

City of Jacksonville Mobility Plan Update

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First Coast ITE Meeting

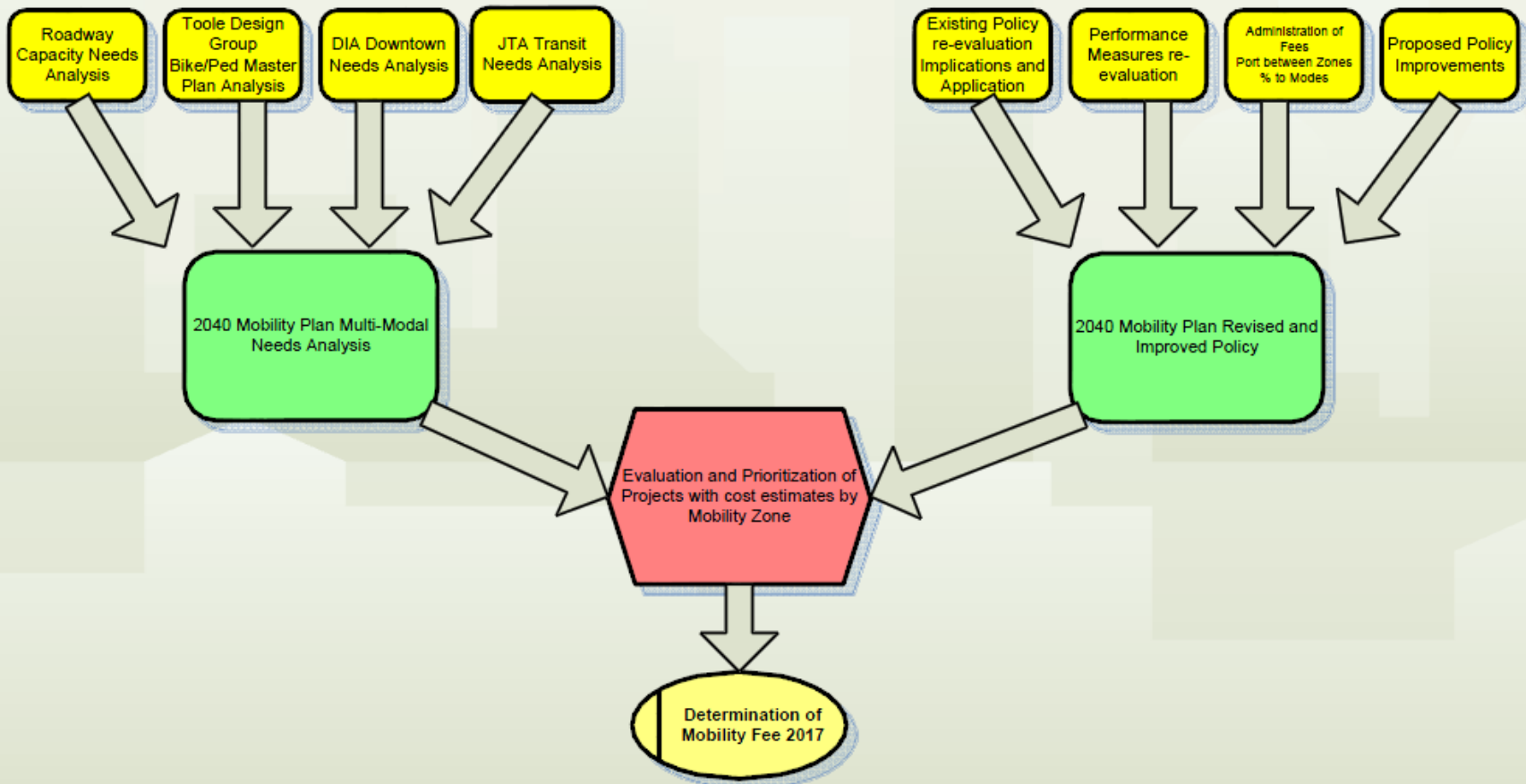
July 9, 2019

2040 Mobility Plan Update Process

Wednesday, November 23, 2016

COJ Consultants/Agencies - Capacity Needs Analyses

Mobility Plan Working Group – Policy Analysis

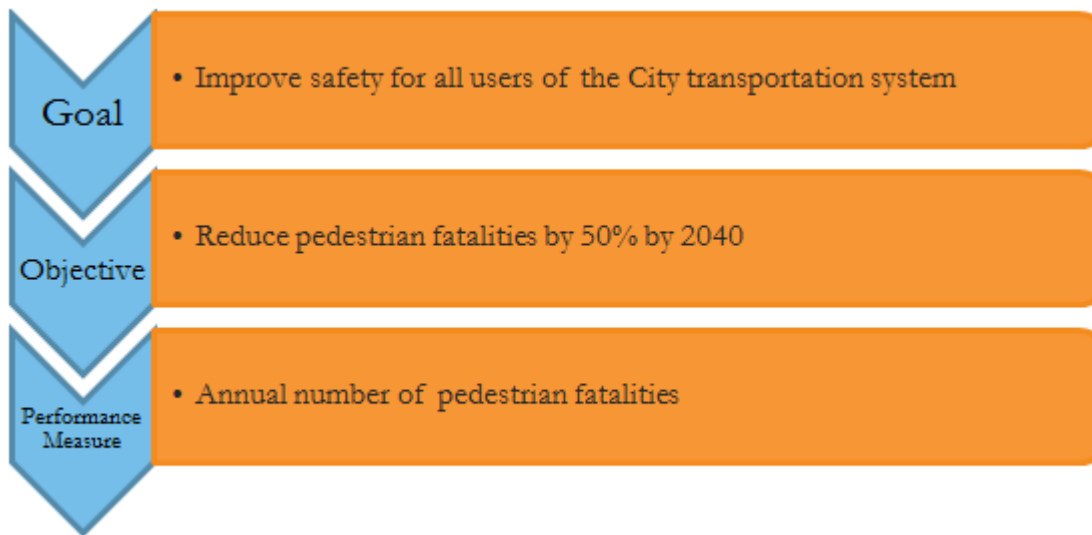


What Changed?

- ▶ Goals and Objectives
- ▶ Performance Measures
- ▶ Projects and Project Prioritization
- ▶ Comprehensive Plan and Ordinance changes
- ▶ Removed Urbimus calculation
- ▶ Replaced fee adjustments
- ▶ Updated the Mobility Fee to Zonal Fees
- ▶ Revised the \$% Allocated to each mode
- ▶ Removed Mobility Zone Scores
- ▶ Created an alternate project credit
- ▶ Created an Online Mobility Fee Estimator

Mobility Plan

Establish Goals, Objectives and Performance Measures



Goals and Objectives

Goal	Objective	Performance Measure(s)	Data Source
Multimodal Safety	Vehicle related safety	Number of fatalities and serious injuries, crash ratio	Crash record database
	Pedestrian and bicyclist safety	Number of pedestrian and cyclist fatalities, serious injuries	Crash record database
Multimodal Mobility	Vehicle mobility	V/C ratio	Calculated annually
	Freight mobility	Travel time reliability	National performance management research data set
	Pedestrian and bicyclist mobility	Pedestrian and bicyclist network connectivity	GIS mapping, sidewalk/bike lane/trail inventory
Promote compact and interconnected land use	Mobility friendly communities	Land use policy adoption, number of communities	City land use records
	Increasing person throughput without an increase in VMT	Increasing HOV and alternative modes of transportation	Number of HOV, transit, pedestrian, and/or bicyclist projects implemented
Equitable Quality of Life	Context Sensitive Street design policy	Policy development; number of projects with CSS design elements	City records, design review
	Health benefits	Increase ADA compliant sidewalks and implementation of sidewalks and bicycle paths	Improvements to the non-motorized network
Economic Competitiveness	Access to freight generators	V/C ratio on access roads	Calculated
	Improve neighborhood economies through street design	Apply context sensitive street design	Comparative land use analysis (increase in number of small businesses)

Performance Measures

▶ **Safety**

Improvement to Crash Rates and number of Fatalities

▶ **Multimodal Mobility**

Improved connectivity and travel time reliability

▶ **Compact and Interconnected land use**

Increase in alternative mode network

▶ **Improve Quality of Life**

Increase ADA compliance and add active transportation networks

▶ **Economic Competitiveness**

Improve V/C ratio on roads, apply context sensitive street designs

Removed Reducing VMT - Could only measure this with a model run

Removed improved Air Quality - Air Quality improved greatly in the past 5 years with no way to identify if the Mobility Plan had any effect.

Mobility Projects

- ▶ Corridor Projects from the existing Mobility Plan
 - ▶ Waited to remodel in sync with the TPO LRTP
- ▶ DIA Projects
 - ▶ Provided by the Downtown Investment Authority
- ▶ Transit Projects
 - ▶ Provided by Jacksonville Transportation Authority
- ▶ Pedestrian and Bicycle Projects
 - ▶ Taken from the 2017 Pedestrian and Bicycle Master Plan

\$395.5 Million Plan

Corridor Projects

- \$261,783,684

DIA Projects

- \$3,402,573

Transit Projects

- \$20,919,221

Bike Projects

- \$91,957,292

Pedestrian Projects

- \$17,482,961

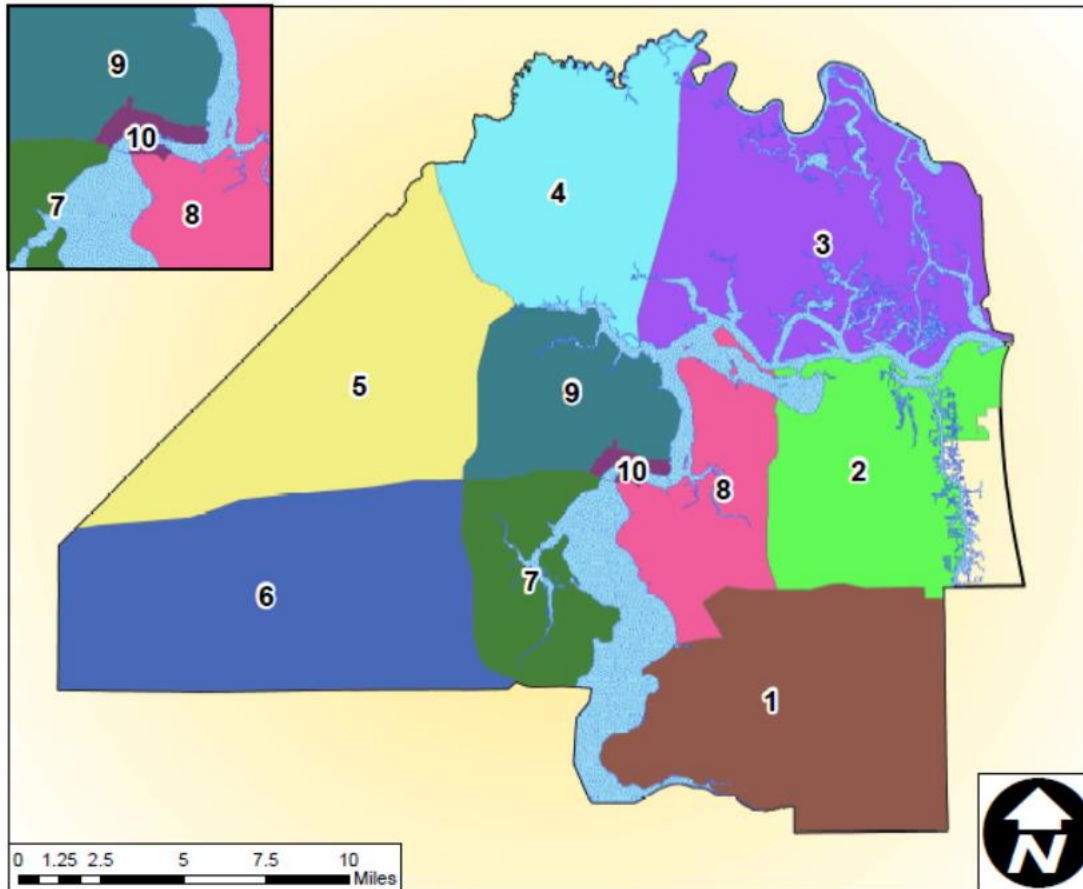
Project Prioritization

- ▶ ActivTrans Priority Tool (APT)
- ▶ APT was designed by Toole Design Group for the National Cooperative Highway Research Program (NCHRP).
- ▶ NCHRP was created after recommendations by the American Association of State Highway and Transportation Officials (AASHTO) and is supported and funded by FHWA and USDOT.
- ▶ The Transportation Research Board administers NCHRP and is one of five the National Academies. Others include the National Academy of Sciences, the National Academy of Engineering, the Institute of Medicine, and the National Research Council.

Updated the Current Mobility Fee

- ▶ **Mobility Fee = A x B x (C - Trip Reduction Adjustments - Existing Use Trips)**
- ▶ A = Cost per VMT (was \$24.31 Citywide)
- ▶ B = Average VMT per Development Area (stays the same)
- ▶ C = Project Daily Vehicle Trips (ITE 10th Edition)

Same Mobility Zones



Mobility Zones in Duval County

Map Generated by City of Jacksonville
Planning and Development Department
Transportation Planning Division

New Zonal Fees

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

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

Removed the Standard 11% allocation for Bike/Ped - New %'s determined by Zone

Mobility Zone	Current Ordinance		Updated Mobility Needs	
	Motorized (Corridor, Transit, DIA)	Non-Motorized (Bike Ped)	Motorized (Corridor, Transit, DIA)	Non-Motorized (Bike Ped)
1	89%	11%	87%	13%
2	89%	11%	92%	8%
3	89%	11%	76%	24%
4	89%	11%	87%	13%
5	89%	11%	78%	22%
6	89%	11%	62%	38%
7	89%	11%	29%	71%
8	89%	11%	65%	35%
9	89%	11%	22%	78%
10	89%	11%	32%	68%
Average	89%	11%	63%	37%

Other substantial Changes

- Removed mobility scores while ensuring that the volume-to-capacity (V/C) analysis of projects does not create excess capacity or fee expenditures to improve conditions beyond what is necessary to mitigate growth.
- Moved criteria for the provision of trip reductions (existing use, pass-by, diverted link) and fee credits (1.2 to 1 Safety Credit) from the Comprehensive Plan and placed them instead in the Concurrency and Mobility Management (CMMS) Handbook and the Ordinance Code, respectively.
- Moved criteria related to a developer's alternative project selection to obtain fee credit, and placing new criteria in the Ordinance Code instead.

Try our New Online Mobility Fee Estimation Calculator



<https://jaxzoningapplication.coj.net/MobilityFee#/default>

QUESTIONS?

Thank you!

<http://www.coj.net/departments/planning-and-development/transportation-planning/mobility-plan/2017-mp-update-project>