

Regional Plan Draft Measurable Policies- Transportation 4/9/12

Goal- MOBILITY: People Benefit from Mobility and Access

The Region seeks to expand the range of transportation options available in the Region. Access to physical activity is a key component for reduction of chronic disease and poor health outcomes. Northeast Florida residents have good and efficient access to quality health care and health-supportive services, including mental health services, regardless of location or socioeconomic status. Medical and general mobility is available to all our residents, including the transportation disadvantaged.

Policies

The Region supports:

- 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.
- A regional multi-modal transportation network that reduces commute times and ensures physical access to services, including quality health care and health supportive services, while a robust network of social services ensures meaningful access to all residents, regardless of location or socioeconomic status.
- 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 our 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,

The Region supports affordable mobility options other than the private car for all of our residents that do not own a car.

The Region aspires to providing 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 allow for trips that encourage social interaction among all of our citizens.

The Region encourages the Florida Department of Transportation (FDOT), the North Florida Transportation Planning Organization (NFTPO), Jacksonville Transportation Authority (JTA), other regional/State transportation agencies and local governments to consider medical access in all transportation planning decisions.

Measures

1. Number of residents that are Transportation Disadvantaged eligible[498,401](#)
2. Number of households without a car[34,710](#)

Goal- CONNECTIVITY: Maximize the utility of infrastructure in planned and connected centers

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.

Policies

Northeast Florida supports creation of a sustainable Region with growth centers targeted by local governments connected by an interconnected transit system, using technologies and conservation practices that lessen the Region’s dependence on imported fossil fuels.

Northeast Florida capitalizes on its deep water ports, airports and rail / roadway connections to the nation through the continued improvement and expansion of infrastructure, including facilities, centralized systems for water, sewer, fiber optics (high speed internet), electric and natural gas distribution.

The NEFRC provides a regional atlas. This is a series of images, lists and maps that identifies environmentally sensitive lands, built and planned major roadways, commercial and industrial lands, military bases, residential lands, and other land uses. Local governments use the Regional Atlas as a guide to coordinate planning efforts, prioritize public expenditures and facilitate economic development.

NEFRC, through its partners and the regional atlas, maintains a regional inventory for of shovel ready, full-service, and entitled regional employment centers.

Measure

- 3. Vehicle miles traveled (VMT) per capita [33.9](#)

Goal- ECONOMIC COMPETITIVENESS: A multi-modal transportation framework for our residents and businesses

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.

Policies

The Region will begin its journey to a multi-modal transportation framework with the Regional Corridors map, and will seek to prioritize projects that enhance mobility along these corridors, increase connectivity between growth centers as identified by local governments, and increase choices for people.

NEFRC and its partners commit to a multi-modal transportation framework for the region. All agree to review it frequently to take advantage of changes in technology and practice but also agree to maintain the commitment until the framework is completed and the system is built.

The multi-modal transportation framework, as it is created, is considered with transportation priorities, natural resource priorities and neighborhood context.

The multi-modal transportation network supports the wide range of lifestyle choices available to First Coast residents. Dense, transit-oriented communities are spread throughout the region in locations that are supported by local governments and residents. These centers offer a diversity of jobs, schools, homes, civic, cultural and faith-based uses, recreation, services and amenities.

The Region wants employers in the Region to be satisfied with their ability to be competitive in attracting and maintaining business and workforce, because intermodal connections are frequent and efficient and allow for the easy movement of freight and people between modes.

The Region seeks to create and maintain a transportation system that is efficient and cost effective. As transportation plans are made, NEFRC and its partners assess, using frequently reviewed methodologies, the true costs of transportation in general and transit in particular, to determine cost effectiveness to the taxpayer, to the rider and to the economic development of the region.

NEFRC and its partners collaborate to make transit a viable choice for workers in the region.

The Region will prioritize improvements to the transportation network that have the potential to lessen the number of car, bicycle and pedestrian traffic accidents.

Measure

4. Number of people served by transit route within 1/2 mile of residence.....est. [30,000](#)

Goal- INTEGRATED PLANNING: The link between land use, resources and mobility
Government and other leaders at the regional and local levels are consistent in their policy to guide public and private land use toward a regional land use pattern that creates a healthy job to housing ratio in mixed use growth centers, has enhanced the efficiency of our transportation system, and maintained air quality. Local governments choose to locate growth in locations that recognize these linkages.

Policies

The Region supports:

- 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.
- Local governments as they coordinate utility siting with local land use planning to maximize efficiencies in resource distribution.
- Balance between land use and parking policies.
- Learning from other neighborhoods and regions.
- Sensitivity to communities in road and mobility infrastructure design.
- Communities are planned for people first, not cars.
- Giving our residents great places to walk to safely. Encourage 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.

Measure

5. Number of local governments in the region that require or incentivize Transit Oriented Development

Goal- IMPLEMENTATION RESOURCES: Funding mobility and maintaining capacity
Transportation funding in the region is reliable, equitable, efficient and affordable, and considers all needs and all modes.

Policies

NEFRC supports local governments and stakeholders of the Region as they coordinate funding efforts to maximize efficiencies that allow for mobility choices for residents of the region. This includes collaboration on maintenance and operation of a regional multi-modal transportation system that serves the suburban and urban parts of the region, with ways to connect for rural residents.

NEFRC acknowledges that transportation concurrency is a local issue that each local government must decide for itself. NEFRC will be a resource for local governments by being a clearinghouse for methodologies and by measuring the status of regional roadways and transit.

The Region supports a safe, efficient, well funded and well maintained regional road network that meets the requirements of population and economic growth and meets the challenges of transition away from fossil fuels to alternative energy. The road network should be designed and maintained to be complementary to the regional transit network, and to all modes of transport and travel, including safe walking and biking.

Northeast Florida aspires to a safe transportation network that gives pedestrians and bicyclists equal priority with motor vehicles, with roadways that are designed to minimize conflicts between motor vehicles and bicycles or pedestrians, therefore resulting in safe travels regardless of transportation mode.

The Region supports:

- Transportation costs that are reasonable to users.
- Reliable revenue sources in place for transportation improvements and maintenance.
- A transportation sector that takes full advantage of public/private partnerships.
- Make existing roadways more efficient.

Measure

6. Number of transportation projects implemented through public, private partnerships (PPP) [0](#)

Goal- CUTTING EDGE: Making full and timely use of technology.

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.

Policy

While technology and its benefits will change over time, these initiatives are currently supported:

- Technology that alleviates peak hour and peak period transportation deficiencies. This will make for a regional framework is more cost effective and that can reduce congestion levels along roadways that can no longer accommodate additional lanes because of constraints.
- Transportation planning decisions that are always made in the context of changing technology and a regional multi-modal framework that is flexible so as to benefit from the opportunities provided by technology.
- Intelligent Transportation Systems (ITS) as part of the multi-modal transportation framework.
- Maintaining travel times through implementation of the incident management systems, to minimize impacts on business operation and worker commute times.