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Jacksonville Urban Area Transportation Study: Annual Certification and Unified Work Program for the Jacksonville Urban Area

Jacksonville Area Planning Board

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JOE CARLUCCI

JACKSONVILLE URBAN AREA TRANSPORTATION STUDY

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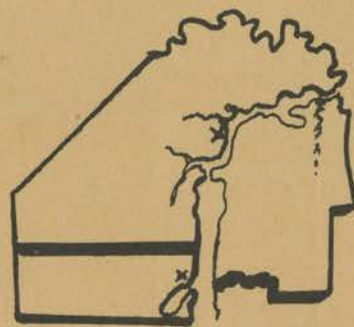


**ANNUAL
CERTIFICATION
AND**

1973

1974

**UNIFIED
WORK
PROGRAM**



**PREPARED BY
JACKSONVILLE AREA PLANNING BOARD**

1973-1974

Annual Certification
and
Unified Work Program
for the
Jacksonville Urban Area

Prepared by
Jacksonville Area Planning Board
June 1, 1973

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INTRODUCTION

This document is in four parts:

In the first part, activities of the committees participating in the Jacksonville Urban Area Transportation Study (J.U.A.T.S.) are reviewed, from January 1, 1972 through March 15, 1973.

In the second part, major transportation developments which have occurred over the past fiscal year in the Jacksonville urban area are described.

The third part lists and briefly describes all transportation plans and projects expected to occur in the Jacksonville urban area over the next four years.

The fourth part is the Unified Work Program; it has an introduction of its own. In short, it described in detail all planning activities expected to occur in the Jacksonville urban area during the coming fiscal year.

Part One

Jacksonville Urban Area Transportation Study

COMMITTEE ACTIVITIES

COMMITTEE ACTIVITIES

Technical Coordinating Committee

Eleven Technical Coordinating Committee (T.C.C.) meetings were held in 1972; on January 25, February 22, March 21, May 16, June 20, July 11, July 25, August 16, September 19, October 17, and December 5. As of March 15, two meetings have been held in 1973; on January 18 and on February 20, with a third meeting scheduled for March 20.

On January 25, 1972, the Jacksonville Urban Area Transportation Study (J.U.A.T.S.) minimum and maximum 1990 highway facility concept plans were discussed, and a third plan was presented. A grant from the federal government for a long range mass transit study was reported. A presentation of the plans to the Policy Committee was recommended.

On February 22, 1972, annual certification was discussed followed by a more detailed explanation of the Annual Management Report. Next, the J.U.A.T.S. consultants' representative was called upon to update the Committee on the status of the study. The bulk of the meeting was devoted to a discussion about the roads to the airport--Airport Road and Pecan Road. No final action was taken with respect to the latter. As to the former, the committee moved (7-0) to recommend that no additional crossovers be built on the Airport Road. Next,

government agencies participating in the long range mass transit study were named, and three consultants certified by the state to conduct the study were identified.

On March 21, a new J.U.A.T.S. concept plan was introduced; Concept 7, developed from earlier concept. The concept was described and five bridge crossing sites were identified. The relationship between the J.U.A.T.S. and the long range mass transit study had not yet begun, so that problems in coordination were expected to ensue. After a short discussion of signal improvements recommended under the T.O.P.I.C.S. study, attention returned to the issue of Airport Road crossovers, which had previously been discussed on February 22. The state had apparently begun construction of a crossover in spite of the recommendation made by the T.C.C. against it. A motion was passed formally requesting the District Engineer to halt construction until after an agreement was reached. Next, a set of preliminary transportation goals and objectives was discussed and evaluated. The feeling was expressed that they were too vague, and that more specific (and hence more useful) criteria would be required at a later date.

The next meeting was held on May 16. There was a detailed report on the status of the J.U.A.T.S. and another report on the mass transit study to the effect that a consultant had been selected. The final item concerned a local street closure.

The meeting on June 20 was concerned primarily with the review and evaluation of the revised Concept 7 plan of the J.U.A.T.S., now known as Concept 7 - Alternate 1.

On July 11, a list of priority projects of the J.U.A.T.S. was submitted, and their status as priority projects was reviewed by the committee.

On July 25, a subcommittee review of priority projects was presented to the full committee. Other business concerned pollution control in the Central Business District (C.B.D.) and early implementation projects under the T.O.P.I.C.S. program. Two J.U.A.T.S. reports were distributed at this meeting.

A joint meeting of the Policy Committee and the T.C.C. was held on August 16. A presentation by the J.U.A.T.S. consultants was made, followed by a discussion (refer to Policy Committee highlights).

The September 19 meeting covered two major topics. The first topic was highway improvements. Two projects were discussed under this topic: the extension of Coast Line Drive and improvement of the interchange between I-10 and Roosevelt Boulevard. These were not priority projects, and the discussion focused upon the omission of these projects from the priority list. It was shown that for the latter project, a new freeway would eventually obviate the problem and that the former project was not warranted by traffic forecasts. The other major topic was the Jacksonville long range mass transit study. Modal split estimation procedures, and the data collection form of a planned attitude survey were explained.

The tenth meeting was held October 17. First, acceptance by the Policy Committee of Concept 7 - Alternate 1, was reported. Regarding the long range mass transit study, the

consultant presented a review of progress to date. A similar presentation was made with regard to the People Mover Study being sponsored by the Florida Department of Transportation (F.D.O.T.). The final item covered T.O.P.I.C.S. improvements at specific intersections.

The last meeting of 1972 was on December 5. The J.U.A.T.S. was reported to be nearing the end of the analysis of alternate systems, so that it could move into the continuing operations phase. A computer printout "Jacksonville Urban Area Transportation Study Tentative Plan," was distributed. It was reported to the Chairman that it was almost time to begin preparation of another management report and continuing operations plan. Format and responsibilities were tentatively identified. Next, F.H.W.A. Process Guidelines, for consideration of socio-economic and land use effects of a proposed highway project, were explained. A street closure was then discussed. The final item pertained to a corridor study proposed by the state for an improvement which also is being considered by the Jacksonville Transportation Authority (J.T.A.); the Southside Boulevard/Dames Point Expressway Corridor.

The first meeting of 1973 was on January 18. Progress on the long range mass transit study was reported and discussed at length.

At the year's second meeting, on February 20, progress in the development of the Annual Certification Program was reported. Next, the J.T.A. displayed and described its plans for constructing the new extension of the J. Turner Butler

Expressway. The third item covered was the final report of the T.O.P.I.C.S. study. Copies of the report were distributed and questions were answered. An extension of Morse Street was discussed next. Other business concerned approval of a motion to study movements between the Riverside area and the Acosta Bridge, and revision of the J.U.A.T.S. base data in accordance with information collected for the Jacksonville People Mover Study.

The Policy Committee

The Policy Committee met four times in 1972 on February 22, July 25, August 16, and September 19. As of March 15, no meetings have yet been scheduled for 1973. The next meeting of the Policy Committee will be held two weeks after the consultants complete the last assignment test to Alternate Plan 1.

At the first meeting of the committee, the Mayor made a few opening remarks and introduced the T.C.C. Chairman, who explained the role of the Policy Committee. At the meeting, copies of the J.U.A.T.S. technical memoranda were distributed to committee members. There was a consultant's report on the J.U.A.T.S. process, and a discussion of the Annual Certification.

At the second meeting held July 25, procedures used in the J.U.A.T.S. were described in more detail. The target year, 1990, and the 1990 population (992,000 persons, including portions of Clay and St. Johns County) were identified. Problem areas were pointed out, and the various concept plans were

described. Major facilities to be required and first priority projects were both described and discussed. Responses by committee members to the J.U.A.T.S. Preliminary Goals and Objectives were solicited, and certification of Jacksonville for the fiscal year 1972-73 was announced.

A joint meeting of the Policy Committee and the T.C.C. was held on August 16. At this meeting, the Policy Committee voted to accept and approve the Transportation Planning Goals and Objectives of the J.U.A.T.S. along with the proposed list of early implementation projects.

The fourth and final meeting of 1972 was held on September 19. In response to a request made at the previous Policy Committee meeting, a tabulation of road projects budgeted over the next five years, and a summary of revenues and expenses was distributed to committee members on behalf of the T.C.C. The discussion of the J.U.A.T.S. focused upon two projects not included in the recommended plan; i.e., the Roosevelt Boulevard/I-10 interchange and the extension of Coast Line Drive in the recommended plan, and upon revision of data to reflect newly announced development in the northeastern sector of the city.* The consultant for the long range mass transit study presented a briefing on the status of that project. Background of the study was given, and an attitude survey was described. At the suggestion of the Mayor, the consultant agreed to add a question to the survey regarding the public's attitude toward funding of mass transit.

*The Coast Line Drive Extension has since been incorporated into the plan.

The Advisory Committee

The Advisory Committee met seven times in 1972. As of March 15, 1973, it has met twice in this year. The first Advisory Committee meeting of 1972 on January 19 began with a long discussion of an ordinance being considered by the City Council concerning waterfront lots. Support for the Planning Board against the ordinance was approved in the form of a resolution by the committee to that effect. A soil survey and harbor deepening project also were discussed.

The next meeting was held on March 15. Among the items discussed were the delay in the transportation study, development of the Comprehensive Plan, and the role of the Advisory Committee in the planning process.

At the third meeting, held April 19, a copy of the Jacksonville Beach Citizens Advisory Committee Mass Transportation Resolution, calling for a monorail between downtown, Jacksonville Beach, and Jacksonville International Airport was presented. It was moved that a copy be forwarded to the J.A.P.B. Executive Director. The apparent inattention of the Urban Renewal Program to the relocation of displaced persons was discussed, and also the role of the committee in the development of waterways and natural drainage.

The meeting held May 17 was concerned with the structure and activities of the city's Department of Housing and Urban Development. The projects discussed were the Hogan's Creek Urban Renewal area, the Neighborhood Development Program, and the Community Renewal Program.

At its meeting held June 21, 1972, the Advisory Committee heard presentations on the Gator Bowl and Civic Plaza Area studies. There was discussion of a previous recommendation that the committee address itself to the development of drainage canals and waterways, and of sanitary landfills versus recreational land use.

The Advisory Committee meeting held on September 27, 1972, concerned the Bike Trail Study and the Comprehensive Plan. Advisory Committee input was requested to the Bike Trail Study. Handouts describing the Comprehensive Plan were distributed to those present.

The October 18 meeting was devoted to a presentation on the Water Quality Management Program. The agencies involved and their responsibilities were identified, the amount budgeted, \$235,000, was named and the goal, pollution abatement, was stated. Next the committee requested a presentation regarding zoning procedures.

The November 15 meeting was the occasion for a presentation regarding the Downtown People Mover System Study. The goals and objectives, process, methodology, and approach taken by the study were reviewed.

The first meeting of 1973 was held on January 17. A history of zoning procedures and a description of the zoning process in Jacksonville were presented to the committee.

At the February 21 meeting, the Executive Director of the Planning Board reviewed the planning process as it had evolved under his directorship. The Comprehensive Plan, soon to be

completed, was shown as the capstone of that process. The regional planning approach and its implications for the future of the planning process in this area concluded the review.

Part Two

Jacksonville Urban Area Transportation Study

SURVEILLANCE FINDINGS

SURVEILLANCE FINDINGS

1972-73

Socioeconomic

The pertinent socio economic data for the Jacksonville Urban Area, and the changes occurring for the year April 1, 1972/April 1, 1973, are shown in Table 1 and Figure 1. All characteristics followed expected trends: growth in all except school enrollment which declined slightly. This decline was expected due to the effect of the massive busing ordered by the courts, but enrollment is expected to stabilize and then resume an upward trend. The pattern of growth in various parts of the study area followed forecast trends.

The pace of construction in recent years has increased considerably, giving some indication that the barriers to growth which existed in the past decade are being overcome.

Table 1

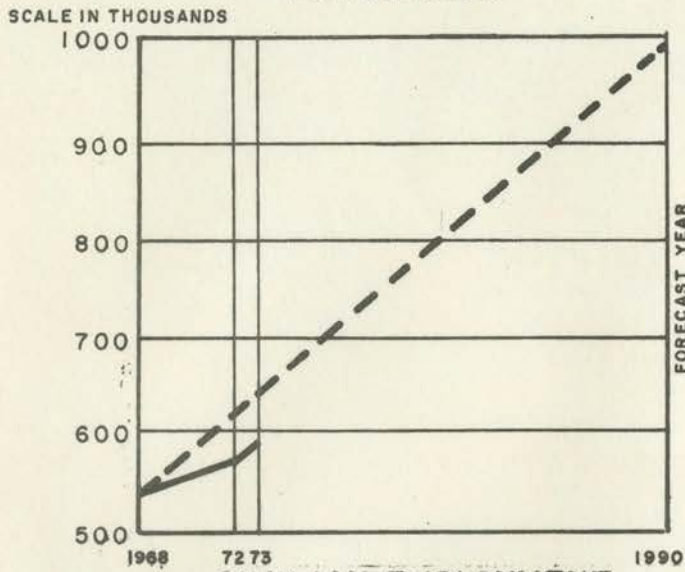
Socio Economic Indicators

<u>Indicator</u>	<u>Base Year 1968</u>	<u>1972</u>	<u>1973</u>	<u>Forecast Year 1990</u>
Population	539,421	567,800	585,500	992,000
Dwelling Units	164,420	193,000	202,900	321,400
Civilian Employment	180,200	218,300	221,700	492,000
Automobiles	202,687	216,200	233,900	492,000
School Enrollment	134,411	139,600	138,900	243,300
Tourists	7,820	9,000	9,900	24,300

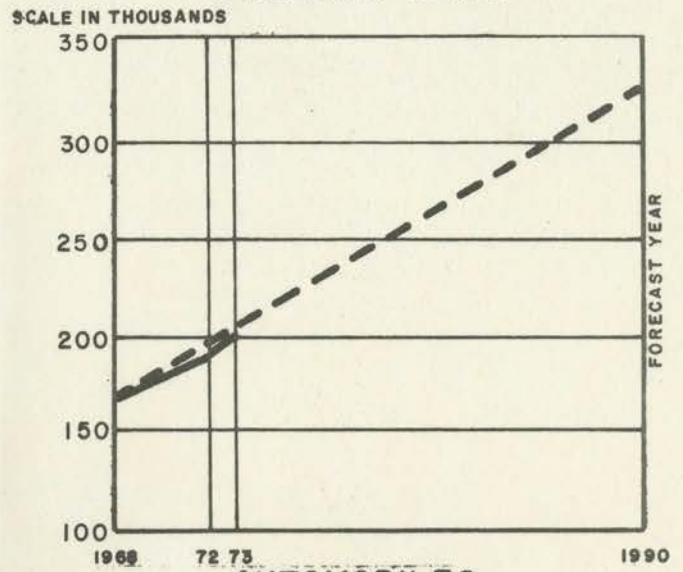
Figure 1 illustrates these changes.

JUATS SOCIO-ECONOMIC INDICATORS

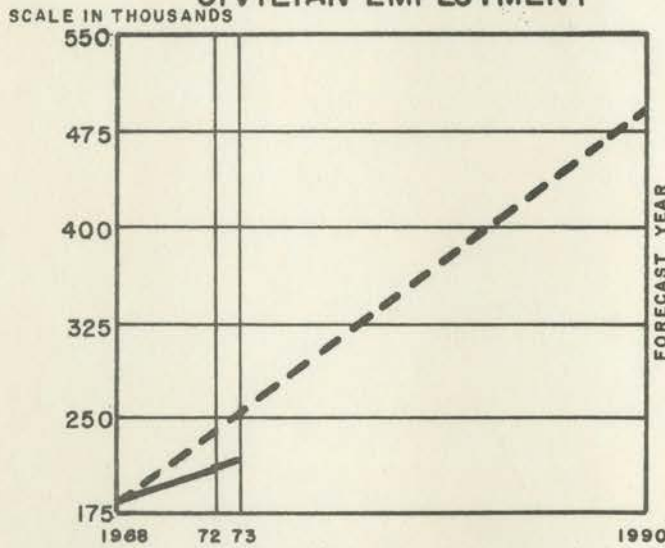
POPULATION



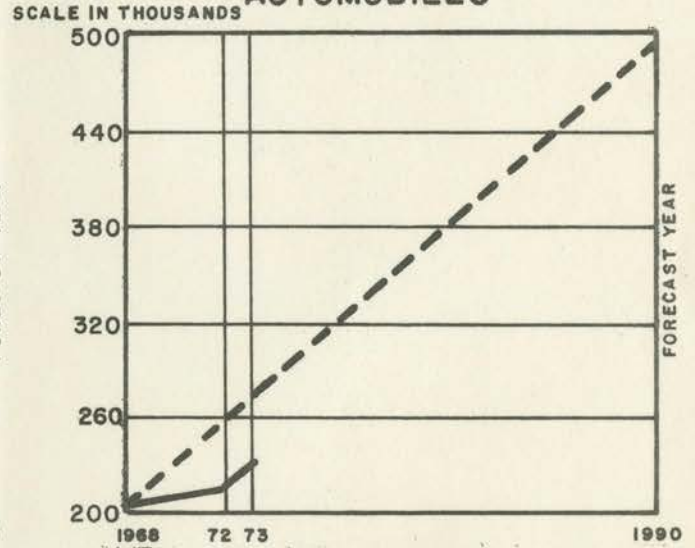
DWELLING UNITS



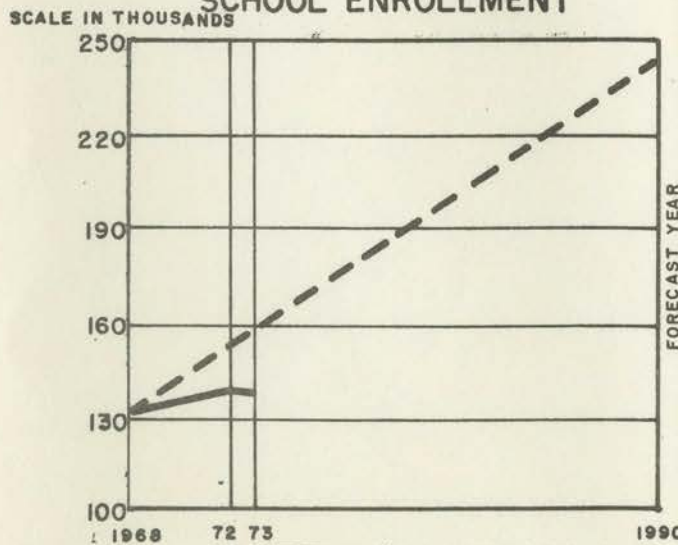
CIVILIAN EMPLOYMENT



AUTOMOBILES



SCHOOL ENROLLMENT



TOURISTS

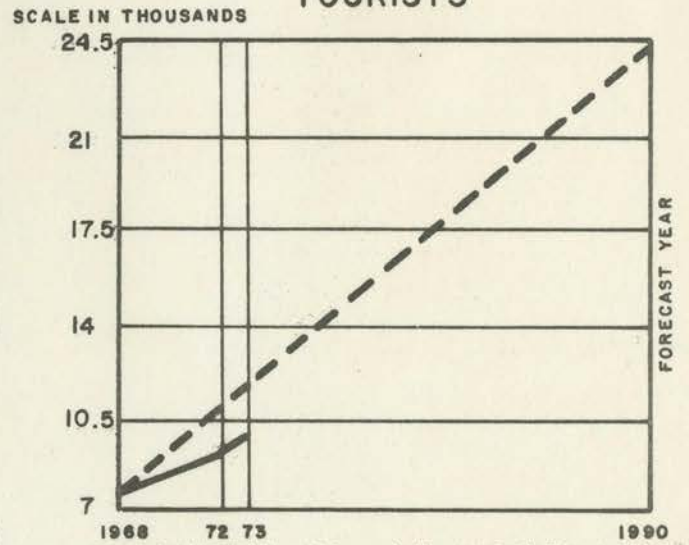


FIGURE I

Land Use

During the past year, parcels of land totaling 3,000 acres have been approved for conversion to residential use and 100 acres have been developed for commercial and industrial usage. These developments have been widely dispersed throughout the study area, with the greatest majority in Duval County. During the coming year, construction is scheduled to begin on two large projects that will be large trip generators. These are the Westinghouse-Tenneco and Imeson Industrial Park developments. These developments have been considered in the forecasts for 1990. Their progress will be closely monitored to assume that the forecasts are valid.

Inasmuch as the Area Planning Board reviews all site plans for apartment complexes, subdivisions, and mobile home parks in Duval County, the developments have been subject to stringent examination and control to prohibit flagrant land usage.

Traffic Counts

Counts are made of 157 locations (directional counts are counted as two locations). 110 locations are counted by D.O.T. with 47 locations being counted by City of Jacksonville, Traffic Engineering Division. Twenty-one of the D.O.T. locations are new in 1972-73 and not previously counted. Twelve of the D.O.T. locations were previously counted once each year. The D.O.T. is now making these counts four times each year. Therefore, the D.O.T. is now making 120 additional

counts in addition to the regular counting program for the continuing phase of the J.U.A.T.S. Figure 2 shows the counter locations.

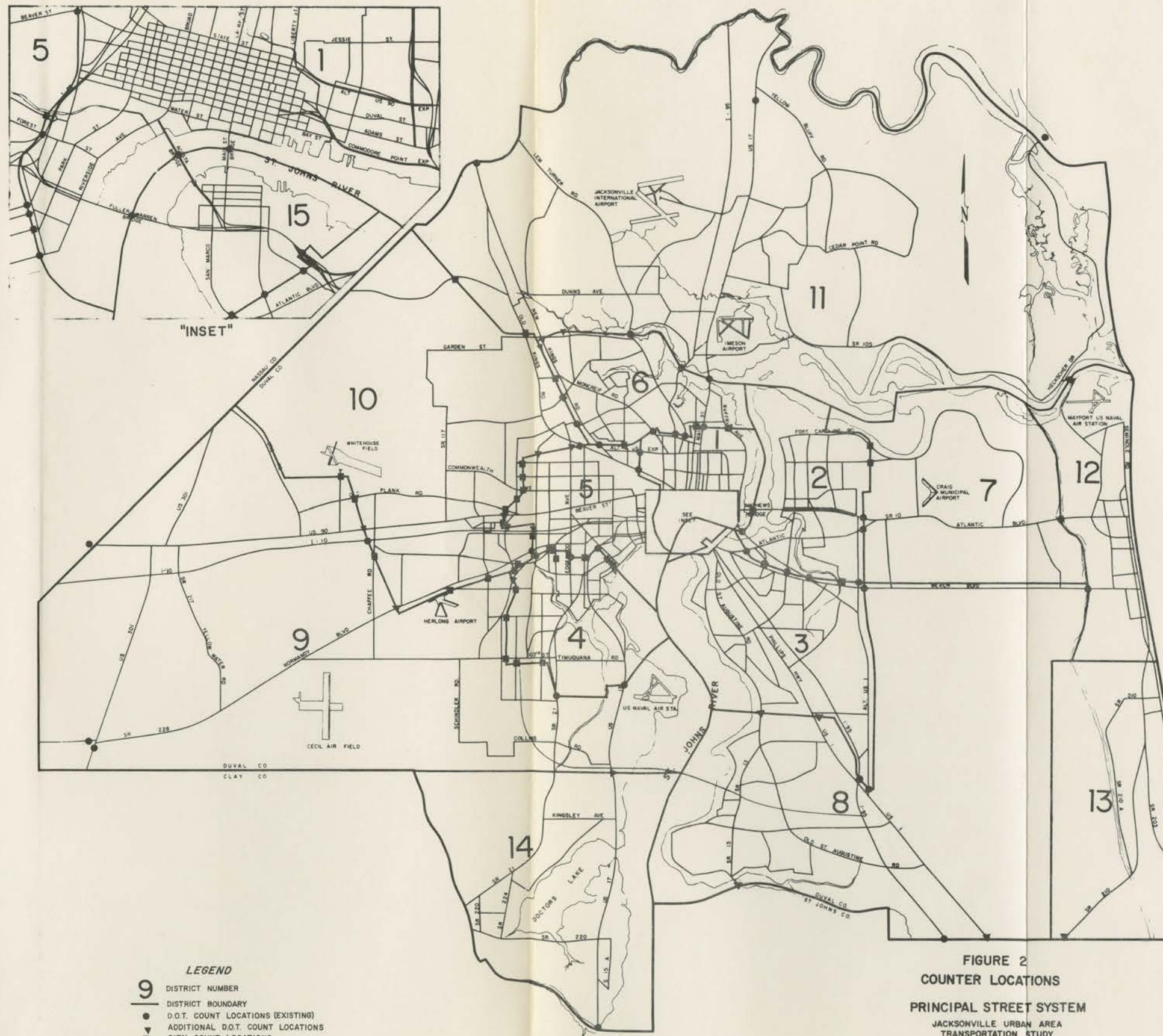
From 1971 to 1972, the average daily traffic increased at nearly all of the counting stations in the Jacksonville Urban Area. The largest relative increases occurred in the eastern district (District 11) between the beaches and the Arlington area and in the urbanized part of Clay County, immediately south of the city of Jacksonville (District 14). The largest absolute increases occurred in the Arlington area (District 2) and in the urban core (District 1).

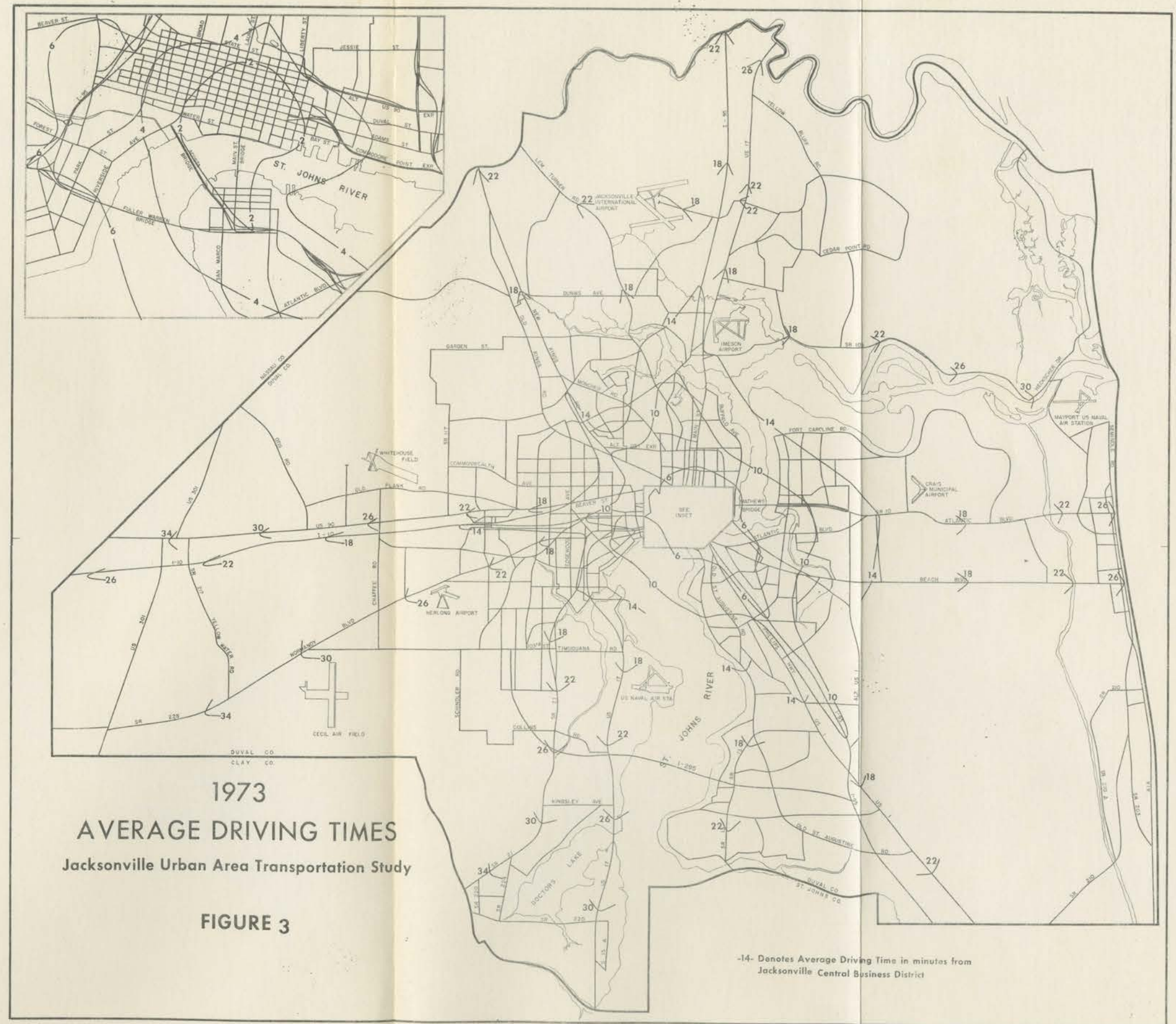
Traffic Flow Surveillance

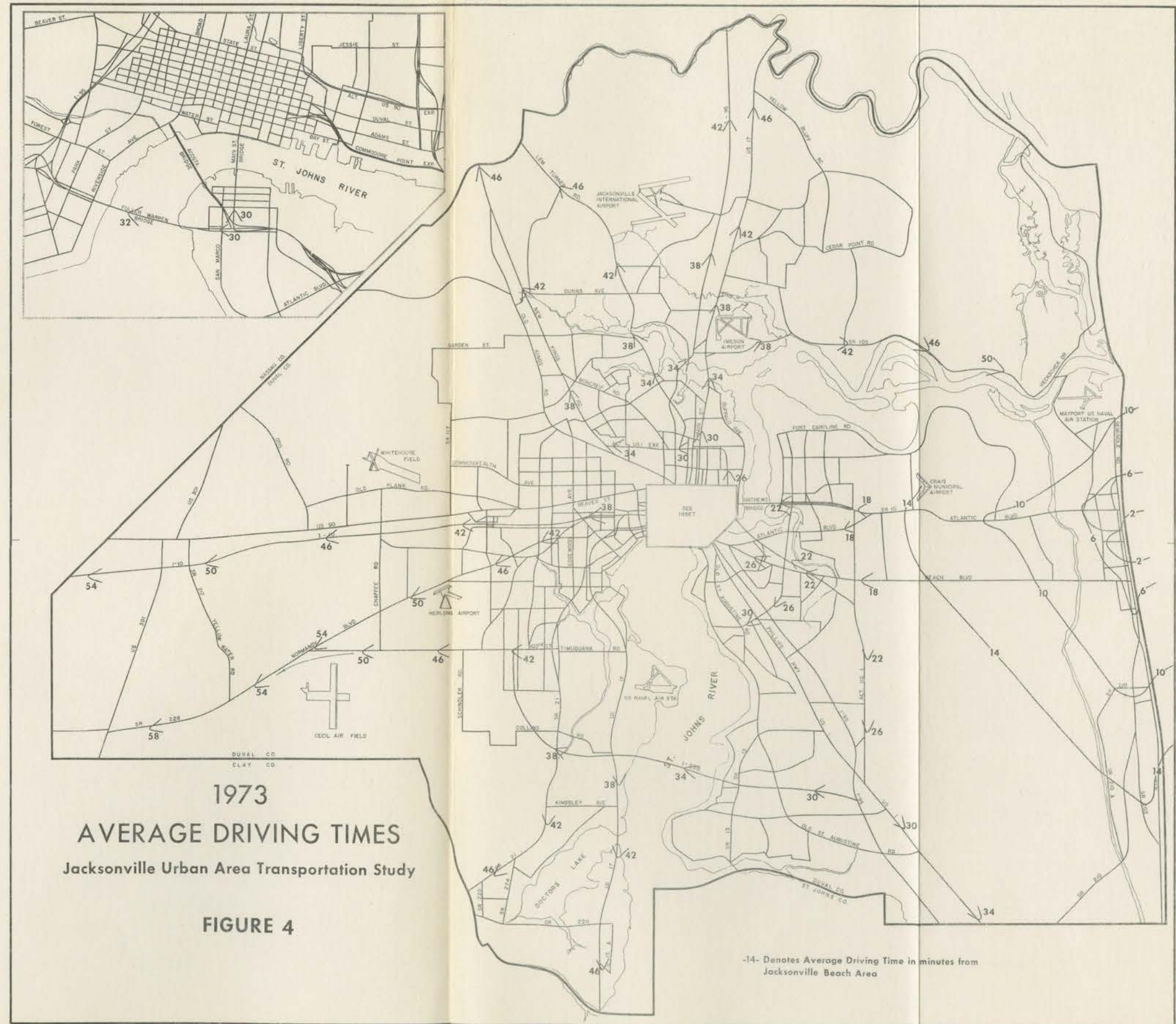
Four isochronic maps are being prepared to show the travel times from major generators to various points within the study area along major routes.

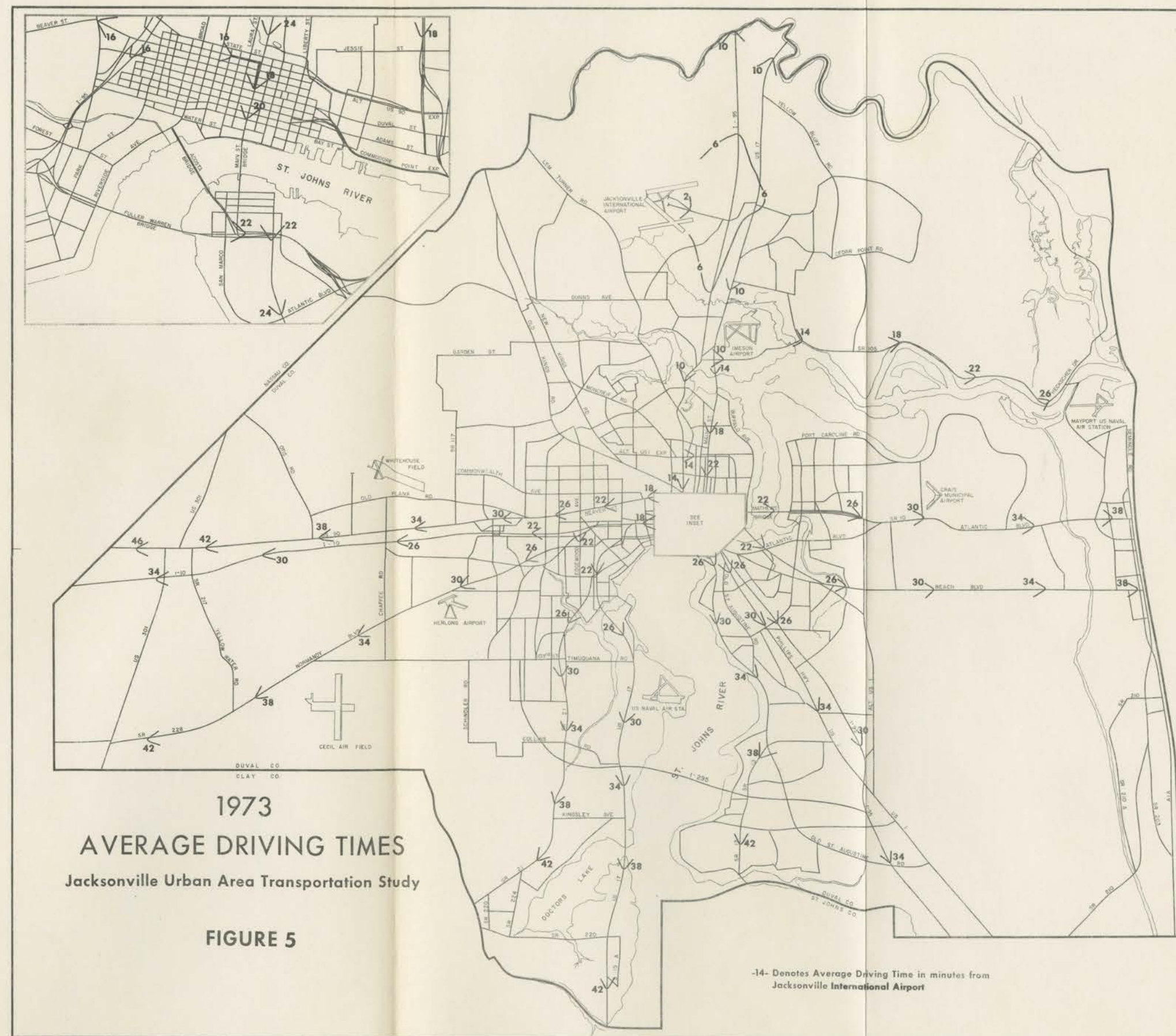
In this report, Figure 3 shows times from the Central Business District. All runs started from the intersection of Bay and Main streets. (See inset.) Figure 4 shows runs from the beach area beginning at a point midway between Beach and Atlantic boulevards on A1A. Travel times from the International Airport are shown on Figure 5, beginning at the Arrivals Terminal, and times from the Naval Air Station beginning at the main gate are shown on Figure 6.

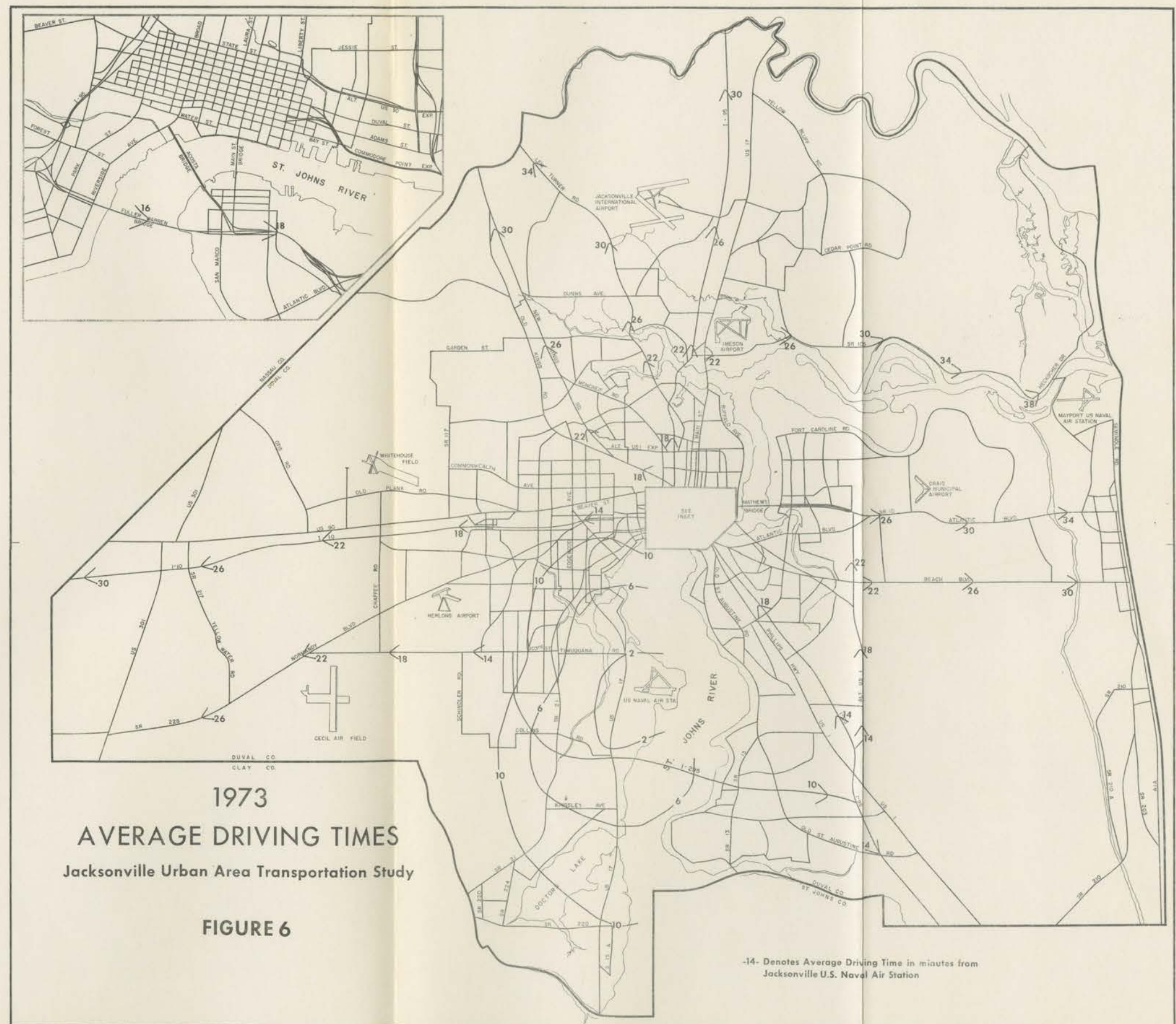
Travel time runs for the study area shown in the 1971-72 Management Report were shown from the Central Business District only and were begun at the outer limits of this area. It would,











therefore, be meaningless to attempt to compare the times run then with those shown in this report. For all practical purposes, therefore, the runs made in this fiscal year will be used to compare with those of the next fiscal year.

Transit

The Jacksonville Transportation Authority (J.T.A.) assumed the ownership of the Jacksonville Coach Company on December 11, 1972. On January 22, several reductions were placed into effect by J.T.A.; the basic fare reduction from thirty to twenty-five cents along with the weekly pass reduction from \$5.75 to \$5.00. Also, introduced at that time was a weekly pass for senior citizens at one-half of the adult fare (\$2.50). Since the fare reduction was placed into effect by J.T.A., the ridership has increased for this same period last year (January 21 through May 27) by 232,707 patrons, or over 6.1 percent.

The J.T.A. also instituted some additional service to three colleges in the community. This has proven to be nonproductive, considering the number of riders, and adjustments have had to be made. J.T.A. also participated in the noon special with Florida D.O.T. during the Christmas season. The overall program indicated a possibility for continuous service in this area, particularly as parking spaces in the downtown area are depleted.

System Inventory

The following additions and improvements were made to streets and highways in the Jacksonville Urban Area in fiscal year 1972-73:

PRIMARY

Street	From	To	Length	Cost(\$)
Roosevelt Blvd.	Timuquana Rd.	San Juan Ave.	2.6 mi.	\$3,959,244
Kings Rd.	Old Kings Rd.	I-95	2.5 mi.	1,145,399
Normandy Blvd.	W. of Cecil Field	W. of Herlong Rd.	5.9 mi.	1,923,756
Normandy Blvd.	W. of Herlong Rd.	Lane Ave.	3.5 mi.	<u>1,785,788</u>
Primary Road Subtotal				\$8,814,192

SECONDARY

Street	From	To	Length	Cost (\$)
Capper Rd.	Jr. College	West Branch	0.8 mi.	\$337,256
N. Campus Blvd.	Capper Rd.	Dunn Ave.	0.8 mi.	248,096
Capper Rd.	Jr. College	Lem Turner Rd.	0.8 mi.	<u>130,000</u>
Secondary Roads Subtotal				\$715,352

LOCAL

Street	From	To	Length	Cost(\$)
Stage Construction at Various Locations			8.0 mi.	\$ 120,000
Roads by Private Developers at Various Locations			13.0 mi.	<u>325,000</u>
Local Roads Subtotal				\$ 445,000
TOTAL COST				\$,974,544

Accidents

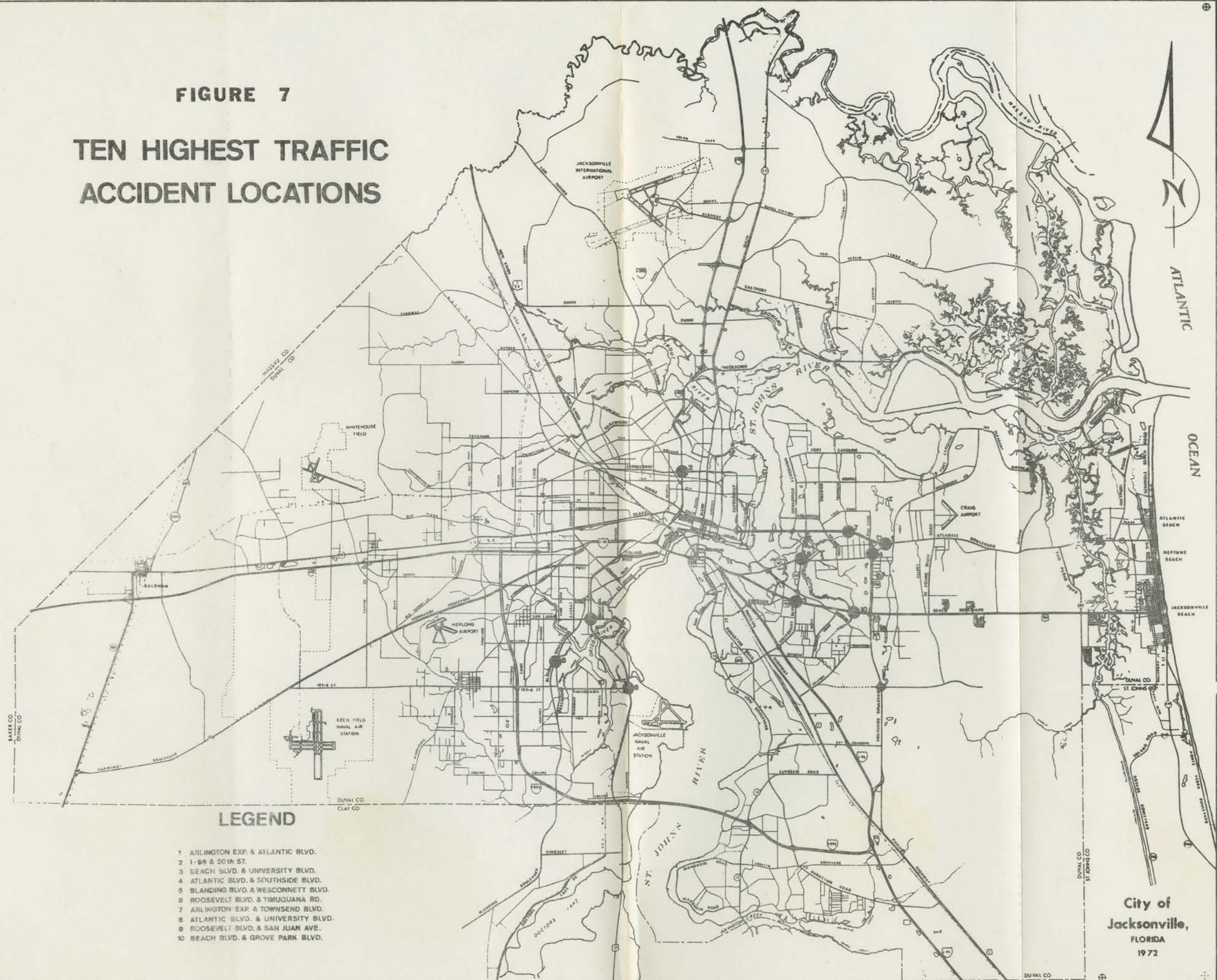
Ten major accident areas with number of accidents for each location and area map showing each area. The period covered is January 1, 1972, through December 31, 1972. Figure 7 shows these locations.

<u>Number Accidents</u>	<u>Location</u>	<u>Remarks</u>
60	Arlington Expressway and Atlantic Boulevard	Under study
44	I-95 and 20th Street	
34	Beach Boulevard and University Boulevard	Under study
32	Atlantic Boulevard and Southside Boulevard	Under study
26	Blanding Boulevard and Wesconnett Boulevard	
25	Roosevelt Boulevard and Timuquana Road	Under construction
25	Arlington Expressway and Townsend Boulevard	Closed 11/6/72
24	Atlantic Boulevard and University Boulevard	Under study
23	Roosevelt Boulevard and San Juan Avenue	New signalization
22	Beach Boulevard and Grove Park Boulevard	Under study

Environmental Impact

Environmental quality is improving in the Jacksonville Urban Area. The amount of suspended particulates (dustfall) is down but not by enough to meet Federal standards. There are more sulfur oxides in the air, although the level of sulfur oxides remains acceptable. Some improvements have been detected in the quality of the water. No serious problem exists in the area of noise pollution. Increased surveillance (a water quality management study is currently being conducted by the Planning Board staff) and more active enforcement will foster continued improvements in the future.

FIGURE 7
TEN HIGHEST TRAFFIC
ACCIDENT LOCATIONS



Part Three

Jacksonville Urban Area Transportation Study

SHORT RANGE MULTI-MODAL IMPLEMENTATION
PROGRAM

SHORT RANGE MULTI-MODAL IMPLEMENTATION
PROGRAM

The program described each plan and project proposed over the next four years (Fiscal Year 1973-74 through 1976-77) in the Jacksonville Urban Area. The responsible local agency, the total cost of the project over those four years, and the extent of the federal funding (if any) are identified.

HIGHWAYS

Four Year Primary Road Program - Fla. DOT

Jacksonville Urban Area Transportation Study

Name	Project Description		Total(\$) Cost
	From	To	
Lem Turner Road	Trout River	Dunn Avenue	600,000
Beaver Street	Lane Avenue	Edgewood Ave	650,000
Lem Turner Rd	Dunn Avenue	I-295	1,000,000
Belfort Road	US 1	I-95	140,000
Interchange	Belfort Rd at I-95		900,000
Heckscher Dr	Main Street	Blount Island	4,500,000
Blanding Blvd	So. of SR224	I-295	1,600,000
Main Street	State Street	Winona Dr	1,500,000
Grade Separation	Main St, Water St		1,000,000
Timuquana Rd	I-295	Ortega Fms Blvd	1,000,000
I-295	I-10	Commonwealth Avenue	4,265,300
I-295	Commonwealth Ave	Old Kings Rd	7,619,000
I-295	Old Kings Road	Trout River	4,808,000
I-295	Trout River	I-95	6,128,000
Interchange	Southside Blvd at Atlantic Blvd		1,800,000
Southside Blvd	JT Butler Xway	Hogan Rd	1,500,000
8th Street	Boulevard	Haines St	1,800,000
Beaver Street	McDuff Avenue	I-95	1,600,000
Interchange	Arlington Xway at Atlantic Blvd		1,800,000
Interchange	Arlington Xway at Southside Blvd		1,800,000

Four Year Primary Road Program (cont'd)

Name	Project Description From	To	Total Cost (\$)
State Road 200 (Relocation)	US 90 in Baldwin	US 301	1,500,000
State Road 200	North of Baldwin	Nassau Ct. Line	2,000,000
Arlington Xway	Grade Separation		1,000,000
Main Street	Bay Street	State St.	600,000
Imeson Airport Rd.	Hecksher Drive	Dunn Ave.	900,000
S'side Blvd. Serv. Road	Baymeadows	J.T. Butler Xway	400,000
			<hr/> 51,910,000

Four Year Secondary Road Program - Jacksonville

Jacksonville Urban Area Transportation Study

Name	Project Description		Total (\$) Cost
	From	To	
Old Middleburg Rd	Herlong Rd	Lenox Rd	895,000
Lane Avenue	Lucente Dr	I-10	1,950,000
8th Street	Haines Street	Talleyrand Ave	360,000
Merrill Road	University Blvd	Ft Caroline Rd	1,200,000
Dunn Avenue	Pine Estates Rd. W.	I-95	1,250,000
Commonwealth Ave	I-295	Lane Ave	925,000
Penman Road	Beach Blvd	Atlantic Blvd	1,600,000
Talleyrand Ave	8th Street	30th Street	1,390,000
103 J Street	Old Middleburg Rd	I-295	210,000
Land Avenue	I-10	Commonwealth Avenue	850,000
Dunn Avenue	I-295	Pine Estates Road W.	1,140,000
Faye Road Bridge Approaches			900,000
Hart Bridge Approaches (Modification)			295,000
Moncrief Road	Bridge at Ribault River		650,000
			<hr/>
			\$13,665,000

Local Roads: FY 73-74 through 76-77

Jacksonville Urban Area Transportation Study

Project Description			Total (\$) Cost
Name	From	To	
Park St	Cassat Ave	Blanding Blvd	351,000
Firestone Rd	Wheat Rd	103rd St	192,000
St Johns Ave	Blanding Blvd	Roosevelt Blvd	130,000
21st St	Railroad	Talleyrand Ave	1,027,000
Cesery Blvd	Arlington	Merrill Rd	847,000
Parental Home Rd	Beach Blvd	Dean Rd	
	Barnes Rd	Bowden Rd	690,000
Toledo Rd	Coligny Rd	St Augustine	89,000
Gilmore Hgts	Regency Sq Blvd	Lone Star Rd	475,000
Campus Rd	St Johns Bluff	Huffman Blvd	773,000
Birkenhead Rd	Roosevelt Rd	Blanding Blvd	257,000
Alden Rd	Huffman Blvd	John Prom Dr	467,000
Cahoon Rd	Beaver St	Lenox Ave	1,113,000
Floyd Rd	Wesconnett Blvd	600' East	28,000
Mill Creek Rd	Arlington Xway	Lone Star Rd	568,000
Glynlea Rd	Altama Rd	Atlantic Blvd	243,000
Spring Pk Rd	Ripley St	Emerson	243,000
Lone Star Rd	Mill Creek Rd	Monument Rd	249,000
Spring Glen Rd	Kennerly Rd	Spring Pk Rd	368,000
Monument Rd	Lone Star Rd	Regency Sq Blvd	112,000
Fouraker Rd	Wilson Blvd	Lenox Ave	1,478,000
Herlong Rd	Fouraker Rd	Old Middleburg Rd	809,000
Le Brun Ave	N End Ensting Rd	Ramona Blvd	67,000

Local Roads: FY 73-74 through 76-77 - cont'd

Name	Project Description		Total Cost (\$)
	From	To	
Ellis Rd	Highway Ave	Beaver St	183,000
Highway Ave	Ellis Rd	Lenox Ave	1,136,000
McDuff Ave	Post St	I-10	286,000
Stockton St	I-10	Beaver St	678,000
Arlington Rd	St Johns River	University Blvd	271,000
Le Baron Ave	Gary St	Cedar St	105,000
Palm St	Gary St	La Salle St	141,000
Mira St	San Marco Blvd	Le Baron St	72,000
Regency Sq Blvd	Mill Creek Rd	Monument Rd	467,000
W 1st St	Ontario Rd	McDuff Ave	217,000
Richardson Rd	US 1	Moncrief Rd	310,000
Art Museum Dr	Commodore Pt Xway	Atlantic Blvd	389,000
45th & Fernan- dino Connect	Castellano St	Rowe Ave	384,000
Downtown Street Improvements Various Locations			16,848,000
Rehabilitation of Roads Support Sewer Replacement Various Locations			464,000
Subtotal			<u>\$32,598,000</u>

T.O.P.I.C.S. Projects

Jacksonville Urban Area Transportation Study

Project Description	Total Cost (\$) FY 73-74/FY 76-77	Federal (%) Funding
C.B.D. Intersections (117)	\$1,263,000	50%
<u>Zone 1</u>		
Intersections (80)	1,020,000	"
Segments (10)		
Brentwood Avenue	429,000	"
Rest of Zone	83,000	"
RR Grade Crossings (22)		
Main Street	175,000	"
Talleyrand Avenue	100,000	"
Rest of Zone	<u>780,000</u>	"
<u>Zone 1 Subtotal</u>	\$2,587,000	
<u>Zone 2</u>		
Intersections (37)		
Arlington Rd/University Blvd	\$ 118,000	"
Atlantic Blvd/University Blvd	1,586,000	"
Lone Star Rd/Townsend Blvd	100,000	"
Rest of Zone	741,000	"
Segments (7)		
Arlington X-way	2,300,000	"
Atlantic Boulevard	190,000	"
Rest of Zone	<u>57,000</u>	"
<u>Zone 2 Subtotal</u>	\$5,092,000	
<u>Zone 3</u>		
Intersections (57)		
Beach Blvd/Spring Glen Rd	177,000	"
Beach Blvd/University Blvd	138,000	"
Prudential Dr/San Marco Blvd	130,000	"
Rest of Zone	1,276,000	50%

T.O.P.I.C.S. Projects cont'd

Project Description	Total Cost (\$) FY 73-74/FY 76-77	Federal Funding (%)
Segments (8)		
Beach Blvd	915,000	50%
Rest of Zone	159,000	"
RR Grade Crossings (6)		
University Blvd	5,880,000	"
Rest of Zone	<u>205,000</u>	50%
<u>Zone 3 Subtotal</u>	\$8,881,000	
 Total Cost of T.O.P.I.C.S. Projects	 <u>\$17,823,000</u>	

Jacksonville Transportation Authority Projects

Jacksonville Urban Area Transportation Study

Porject Description	Total Cost (\$) FY 73-74/FY 76-77	Federal Funding (%)
J. Turner Butler Boulevard Belfort Road to US Alt. 1	1,600,000	None
J. Turner Butler Boulevard Extension East - from St. Johns Bluff Road easterly 7.3 miles to connect with Route 1A	19,400,000	None
Dame Point Freeway - From just North of Atlantic Boulevard to US 17 North to Main Street	21,300,00	None
Ft. Caroline Freeway - From I-95 North along 20th Street Expressway and Ft. Caroline Road to a point just East of Interchange Dame Point Expressway	7,950,000	None
Total J.T.A. Highway Costs	\$50,250,000	

TRANSIT PLANNING

Jacksonville Urban Area Transportation Study

Responsible Agency	Project Description	Total Cost (\$) FY 73/74 76/77(\$)	Federal Funding (%)
JAPB	Long Range Mass Transit Study	56,250	80%
JAPB	Waterborne Mass Transit Study	15,000	(100% State)
JTA	Update of "Present & Future Transit Needs" Study	20,000	(100% State)
JAPB/ JTA	Plans & Programs for implementation of long range mass transit study findings	400,000	80
JTA	Feasibility Study - Consolidation of School and public bus service	20,000	80%
TOTAL		\$506,250	

Transit Projects

Jacksonville Urban Area Transportation Study

Responsible Agency	Project Description	Total Cost(\$) FY 13/74 76/77(\$)	Federal Funding (%)
JTA	Mass Transit' Operations-Bus Service		
"	New maintenance facility	4,035,000	80%
"	Office equipment	150,000	"
"	10 replacement buses \$45,000	450,000	"
"	10 additional subrurban \$46,000	1,449,000	"
"	20 replacement buses @ \$45,000 (45%)	2,970,000	"
"	2 service vehicles	21,000	"
"	Communication control systems	400,000	"
"	75 new fare boxes (w) 2 vaults @ \$700	107,000	"
"	50 new fare boxes @ \$700	38,000	"
"	15 bus passenger shelters @ \$4,000	258,000	"
"	Jacksonville People Mover-Phase I		
"	14 small buses & equipment @ \$30,000	420,000	"
"	2 fringe parking facilities	516,000	"
"	5 additional small buses	165,000	"
"	Jacksonville People Mover - Phase II		
"	Design and Preliminary Eng.	9,000,000	
"	Construction of Regional Fixed Guide-way Systems		
"	P/E for fixed guideway system	1,500,000	"
"	ROW acquisition	2,500,000	"
"	Administration expenses	50,000	"
"	Demonstration Projects - Federally Assisted		
"	Dial-a-ride (for handicapped)	104,000	100%
"	Waterborne mass transit system	400,000	"
"	New or added service-(100% State Funding of Operating Deficit)		
"	Sherwood Forest: Added Service	27,500	NONE
"	Crosstown Shopper (New Service)	48,800	NONE
"	Downtown Shopper (New Minibus Service)	100,000	NONE
"	Special Maintenance Training Program	5,000	NONE
TOTAL		\$24,714,300	

Aviation Projects
Jacksonville Port Authority

Jacksonville Urban Area Transportation Study

Project Description	Total Cost (\$)	Federal Funding (%)	State Funding (%)
Runway Strengthening and moderization-Jacksonville International Airport	1,800,000	50% Construction 82% lighting	25% Const. 9% Light- ing
Land Acquisition	3,000,000	50%	25%
General Improvements - Craig Airport	200,000	"	"
Crash Fire Rescue Vehicles (2) 1500 gallon foam	250,000	"	"
Fire Station Improvements	100,000	"	"
Extension of Runway at Jacksonville Interna- tional Airport	2,000,000	50% Construction 82% Lighting	25% Const. 9% Light- ing
General Improvements - Herlong Airport	100,000	50%	25%
Runway Extension - Craig	1,000,000	50% Construction 82% Lighting	25% Const. 9% Light- ing
Fourth Airport Site Acquisition	3,000,000	50%	25%
General Aviation Taxiway at Jacksonville Inter- national Airport	400,000	50%	25%
TOTAL	\$11,850,000		

Railroads

Jacksonville Urban Area Transportation Study

Responsible Agency	Project Description	Total Cost (\$)	Federal Funding (%)
S.C.L.	Improvements to Baldwin Yard	1,750,000	None
National R.R. Passenger Corp.	Passenger Station Relocation & New Construction	1,000,000	100%
JAPB	R/W Relocation Study	100,000	70%
Total		2,850,000	

Ports & Waterways

Jacksonville Urban Area Transportation Study

Responsible Agency	Project Description	Total Cost (\$) FY 73-74-FY 76-77	Federal (%) Funding
JPA	Talleyrand Docks & Terminal Improvements	\$ 2,900,000	NONE
JPA	Blount Island Terminal Improvements	8,285,000	NONE
Total Cost - JPA Projects		\$11,185,000	

Downtown Development Authority

Jacksonville Urban Area Transportation Study

Responsible Agency	Project Description	Total Cost (\$)	Federal Funding (%)
Florida D.O.T.	Downtown Subarea Transportation Study	\$75,000	70%
Downtown Development Authority	Design for Construction of Hogan Street Pedestrian Plaza	20,000	None
	Total	<u>\$95,000</u>	

Part Four

Jacksonville Urban Area Transportation Study

UNIFIED WORK PROGRAM

Chapter I

INTRODUCTION

The purpose of the Unified Work Program is to provide, in a single document, an overview of all transportation planning and related planning activities in the Jacksonville urban area for the July 1, 1973 to June 30, 1974 fiscal year. This document will serve as the basis for all Federal Department of Transportation funding assistance. Moreover, it will assist in providing an understanding of the total transportation picture for this area.

The agencies participating in the preparation of this program are listed below:

Florida Department of Transportation
City of Jacksonville
Streets & Highway Division, D.P.W.
Office of the City Traffic Engineer
Jacksonville Area Planning Board
Jacksonville Port Authority
Jacksonville Transportation Authority

Two work sessions were held on February 15 and on March 6, 1973. At the first meeting, the required tasks were divided among the agencies represented, and at the second meeting, progress in preparation of the unified work program was reported.

The Jacksonville Area Planning Board used this information to prepare a preliminary draft for Policy Committee approval.

Prior to approval by the Policy Committee, the draft was

forwarded to the U.S. Department of Transportation for review. Following the review and the Policy Committee endorsement, the U.S.D.O.T. F.H.W.A. certified the transportation planning process in the Jacksonville Urban Area for a one year period beginning July 1, 1973, contingent upon the preparation, and endorsement by the Policy Committee, of a final report. This report has been prepared to fulfill that requirement.

The Unified Work Program details the transition of the Jacksonville Urban Area Transportation Study into the continuing phase, along with the incorporation into the J.U.A.T.S. of major studies which are underway and will be completed before the end of the coming fiscal year. There are three such studies, and a fourth major study is being contemplated. The three currently underway are:

1. A long range mass transit study
2. An Airports Master Plan
3. A Comprehensive (land use) Plan
for the Jacksonville Urban Area

The fourth study is:

4. A Downtown Subarea Transportation Study

In addition, several minor studies are reported in the following unified work program. Recent acquisition of the bus system by the city presents new opportunities for short range mass transit plans and programs. Detailed aviation plans, and implementation of long range mass transit plans, will be developed once the recommendations of the Airports Master Plan, and the long range mass transit plans, respectively, are reviewed by the Technical Coordinating Committee.

Chapter II concerns the institutional and

organizational structures established to carry out the continuing planning program. The structure of relationships among planning agencies, the development of priority programs, and procedure for programs review are each discussed.

Chapter III, "Systems Planning" is concerned with the development of major transportation plans and their coordination with each other. The focus is upon the development of a process approach (as opposed to a projects approach).

Chapter IV reports various planning projects to be undertaken as the final step before the implementation or design phase.

Chapter II

ADMINISTRATION

Program Management

With respect to the proceedings of the Policy Committee, the Citizens Advisory Committee, and the Technical Coordinating Committee, responsibility for record keeping, meeting attendance, preparation of minutes, etc., rests with the Jacksonville Area Planning Board staff. At present, there are no persons committed to this work element on a full time basis.

Responsible Agencies: F.D.O.T., J.A.P.B.
Estimated Cost: \$18,000

Program Development and Continuing Operations Program

Preliminary Transportation Planning Goals and Objectives of the Jacksonville Urban Area Transportation Study were adopted by the Policy Committee on August 16, 1972. These will not be updated within the next fiscal year. (Refer to Table 2)

The objective aimed at achieving a high level of citizen participation in the transportation planning process will be met, as it has been in the past, by the Policy Committee, with the support of its Advisory Committee.

The function of the Policy Committee is to develop and coordinate within the Jacksonville Urbanized Area all policies in terms of development of the transportation planning process and its effective implementation.

Although the Policy Committee is ultimately responsible for maintaining a public information program, this task has been delegated, as a part of its routine functions to the Technical Coordinating Committee. The Policy Committee channels citizen participation into the planning process chiefly through those committee members who are elected public officials: the Mayor, the City Council President (or his City Council Representative), and the Chairman of the Duval Legislative Delegation.

The Policy Committee functions primarily to oversee the transportation planning process to ensure that it is conducted within the framework of consistent policies underlying the Transportation Planning Goals and Objectives.

Within the coming fiscal year, the Policy Committee is expected to act on the following issues, along with any others which may arise:

- (1) The final report of the consultants to the J.U.A.T.S. prior to the transition of the study process into the continuing phase.
- (2) A revised list of "First Priority Projects" to be presented by the Study Consultants.
- (3) Other recommendations to be brought before the Policy Committee by the Technical Coordinating Committee.

The Policy Committee also has the responsibility to appoint members to the Technical Coordinating Committee, and meets with that Committee to review the work program and to assist in establishing policy and guidance whenever necessary.

The Policy Committee consists of the following members:

The Honorable Hans G. Tanzler, Jr., Mayor, City of Jacksonville,

The Honorable Earl Huntley, President, City Council,

Mr. Wm. M. Godfrey, Deputy Director, Division of Planning and Programming, State of Fla. D.O.T., or designated alternate,

The Honorable Carl Ogden, Co-Chairman, Duval Legislative Delegation, or

The Honorable Dan Scarborough, Co-Chairman, Duval Legislative Delegation

The Honorable L. A. Lancaster, Chairman, Board of County Commissioners, Clay County,

The Honorable Dan Mickler, Chairman, Board of County Commissioners, St. Johns County,

Mr. Wesley C. Paxson, Chairman, Jacksonville Transportation Authority,

Mr. William B. Mills, Chairman, Jacksonville Port Authority,

Mr. George Fisher, Chairman, Jacksonville Area Planning Board,

Mr. J. D. Ward, District II Engineer, Florida Department of Transportation,

Mr. Homer Humphries, Chairman, Downtown Development Authority.

The Citizens Advisory Committee exists to assist the Policy Committee and the Technical Coordinating Committee in maintaining a high level of citizen participation. The express purpose of this committee is to keep the Policy and Technical Coordinating Committee advised of local concerns. In turn, the Technical Committee should keep the Advisory Committee fully informed. Membership is drawn from a cross-section of the entire urban area:

Advisory Committee Membership List

Mr. George A. Caribaltes, Chairman

Mr. John McKim Barley, III, Appointed by the Mayor (3)

Mr. Alton Adams, Jr., Appointed by the Mayor

Ms. Kathryn L. Powers, Atty., Appointed by the Mayor

The Honorable Earl Huntley, Appointed by the City Council

The Honorable Johnny Sanders, Appointed by the City Council

The Honorable I. M. Sulzbacher, Appointed by the City Council

Mr. Frank Flook, Jacksonville Area Conservation Council

Atlantic Beach, vacant

Mr. Howard F. Randall, Neptune Beach

Mr. Wilson F. Merihew, Jacksonville Beach

Mr. W. A. Hogan, Baldwin

Chamber of Commerce (2), vacant

Ms. J. Samuel Currie, League of Women Voters

Rev. A. Gene Parks, Community Planning Council

Mr. Elwood E. Geiger, Duval Soil and Water Conservation

Mr. Herbert R. Oatman, City HUD

Mr. Oscar G. Rawls, Department of Public Works

Mr. Daniel M. Leininger, Jacksonville Port Authority

Mr. George Adams, Traffic Engineer

Jacksonville Hospital Authority, vacant

Mr. H. H. Brannen, Board of Public Instruction

Mr. James N. Watson, Duval County Agent

Mr. Allen J. McCorkle, Jacksonville Transportation Authority

Mrs. Ben Burbridge, Junior League of Jacksonville

Mr. Norman Freedman, American Institute of Architects

Mr. A. R. Broadfoot, Jr.

Advisory Committee Membership List - cont'd

St. Johns County Commission, vacant

Mr. Larry Ponder, Jacksonville Council of the Arts

Mr. John E. Ellis, P. E., Florida Engineering Society

Jacksonville Housing Authority, vacant

Duval Civic Association, vacant

Most of the Transportation Planning Goals and Objectives are of a technical nature. Co-ordination, to assist achievement of these, is performed by the Technical Coordinating Committee (T.C.C.). The T.C.C. is the largest, the most active, and from a systems planning standpoint, the most comprehensive in scope, of the three committees.

The primary task of this committee is to assist the Policy Committee in its functions, by furnishing technical information and submitting recommendations, so that the goals themselves may be implemented. As the continuing phase of the study approaches, the primary responsibility of this committee shifts towards the development and maintenance of a sound program for continuing transportation planning.

To furnish the information and services required of this committee, each member draws upon the services of the staff of the agency he represents. Therefore the committee membership is composed of representatives of the staff of each organization in the Jacksonville Urban Area that has an input to the overall transportation planning process.

Technical Coordinating Committee Members

Study Director - Executive Director, Jacksonville
Area Planning Board

State Study Director - D.O.T. (Mr. W. N. Lofroos; Chief
Bureau of Planning)

District II Engineer - D.O.T. (Mr. J. D. Ward) or his
representative (Mr. Walter Skinner)

District II Planning Engineer - D.O.T. (Mr. J. H. Pitman)

Downtown Development Authority (Mr. Don Ingram, Director)

Director of Public Works - City of Jacksonville (Mr. C.C.
Holbrook represented by Mr. William S. Hutchinson)

City Traffic Engineer - City of Jacksonville

Jacksonville Area Planning Board - Transportation Planner

County Engineer - Clay County

County Engineer - St. John's County

Jacksonville Transportation Authority - Managing Director
(Mr. Edward Mueller)

City Manager or City Engineer or Representative
Jacksonville Beach

City Manager or City Engineer or Representative
Neptune Beach

City Manager or City Engineer or Representative
Atlantic Beach

City Manager or City Engineer or Representative
Orange Park

Jacksonville Port Authority - Representative

Specifically, this Committee will review the following
tasks, as well as others which may arise, in the coming Fiscal
Year.

- (1) The long range mass transit study
- (2) The Airport Master Plan

- (3) Fort Caroline and Dame Point Bridge
and expressway projects
- (4) The Annual Certification Program

In addition, the T.C.C., assisted by the Florida D.O.T. and the J.A.P.B. staff, will be responsible for incorporating the findings of ongoing studies (the long range mass transit study, and the Airport Master Plan) into the J.U.A.T.S. 1990 Plan.

Responsible Agency: F.D.O.T., J.A.P.B.
Estimated Cost: \$11,500

Priority Programs

Two lists, "First Priority Projects" and "Other First Priority Projects," have been prepared by the J.U.A.T.S. consultants. They have been adopted by the Policy Committee, pending the submission of a specific ordering of priorities.

Revised lists will be presented in the Fiscal Year 1973-1974. It is anticipated that the revised lists of priority programs will include transit and airport projects along with improvements to the major street and highway system.

Responsible Agency: F.D.O.T., J.A.P.B.
Estimated Cost: \$7,000

Programs Review

The J.A.P.B., as the designated A-95 review agency, will review and comment on all programs and projects related to the overall effect of the Transportation Planning Program. This review and comment responsibility will center around the A-95 program, but will not necessarily be limited to it.

Responsible Agency: J.A.P.B., F.D.O.T.
Estimated Cost: \$18,000

Chapter III

SYSTEMS PLANNING

Urban Area Transportation Study Continuing Program

The clearinghouse, through which all transportation planning in Jacksonville is coordinated and publicized, is the Technical Co-ordinating Committee of the Jacksonville Urban Area Transportation Study (T.C.C.). Members of the T.C.C. represent each of the agencies involved with transportation in the area, including the city governmental agencies, the Florida D.O.T., the Jacksonville Transportation Authority (J.T.A.), the Jacksonville Port Authority (J.P.A.), the governments of the two adjacent counties, and the Jacksonville Area Planning Board (J.A.P.B.). The T.C.C. participates actively in all ongoing studies, so that each of these agencies is able to contribute, through its representative, to every major aspect of the transportation planning process.

As the J.U.A.T.S. enters the continuing phase, it is anticipated that the role of the T.C.C. in the review and co-ordination of transportation planning programs will be broadened in scope, to give more attention to each project as it progresses, as well as to monitoring the J.U.A.T.S. itself. The T.C.C. will continue to hold monthly meetings in pursuit of this objective. Major projects expected to be completed or undertaken in the coming fiscal year include the long range mass transit study, an

Airports Master Plan, and a Comprehensive Plan for the Jacksonville Urban Area.

Surveillance Activities

Socio-Economic and Land Use Activity Surveillance

During the ensuing years there are two major programs that will be pursued. One is the updating of the Address Coding Guide to develop more precise locational data for developments in the area. The other is the use of Jacksonville Electric Authority records to obtain vacancy data.

Continuing surveillance will be maintained of school enrollment, automobile ownership, employment patterns, and other socio-economic characteristics.

Concerning land use activity surveillance: The Tax Assessor is presently in the process of computerizing the records for Duval County. Hopefully this will be completed in the ensuing year and a complete breakdown of land use will be available.

Monitoring of building permits, site reviews, zoning changes, and maintenance of a current activities map will be continued.

Responsible Agency JAPB
Estimated Cost: \$10,000

Traffic Volume Surveillance

Counts in fiscal year 1973-74 will be made at each of the 157 locations where counts were made this year, by the Office of the City Traffic Engineer and the Florida D.O.T.

Responsible Agencies: F.D.O.T.
Office of the City Traffic
Engineer
Estimated Cost: \$3,900

Traffic Flow Surveillance

Next year will be the first year in which trends in travel times from places other than the Central Business District can be analyzed. Travel time runs will be made from the Central Business District, the Beaches area, the Jacksonville International Airport, and the Jacksonville Naval Air Station.

Responsible Agency: F.D.O.T.
Estimated Cost: \$3,700

System Inventory Surveillance

A set of road inventory maps is maintained and constantly updated by the Streets and Highways Division of the Department of Public Works, City of Jacksonville and another set of maps is maintained by Florida Department of Transportation.

Responsible Agencies: F.D.O.T.
City of Jacksonville
Streets and High-
way Division

Estimated Cost: \$1,200

Environmental Impact Surveillance

Continuing Surveillance. Air quality will be constantly monitored at ten secondary stations and two primary stations. Dustfall, haze, sulphur dioxide, nitrogen dioxide, carbon monoxide, and ozone are being measured. An index is published every Sunday based upon the health effect of the air quality. Although odors are a nuisance problem in Jacksonville, they pose

no health hazard. Their effects cannot be measured quantitatively.

Water quality (of the St. Johns River) is monitored by testing water drawn along the length of the river. A run is made every two months. In addition, a water quality management program will be completed within the coming fiscal year. When that plan is completed, a new or revised procedure for water quality surveillance may be recommended and subsequently implemented.

Noise pollution is not considered a hazardous problem here, so that it is monitored only as specific complaints are received: chiefly at construction sites, where there is industrial encroachments upon residential land uses, and where go carts and minibikes cause disturbances.

Responsible Agencies: Sheriff's Department
(Enforcement)
Pollution Control Section
of the Department of
Health, Welfare, and
Bio-Environmental
Services (Monitoring)
J.A.P.B. (Monitoring)

Cost attributable to transportation inputs (5% of total cost): \$13,500.

Aircraft Noise Surveillance. Because aircraft impacts do not fluctuate widely over time, its surveillance will not be conducted on a continuing basis.

Noise studies of the areas surrounding military airports have been completed this past year. The results of this study have led to the development of contour maps identifying and locating the expected noise levels. Within the coming fiscal

year a similar study will identify N.E.F. (noise) contours around each of the civilian airports within the Jacksonville urbanized area. This activity is the joint responsibility of the Jacksonville Port Authority and the U.S. Navy.

Responsible Agencies: J.P.A.
U.S. Navy
Estimated Cost: \$ 0

For surveillance of aircraft noise, no amount is budgeted on an annual basis.

Accident Surveillance

Funds anticipated to be expended for Fiscal Year 1973-74 for labor and studies of major accident areas will be \$2,200, expended from local funds.

Local responsibility rests with the Office of the City Traffic Engineer.

Responsible Agency: City Traffic Engineer
Estimated Cost: \$2,200

Transit Usage Surveillance

The Jacksonville Transportation Authority engaged in constant surveillance of the usage of the transit system, with the assistance of the State D.O.T. and the bus management company. This is a day-by-day operation and is included in the cost of the bus company. As new programs or innovations become available, the J.T.A. files with the appropriate agency in the hope of obtaining capital or study funding.

Responsible Agency: J.T.A.
Estimated Cost: \$4,500

Data Correlation and Model Refinement

Trip Generation and Distribution

It is not anticipated that a new distribution model will be developed within the next few years. A new generation model has been developed in order to generate trip productions disaggregated by zone and by auto ownership as input to the new modal choice model, described below.

Modal Choice

As a result of the long range mass transit study now underway, a new modal choice procedure is being developed for use in this area. The new model is intended to be more sensitive to changes in the characteristics of the mass transit system.

Traffic Assignment

The J.U.A.T.S. recommended 1990 major street and highway plan will not be officially adopted by elected officials until after completion of the long range mass transit study, when another assignment will be made by the Florida D.O.T.* A revised plan may then be recommended. Refer to p.64, "Network Preparation," for cost.

Parking Allocation

A comprehensive parking study has recently been completed by the Florida D.O.T. A downtown development plan, including recommendations for increased parking facilities was completed in 1971. As a part of the long range mass transit study, an inventory of parking facilities in outlying areas will be conducted by the Planning Board.

*This plan has been adopted by J.U.A.T.S. Technical and Policy Committee.

Activity Allocation

Once the J.U.A.T.S. enters the continuing phase, activity allocation will have to be periodically revised as more up to date information is generated by subsequent reports. A revision of the J.U.A.T.S. activity allocation has just been made, incorporating the findings of the Downtown People Mover Study. The cost of incorporating all the results of the long range mass transit study into the Jacksonville Urban Area Transportation Study will be less than \$50,000 to be spent in the next fiscal year. This work, to be performed at the state level, will include modification of estimated modal choice, traffic assignment, and activity allocation. For cost of this element, refer to the section entitled "Systems Analysis."

Procedural Development

The collecting of data by interested groups, and having the Jacksonville Area Planning Board as the data bank, at this time is satisfactory and no new method is anticipated for the next year. However, should a new system of collecting and/or storing data be devised, requiring the use of more sophisticated equipment, the additional cost will be reflected in the next report.

Coding and digitizing the network for plotting by an automatic plotter and the actual plotting of the network by their method will be accomplished in the next year.

Responsible Agency: F.H.W.A., F.D.O.T.
Estimated Cost: \$800

Public Information Service

A major product of the Jacksonville Urban Area Transportation

Study is the Principal Street and Highway Plan for the Jacksonville urbanized area. This plan is based on the land use plan and supporting planning data which were generated for the study.

The information developed in the J.U.A.T.S. and generated in the continuing phase will be utilized by the various government agencies which are charged with the daily operations and the implementation of the various aspects of the plan. This information will also be available to the area Legislative Delegation. Private interests will be supplied with the information as well. Through service to these governmental and private interests, the plan will have greater exposure and opportunity for its implementation will be increased.

Under the terms of the 1971 agreement between the City of Jacksonville and the State Department of Transportation, "The Policy Committee shall be responsible for the development and maintenance of a public information program to explain the transportation planning process." Due to the nature of the Policy Committee, it is not possible for the Committee to provide all of the services which are required. The Technical Committee by necessity has assumed the majority of this function, but has attempted to advise the Policy Committee of its action. As a continuing and functioning committee it is desirable that the Technical Committee continue to perform the service functions, including the dissemination of information.

Therefore, the Technical Committee will serve as the central dissemination agency for the study. Actual dissemination will be made by the agency directly concerned. For matters related

to the land use plan and supporting data, dissemination will generally be carried out by the Jacksonville Area Planning Board, while the Department of Transportation will be the prime dissemination agency for streets and highway and related matters.

As a continuing function of service to Governmental, private groups and individuals, the Area Planning Board will make available Land Use, Zoning, Population, Traffic Counts, and Building Permit Activity statistical data. This data, in addition to various base and information prints of A.P.B. produced maps, will be available at established rates.

The Department of Transportation will provide services in the form of traffic counts, vehicle classifications, street and highway inventories, and various Department mapping. In general, there is a fee associated with the Department mapping.

Routine requests for information may be handled directly by the agency as a part of their regular administrative procedures with informational copies to the Committee. Requests not of a routine nature will be referred to the Technical Committee for consideration. Generally, the classification of a request or not will depend on the source; i.e., requests within the Committee and their supporting governmental agencies would normally be considered routine, while private requests would normally be considered not routine.

Due to costs and staff limitations, requests for special, non-published information will generally be on a "no expense to the agency" basis.

Data and information which is gathered or generated by the disseminating agency will be made available. Data secured from other agencies may or may not be distributed, depending upon the policies of the supplying agency or agencies. The Area Planning Board, Department of Transportation or other participating agencies will not jeopardize their position with cooperating agencies and will continue to respect the confidentiality of all records entrusted to it by another agency.

Responsible Agency: F.D.O.T., J.A.P.B.
Estimated Costs: \$5,000

Reports

The Jacksonville Area Planning Board will assume responsibility for preparing an Annual Report this fiscal year. That report will describe the J.U.A.T.S. recommended system plan, along with recent developments pertaining to its implementation and continuing revision. Most of the cost will be devoted to printing and distributing the report.

Responsible Agency: J.A.P.B.
Estimated Cost: \$10,000

Transportation Systems Review

Currently there are three studies underway which will be used to update the Jacksonville Transportation Systems inventory. These are: (1) the long range mass transit study, (2) the Airports Master Plan, and, (3) the Comprehensive Plan. Each of these studies has been granted federal funding to cover 2/3 of its cost, the remaining expenses being equally shared by the state and the local government. The kinds of information

developed, and the agency responsible for each study are described below.

The long range mass transit study will not be completed until after March 15, 1973. It will cost \$225,000. (2/3 Federal, 1/6 State, 1/6 local funding). About 1/4 of this sum, \$56,250, will be spent in fiscal year 1973-74. As mentioned above, a major element of this study is a new modal split estimation procedure, the results of which will have to be incorporated into the J.U.A.T.S. 1990 Plan. Other products of this study will be: (1) an inventory of outlying parking facilities which could be used to serve mass transit, and (2) an up-to-date inventory of existing mass transit facilities. The responsible agency is the Jacksonville Area Planning Board.

Responsible Agency: J.A.P.B.
Estimated Cost: \$56,250

The Airports Master Plan will be completed by September 30, 1973. No additional funds are required for this study in this fiscal year. Its cost is \$232,500. (2/3 Federal funding, 1/6 State, 1/6 local). The results of this study include inventories and projections of activity (number of enplaned passengers, amount of commercial and general aviation aircraft activity, etc.) at each of the civilian airports in the Jacksonville urban area. The responsible agency is the Jacksonville Port Authority, Aviation Division.

The Comprehensive Plan cost \$80,000. No additional funds are required for this study in this fiscal year. (2/3 Federal, 1/3 local). Completion is expected shortly. The plan will include accurate, up-to-date base data, which can be used for modification of travel demand forecasts and proposed highway

alignments, both of which will in turn contribute to the refinement of the J.U.A.T.S. Recommend 1990 Plan. The responsible agency is the J.A.P.B.

Network Preparation

A network has been developed by the Florida D.O.T. for the J.U.A.T.S. Assignments have been made to it. The network will have to be recoded, and trips will be reassigned, to reflect the findings of the three studies described above. The F.D.O.T. will perform this task at an approximate cost of \$16,000.

Responsible Agency: F.D.O.T.
Estimated Cost: \$16,000

Systems Forecasting

Land use and socio economic data forecasts are the responsibility of the J.A.P.B. The surveillance program outlined above, enables the J.A.P.B. staff to modify forecasts if trends are discovered which do not conform with them. Land use and socio economic data forecasts are also made based upon the advanced regional land use planning which is the major task of the planning board staff. (Refer to Plan Development, Page 67.)

Aviation systems planning is conducted by the Jacksonville Port Authority. The Airports Master Plan will identify future aviation needs and how those needs can best be met. The cost of aviation systems forecasting for this fiscal year are included in the cost of the Airports Master Plan.

Surface systems forecasts have been made as a part of the "comprehensive" phase of the J.U.A.T.S. which has culminated

in the formal policy endorsement of the J.U.A.T.S. Recommended Transportation Plan. It is expected that those forecasts will be modified to reflect the findings of the long range mass transit study.

The cost of modification of systems forecasts per se will be minimal; approximately \$2,000 of local funds, to be expended chiefly upon the modification of land use and socio economic forecasts.

Responsible Agency: J.A.P.B.
Estimated Cost: \$2,000

Alternative Plan Formulation

As a part of each major modal transportation study (e.g. the Airports Master Plan, the long range mass transit study) several alternates are explored, each of which would allow future needs to be met with a wide range of modes and of facility types within each mode. Seven basic alternates were considered in the J.U.A.T.S. Thoroughfare Plan, four in the Airports Master Plan, and three in the long range mass transit study. Moreover, each major transportation study includes both a ten and twenty year plan, to expedite phased implementation.

Each study stresses a single mode, assuming that the future transportation network is more or less fixed with respect to the other modes. During the Systems Analysis phase, the modal plans are submitted by the participating agencies for review by the full Technical Coordinating Committee.

The cost of alternate plans formulation is included in the costs of individual modal transportation studies.

Systems Analysis

When it enters the continuing phase, the J.U.A.T.S. will have developed a Recommended Transportation Plan that is fairly highway oriented. Sophistication of the airport and mass transportation aspects of the systems plan will not be possible until the Airports Master Plan and the long range mass transportation study have both been completed.

It will be necessary for the Technical Coordinating Committee to review these studies along with the implications of each study upon the J.U.A.T.S. Recommended 1990 Plan. The Preliminary Transportation Planning Goals and Objectives will serve as the guideline for these reviews.

Once the T.C.C. has assessed the proposals of each of the modal plans, a multimodal systems plan will be synthesized. This may involve the revision of earlier forecasts, the evaluation, and possibly the selection, of new traffic models, development of new alternate networks, and the reassignment of trips onto the networks.

Because of the complexity of transportation systems in the downtown area, this synthesis may necessitate a special study of transportation there. The scope of this study and its expected cost are discussed in Chapter IV.

The final product of this work element will be both a new transportation plan and a new list of priority programs. The plan and priorities list will be endorsed by the J.U.A.T.S.

Committees and then will be presented for adoption by the elected local governments.

The reassignment of trips on alternate networks, and the synthesis of a multimodal systems plan, will be performed by the state D.O.T. at a cost of approximately \$50,000.

Responsible Agency: F.D.O.T.
Estimated Cost: \$50,000

Figure 8 shows how the systems analysis phase will be accomplished in the coming fiscal year.

Plan Development

A comprehensive plan has been developed by the J.A.P.B. staff. That plan includes all elements of growth: water and sewer, solid waste, land use, economic, and transportation plans.

Essentially that plan proposes that development within the Jacksonville Urban Area be confined to areas either within or immediately adjacent to the boundaries of areas which already have been or are being developed. The revised transportation plan, including the findings of the mass transit study, will be an invaluable aid in the pursuit of that objective.

Under the relatively broad framework of the Comprehensive Plan, the J.A.P.B. staff is working during this fiscal year to develop a detailed Five Year Development Plan. This effort will recommend concentrations of growth around proposed transit stations, so that in the future, the proposed mass transit system will be fully utilized.

By the same token, data and recommendations generated by the Comprehensive and Five Year plans will be used in the third phase of the transit study so that the optimal locations

of future transit corridors can be identified. Phasing of implementation, and detailed planning of routes, technologies, and schedules will be based upon patterns of growth forecast by the Comprehensive and Five Year plans.

If the outcome of a proposed waterborne mass transit study determines that the major waterways within Jacksonville can be utilized as mass transit corridors, these findings will be reflected in a land use plan which calls for more activity to be focused along those waterways.

Close coordination of continuing transportation planning with the development of the Five Year Plan will require the active involvement of JAPB transportation planners. The estimated cost of this effort is \$15,000.

Responsible Agency: J.A.P.B.
Estimated Cost: \$15,000

FLOW CHART FOR J.U.A.T.S. CONTINUING PHASE, F.Y. 1973-1974

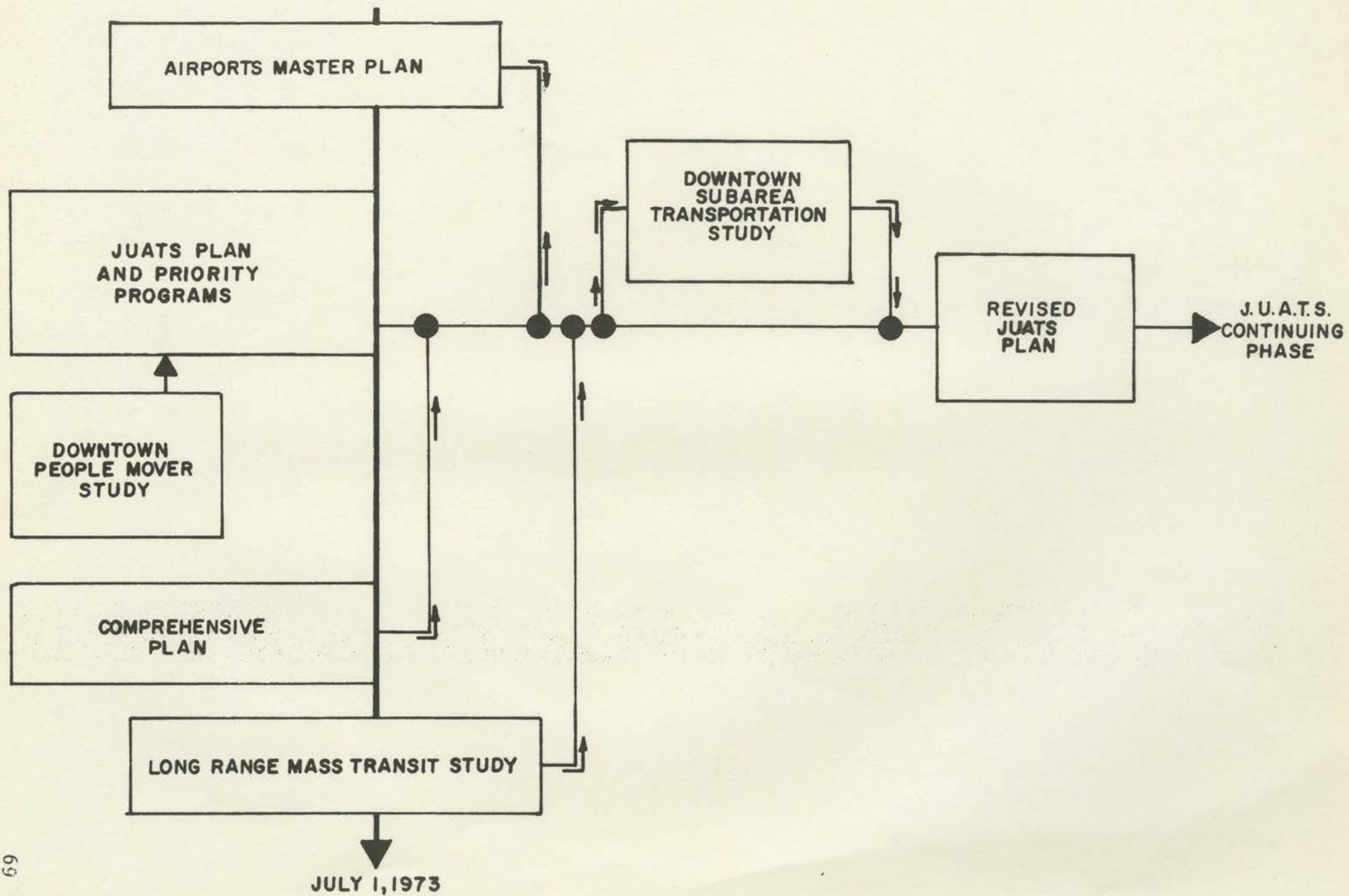


FIGURE 8

Chapter IV

PROJECT PLANNING EFFORTS

Environmental Studies

Surface studies will be made on each corridor of the transportation system on which work is proposed during the next four years. These studies will provide a complete description of the projects in the corridor, an assessment of the potential impacts of the projects, discussion concerning the degree of each impact (either adverse or beneficial) and evaluation of several location or design alternates including a "do-nothing" alternate. Environmental impacts to be considered will include unavoidable and adverse, long-term or short-term, irreversible and irretrievable, aesthetic, ecological, biological, cultural, social, economic, and historical categories. Special attention will be given to projects that pass through or by land from public parks, recreation areas, wildlife or waterfowl refuges, or historic sites. The information collected in these studies will be presented in a written Environmental Impact Statement that will be circulated to Federal, State and local agencies, and to the public. The Final Statement will include a summary of all comments received relative to the project, and an evaluation and disposition of each.

At this time no environmental impact statements are anticipated for mass transit modes.

Responsible Agency: J.T.A., F.D.O.T.
Estimated Cost: \$231,000

Air Transportation Projects

The J.A.P.B. is this year conducting a study entitled "Land Use Incentives and Controls," using local and H.U.D. "701" funds.

The scope of this study includes consideration of the need to discourage incompatible land uses within the vicinities of Jacksonville Airports.

Responsible Agency: J.A.P.B.
Estimated Cost: \$50,000

State Action Plan Support

If the Florida Environmental Action Plan is adopted as it is presently written, environmental impact statements and public hearings will be required on all projects, regardless of federal or state funding and regardless of whether the project is on the primary or secondary system. Funds for this work element are included in the cost estimates of specific projects.

Responsible Agency: F.D.O.T., J.T.A., J.A.P.B.
City Traffic Engineer

Short Range Transit Studies

Update of 1970 "Present and Future Transit Needs" Study

This study was prepared three years ago by a private consultant for the Planning Board. Among its recommendations was a public takeover of the Jacksonville Coach Company. Now that this has been accomplished a climate amenable to the implementation of other study recommendations has come to pass. Therefore, it is necessary that these recommendations, which were made three years ago, be updated to reflect the changes that have occurred over the past three years.

For this purpose the state is now engaged in an update of the study for the benefit of the new operator, the Jacksonville Transportation Authority. The cost to the state is estimated at about \$20,000.

Responsible Agency: F.D.O.T., J.T.A.
Estimated Cost: \$20,000

Waterborne Mass Transit Study

Because the Jacksonville Urban Area is currently involved in an Urban Area Transportation Study to develop long range street and transit systems for the area, the availability of data on the transportation system and user characteristics suggests that this is the time to investigate the feasibility of alternate transportation modes.

The waterways now pose significant barriers to persons movement within the urban area. This study may find that the waterways themselves can be utilized to facilitate persons movement without disrupting ongoing land uses. Thus, a deficit

could become an asset.

Responsible Agency: J.A.P.B.
Estimated Cost: \$15,000

Implementation of Long Range Mass Transit Study Recommendations

Once the recommendations of the long range mass transit study have been presented (sometime after November 1, 1973) various plans and programs may have to be initiated in order to proceed toward the implementation of these recommendations. The cost of such plans and programs will be around \$60,000 in Fiscal Year 1973-74.

Responsible Agency: J.A.P.B., J.T.A., F.D.O.T.
Estimated Cost: \$60,000

Feasibility Study: Consolidation of School and Public Bus Service

The city, through the school board, operates a large fleet of buses for transporting children to and from school. The Jacksonville Transportation Authority would be interested in taking over this service, and the school board is amenable to this proposal.

Prior to such a takeover, a study is recommended to evaluate the feasibility of consolidation of certain specific elements of the two operations.

The expected cost is \$20,000. The J.T.A. would be the responsible agency.

Responsible Agency: J.T.A.
Estimated Cost: \$20,000

Special Corridor Studies

The F.D.O.T. has engaged a private consultant to make

corridor studies, and to prepare an Environmental Impact Statement, concerning the entire "Southside Boulevard" corridor, including the proposed alignment for an extension of Southside Boulevard north to I-95 (the Dame Point Expressway, including a bridge over the St. Johns River at Dame Point). The extension itself will be constructed by the Florida D.O.T.; the bridge will be built by the J.T.A.

The J.T.A. itself is conducting corridor studies for the other two projects which it is considering to undertake; the J. Turner Butler Boulevard, and the Fort Caroline Expressway.

The approximate cost of these corridor studies is as follows:

All Eligible State and Federal Projects:	\$150,000
J.T.A. Projects	<u>75,000</u>
Total Estimated Cost	\$225,000

Major Trip Generator Analysis

The planning of a major trip generator is generally exposed by the news media who generally give such statistics as size of project, generally in acres of land used, square feet of floor space, type of business, number of parking spaces. Others are, number of employees, and anticipated opening date. With this information, it is possible to anticipate the additional number of trips to the area which necessitates a network change.

Responsible Agency: F.D.O.T.
Estimated Cost: \$5,000

Aviation

A site selection study will be undertaken if establishment

of a new airport is recommended by the Airports Master Plan (which is scheduled for completion before Fiscal Year 1973-74). The estimated cost of this project is \$20,000. It will be funded 70 percent federally, 15 percent by the state, and 15 percent locally.

Another study, to determine and suggest new airline routes to and from Jacksonville, will be undertaken this fiscal year using \$17,000 of J.P.A. funds. No federal aid is required for this study.

Responsible Agency: J.P.A.
Estimated Cost: \$37,000

Downtown Development Authority

A downtown subarea transportation study will be undertaken this fiscal year. It is felt that such a study is needed not only because of the area's special needs and constraints, but also because of the need to coordinate and implement the several different transportation and related plans that pertain to Jacksonville's central area; the Gator Bowl Study, the Civic Plaza Area Study, the Downtown People Mover Study, the Plan for Downtown, the J.U.A.T.S. Parking Analysis Report, the mass transit study, the J.A.P.B. Comprehensive Plan, and the J.U.A.T.S. itself.

Responsible Agency: F.D.O.T., D.D.A., J.A.P.B.
Estimated Cost: \$75,000

JACKSONVILLE URBAN AREA TRANSPORTATION STUDY

SUGGESTED FUNDING SOURCES

Project Name	Responsible Agency	FAA/local	FHWA/FDOT	UMTA/local	HUD/local	FHWA/local	Total Federal	Total Local	Total FDOT	Grand Total
Administration										
Program Management	FDOT/JAPB	X	2250/2250	3600/900	3000/1500	3150/1350	12,000	2,550	3,450	18,000
Program Development	FDOT/JAPB	X	1438/1437	2300/575	1917/958	2013/862	7,668	1,628	2,204	11,500
Priority Programs	FDOT/JAPB	X	875/875	1400/350	1173/577	1225/525	4,673	988	1,339	7,000
Programs Review	FDOT/JAPB	X	2250/2250	3600/900	3015/1485	1350/1350	12/015	2,542	3,443	18,000
Systems Planning										
Surveillance										
Socioeconomic & land use	JAPB	140/60	1225/1225	1960/490	1642/808	1715/735	6,682	1,414	1,904	10,000
Traffic volume	FDOT/DPW	X	1000/1000			1330/570	2,330	570	1,000	3,900
Traffic flow	FDOT	X	925/925			1295/555	2,220	555	925	3,700
System inventory	FDOT/DPW	X	200/200	320/80		280/120	800	160	240	1,200
Environmental impact	JAPB/ NW & BRS	X	2250/2250	3600/900		3150/1350	9,500	1,800	2,700	13,500
Accident	DPW		700/700			560/240	1,260	240	700	2,200
Transit usage	JTA			1800/450		1575/675	3,375	900	225	4,500
Data Correlation & model refinement		NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Procedural Development	FHWA/FDOT		400/400			400	400		400	800
Public Information Svc. Reports	FDOT/JAPB		625/625	1000/250	838/412	875/375	3,338	706	956	5,000
Transportation Systems Review*	JAPB		1667/1667	2667/666		2333/1000	6,667	1,333	2,000	10,000
Network Preparation	JAPB		8000/8000	37500*/18750*			37,500*	9,375*	9,375*	56,250*
Systems forecasting	FDOT		225/225	360/90	297/153	315/135	8,000		8,000	16,000
Alternative Plan Formulation**	JAPB	140/60					1,337	286	377	2,000
Systems Analysis	FDOT	X	8333/8333	13334/333		11667/5000	33,334	6,666	10,000	50,000
Plan Development	JAPB					10500/4500	10,500	4,500		15,000
Projects Planning										
Environmental studies										
Surface transportation projects	JTA/FDOT		58000/58000				58,000	115,000	58,000	231,000
Air transportation projects	JPA/JAPB				33334*/16666*		33,334*	8,333*	8,333*	50,000*
State action plan support**	JAPB/DPW & FDOT/JTA									
Short range transit studies										
Update of 1970 "Needs" study	FDOT/JTA									
Waterborne mass transit study	JAPB					3500/1500	3,500	1,500	10,000	15,000
Implementation of long range findings	FDOT/JAPB/JTA			40000/20000			40,000	10,000	10,000	60,400
Feasibility study - Consolidation of school & public bus service	JTA			13334/6666			13,334	3,333	3,333	20,000
Special corridor studies	FDOT/JTA		75000/75000				75,000	75,000	75,000	225,000
Major trip generator analysis	FDOT		2500/2500				2,500			
Aviation	JPA	14000/6000					14,000	20,000	2,500	5,000
Downtown								3,000		37,000
Study	FDOT/DPW/JAPB		12500/12500			35000/15000	47,500	15,000	12,500	75,000
TOTALS		14280/6120	180363/180362	126775/34400	45216/22559	83633/35842	450,267	284,379	251,904	986,550

* Currently funded

** included within the cost of specific studies

