conversion Factor (MOCF) was applied to convert Peak Season Weekday Average Daily Traffic (PSWADT) volumes to Annual Average Daily Traffic (AADT) volumes. The MOCF that was used was 0.97. To convert AADT volumes to peak hour volumes, a 0.095 “K” factor was subsequently applied.

In a few instances, the forecast of 2027 traffic is lower than the 2012 forecast. This may be the result of modeling anomalies, but this outcome may also be the result of lower intensity redevelopment of previously developed land. For example, lower traffic volumes may occur when new condominiums are developed on land that had been used previously for hotels or restaurants.

Identification and Overview of Ongoing and Recently Completed Projects

Table TE-8 is a summary list of transportation projects that are currently underway or that have been initiated subsequent to 2005, which is the base year for the 2007 Transportation Element for the City of Jacksonville Beach. A project fact sheet, including individual location maps, has been developed for each of these projects, and is included in the following pages of this update.

Information on the project fact sheets was initially developed for this update by the Planning and Development Department in 2006 , and incorporates review comments submitted by the FDOT District 2 Urban Office.

Table TE-8
Summary of Ongoing and Recently Completed Transportation Projects

Project Name	Description, Status, and Cost
1- Butler Blvd (SR 202), A1A to Intracoastal Waterway	Resurfacing FY 2007-08 $ 2,500,000
2- South Beach Parkway Intersections	Improvements at Marsh Landing Parkway and Sanctuary Parkway FY 2007 (completed) $ 844,748
3- Beach Blvd (SR 212), Intracoastal Waterway to Penman Road	Bridge Replacement and Widening FY 2008 $ 80,400,000
4- Penman Road Realignment	New Roadway Directly Across Beach Blvd FY 2007 $ 6,380,000
5- South 3rd Street South (SR A1A) Intersection Improvements	Relocate Traffic Signals, etc. FY 2008 $ 1,000,000
6- Ponte Vedra Blvd/Jacksonville Drive Realignment	Relocate Traffic Signals, etc. FY 2008 $ 3,900,000
7- A1A Traffic Signals	Signal Mast Arms and Hardware Upgrade FY 2008 $ 2,046,000
8- A1A at Beach Blvd.	Turn Lane Extension, etc. FY 2008 $ 2,500,000
9- A1A, 20th Avenue North to 34th Ave South	A- Resurfacing (Cost = $ 3,800,000) B- Enhancements (Cost = $ 1,460,000) FY 2008
10- A1A, 34th Avenue South to St. Johns County Line	Resurfacing FY 2008 $ 1,000,000

Source: FDOT, First Coast MPO, City of Jacksonville Beach

CITY OF JACKSONVILLE BEACH
Project Fact Sheet

Project Number: 01

Project Name: Butler Boulevard (SR 202)

Project Limits: San Pablo Road to SR A1A

Description: Resurface Butler Boulevard (SR 202)

Project Benefits: Improve roadway.

Project Status: FDOT FY 2007 - 2008

Project Cost: $2.5 Million

Point of Contact: George Carpenter, FDOT, 1-800-207-8236 or george.carpenter@dot.state.fl.us

Aerial Photo Date: March 2006

CITY OF JACKSONVILLE BEACH
Project Fact Sheet

Project Number: 02

Project Name: South Beach Parkway

Project Limits: Improvements at the Intersection with Marsh Landing Parkway and Sanctuary Parkway

Description: Create dual left turn lanes for eastbound to northbound traffic with protected turn to access Butler Boulevard and lengthen left turn storage lanes.

Change Sanctuary Parkway to one-way westbound and signalize South Beach Parkway / Sanctuary Parkway intersections.

Widen to add left turn lane westbound Marsh Landing Parkway turning onto South Beach Parkway.

Construct sidewalk on east side of South Beach Parkway.

Project Benefits: Reduce congestion due to back up of left turn lane.

Project Status: Intersection construction began Spring 2006. Sidewalk construction is pending.

Project Cost: South Beach Tax Increment Trust Funds (TIF) $844,748

Point of Contact: Steven G. Lindorff, City of Jacksonville Beach, 904-247-6231 or Planning@jaxbchfl.net

Aerial Photo Date: March 2006

CITY OF JACKSONVILLE BEACH
Project Fact Sheet

Project Number: 03

Project Name: Beach Boulevard (SR 212) Widening and Bridge Replacement

Project Limits: Intracoastal Waterway from San Pablo Road to Penman Road

Description: Widening of Beach Boulvard, including elimination of signal at 15th Street.

Project Benefits: To accommodate current and future traffic volumes on Beach Boulevard.

Project Status: Notice to proceed on June 5th 2006. Construction is 30% complete as of August

Project Cost: BJP: $78.5 Million, FDOT: $1.9 Million

Point of Contact: Hamid Tabassian, JTA, 904-360-3181; Ty Edwards, City of Jacksonville Beach, 904-247-6219.

Aerial Photo Date: March 2006

CITY OF JACKSONVILLE BEACH
Project Fact Sheet

Project Number: 04

Project Name: Penman Road Realignment

Project Limits: Penman Road at the intersection with Beach Boulevard (SR 212)

Description: Proposed new roadway that connects Penman Road with Penman Road S. Create a one way, right turn only roadway on Penman Road S. north of the proposed roadway.

Project Benefits: Reducing traffic on Beach Boulevard as a means of access to and from Penman Road and Penman Road S.

Project Status: Fall 2006

Project Cost: JTA/CoJB ROW acquisition: $3.22 million; Construction CoJB $3.16 Million

Point of Contact: Ty Edwards, City of Jacksonville Beach, 904-247-6219.

Aerial Photo Date: March 2006

CITY OF JACKSONVILLE BEACH
Project Fact Sheet

Project Number: 05

Project Name: South 3rd Street (SR A1A) Intersection Improvements

Project Limits: Intersection improvements along SR AIA at 16th Avenue South, 19th Avenue, 22nd Avenue, 23rd Avenue, and Osceola Avenue

Description: Proposed improvements: Construct directional median opening to eliminate the hazardous through and left turn movements from the sidestreets, but still allowing left turns from SR A1A.

Proposed improvements: Remove traffic signal and restrict left turns at 22nd Avenue, relocate crosswalk to 23rd Avenue, and extend the length of the northbound and southbound left turn lanes along SR A1A.

Intersection improvements at Osceola Street and SR A1A involve installing a traffic signal, and providing a signalized pedestrian crosswalk.
Add left turn lane on 16th Avenue S.

Project Benefits: Improvements are expected to reduce crash potential by up to 6 crashed per yearand improve traffic operations.

Project Status: FDOT FY 2007-08

Project Cost: 1 Million

Point of Contact: George Carpenter, FDOT, 1-800-207-8236 or george.carpenter@dot.state.fl.us

Aerial Photo Date: March 2006

CITY OF JACKSONVILLE BEACH
Project Fact Sheet

Project Number: 06

Project Name: Ponte Vedra Boulevard: Jacksonville Drive Realignment

Project Limits: Intersection Improvements on SR A1A between South Beach Regional Shopping Center entrance and 36th Avenue South

Description: Install NO RIGHT TURN ON RED sign for southbound turns on A1A from shopping center. Reconstruct median to improve northbound left turn radius. Replace mast arm signal with pedestrian features; southbound U-turn, protected U-turn and northbound left turn.

Reconstruct median for efficient stopping point northbound on 3rd Street to westbound on Jacksonville Drive. Install new signalized pedestrian crossing on north and west legs. Reconstruct median traffic separator and

Remove existing traffic signal, intersection signs and pavement markings. Close existing median opening to 36th Avenue S to the east of 3rd Street. Install one-way median signs. Future public "driveway" connecting Jacksonville Drive to 36th Avenue S.

Project Benefits Improve Intersection efficiency and pedestrian access.

Project Status: FDOT FY 2007-08

Project Cost: $1.4 Million (2089672). $2.5 Million (2093612).

Point of Contact: George Carpenter, FDOT, 1-800-207-8236 or george.carpenter@dot.state.fl.us

Aerial Photo Date: March 2006

CITY OF JACKSONVILLE BEACH
Project Fact Sheet

Project Number: 07-A

Project Name: 3rd Street (SR A1A) Projects - A

Project Limits: 9th Avenue North to Marsh Landing Parkway

Description: Change all wire-mounted traffic signals to mast arms and install countdown timers at all pedestrian crossings.

Replace existing signal coordination hardware with new coordination hardware that supports ITS.

Project Benefits: Improved durability of traffic signals in this coastal area.

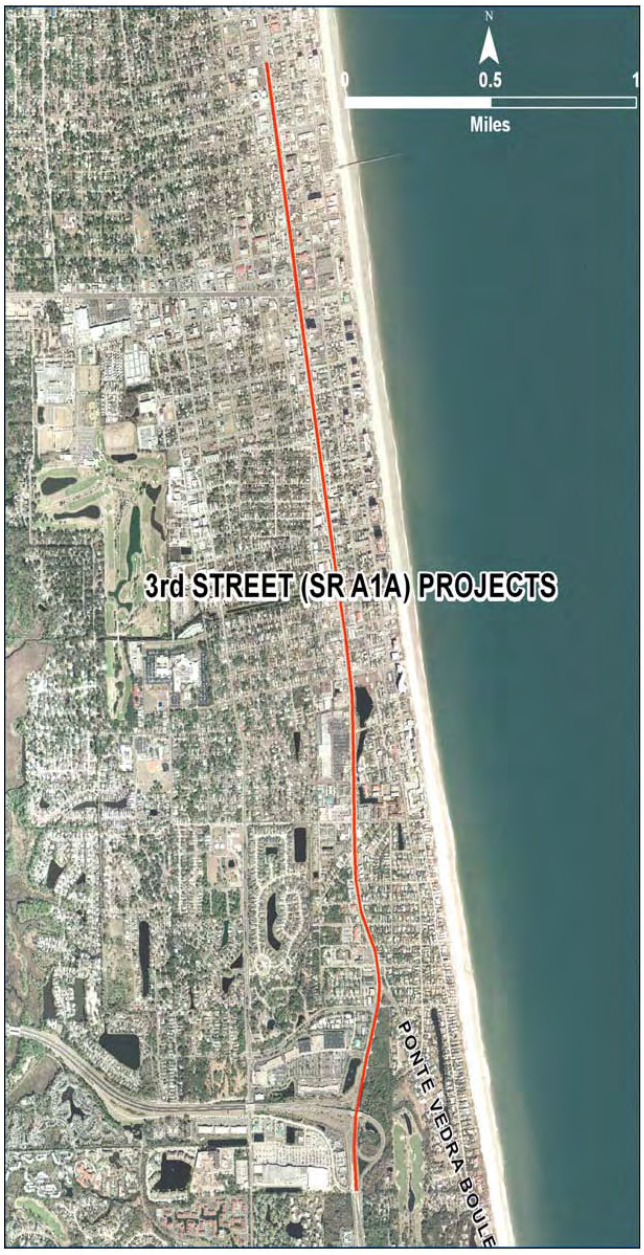
Potential for real-time traffic monitoring.

Platform for ITS system at the beaches.

Project Status: FDOT FY 2007 - 2008

Project Cost: $2,046,000

Point of Contact: George Carpenter, FDOT, 1-800-207-8236 or george.carpenter@dot.state.fl.us



DRAFT REPORT: WEDNESDAY; FEBRUARY 28, 2007
Aerial Photo Date: March 2006

CITY OF JACKSONVILLE BEACH
Project Fact Sheet

Project Number: 07-B

Project Name: 3rd Street (SR A1A) Projects - B

Project Limits: Study limits to 9th Avenue N

Description: Change all wire-mounted traffic signals to mast arms and install countdown timers at all pedestrian crossings.

Replace existing signal coordination hardware with new coordination hardware that supports ITS.

Project Benefits: Improved durability of traffic signals in this coastal area.

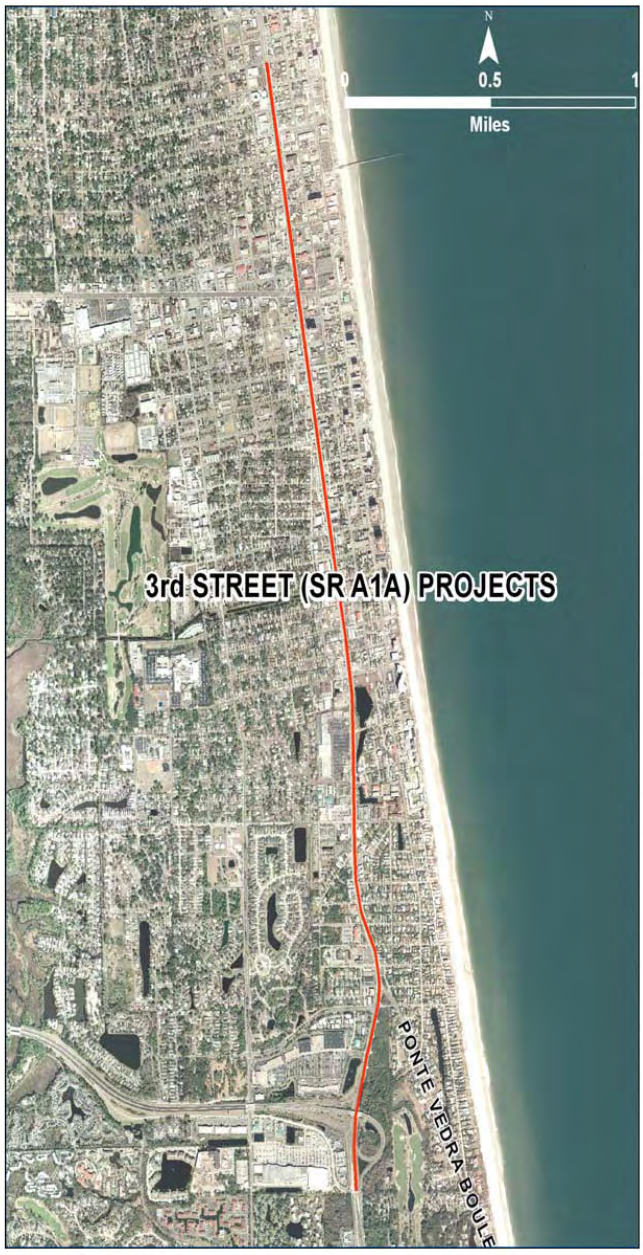
Potential for real-time traffic monitoring.

Platform for ITS system at the beaches.

Project Status: FDOT FY 2009 - 2010

Project Cost: $2,670,748

Point of Contact: George Carpenter, FDOT, 1-800-207-8236 or george.carpenter@dot.state.fl.us



DRAFT REPORT: WEDNESDAY; FEBRUARY 28, 2007
Aerial Photo Date: March 2006

CITY OF JACKSONVILLE BEACH
Project Fact Sheet

Project Number: 08

Project Name: 3rd Street (SR A1A) Projects

Project Limits: Intersection at Beach Boulevard (SR 212) and 3rd Street

Description: Remove on-street parking and extend storage for southbound right-turn lane onto Pablo Avenue. Closing of Pablo Avenue Median cut.

Project Benefits:

Project Status: FDOT FY 2007 - 2008

Project Cost: $2.5 Million

Point of Contact: George Carpenter, FDOT, 1-800-207-8236 or george.carpenter@dot.state.fl.us

Aerial Photo Date: March 2006

CITY OF JACKSONVILLE BEACH
Project Fact Sheet

Project Number: 09-A

Project Name: 3rd Street (SR A1A) Resurfacing

Project Limits: 9th Avenue North to 34th Avenue South

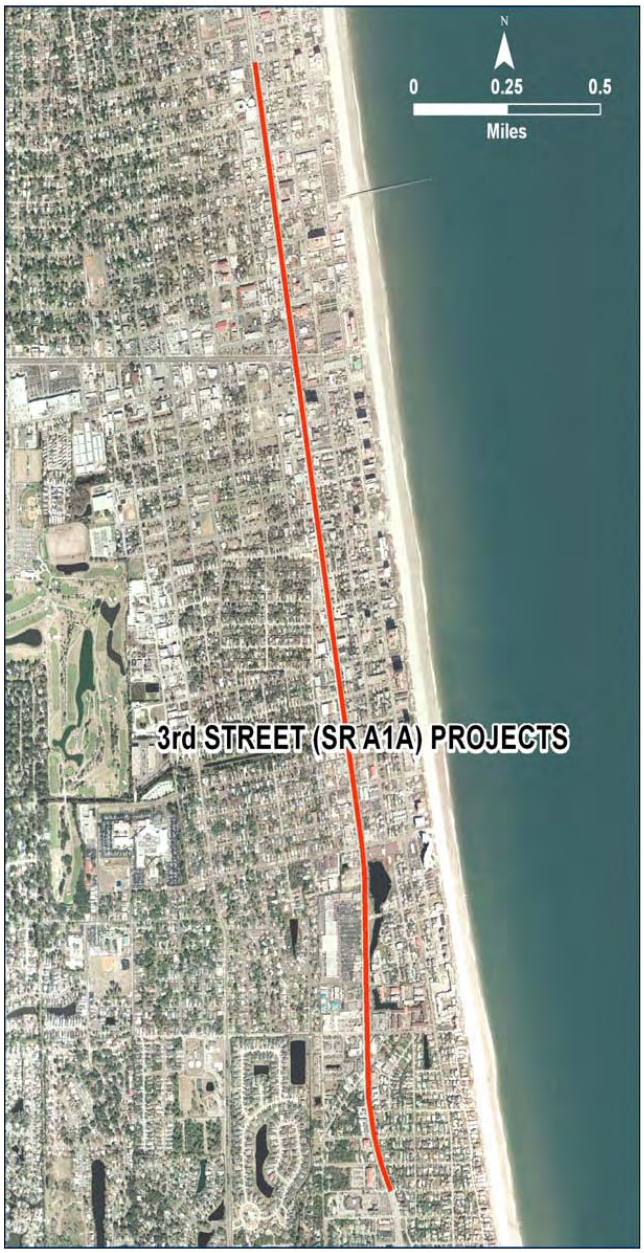
Description: Resurface State Road A1A.

Project Benefits: Improve roadway.

Project Status: FDOT FY 2007 - 2008

Project Cost: $3.8 Million

Point of Contact: George Carpenter, FDOT, 1-800-207-8236 or george.carpenter@dot.state.fl.us



Aerial Photo Date: March 2006

CITY OF JACKSONVILLE BEACH
Project Fact Sheet

Project Number: 09-B

Project Name: 3rd Street (SR A1A) Enhancements

Project Limits: 7th Avenue North to 2nd Avenue South

Description: Introduce on-street parking spaces. Add bulb-outs and new cross walks at intersections and at mid-block locations.

Reduce median cuts along 3rd St. Relocate existing traffic signal from 2nd Avenue North to 4th Avenue North.

Project Benefits Safety and Walkability.

Project Status: 2008

Project Cost: $1,460,000

Point of Contact: Steven G. Lindorff, City of Jacksonville Beach, 904-247-6231 or Planning@jaxbchfl.net

Aerial Photo Date: March 2006

CITY OF JACKSONVILLE BEACH
Project Fact Sheet

Project Number: 10

Project Name: 3rd Street (SR A1A) Projects

Project Limits: St. Johns County Line to 34th Avenue South

Description: Resurface A1A.

Project Benefits: Improve roadway.

Project Status: FDOT FY 2007 - 2008

Project Cost: $1.0 Million

Point of Contact: George Carpenter, FDOT, 1-800-207-8236 or george.carpenter@dot.state.fl.us

Aerial Photo Date: March 2006

Future Traffic Deficiency Analysis

Based on NERPM model outputs for the roadways in Jacksonville Beach that have been included in the Transportation Element, Table TE-9 shows the projected peak hour traffic volumes for 2012 and 2027. Table TE-9 also shows the service volumes for each roadway link, based on the adopted level of service for each roadway link, its functional classification, and the number of through travel lanes. Table TE-9 also shows each link's v/c ratio, i.e. the ratio of assigned 2012 and 2027 traffic in relation to the corresponding service volume for that roadway link.

The data in Table TE-9 indicate that in addition to the roadway links that were identified as congested in 2005 (i.e. SR A1A from the St. Johns County line to 13th Avenue South in Jacksonville Beach), the additional links that can be expected to become congested by 2012 will include:

- J Turner Butler Blvd, from the west study boundary to South Beach Parkway
- the remainder of SR A1A, i.e. from 13th Avenue South north to 20th Avenue North;
- Penman Road; and
- Sanctuary Parkway.

As shown in Table TE-9, only one additional roadway link is likely to become congested between 2012 and 2027:

- Marsh Landing Parkway

Figure TE-13 shows the volume of traffic assigned to each roadway link in Jacksonville Beach, for 2005, 2012, and 2027.

The locations of 2012 congested roadway links are shown in Figure TE-14. The locations of 2027 congested links are shown in Figure TE-15.

Taken together, the information shown on Table TE-9, and in Figure TE-14 and Figure TE-15, indicate that most of the future congestion in Jacksonville Beach will occur on roadways that have been designated as constrained. Without the option of adding new lanes to existing highways, and given that rights of way are not available for new highways in new corridors in Jacksonville Beach, more innovative approaches will be required.

For Jacksonville Beach, innovative approaches to congestion may include the designation of all or part of the city as a Transportation Concurrency Exception Area (TCEA) or Multimodal Transportation District (MMTD), pursuant to applicable provisions of FAC 9J-5 and Ch. 163 of the Florida Statutes.

Table TE-9
2012 and 2027 Assigned Traffic and Service Volumes

Link #	Segment	From	To	Adopted LOS Standard	Peak Hour SV	2012 PH Volumes	2012 Volume/ Capacity	2027 PH Volumes	2027 Volume/ Capacity
1	**J Turner Butler Blvd**	**West City limits**	**South Beach Pkwy.**	**D**	**6,250**	**6,470**	**1.04**	**9,240**	**1.48**
2	J Turner Butler Boulevard	South Beach Pkwy.	SR A1A/3rd St.	D	6,250	3,960	0.63	5,690	0.91
3	Beach Boulevard	West City limits	Penman Rd.	D	4,680	3,140	0.67	3,320	0.71
4	Beach Boulevard	Penman Rd.	9th Street South	D	3,110	2,770	0.89	3,010	0.97
5	Beach Boulevard	9th Street South	SR A1A/3rd St.	D	3,110	3,030	0.97	3,020	0.97
6	Beach Boulevard	SR A1A/3rd St.	1st St.	E	3,120	1,130	0.36	1,410	0.45
7	**SR A1A**	**South City limits**	**JT Butler Blvd.**	**Constrained (D)**	**3,110**	**5,070**	**1.63**	**5,410**	**1.74**
8	**SR A1A**	**JT Butler Blvd.**	**Osceola Avenue**	**Constrained (D)**	**3,110**	**4,590**	**1.48**	**5,460**	**1.76**
9	**SR A1A**	**Osceola Avenue**	**13th Avenue South**	**Constrained (D)**	**3,110**	**4,510**	**1.45**	**4,970**	**1.60**
10	**SR A1A**	**13th Avenue S.**	**5th Avenue South**	**Constrained (D)**	**3,110**	**4,260**	**1.37**	**5,120**	**1.65**
11	**SR A1A**	**5th Avenue South**	**Beach Blvd**	**Constrained (D)**	**3,110**	**4,260**	**1.37**	**5,010**	**1.61**
12	**SR A1A**	**Beach Blvd.**	**4th Avenue North**	**Constrained (D)**	**3,110**	**3,890**	**1.25**	**4,050**	**1.30**
13	**SR A1A**	**4th Avenue North**	**8th Avenue North**	**Constrained (D)**	**3,110**	**3,960**	**1.27**	**4,090**	**1.32**
14	**SR A1A**	**8th Avenue North**	**15th Avenue North**	**Constrained (D)**	**3,110**	**3,640**	**1.17**	**3,720**	**1.20**
15	**SR A1A**	**15th Avenue N.**	**Seagate Ave.**	**Constrained (D)**	**3,110**	**3,740**	**1.20**	**3,680**	**1.18**
16	Penman Road	(South End)	Beach Blvd.	Constrained (D)	1,390	210	0.15	210	0.15
17	**Penman Road**	**Beach Blvd.**	**8th Avenue North**	**Constrained (E)**	**1,690**	**2,100**	**1.24**	**2,390**	**1.41**
18	**Penman Road**	**8th Avenue North**	**Seagate Ave.**	**Constrained (E)**	**1,690**	**2,000**	**1.18**	**1,890**	**1.12**
19	Ponte Vedra Boulevard	South City limits	SR A1A/3rd St.	Constrained (E)	1,480	720	0.49	650	0.44
20	1st Street South	Ponte Vedra Blvd	16th Ave. South	D	1,390	60	0.04	60	0.04
21	1st Street South	16th Ave. South	Beach Blvd	D	1,390	380	0.27	300	0.22
22	1st St. N/16th Ave. N	Beach Blvd.	SR A1A/3rd St.	D	1,390	200	0.14	150	0.11
23	South Beach Parkway	South City limits	JT Butler Blvd.	D	1,390	630	0.45	840	0.60
24	South Beach Parkway	JT Butler Blvd.	Jacksonville Dr.	D	2,950	1,780	0.60	2,300	0.78
25	South Beach Parkway	Jacksonville Dr.	Osceola Ave.	D	2,950	1,660	0.56	2,010	0.68

Table TE-9, continued
2012 and 2027 Assigned Traffic and Service Volumes

Link #	Segment	From	To	Adopted LOS Standard	Peak Hour SV	2012 PH Volumes	2012 Volume/ Capacity	2027 PH Volumes	2027 Volume/ Capacity
26	9th Street South	Osceola Ave.	13th Avenue South	Constrained (D)	1,390	1,000	0.72	1,050	0.76
27	9th Street South	13th Avenue South	Beach Blvd	Constrained (D)	1,390	1,340	0.96	1,310	0.94
28	10th Street North	Beach Blvd.	8th Avenue North	D	1,390	400	0.29	310	0.22
29	10th Street North	8th Avenue North	Seagate Ave.	D	1,390	890	0.64	690	0.50
30	Roberts Drive	Seabreeze Avenue	13th Avenue South	D	1,390	180	0.13	250	0.18
31	America Avenue	Jacksonville Dr.	Osceola Avenue	D	1,390	450	0.32	380	0.27
32	America Avenue	Osceola Avenue	Seabreeze Avenue	D	1,390	860	0.62	650	0.47
33	Fairway Lane/Seabreeze Ave.	15th Street South	Roberts Drive	D	1,390	540	0.39	990	0.71
34	15th Street South	Fairway Lane	Beach Blvd.	D	1,390	470	0.34	510	0.37
35	**Marsh Landing Parkway**	**JT Butler Blvd.**	**South Beach Pkwy.**	**E**	**1,480**	**1,290**	**0.87**	**1,620**	**1.09**
36	**Sanctuary Parkway**	**JT Butler Blvd.**	**South Beach Pkwy.**	**E**	**890**	**920**	**1.03**	**1,650**	**1.85**
37	Jacksonville Drive	America Avenue	Ponte Vedra Blvd.	D	1,390	440	0.32	830	0.60
38	Osceola Avenue	America Avenue	1st Street South	D	1,390	570	0.41	790	0.57
39	16th Avenue South	Roberts Drive	1st Street South	D	1,390	550	0.40	650	0.47
40	13th Avenue South	Roberts Drive	SR A1A/3rd St.	D	1,390	830	0.60	950	0.68
41	5th Avenue South	9th Street South	1st Street South	D	1,390	50	0.04	60	0.04
42	3rd Avenue South	9th Street South	SR A1A/3rd St.	D	1,390	30	0.02	100	0.07
43	Shetter Avenue	9th Street South	15th Street South	D	1,390	240	0.17	240	0.17
44	4th Avenue North	10th Street North	1st Street North	D	1,390	260	0.19	270	0.19
45	19th St. S/6th Ave. N	Beach Blvd.	Penman Rd.	D	1,390	50	0.04	40	0.03
46	8th Avenue North	10th Street North	SR A1A/3rd St.	D	1,390	350	0.25	600	0.43
47	15th Avenue North	10th Street North	SR A1A/3rd St.	D	1,390	200	0.14	50	0.04
48	Seagate Avenue	West City limits	SR A1A/3rd St.	D	1,390	650	0.47	200	0.14

SV – Service Volume
PH – Peak Hour

Figure TE-13
2005, 2012, and 2027 Peak Hour Traffic

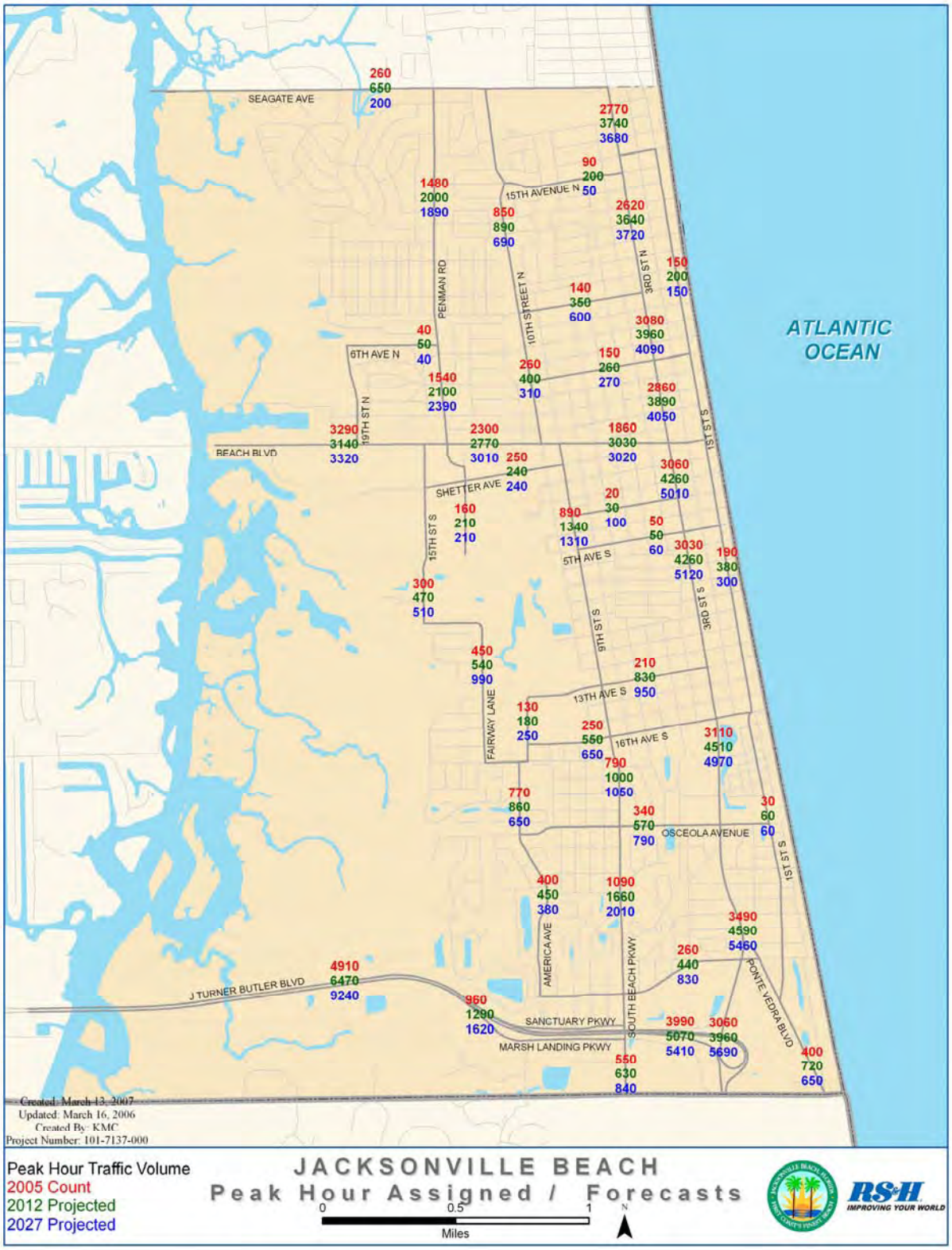


Figure TE-14
2012 Congested Roadways

Figure TE-15
2027 Congested Roadways

Potential for a Transportation Concurrency Exception Area or Multimodal Transportation District for the City of Jacksonville Beach

Jacksonville Beach is well positioned to pursue creation of a Transportation Concurrency Exception Area (TCEA), or a Multimodal Transportation District (MMTD). The existing conditions in Jacksonville Beach meet many of the recommended standards for TCEA or MMTD designation. The decision to create one versus the other will likely depend on the direction the City would like to take in the future, and the level of commitment the City is willing to make, beginning with the formal adoption of policies that will support the establishment of either a TCEA or a MMTD.

The New TCEA

With the enactment of Florida growth management legislation in 2005, requirements pertaining to TCEAs and MMTDs are now more closely linked than previously. Any new TCEAs are now required to meet standards that are now very similar to earlier MMTD standards. Specifically, new TCEA standards will require local governments to address the following ten major criteria in their comprehensive plans designating the TCEA:

- Support mobility
- Fund mobility
- Support the purpose of the designation
- Include alternative modes
- Demonstrate how mobility will be provided
- Address urban design
- Identify appropriate land use mixes
- Establish minimum intensity and density standards for development
- Address network connectivity
- Mitigate impacts to the SIS

When evaluating comprehensive plan amendments establishing new TCEAs, reviewers will be interested in how the City's plan 1) addresses the areas mentioned above; 2) the mechanisms that implements the plan's objectives; and 3) if and how the City plans to measure the effects of the plan in terms of performance measures. These performance measures must include data and analysis that addresses the size, boundaries, and purpose of the TCEA, the short- and long-term need for the TCEA, the impacts created by the TCEA, on the surrounding network, and finally how the plan's multimodal strategies will improve mobility within the TCEA.

New TCEAs vs. MMTDs

TCEAs and MMTDs have become increasingly similar. They both offer an alternative to the sprawl that may occur as an unintended outcome of conventional concurrency management system requirements. Both encourage mobility through the same channels – alternative transportation modes, urban design, densities and intensities conducive to transit, network connectivity, and land use mix.

TCEAs differ from MMTDs in that MMTDs can be developed in totally new or previously developed areas, whereas TCEAs can only be used in previously built areas. For all intensive purposes, this difference is not important for the City of Jacksonville Beach, as the area is already developed. The more important difference concerns measurement. For TCEAs, the

City of Jacksonville Beach would not be required to measure LOS except on any Statewide Intermodal System (SIS) or Transportation Regional Incentive Program (TRIP) facilities that may be affected by the creation of a TCEA. Tracking LOS within the TCEA would remain an option for the City, but it would not be required unless the TCEA affects a SIS or TRIP facility. Because trips are not monitored within TCEAs, the proportionate share methodology required by §163.3180(16) may be modified so that fair share payments could be used to fund multimodal or alternative transportation improvements within the TCEA. An alternative approach favored by the Florida Department of Community Affairs is to require developers working within the TCEA to make modifications to the built environment that support multimodal mobility.

For MMTDs, the City of Jacksonville Beach would be required to establish LOS standards for all modes of transportation, and include these modes in the concurrency management process.

Disaster Route Evaluation

The local hurricane evacuation routes that have been identified to serve residents of the City of Jacksonville Beach, and as illustrated in Figure TE-11 of this update, are currently adequate to meet the traffic demand of the evacuating vulnerable population. County and regional evacuation routes are also currently adequate to meet the traffic demand of the evacuating population, as indicated by the evacuation decision thresholds times for 2005 identified in the Northeast Florida Hurricane Evacuation Study. Critical links and bottlenecks are outside of City boundaries and are also affected by other County's evacuating populations. Projections for 2010 for local-in-County evacuation and Regional evacuation indicate 6.5% and 9.9% increases respectively in evacuation decision threshold times using local and regional roads. Local evacuation routes are projected to be adequate for evacuating future populations. County and regional evacuation routes are projected to be adequate for evacuating future populations, assuming the decision threshold times for 2010, as estimated by the Northeast Florida Hurricane Evacuation Study, are appropriately utilized.

The City of Jacksonville Beach will continue to recognize the delineated evacuation routes, which are consistent with the updated Northeast Florida Regional Hurricane Evacuation Study. These routes are not expected to change significantly in the future, as new east west roads out of the City of Jacksonville Beach are not programmed for construction. The portion of the future designated evacuation routes within the City are illustrated on the map on Figure TE-10; as identified by the Northeast Florida Regional Evacuation Study.

IV. Recommended New Projects

Identification and Overview of Committed Projects

Table TE-10 is a summary list of the transportation projects which are recommended for implementation as part of this Transportation Element update. Project fact sheets, including individual location maps, have been developed for each of these projects, and are included in the following pages of this update.

Table TE-10
Summary of Recommended Transportation Projects

Project Name	Description, Status, and Cost
1- 9th Street South Osceola Ave to Beach Blvd.	Drainage, Intersection Improvements, New Traffic Signal, Sidewalks, Landscaping FY 2008 $ 4,762,500
2- Penman Road Beach Blvd. to Seagate Ave	Drainage, Access Management, Sidewalks, Landscaping, and Roundabouts FY 2009 $ 5,622,400
3- Transit Projects	Beaches Commuter Express Beaches Trolley and Parking Ride Request Service Shelters at Various Locations FY 2007 - 2008 $ 895,000 (capital costs only)
4- Sidewalks	Repair and Construct Ongoing $ 160,000 per year
5- Beaches Regional Greenway St. Johns County to 20th Ave. North	New 12' Multiuse Path on A1A Shared Use Bikeways on 2nd St. and 1st St Crosswalks FY 2009 $ 683,000
6- Beaches Intelligent Transportation System (ITS)	Detection and Notification Hardware Beaches Traffic Management Center FY 2012 $ 1,250,000
7- 1st Street Enhancements	Traffic Circles at Beach Blvd., 4th Avenue North, and 6th Avenue North, New Cross Walks, Narrower Travel Lanes, and On-Street Parking FY 2008 $ 1,200,000

CITY OF JACKSONVILLE BEACH
New Project Fact Sheet

Project Number: 1

Project Name: South 9th Street Roadway Improvements

Project Limits: South 9th Street

Description: Reconstruct roadway with 11ft travel lanes, curb & gutter & sidewalks on both sides. Install left turn lanes at Beach Blvd, Shetter Avenue and 13th Avenue South. Install new median opposite Millie Dr.

Construct curb & gutter on both sides of road, provide for subsurface drainage. Install new lighting and landscaping including special planting & pavement treatments at key intersections.

Replace existing wooden utility poles with concrete poles on 10th Street South. Add traffic signal on South 9th Street at Osceola Avenue.

Project Benefits Pedestrian usage should increase with sidewalks along with new lighting. Improved traffic flow. Reduce delay and accidents at Millie Drive intersection. Public health and safety, aesthetics.

Project Status: Pending 2008

Project Cost: $4,762,500

Point of Contact: Steven G. Lindorff, City of Jacksonville Beach, 904-247-6231 or Planning@jaxbchfl.net

CITY OF JACKSONVILLE BEACH
New Project Fact Sheet

Project Number: 2

Project Name: Penman Road Roadway Improvements

Project Limits: Beach Blvd. to Seagate Avenue

Description: Reconstruct entire roadway with 10ft travel lanes, colored, textured median with pedestrian islands, curb & gutter, sidewalks & bike lanes on both sides. Construct on-street parking between bulbouts in commercial area. Reduce speed limit to 30 mph.

Place storm water drainage under ground where ROW is 80ft and improve drainage swales where ROW is 100-105 ft. Install pedestrian level lighting & landscaping with special planting & pavement treatments for 9 pedestrian crossings at key intersections.

Replace wooden utility poles with concrete poles. Remove traffic signal at Seagate Ave. Install roundabouts at: Seagate Ave., 15th Ave. N, 12th Ave. N and 4th Ave N

Project Benefits Improved traffic flow and reduced speeds. Better left turn access. Pedestrian and bicycle use should increase due to increased safety. Accessibility to commercial area will be improved. Public health and safety, aesthetics.

Increased pedestrian crossing safety. Traffic calming, enhanced access management.

Project Status: 2009

Project Cost: $5,622,400

Point of Contact: Richard Ball, City of Jacksonville, 904-387-8861.

CITY OF JACKSONVILLE BEACH
New Project Fact Sheet

Project Number: 3

Project Name: Transit Projects

Project Limits: Various Locations

Description: Beaches Commuter Express: Employer sponsored service. Beaches Trolley. Beaches Trolly Dedicated Parking: Atlantic Blvd. and Sand Castle Plaza. Ride Request Service:Sand Castle Plaza to Baptist Hospital and Mayo Clinic. Shelters: Various Locations

Project Benefits Improved mobility, job access, economic development and traffic management

Project Status: 2007 - 2008 and Ongoing

Project Cost: $895,000

Point of Contact: Mike Miller, JTA, 904-630-3109.

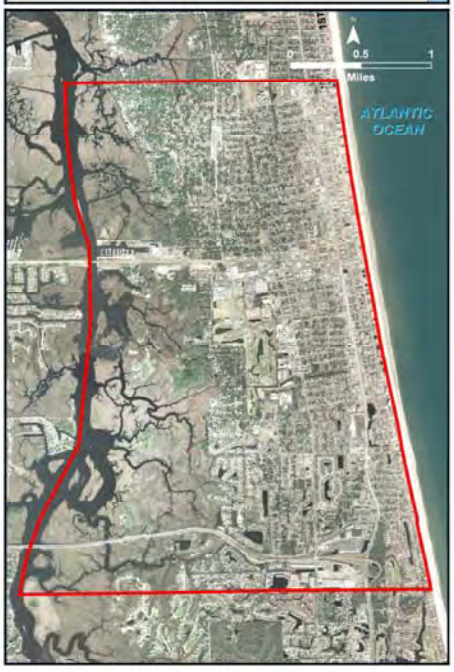
CITY OF JACKSONVILLE BEACH
New Project Fact Sheet

Project Number: 4

Project Name: Sidewalks

Project Limits: Various Locations

Description: Repair existing sidewalks. Construct new sidewalks. including New School sidewalks.



Project Benefits Safety, mobility and access management.

Project Status: Ongoing

Project Cost: $3,200,000

Point of Contact: Steven G. Lindorff, City of Jacksonville Beach, 904-247-6231 or SLindorff@jaxbchfl.net

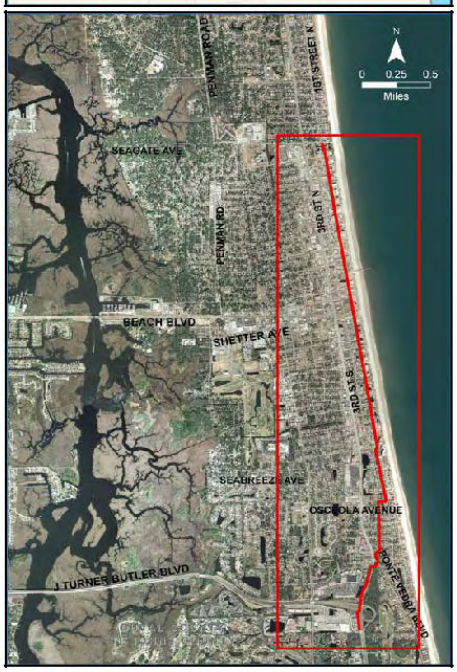
CITY OF JACKSONVILLE BEACH
New Project Fact Sheet

Project Number: 5

Project Name: Beaches Regional Greenway "Segment 14" Sub-segment A

Project Limits: St. Johns County Line to Study Boundary at 20th Ave North

Description: Construct new 12-ft asphalt multiuse path on the east side of A1A. Designate shared use bicycle facility (signs and pavement markings). Additional diverters and signage for existing shared use bicycle facility.



Project Benefits Mobility, recreation, tourism and economic development.

Project Status: 2009

Project Cost: $883,000

Point of Contact: Steven G. Lindorff, City of Jacksonville Beach, 904-247-6231 or Planning@jaxbchfl.net

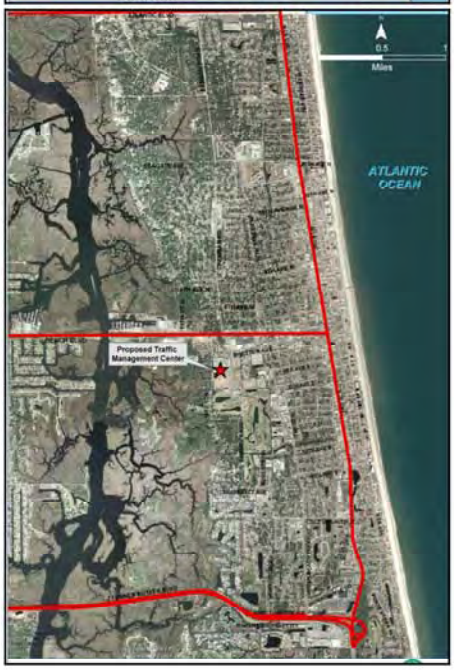
CITY OF JACKSONVILLE BEACH
New Project Fact Sheet

Project Number: 6

Project Name: ITS Hardware

Project Limits: Beaches Area: A1A / St. Johns County Line to Atlantic Blvd. (SR 10). Beach Blvd. (SR 212). Atlantic Blvd. (SR 10).

Description: Detection, notification, and traffic control devices at signalized intersections along A1A and Butler Blvd., Beach Blvd. and Atlantic Blvd. Traffic Management Command Center at the Jacksonville Beach O&M Facility.



Project Benefits Safety. Enhanced recovery from accidents and disasters. Better utilization of existing transportation facilities.

Project Status: 2012

Project Cost: $1,250,000

Point of Contact:

CITY OF JACKSONVILLE BEACH
New Project Fact Sheet

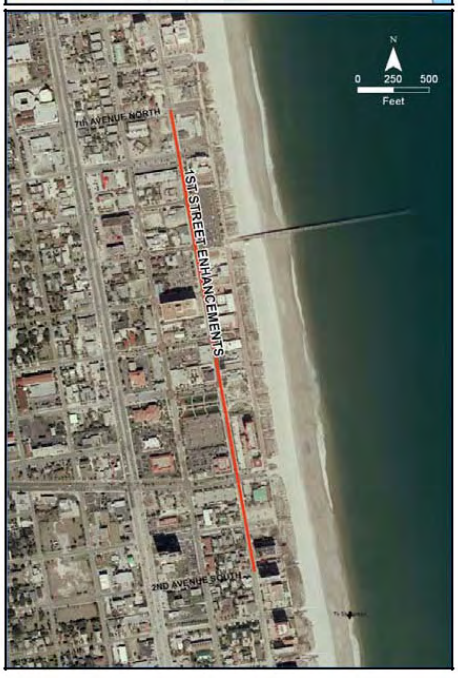
Project Number: 7

Project Name: 1st Street Enhancements

Project Limits: 7th Avenue North to 2nd Avenue South

Description: Introduce on-street parallel parking. Add new cross walks. Provide narrower travel lanes.

New 1st Street Traffic Circles at: Beach Blvd (with beach dropoff); 4th Avenue North (at pier); and 6th Avenue North.



Project Benefits Enhanced mobility for bicyclists and pedestrians.

Project Status: 2008

Project Cost: $1,200,000

Point of Contact: Steven G. Lindorff, City of Jacksonville Beach, 904-247-6231 or Planning@jaxbchfl.net

V. GOALS, OBJECTIVES, AND POLICIES

Goal TE 1

Provide a safe, convenient, and energy efficient multimodal transportation system.

Objective TE 1.1

Maintain an acceptable level of service on all roadways within the City of Jacksonville Beach.

Policy TE 1.1.1

Maintain minimum peak hour levels of service as follows:

Authority	**Road Type**	**Minimum Level of Service**
City of Jacksonville Beach	Minor Arterial, Collector, and Local	D
City of Jacksonville Beach	Constrained	Maintain
FDOT	Freeway Through Lanes	D
FDOT	Freeway General Use Lanes (Collector)	E
FDOT	Principal Arterial	D
FDOT	Constrained	Maintain
City of Jacksonville	Minor Arterial and Collector	E
City of Jacksonville	Constrained	Maintain

In the table above, and as defined by the Florida Department of Transportation (FDOT) in the 2002 Quality/Level of Service Handbook, “Maintain” means continuing operating conditions at a level such that significant degradation does not occur based on conditions existing at the time of local government comprehensive plan adoption. As applied in the table above, significant degradation means an increase in average annual daily traffic volume of 10 percent above the maximum service volume. For the constrained roadways in the City of Jacksonville Beach that meet or exceed the level of service standards that would be applicable based on their road type, “maintain” does not apply until the roadway is operating below the applicable minimum level of service standard.

Policy TE 1.1.2

The City shall enforce the level of service provisions adopted in this plan.

Policy TE 1.1.3

As the need may arise, the City shall identify Transportation Concurrency Exception Areas, Multimodal Transportation Districts, or Transportation Concurrency Management Areas, and shall negotiate with the City of Jacksonville and the Florida Department of Transportation (FDOT) the appropriate levels of service for the affected roadways within such area(s).

Objective TE 1.2

Coordinate transportation planning and programming activities with other agencies, local governments, and state agencies having responsibility for transportation facilities within its jurisdiction.

Policy TE 1.2.1
The City shall continue to work with the City of Jacksonville on the maintenance of local roads and any necessary traffic engineering improvements.

Policy TE 1.2.2
The City shall work with The City of Jacksonville and FDOT to develop and implement a system for the deployment and operation of Intelligent Transportation Systems (ITS) detection, monitoring, and driver notification hardware, and the establishment of a Beaches Traffic Management Center, as the first steps toward the implementation of a Beaches Intelligent Transportation System for congestion management, incident management, and emergency evacuations.

Policy TE 1.2.3
The City shall continue to work with The City of Jacksonville to address the deficiencies on Penman Road.

Policy TE 1.2.4
The City shall work closely with FDOT and the Metropolitan Planning Organization (MPO) in the identification of and solution to level of service deficiencies on state maintained roads, especially SR A1A and J. Turner Butler Boulevard, in accordance the procedures that are generally described in the adopted Congestion Management System of the First Coast MPO.

Policy TE 1.2.5
The City shall work closely with JTA and FDOT on improvements to frontage roads serving J. Turner Butler Boulevard.

Policy TE 1.2.6
The City shall coordinate with St. Johns County on the solution of level of service deficiencies on roads serving both jurisdictions.

Policy TE 1.2.7
The City shall request that FDOT review SR A1A with respect to constrained or backlogged conditions.

Policy TE 1.2.8
The City shall maintain membership and representation on the Technical Coordinating Committee of the First Coast MPO.

Policy TE 1.2.8
The City shall maintain an active role on the policy board of the MPO and strive to assure that a fair share of MPO funds are expended in the beaches area.

Objective TE 1.3
Provide for adequate future right-of-way requirements by maintaining current minimum standards.

Policy TE 1.3.1

The City shall continue to enforce established minimum right-of-way standards for private and public roadways. For new roadway facilities the established right of way requirements that are to be enforced are as follows:

a) Arterial roadways – 150 foot right of way
b) Collector roadways – 100 foot right of way
c) Local roadways with surface drainage – 60 foot right of way
d) Local roadways with subsurface drainage – 50 foot right of way

Policy TE 1.3.2
No existing rights-of-way for roads on the State Highway System shall be abandoned, vacated, or otherwise conveyed from public ownership without the approval of the Florida Department of Transportation (FDOT).

Policy TE 1.3.3
Protect existing and proposed rights of way from development via strict enforcement of the minimum building and parking area setback regulations of the Land Development Code.

Objective TE 1.4
Provide for safe and convenient traffic flow and parking.

Policy TE 1.4.1
Except in any portions of the City where provisions of the Land Development Code may allow for

- the provision of consolidated or free standing parking facilities, or for
- contributions to the provision of pedestrian, bicycle or transit facilities in lieu of compliance with on-site parking requirements;

the City shall ensure adequate vehicular access to new development by requiring new developments to provide on-site parking.

Policy TE 1.4.2
Promote parking strategies that support overall transportation goals and objectives.

Policy TE 1.4.3
Develop and implement strategies to control the number, location, and design of access points to arterial and collector roadways.

Policy TE 1.4.4
The City shall require that all new streets shall be constructed and paved to acceptable standards prior to their dedication to the City.

Policy TE 1.4.5
Except where warranted at midblock locations for pedestrian safety, the City, in conjunction with The City of Jacksonville, shall require that traffic signals be erected only at the intersection of two arterial streets, the intersection of an arterial street and a collector street, or the intersection of two collector streets.

Policy TC 1.4.6

The City shall require all new commercial, institutional, and industrial uses to provide off-street loading zones. Such zones shall have minimum dimensions of twelve (12) feet by forty (40) feet.

Policy TC 1.4.7
Encourage travel demand management strategies to modify peak hour travel demand and reduce the number of vehicle miles traveled per capita within the City, as well as transportation system management strategies to improve system efficiency and enhance safety.

Objective TE 1.5
Provide services and facilities for the transportation disadvantaged.

Policy TE 1.5.1
The City shall maintain provisions for handicapped access in its site plan review procedures.

Policy TE 1.5.2
Parking for disabled persons shall be required in conjunction with new development requiring on-site parking. Specific requirements for handicapped accessible spaces shall be enacted to be consistent with ADA standards, and shall be enforced through provisions of the City's building code.

Policy TE 1.5.3
Ensure that sidewalks are constructed or reconstructed in conformance with ADA design standards that ensure pedestrian mobility for the transportation disadvantaged.

Policy TE 1.5.4
In cooperation with the JTA, ensure that the transit facilties, vehicles, and services available within the City are in conformance with ADA accessibility standards.

Objective TE 1.6
Manage growth in a cost effective and environmentally sound manner through the joint consideration of land use and transportation decisions as set forth in Policies TE 1.6.1 and TE 1.6.2

Policy TE 1.6.1
All future land development shall be carried out in a manner to maintain the minimum level of standards for the various roadways as set forth in the Transportation Element. Through enforcement of its Land Development Code, the city shall require development applications to assess the operating condition of road facilities impacted by the proposed development.

Policy TE 1.6.2
New development shall provide operational improvements to the City's transportation system to mitigate their impacts on the system, to ensure smooth traffic flow, and to aid in the elimination of hazards. Improvements may include adding turn lanes, deceleration lanes, signing, signals, and pavement marking.

Objective TE 1.7
Require provisions for alternate methods of transportation such as bicycle routes and pedestrian facilities in new developments in accordance with the principles established in Policies TE 1.7.1, TE 1.7.2, TE 1.7.3 and TE 1.7.4.

Policy TE 1.7.1
New single family developments shall provide sidewalks in accordance with current requirements for collector streets.

Policy TE 1.7.2
New multiple family developments and non-residential developments shall provide sidewalks along all abutting collector streets.

Policy TE 1.7.3
The City shall encourage the use of bicycle and other modes of nonmotorized vehicular transportation, through the establishment and maintenance of bicycle paths or multiuse greenways within the community. These facilities shall be consistent with the First Coast Regional Greenways and Trails Plan, and coordinated with St. Johns County and the City of Neptune Beach.

Policy TE 1.7.4
The City shall encourage new development to provide for bicycle access and parking.

Objective TE 1.8
Coordinate the transportation system in the city with future development as portrayed on the Future Land Use Map, including the enhancement of intermodal transportation opportunities, to ensure that existing and proposed population densities, housing and employment patterns, and land uses are all consistent with the transportation modes and services proposed to serve these areas.

Policy TE 1.8.1
Through a visioning process and the potential implementation of a downtown zoning code overlay, identify and implement land use redevelopment incentives that promote the use of bicycles and walking.

Policy TE 1.8.2
Through a visioning process and the potential implementation of a downtown zoning code overlay, identify and implement site and building design guidelines that promote transit usage.

Policy TE 1.8.3
Through a visioning process and the potential implementation of a downtown zoning code overlay, promote the reduction of vehicle miles traveled per capita within the city.

Objective TE 1.9
Support the JTA in their provision of efficient public transit within Jacksonville Beach, and to and from adjacent communities in Duval County, including the accommodation of the special needs of the transportation disadvantaged.

Policy TE 1.9.1

Assist the JTA in the establishment of appropriate minimum level of service standards for routes serving the city.

Policy TE 1.9.2
Assist the JTA in the planning and implementation of an employer sponsored jobs access transit service linking existing JTA transit routes to employment centers in Jacksonville Beach and Ponte Vedra.

Policy TE 1.9.3
Assist the JTA in the planning and implementation of a "Beaches Trolley" service that would link beachfront activity centers to designated parking areas at opposite ends of the proposed route for the Beaches Trolley, i.e. near Atlantic Boulevard and near J Turner Butler Boulevard.

Policy TE 1.9.4
Assist the JTA in the planning and implementation of a "Ride Request" service that would link existing JTA transit routes to area hospitals.

Policy TE 1.9.5
If it is determined by the JTA that the need for such a facility exists, the City shall identify potential sites for consideration by JTA for the construction or designation of a commuter "Park and Ride" facility, proximate to existing and planned public transit routes.

Objective TE 1.10
Provide for a safe, comfortable and attractive pedestrian environment with convenient interconnection to public transportation.

Policy TE 1.10.1
Support and fund mobility improvements that encourage trip reduction and the use of non-vehicular modes of transportation.

Policy TE 1.10.2
Apply "fair share" contributions in order to expedite the implementation of planned improvements to pedestrian, bicycle, and transit facilities within the City.

Policy TE 1.10.3
Support the designation of all or part of the City as a Transportation Concurrency Exception Area.

Objective TE 1.11
Coordinate transportation planning and traffic impact assessment with corresponding activities that may be undertaken by or on behalf of the City of Jacksonville, the City of Atlantic Beach, the City of Neptune Beach, and St. Johns County.

Policy TE 1.11.1
With regard to planned roadway facilities, multimodal facilities, and transit services or facilities that cross jurisdictional boundaries, utilize the services and resources of FDOT, the First Coast MPO, NEFRC, and the JTA, and also undertake informal ad hoc coordination activities, so that to the maximum extent possible, these facilities and services are planned and developed in accordance

with the collective goals, objectives and policies of the City of Jacksonville Beach, the City of Jacksonville, St. Johns County, the City of Neptune Beach, and the City of Atlantic Beach.

Policy TE 1.11.2
Investigate the establishment of a formal interlocal agreement for the assessment of potential cross jurisdictional collector or arterial roadway impacts from proposed development activities.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