

2030 Mobility Plan



City of Jacksonville Planning and Development Department
January 2010

Well Timed Opportunity

- The City was completing the first draft of three vision plans.
- The MPO was completing the transportation model for the new Long Range Transportation Plan.
- There was consensus that what we were doing was not working.
- The City of Jacksonville is designated a DULA.

Mobility Strategies

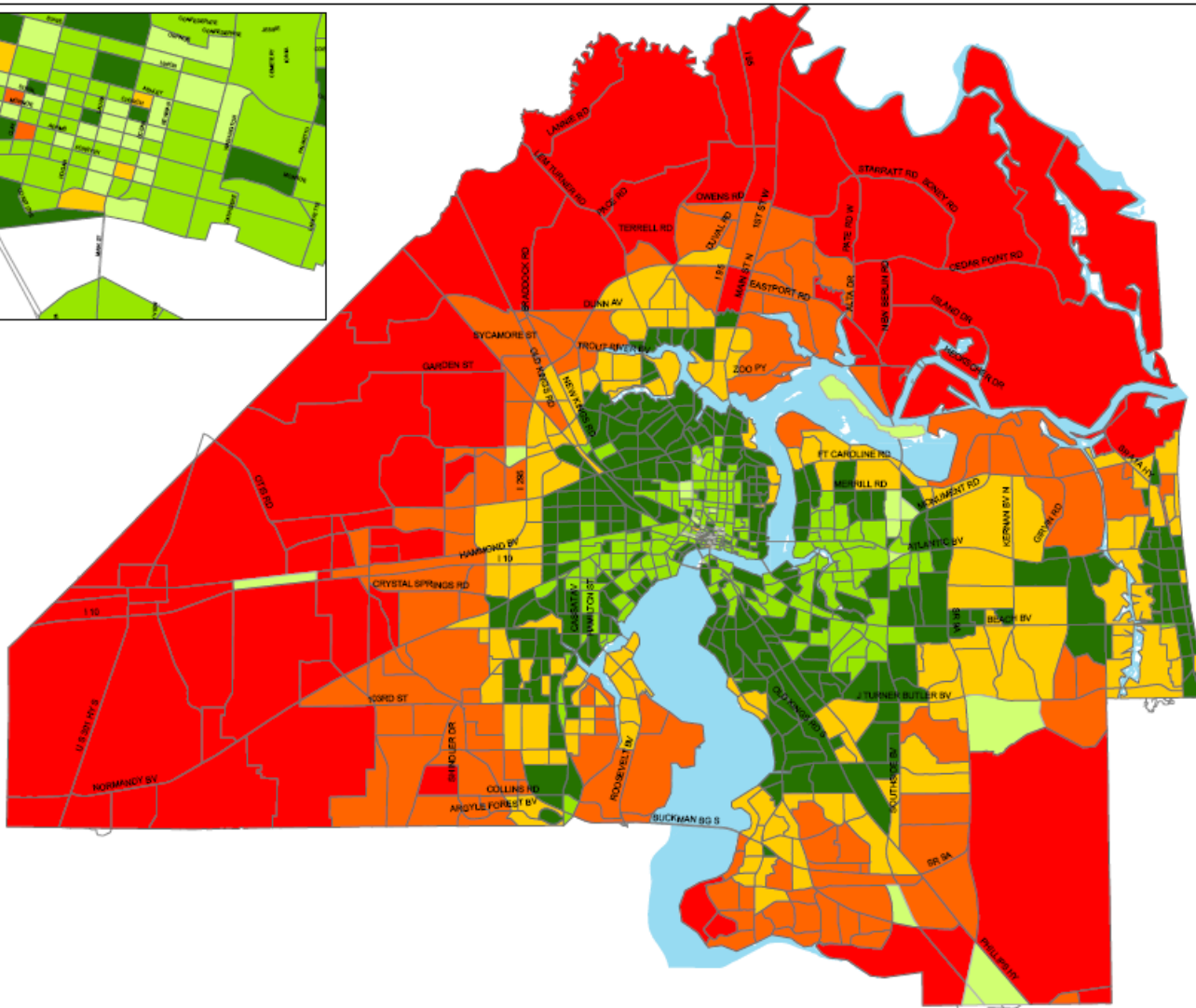
Four mobility strategies outlined in plan:

- Connect land use and transportation;
- Provide a multi-modal plan;
- Fund mobility;
- Incentivize quality growth.

Land Use and Transportation Connection

- Development Areas link land use and transportation.
- Development Areas:
 - Urban Priority Area (UPA)
 - Urban Area (UA)
 - Suburban Area (SA)
 - Rural Area (RA)
- FLUE identifies land use criteria by Development Area

Average VMT by TAZ

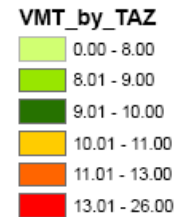


Average Trip Length in
VMT by TAZ
-Duval County

NERPM2030 - Year 2025



Legend

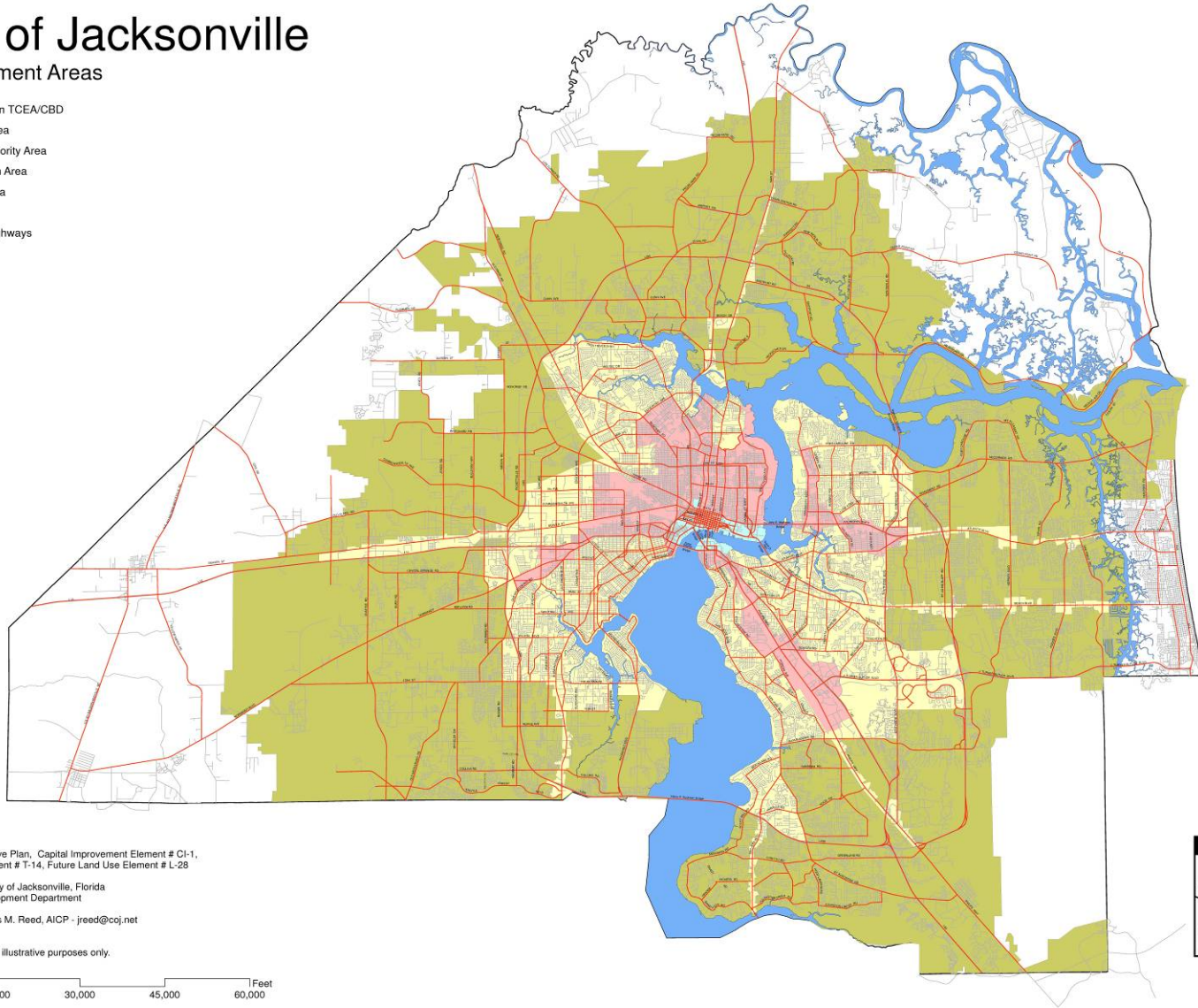


Development Areas

City of Jacksonville

Development Areas

- Downtown TCEA/CBD
- Urban Area
- Urban Priority Area
- Suburban Area
- Rural Area
- Roads
- Major Highways
- River



*2010 Comprehensive Plan, Capital Improvement Element # CI-1,
Transportation Element # T-14, Future Land Use Element # L-28

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

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Content intended for illustrative purposes only.



Land Use and Transportation Connection

- Development Areas used to calculate average weighted VMT to determine mobility fee.
 - Urban Priority Area: 9.24 miles
 - Urban Area: 9.46 miles
 - Suburban Area: 10.28 miles
 - Rural Area: 12.27 miles

Land Use and Transportation Connection

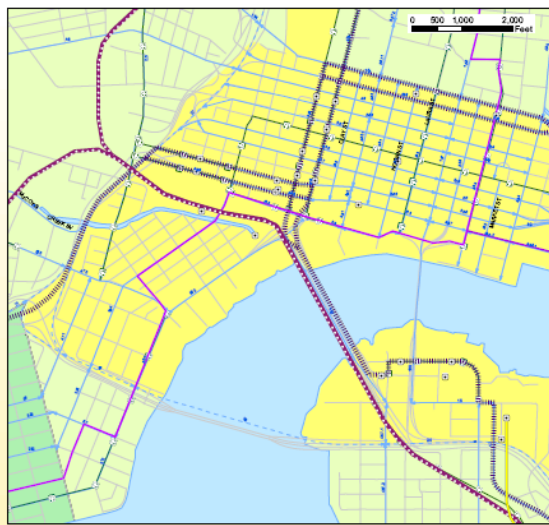
Mobility Score

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

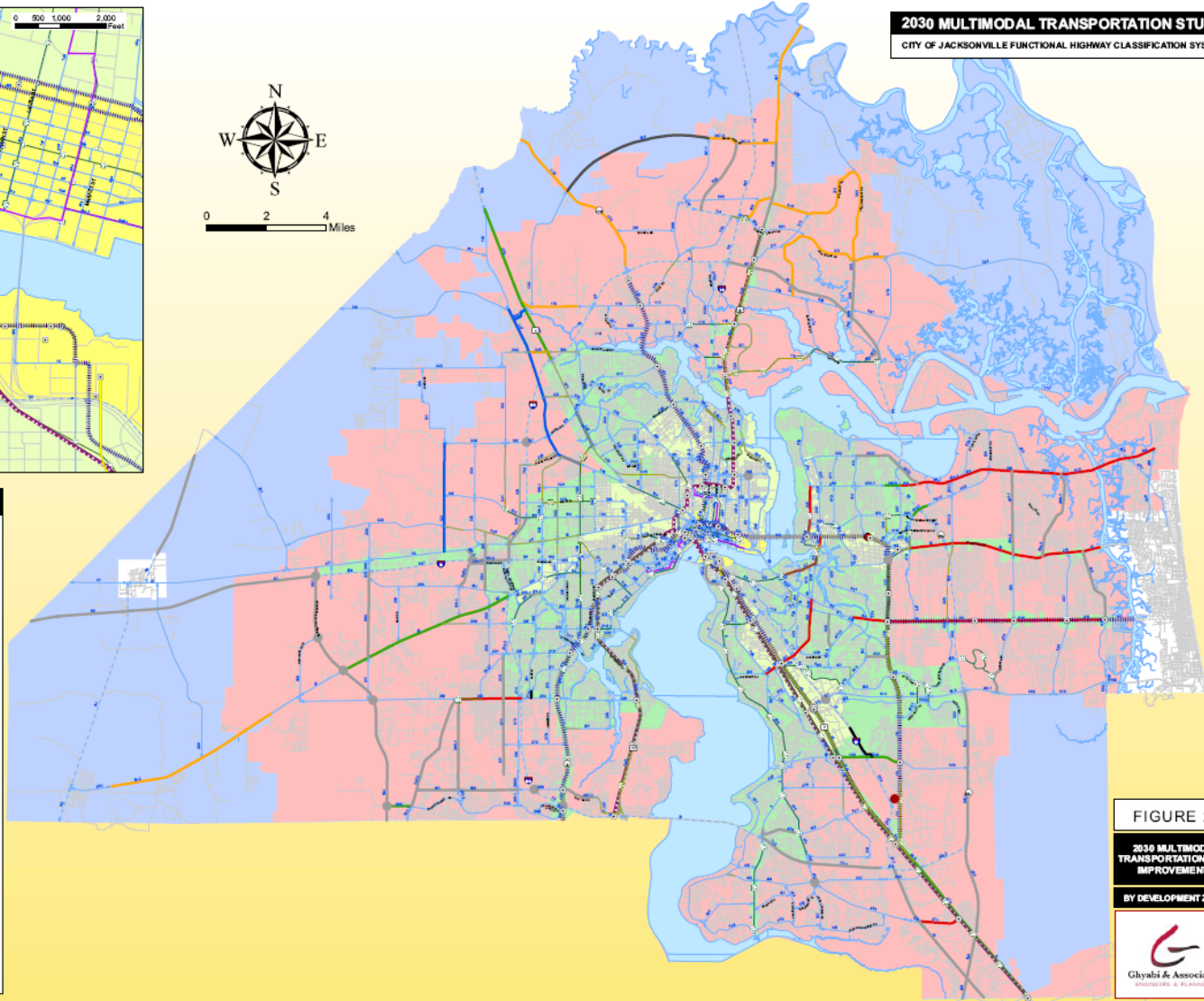
Provide a Multi-Modal Plan

- **Prioritized Multi-Modal Improvement Project List**
 - Transportation improvement projects have been proposed to address roadway deficiencies. Projects include roadway, bicycle, pedestrian, and transit.
 - Projects have been prioritized based on evaluation criteria such as, but not limited to:
 - Magnitude of Deficiency Mitigated;
 - Existing Capacity Deficiency;
 - Multi-modal or Intermodal Connectivity; and
 - Transit Accessibility.

Provide a Multi-Modal Plan



2030 MULTIMODAL TRANSPORTATION STUDY
CITY OF JACKSONVILLE FUNCTIONAL HIGHWAY CLASSIFICATION SYSTEM



LEGEND

01.19.10

<ul style="list-style-type: none"> FUNCTIONALLY CLASSIFIED ROAD LINKS SIS LINK NUMBERS 	<p>DEVELOPMENT AREAS</p> <ul style="list-style-type: none"> 9.09 DOWNTOWN TCEA 9.24 URBAN PRIORITY AREA (UPA) 9.46 URBAN AREA (UA) 10.28 SUBURBAN AREA (SA) 12.27 RURAL AREA (RA) AVERAGE TRIP LENGTH (MILES)
<p>AUTOMOBILE/TRUCK MODE</p> <ul style="list-style-type: none"> 2 LANES 3 LANES 4 LANES 6 LANES INTERSECTION IMPROVEMENTS INTERCHANGE ITS/INTERSECTION IMPROVEMENTS COMMITTED ROAD PROJECTS PEDESTRIAN OVERPASS 	<p>TRANSIT MODE</p> <ul style="list-style-type: none"> BUS RAPID TRANSIT COMMUTER RAIL SKYWAY STREETCAR TRANSIT STATION <p>PEDESTRIAN / BICYCLE MODE</p> <ul style="list-style-type: none"> BIKE FACILITY SIDEWALK FACILITY

FIGURE 22

2030 MULTIMODAL TRANSPORTATION PLAN IMPROVEMENTS
BY DEVELOPMENT ZONES



Fund Mobility

- Mobility Fee

- A mobility fee is assessed for new development based on upon a calculated sum:

$(\text{Cost per VMT}) \times (\text{VMT per Zone}) \times \text{Adjusted Avg Daily Trips}$

- Mobility Zones

- Defined geographic areas within each Development Area.
- Ensures that the transportation improvement to which the mobility fee is applied has a rational relationship to the location of the development.

Incentivize Urban Design

- Trip reduction adjustments based on street intersection density, bicycle network completion, sidewalk network completion, residential density, number of employees, a mix of uses, transit service, and the presence of local serving retail within ½ mile of the proposed development.

Updating the 2030 Mobility Plan

- 2030 Mobility Plan will be evaluated every 5 years with the North Florida TPO's Long Range Transportation Plan. Mobility fees may be re-assessed at that time.
- Over the first 5 years of the Mobility Plan, JPDD will collect data and establish baselines to attain the long range goal of reducing vehicle miles traveled.

Policy Implications

- Incentivizes infill and redevelopment.
- Incentivizes quality growth.
- Guides the market.
- Focuses on the future.
- Predictable, fair, efficient.

Where are we now?



City of Jacksonville Planning and Development Department
January 2010