



# *Regional Transportation*

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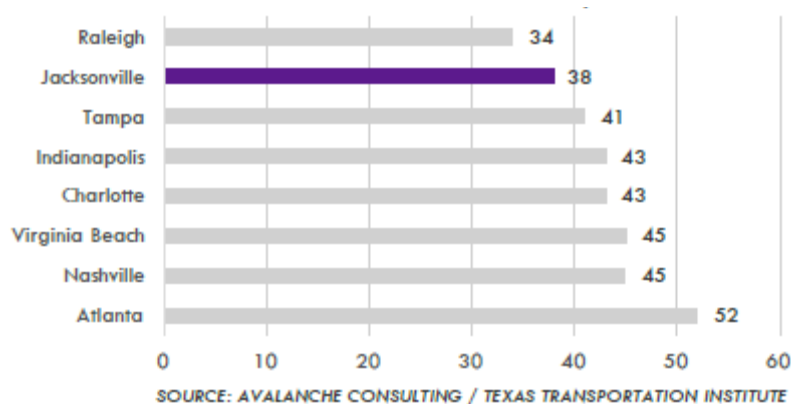
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## TRANSPORTATION TRENDS AND CONDITIONS

This element is aligned with Elevate Northeast Florida and the 2019 Comprehensive Economic Development Strategy.

Unlike many other fast-growing regions, the Jacksonville metro does not suffer from severe traffic congestions. On average, commuters in the region lose just 38 hours annually due to traffic congestion. In Atlanta, on the other hand, commuters spend an average of 52 hours a year in traffic. Less congestion translates to lower costs for Jacksonville drivers. The average cost of congestions for commuters in Jacksonville is less than \$850 annually. Among benchmark regions, only drivers in Raleigh experience lower costs due to congestion. (Note, traffic data is only available for the five-county MSA – labeled “Jacksonville” in the chart below – not the seven-county Northeast Florida study area.)

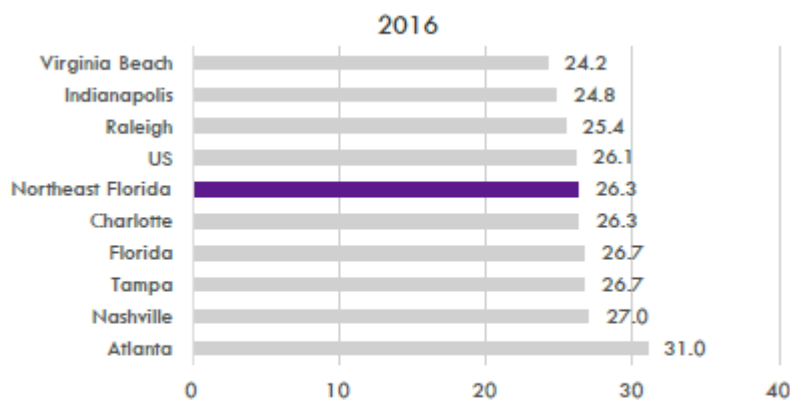
*Figure 1: Annual Number of Hours of Delay Due to Traffic Congestion Per Auto Commuter, 2014*



Short commute times often indicate that a region’s job centers are in close proximity to its residents, and also the presence of efficient public transit options. Lowering traffic congestion reduces out-of-pocket transportation costs for residents and public expenditures on roadway maintenance and expansions. Ultimately, shorter commutes equate to a higher quality of life for workers and their families.

While commuters in the region do not face the same levels of congestion as their counterparts in many other parts of the US, they do have long commutes. On average, workers in Northeast Florida spend more than 26 minutes commuting to work. The figure is higher for workers in specific counties such as Baker, Clay, and Nassau. Congestion is related to urban sprawl.

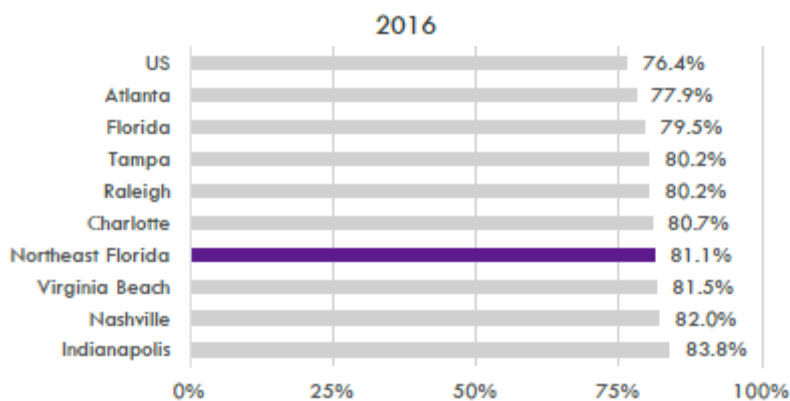
**Figure 2: Average Travel Time to Work**



SOURCE: AVALANCHE CONSULTING / US CENSUS BUREAU

More than 80% of workers in Northeast Florida drive alone to work, a higher proportion than the US and statewide average. Approximately 5% of Northeast Florida workers telecommute, a higher percentage than the national average but slightly less than the statewide figure.

**Figure 3: % of Workers That Drive Alone to Work**

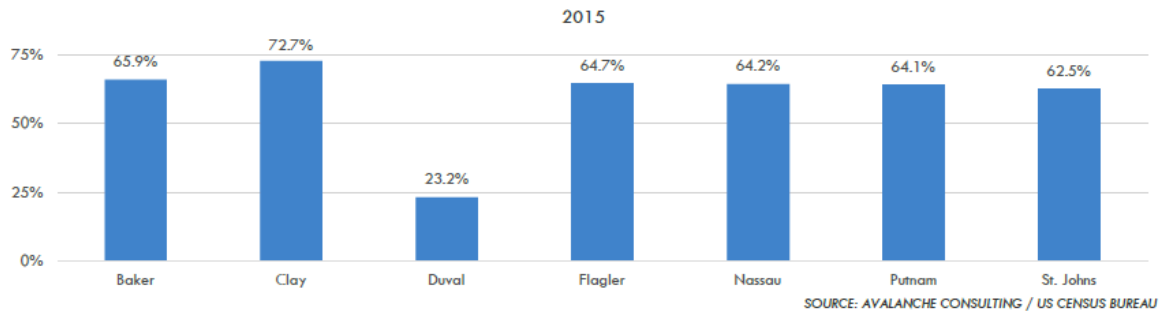


SOURCE: AVALANCHE CONSULTING / US CENSUS BUREAU

Counties within the Northeast Florida region are deeply intertwined economically. Much of the wealth earned by residents in many counties within the region is dependent on employment opportunities located in Duval County. Conversely, Duval County relies extensively on the talents of residents in neighboring counties. At least 60% of the employed residents in every county other than Duval within Northeast Florida are employed outside of their home county. Within Duval County, however, fewer than 25% of employed residents work elsewhere.

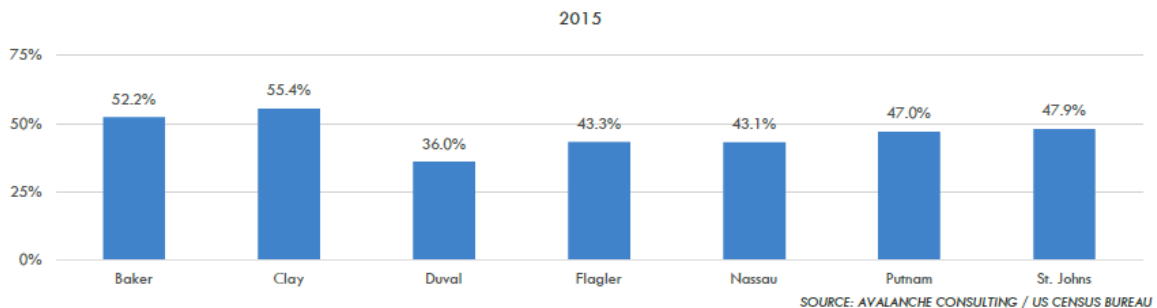
Commuting patterns play several important roles in a region’s economy. Regions that can draw outside workers can significantly increase their available workforce. At the same time, long commutes by individuals who live and work in different locales contributes to traffic congestion and its negative side effects.

**Figure 4: Share of Employed Residents Working Outside the County**



Duval County relies on imported workers less than other counties in the region. At least one in three workers employed in each of the seven counties in the Northeast Florida region live in another county. For some, such as Baker and Clay, more of their workforce commutes in than lives locally.

**Figure 5: Share of Employed Workers Living in Another County**



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### ***TRANSPORTATION SUMMARY***

Northeast Florida is a transportation hub. Three major Interstates converge in or near the seven County Region. The First Coast Expressway is being built to connect I-10 to I-95 through Clay County. Two deep-water ports exist at Fernandina Beach and Jacksonville. The St. Johns River offers the option of river transport and cruise ships. Every railroad with a presence in Florida has facilities in Northeast Florida. An international airport in Jacksonville, along with several Regional and commercial airports and one of the longest runways in Florida at Cecil Field, offer opportunities and room for expansion of transport by air. The military impacts many aspects of life in the Region. A change to flexible start times for workers commuting to and from some of the military installations in the Region has made a positive impact on the capacity of roads in the vicinity at peak hours.

Maximizing the Region's transportation assets remains a challenge. The Region depends almost exclusively on roads; most of the Region's residents drive, to the exclusion of most other modes of transportation. Bus transit exists in limited parts of the Region or is available to the transportation disadvantaged as para-transit. The Jacksonville Transportation Agency provides fixed route service and is innovating with flexible service to accommodate getting users the "last mile" to their final destinations. The City of Jacksonville has recently approved a pilot program to allow scooters in the downtown area. Transportation Disadvantaged programs are well established in Florida and well-utilized in Northeast Florida. They have a special benefit in rural areas, where no other transit is available.

Transportation network companies (TNCs) operate in the more urban areas but often not in rural ones. Unpaved roads are a factor in rural areas, impacting the longevity of vehicles owned by residents, businesses and transit agencies. Low densities and unpaved roads may explain why TNC service is often unavailable in rural areas. TNCs provide convenience but do nothing to limit congestion, and in fact may add it to it. The limited options also limit the options of residents who are trying to take advantage of opportunities to increase their incomes, as many jobs are out of reach without an automobile. The presence of existing rail lines is an asset, but they are not currently used for commuter rail, and they are not ideally located to shift freight from the ports. Most freight is trucked from the ports to rail. While higher-speed passenger rail is being used in South Florida and being built in Central Florida, it has not yet been extended to Northeast Florida.

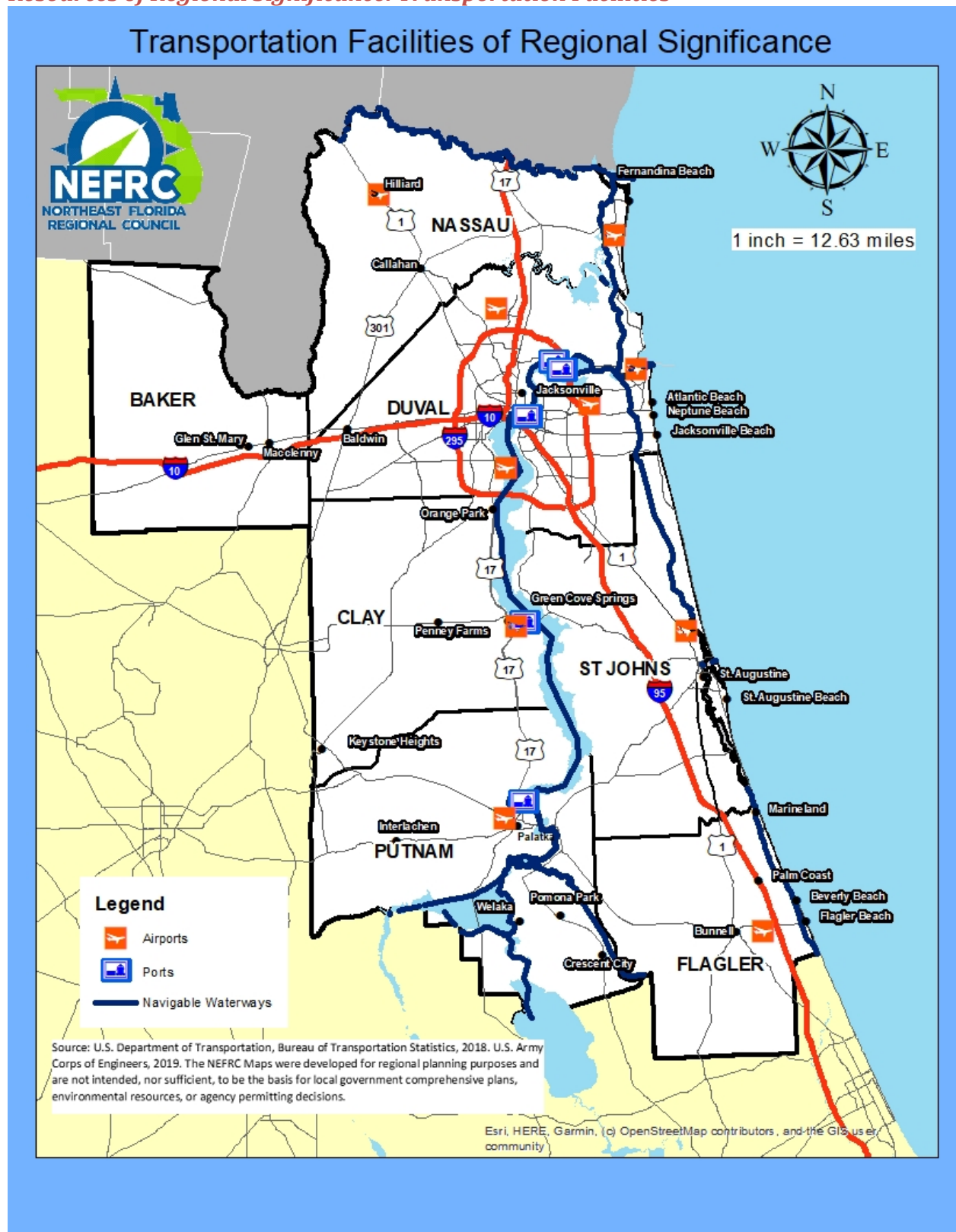
## ***REGIONALLY SIGNIFICANT RESOURCES AND FACILITIES***

A roadway facility in Northeast Florida will be a Regionally Significant Roadway if it meets one of the following criteria.

1. **Roadways Providing Direct Access to a Regional Activity Center** — Any roadway which provides direct access to a Regional activity center is designated as Regionally significant because it facilitates travel to and from a center whose service delivery area consists of greater than one County. Regional activity centers are defined as a major facility or development area that regularly attracts use by citizens from more than one County, and includes Regional malls, Regional airports, major universities, professional sports centers, etc.
2. **Designated Hurricane Evacuation Route** — Any roadway which is a hurricane evacuation route is designated as Regionally significant because of its importance in meeting the evacuation needs of the Region. Hurricane evacuation routes are those designated by County emergency management officials that have been identified with standardized statewide directional signs by FDOT, or are identified in the Regional hurricane evacuation study for the movement of persons to safety in the event of a hurricane.
3. **Florida State Highway System** — Any roadway on the state highway system is designated as Regionally significant because of the involvement of local government in land use planning and approvals, and the state for funding and access management decisions.
4. **Arterials Crossing County Lines** — Any arterial which crosses County lines is designated as Regionally significant, because the land use planning and decisions by one local government may affect the operating conditions in the adjacent County, and roadway improvements need to be coordinated to attain and maintain acceptable operating conditions.
5. **Connecting Arterials** — Any arterial which directly connects two roadways that fit into any of the above categories.

The transportation facilities on the following map are of Regional significance. The map is just an illustration and may not include all such resources or facilities.

*Resources of Regional Significance: Transportation Facilities*



**Figure 6: List of Transportation Facilities of Regional Significance**

<b>INTERSTATES</b>				
I-10 (SR 8)	I-95 (SR 9)	I-295 (SR 9A)		
<b>US ROADS</b>				
US 1 (SR 15 and SR 5)	US 301 (SR 200)	US 90 (SR 10 and SR 212)	US 17 (SR 15)	
<b>STATE ROADS</b>				
SR 2	SR 23	SR 111	SR 126	SR 208
SR 5A	SR 23 (First Coast Outer Beltway)	SR 113	SR 128	SR 211
SR 9B	SR 26	SR 114	SR 129	SR 224
SR 10A	SR 100	SR 115	SR 134	SR 228
SR 11	SR 101	SR 115A	SR 139	SR 228A
SR 13	SR 102	SR 116	SR 152	SR 230
SR 16	SR 103	SR 117	SR 202	SR 243
SR 19	SR 104	SR 121	SR 206	SR 312
SR 20	SR 105	SR 122	SR 207	SR A1A
SR 21	SR 109			
<b>COUNTY ROADS</b>				
CR 2	CR 105A	CR 125	CR 213	CR 304
CR 5	CR 105B	CR 127	CR 214	CR 305
CR 5A	CR 106	CR 130	CR 215	CR 305A
CR 13	CR 107	CR 139B	CR 216	CR 308
CR 13A	CR 107A	CR 163	CR 217	CR 308B
CR 13B	CR 108	CR 200A	CR 218	CR 309
CR 15A	CR 109A	CR 201	CR 219	CR 309B
CR 16A	CR 110	CR 203	CR 220	CR 309C
CR 20A	CR 115	CR 204	CR 220A	CR 309D
CR 21	CR 115A	CR 205	CR 220B	CR 310
CR 21A	CR 115C	CR 207A	CR 225	CR 311
CR 21B	CR 116	CR 208	CR 226	CR 312
CR 21D	CR 117	CR 209	CR 228	CR 315
CR 23A	CR 119	CR 209A	CR 229	CR 315C
CR 23C	CR 121	CR 209B	CR 231	CR 318
CR 23D	CR 121A	CR 210	CR 250	CR 352
CR 99	CR 122	CR 210A	CR 250A	CR 739
CR 101A	CR 123	CR 211	CR 302	CR 739B
CR 103	CR 124	CR 212		

*(Note: Policy 28 defines such facilities, and this list may not be all-inclusive.)*



## ***GOALS, OBJECTIVES AND POLICIES***

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**Goal:** Create efficient connectivity within the Region, and with state, national, and global economies. Include centers of population and jobs that are well-connected, limit commute times for most residents and provide opportunities for all residents of the region to work if they choose. Northeast Florida makes development of regional employment centers and infrastructure a first priority, politically and fiscally.

**Goal:** In order to promote a diversified and vibrant regional economy, the Region supports an efficient multi-modal transportation framework to move people and goods, and NEFRC and its partners support over time the infrastructure investments needed to make it work. The framework maintains an environment that includes mobility options to move goods and people to support business and industry.

### **Pillar: Innovation and Economic Development**

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#### ***OBJECTIVE: MOBILITY – PEOPLE BENEFIT FROM MOBILITY AND ACCESS***

##### ***Policies***

**Policy 1:** The Region supports: strategies identified by the Regional Community Institute as they worked on First Coast Vision, including

- Reduced commute times and automobile dependence, as they provide additional opportunities for residents to engage in physical activity.
- Reduced automobile dependence through community design that encourages walking and bicycles as transportation modes.
- Mixed-use communities that integrate residential and employment-generating land uses to reduce the need to travel great distances for work.
- Using park design and community design to ensure that recreation areas are accessible to all residents, and providing mobility and programmatic options so that all of residents can get to recreation areas without the use of a personal vehicle.
- Increasing the proportion of trips of less than a mile that are accomplished by walking, and the proportion of trips of less than 5 miles that are accomplished by biking.

### **Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)**

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**Policy 2:** The Region aspires to provide the most reliable, comprehensive, and cost-effective service possible to the transportation disadvantaged. The NEFRC will use partnerships to realize Regional efficiencies, provide access to all necessary services, and increase trips that encourage social interaction.

**Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)**

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***OBJECTIVE: CONNECTIVITY – MAXIMIZE THE UTILITY OF INFRASTRUCTURE IN PLANNED AND CONNECTED CENTERS***

***OBJECTIVE: ECONOMIC COMPETITIVENESS: A MULTI-MODAL TRANSPORTATION NETWORK FOR RESIDENTS AND BUSINESSES***

***OBJECTIVE: INTEGRATED PLANNING: THE LINK BETWEEN LAND USE, RESOURCES AND MOBILITY***

**Policy 3:** NEFRC gathers best practices and connects communities with strategies and practitioners that can help address their issues within the context of the aspirational goals of First Coast Vision. Convening to share experiences and discuss solutions is an important part of this approach.

**Pillar: Quality of Life and Quality Places, SCP: 187.201(4)F.S.**

**Policy 4:** The Region supports strategies identified by the Regional Community Institute as they worked on First Coast Vision, including:

- Local governments as they identify areas appropriate for mixed-use development.
- Communication of the benefits of density and mixed-use development, including demonstration of property value increase.
- Emphasis on balance between individual and common spaces and the transition of densities, so that residents of the Region see the benefits, regardless of the lifestyle choices they make.
- Incentives for dense and/or mixed use development.
- Incentives to private landowners to maintain wise forestry practices and maintain ecosystem services on their lands.
- Maintenance of a diversity of land use in the Region.
- Conservation of natural resources through public land acquisition to preserve ecosystem services.
- Reduction of impervious surfaces in the Region.

- Infill and redevelopment.
- Use of low impact development practices.
- Balance between land use and parking policies.
- Learning from other communities and Regions.
- Sensitivity to communities in road and mobility infrastructure design.
- Communities that are planned for people first, not cars.
- Giving residents great places to walk to safely. Encouraging developers and local governments to promote mixed-use communities that provide alternative forms of transportation, such as sidewalks, bike paths and transit stops in locations with highest density.
- Provision of reliable transit options.
- Designation of areas for *Transit Oriented Development* (TOD) and the offering of cost effective incentives within them for development that is affordable, dense, and/or green.

**Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)**

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***OBJECTIVE: IMPLEMENTATION RESOURCES: FUNDING MOBILITY AND MAINTAINING CAPACITY***

***OBJECTIVE EDGE – MAKING FULL AND TIMELY USE OF TECHNOLOGY***

**Policy 5:** Northeast Florida is receptive to technology that improves the transportation system or can otherwise benefit quality of life in the Region. If technology can help us to improve quality of life in the Region, we embrace it.

**Pillar: Infrastructure and Growth Leadership, SCP: 187.201(19)(a)**

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***OBJECTIVE: CLARITY ON THE DEFINITION OF TRANSPORTATION FACILITIES OF REGIONAL SIGNIFICANCE.***

**Policy 6:** Regionally significant transportation facilities are those facilities used to provide transportation between municipalities located both within and outside the region and other specially designated facilities. Regional facilities and resources provide an interconnected system for the movement of people, goods and services between the cities, counties and states in the Region. The regional road network is comprised of connecting interstate, intrastate and U.S. highways, state roads and county roads, airports, ports, train and transit facilities. In addition, regionally significant facilities include any roadway that

currently or as proposed and funded provides direct access to a regional facility or resource.

**Pillar: Infrastructure and Growth Leadership, SCP: 187.201(17)(a)**

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***OBJECTIVE: CONSISTENCY WITH THE STRATEGIC REGIONAL POLICY PLAN***

**Policy 7:** NEFRC considers impacts to resources of regional significance and extra jurisdictional impacts as it reviews consistency with the SRPP. Local governments and proposers of projects should include best available data gathered using professionally acceptable methodology in support of their proposals, sufficient to determine impacts. Where mitigation is proposed, using strategies outlined in local government policies or plans, the SRPP or a combination is encouraged.

**Pillar: Infrastructure and Growth Leadership, SCP: 187.201(15)(a)**

**REGIONAL TRANSPORTATION MEASURES**

Travel Time Reliability in the Peak Hour	Interstate	Expressways/Freeways
North Florida TPO Performance Measure 2016	89%	89%
River to Sea TPO Performance Measure for Flagler County 2014	98%	98%