

INTRODUCTION

Transportation Element

The Transportation Element provides the framework for the provision of an efficient and safe transportation system that meets the travel needs of all present and future residents of Clay County. The element is coordinated with regional, state and federal transportation agencies and helps to maintain the quality of the environment in the County.

The basic transportation goals, objectives and policies listed below will be used by Clay County professional staff and by decision-makers involved in transportation planning in Clay County. These decision-makers include government officials charged with funding and resource allocation decisions as well as developers who propose projects having significant impacts on the Clay County transportation system. The objectives and policies are intended to serve as a guide for both public and private decisions.

Further, the objectives and policies in this element as well as other elements of the Clay County Comprehensive Plan should be considered and viewed as a whole. No single objective or policy is intended to have precedence over another. Rather, they should provide an overall framework for the management of the County's resources and for meeting the needs of current and future residents and employees.

TRA GOAL 1 To provide for an efficient transportation system, which safely, conveniently and effectively serves the travel needs of all residents and visitors to Clay County. Such system shall offer a variety of modes of transportation options while promoting economic development consistent with the future land use plan.

TRA OBJ 1.1 Develop an adequate network of major travel ways to address the 2040 forecasted transportation demand in Clay County.

TRA POLICY 1.1.1

Maintain a *Transportation System Map Series* that:

- 1) establishes the Existing Transportation Facilities identified in the *Future Traffic Circulation Map* as the official listing of existing arterial and collector roadways, including number of lanes, functional classification and maintenance responsibility for Clay County
- 2) establishes the *Bicycle/Pedestrian Facilities Maps* as the official listing of existing bicycle and pedestrian facilities for Clay County
- 3) establishes the *Public Transit System Map* as the official listing of existing transit routes for Clay County
- 4) establishes the *Ports, Aviation and Rail Map* as the official listing of these facilities for Clay County
- 5) includes the *Future Traffic Circulation Map* indicating all arterial and collector roadways that will provide for adequate traffic circulation within Clay County over the planning period, indicating the number of lanes, functional classification and maintenance responsibility.

TRA POLICY 1.1.2

The *Future Traffic Circulation Map* will be amended as necessary to show the revised status of any roadway either scheduled for new construction or reclassification during the current fiscal year pursuant to a programmed public improvement or pursuant to a local government land development agreement adopted pursuant to 163.3220, F.S.

TRA POLICY 1.1.3

A change in the functional classification of a roadway on the *Transportation System Map Series* must be approved by the Board of County Commissioners.

TRA POLICY 1.1.4

The *Future Transportation Map Series* and the County's Transportation Improvement Program incorporated within the Capital Improvements Plan will be consistent with the North Florida Transportation Planning Organization (TPO) Long Range Transportation Plan for the Clay County area. At minimum, the future *Transportation Map Series* shall include all roadway segments shown on the Long-Range Transportation Plan, with future lane designations no less than those adopted by the TPO in their cost-feasible plan.

TRA POLICY 1.1.5

Consider existing manmade or natural constraints, in determining collector roadways, arterial roadways and limited/controlled access facilities that are necessary to serve projected future traffic forecasts and should be included on the *Future Traffic Circulation Map*.

TRA POLICY 1.1.6

The *Future Transportation Map Series* may be amended if one or more additional major roadways are proposed to be added to the map which can be demonstrated to improve the level of service on one or more roadways already shown on the future transportation map to be operating or is projected to be operating below the adopted level of service by 2040. Any such amendment shall also be consistent with other elements of this Comprehensive Plan.

The *Future Transportation Map Series* may also be amended if coordination with the TPO results in the identification of a required amendment to the future transportation maps to achieve consistency with the TPO's long range roadway network, and the proposed amendment is consistent with the elements of this Plan.

TRA OBJ 1.2 Utilize the *Transportation System Map Series* to review proposed development orders, identify and review capital improvement projects, and identify rights-of-way protection and reservation necessary to implement an adequate major road system throughout Clay County.

TRA POLICY 1.2.1

Utilize the information from the *Future Traffic Circulation Map* to review proposed development orders for compliance with locational criteria and access criteria contained in this Plan.

TRA POLICY 1.2.2

Utilize the *Future Traffic Circulation Map* to review proposed development orders for compatibility with the existing and future roadway plans of Clay County and other government entities.

TRA OBJ 1.3 The County shall utilize FDOT standards as its planning guidelines for determining the operating conditions of its roadways and intersections in determining those projects to be incorporated into the 5-Year Capital Improvements Plan and the 10-Year Transportation Improvement Plan.

TRA POLICY 1.3.1

The minimum levels of service acceptable on roadways within Clay County shall be as stated below. This minimum level of service standards shall be applicable to roadways within the unincorporated County.

	Limited Access SIS and FIHS	Controlled Access SIS and FIHS	Trip Funded Multi-laned Roads	TRIP funded Two Lane Roads	Other State Roads, County Arterials, Minor Arterials, Collectors
Rural Areas	B	B	B	C	D
Transitioning Urbanized Areas, Urban Areas or Communities	D	D	D	D	E
Urbanized Areas over 500,000	D	D	D	D	E

TRA POLICY 1.3.2

For categorization of local and state roads, Non-Intrastate Facilities, the Urbanized Area shall be the area included in the TPO's area and all other areas within the unincorporated County shall be designated as Transitioning.

TRA POLICY 1.3.3

For categorization of Florida Strategic Intermodal System (SIS) roads facilities, the Urbanized Area shall be the area included in the TPO's urbanized boundaries Area for the TPO. Other areas will be classified as Transitioning Urban Areas as defined within the TPO, or Rural for areas within the unincorporated County. The TPO's Transitioning Urban Area will be classified as transitioning and the remainder of the area within the unincorporated County shall be designated as Rural.

TRA POLICY 1.3.4

The County shall make a determination as to a roadway's ability to meet these standards by comparing FDOT or County PM peak hour (and for Intrastate, 24 hour), traffic data with the threshold values contained in the most recent available standards published by FDOT. Other alternative standards approved by FDOT may be utilized to determine alternative maximum service volumes. Upon approval by the County, 2000 Highway Capacity Manual computer analysis techniques may be used to determine the actual LOS. The County must approve all input value assumptions.

TRA POLICY 1.3.5

Each roadway segment failing to meet the adopted level of service standard shall be reviewed and a determination will be made as to whether the segment can be considered "constrained". The level of service standard of roadways designated as constrained shall be maintained.

TRA POLICY 1.3.6

- 1) The following road segments are designated as constrained:
 - a) State Road 21 (Blanding Boulevard): Clay County line to College Avenue
 - b) Doctor's Lake Road: Orange Park town limits to Greenridge Road
- 2) The County, in collaboration with FDOT, shall develop innovative methods to address and improve constrained facilities. The methods will be consistent with the mobility fee plan adopted by the Board on October 27, 2020 and will include, but not be limited to, funding of complete streets and context sensitive solutions as identified in FDOT's Complete Streets Handbook.

TRA POLICY 1.3.7

Variance from the County's base level of service or the State's standard levels of service for the State Highway System shall be permitted under the following conditions:

- 1) **Constrained Facilities:** A roadway facility is classified as a constrained facility when it has begun to operate at less than the adopted level of service and when, for physical, environmental or political reasons the facility cannot be expanded by at least two through-lanes. A constrained facility will be allowed to operate at a level no more than ten percent (10%) of traffic volumes or at no more than three miles per hour (3 m.p.h.) below the average travel speed, whichever is greater, as measured at the time the facility is classified as constrained.

TRA POLICY 1.3.8

The determination of level of service of a roadway segment within Clay County, for the horizon year shall be based on P.M. peak hour volume to capacity ratios identified in the NEFRM analysis for the TPO's 2040 Long Range Transportation Plan Update for Clay County Transportation. The standard for determining network deficiencies is a volume to capacity ratio of 1.

TRA POLICY 1.3.9

Access to minor arterials, major arterials, expressways and collectors shall be limited in the following manner by the County and the Florida Department of Transportation in order to maximize their traffic carrying capacity and safety:

- 1) The functional classification of each roadway segment shall be used as a basis for determining the number of access points allowed and types and extent of traffic flow enhancement measures needed to maintain the capacity; and
- 2) The issuance of access and connection permits to the roadway network shall be limited to the minimum number necessary to provide safe and reasonable access; and
- 3) Deceleration lanes shall be required on designated arterials and collectors; and
- 4) Access points to parcels with frontage along two or more roadways shall be located on the roadway of lower functional classification unless it can be demonstrated in a traffic study submitted to the County that such access restrictions would present a safety hazard, would cause undue congestion or delay on adjacent road facilities, would cause environmental degradation, or would hinder adequate traffic circulation; and
- 5) The number of access and connection points approved shall be, at a maximum, in accordance with the adopted land development regulations.

TRA POLICY 1.3.10

Traffic signalization, roadway signage, and operational capacities shall be designed by the following methods to optimize traffic flow and enhance the levels of service throughout the roadway network. The County shall act upon the following on streets under its jurisdiction as necessary, and shall petition the State for action on its roadways.

- 1) Traffic signals shall be computer-coordinated or fully actuated to effect optimal flow to the maximum extent possible;
- 2) Roadway signage shall conform to the Manual of Uniform Traffic Control Devices (M.U.T.C.D.), latest edition, and provide safe, clear indication of roadway design geometrics, traffic hazards, upcoming roadways, and other applicable standards; and
- 3) Roadway intersection design shall include adequate storage lanes and turning lanes to facilitate movement through intersections.

TRA OBJ 1.4 The County shall utilize uniform criteria to determine which of the County's roadway links are approaching a capacity deficient condition, to evaluate the need for new or improved transportation facilities and to assess the impact of any new or existing facility or land use upon the transportation network.

TRA POLICY 1.4.1

The Institute of Transportation Engineers (I.T.E.) Trip Generation Manual, latest edition, shall be used by the County to determine the number of trips to be produced or attracted to a particular land use when reviewing traffic studies for major developments. Florida or Northeast Florida trip generation rates with documented sources and methodologies may be used if valid and approved by the State and/or County.

TRA POLICY 1.4.2

The County shall utilize County Road System inventory data to help determine the need, timing and funding of road system improvements to be included in the 5-Year Capital Improvements Plan and 10-Year Transportation Improvement Plan to correct capacity deficiencies.

TRA POLICY 1.4.3

The County shall establish a system to work with neighboring jurisdictions to address regional and multi-jurisdictional transportation impacts.

TRA OBJ 1.5 The County shall employ Transportation System Management, complete streets, and context sensitive strategies to protect the right-of-way, improve efficiency and enhance safety, where applicable and appropriate.

TRA POLICY 1.5.1

The County shall optimize the use of existing roadway facilities by employing the most effective operation, maintenance and system upgrading procedures.

TRA POLICY 1.5.2

To prevent the unnecessary or premature expenditure of construction funds to add new through-lanes to roadways that are declining in operational efficiency, the County staff shall investigate alternative improvements and present such findings to the Board of County Commissioners for their deliberations in determining transportation and mobility improvements to be included in the update of the Capital Improvements Plan and the Transportation Improvement Plan.

TRA POLICY 1.5.3

The County land development regulations shall support the operating functional classification of adjacent roadway facilities and enhance the performance of the County's total transportation network through access management, access control, interconnectivity and promotion of transit use.

TRA POLICY 1.5.4

The County shall require the provision of adequate off-street parking for all land uses to avoid the use of roadways as parking areas, thus preserving the capacity of such roadways to carry traffic. However in the interest of pedestrian-friendly design, on-street parking will be allowed along local roads and minor collector roadways within specified areas within the Branan Field Master Plan and Lake Asbury Master Plan areas, or within other areas that utilize the traditional neighborhood development or "village center" design form.

TRA POLICY 1.5.5

Crash records shall be mapped and investigated on a semi-annual basis to determine if improvements to the roadway network are warranted to relieve high crash conditions and to enhance the safety of motorists, bicyclists and pedestrians.

TRA POLICY 1.5.6

The County shall approve only those roadway construction projects for which transportation systems management strategies are neither cost effective nor will maintain or improve the adopted level of service.

TRA OBJ 1.6 The County shall develop a phased implementation program for transportation improvements to maintain the level of service standard adopted.

TRA POLICY 1.6.1

Prepare an annual priority list of County transportation improvements based upon selection criteria including, but not limited to: present and

projected peak hour traffic volumes, function of roadways, existing level of service, future land use characteristics, revenue sources, right-of-way considerations, and safety hazard corrections, for determination of projects to be included in the Capital Improvements Plan and the Transportation Improvement Plan.

TRA POLICY 1.6.2

Ensure proper coordination of all new developments with the public and/or private programming of transportation improvements so that impacts will be mitigated concurrent with the development and its corresponding traffic impacts.

TRA OBJ 1.7 **The County shall minimize right-of-way costs for new or expanded roadway facilities by protecting existing and future rights-of-way from building encroachment.**

TRA POLICY 1.7.1

Provide incentives for dedication of needed future rights-of-way. Utilize appropriate bonuses such as increased density and expedited review to encourage protection of rights-of-way identified on the *Future Traffic Circulation Map*.

TRA POLICY 1.7.2

Maximize arterial capacity by acquiring and/or protecting adequate rights-of-way during the development review process.

TRA POLICY 1.7.3

Ensure provision of adequate rights-of-way for new and expanded intersections, road interchanges, widening, and future mass transit and carpooling facilities through the maintenance of the setbacks established in the Land Development Code.

TRA POLICY 1.7.4

Proposed vacation or closure of existing rights-of-way shall be reviewed based on the following criteria:

- 1) Vacation or closure shall not interfere with any alignment that has been identified on the *Future Traffic Circulation Map* or in the most recent Long Range Transportation Plan of the TPO or any adopted master plan of Clay County.
- 2) Proposed vacation or closure should not preclude construction of an identified greenway, bike trail or sidewalk corridor shown on the Clay County *Bicycle/Pedestrian Facilities Map* or any adopted bicycle/pedestrian master plan of the Clay County.

- 3) Proposed vacation or closure should not interfere with the County's ability to provide for multimodal transportation facilities including: railways, seaports, airports, roadways and transit.

TRA OBJ 1.8 The County shall coordinate the transportation system planning with the development patterns and densities adopted in the *Future Land Use Map* to ensure that the planned transportation system is adequate to accommodate existing and proposed population densities, housing, employment patterns, and land uses.

TRA POLICY 1.8.1

Coordinate land use and transportation plans to maintain adopted levels of service consistent with the Transportation and Capital Improvements Elements.

TRA POLICY 1.8.2

The County shall control and limit access to non-residential uses through residential uses.

TRA POLICY 1.8.3

P.M. peak hour trip generation estimates based on the latest edition of the ITE Trip Generation Report will be required for all proposed developments in order to identify any deficiencies and determine the net impact of the development on the County Road System's level of service.

TRA POLICY 1.8.4

All new projects shall be subject to the requirements of the mobility fee ordinance approved by the Board on October 27, 2020.

TRA POLICY 1.8.5

The County shall support long-range transportation planning to ensure integrated access routes between major transportation facilities, airports, ports, rail or related facilities and other transportation modes.

TRA POLICY 1.8.6

The County shall continue to work with the Clay County Council on Aging and the Jacksonville Transportation Authority to evaluate existing and proposed mass transportation services to ensure that transit lines are centrally located to major trip generators and attractors.

TRA OBJ 1.9 The County shall establish an interconnected multimodal transportation system that provides for the safe, convenient and efficient movement of non-motorized traffic, specifically pedestrian and bicycle accommodations.

TRA POLICY 1.9.1

The County shall continue to enforce of local roadway, sidewalk and parking lot regulations which protect pedestrians from vehicular traffic.

TRA POLICY 1.9.2

Within the Urban Service Area, the County shall require new local streets and all collector roads serving residential areas and nonresidential land uses to include five foot sidewalks within the dedicated right-of-way or an approved alternative pedestrian circulation system.

TRA POLICY 1.9.3

Within the Urban Service Area, all development proposed adjacent to existing roads shall provide a five foot sidewalk from lot line to lot line as part of the development plans.

TRA POLICY 1.9.4

Outside the Urban Service Area, nonresidential development proposed adjacent to existing roads shall provide a five foot sidewalk from lot line to lot line as part of the development plans unless no sidewalks exist within 1,000 feet of the property or unless the Engineering and Public Works Department modifies or exempts the project from the sidewalk requirement.

TRA POLICY 1.9.5

Where intersection construction or improvements are performed, or new driveway connections are made, the County shall require curb-cut ramps where one or more of the rights-of-way contain sidewalks.

TRA POLICY 1.9.6

The County shall develop and maintain a bicycle corridor long-range plan.

TRA POLICY 1.9.7

Designated bicycle lanes shall be built when constructing or reconstructing roads in Clay County and in accordance with FDOT standards. The outside lane of major arterial, minor arterial, and collector roadways, except for residential collector roadways, shall include a 4 foot wide bicycle lane for urban roadways and a 5 foot wide bicycle lane for rural roadways. Construction projects for existing roads shall be reviewed on a case-by-case basis and only under extreme right-of-way width constraints will designated bicycle lanes be excluded from a project.

TRA POLICY 1.9.8

The County shall cooperate with FDOT and adjacent local governments in efforts to develop an interconnected pedestrian and bicycle travel-way network within the County and between Counties.

TRA OBJ 1.10 Establish a combination of primarily physical measures for local streets that alter vehicle driver behavior to reduce the negative effects of motor vehicle use. These measures are intended to increase safety, improve conditions for pedestrian and bicycle use, promote increased transit use, and provide additional street greenery and landscaping.

TRA POLICY 1.10.1

The County shall encourage and develop traffic calming guidelines for any appropriate site development cases where those calming guidelines will help address safety issues.

TRA POLICY 1.10.2

The County shall maintain appropriate design requirements in the land development regulations for residential development to provide for pedestrian and bicycle use.

TRA POLICY 1.10.3

Where appropriate, the County shall encourage transit-oriented developments within the urban areas of the County, and shall accommodate transit use through designated stops, bus bays, etc.

TRA OBJ 1.11 Driveways and areas for the internal circulation of vehicles shall be located, designed, and controlled so as to provide for safe and convenient circulation within the site and safe and convenient access from adjoining streets.

TRA POLICY 1.11.1

Non-residential new development and redevelopment shall provide adequate on-site parking for motorized and non-motorized vehicles based on land use and shall not use on-street parking to meet the requirements of the land development regulations.

TRA POLICY 1.11.2

Parking areas for non-residential development in which paved parking is required shall be designed to provide for safe on-site traffic flow. Traffic control signs shall be provided at all unsignalized entrances and exits where appropriate. All landscape islands located in paved or unpaved parking areas shall be protected by appropriate curbing material.

TRA POLICY 1.11.3

Existing transportation corridors shall be protected by minimizing, to the extent practicable, the number and width of driveway connections by encouraging shared driveways and joint access agreements and adopting driveway width policies. The FDOT Median Handbook, FDOT Driveway Handbook and Access Management Standards and Rules 14-96 and 14-97 shall apply to all State facilities.

TRA OBJ 1.12 The County shall continue efforts to develop strategies that address projected long range transportation deficiencies.

TRA POLICY 1.12.1

The County shall continue to enforce the Goals, Objective and Policies of the Branran Field and Lake Asbury Master Plans that address the impacts of proposed development on the transportation network within each master plan boundary and external to the boundary.

TRA POLICY 1.12.2

All roadway segments identified in the Branran Field Master Plan that have potential for alleviating level of service deficiencies on Blanding Boulevard (S.R. 21) shall continue to be shown on the *Future Traffic Circulation Map* as they are scheduled to be provided as per development agreement or included for construction in the County's Capital Improvements Plan and Transportation Improvement Plan.

TRA POLICY 1.12.3

Those roadway projects in the Lake Asbury Master Plan that have potential for alleviating level of service deficiencies on Blanding Boulevard (S.R. 21) shall continue to be shown on the *Future Traffic Circulation Map* as they are scheduled to be provided as per development agreement or included for construction in the County's Capital Improvements Plan.

TRA POLICY 1.12.4

The County shall pursue transit alternatives to address projected long range level of service deficiencies by working collaboratively with the Jacksonville Transportation Authority's (JTA) to improve connectivity and regional mobility between Clay Transit and JTA services, including regional express services and the First Coast Flyer Bus Rapid Transit Southwest Corridor.

TRA POLICY 1.12.5

The County, with assistance from the JTA, shall identify potential public transportation corridors and work with JTA and Clay Transit in developing a transit system that is more urban in nature to serve the rapidly

developing and developed areas in the northern and middle portion of the County.

TRA POLICY 1.12.6

Through a coordinated effort with the TPO and other local governments, the County shall develop transportation demand management goals and strategies to modify peak hour travel demand and reduce the number of vehicle miles traveled.

TRA POLICY 1.12.7

The County shall make information on the TPO's Cool to Pool rideshare programs available to citizens.

TRA OBJ 1.13 **The County shall facilitate local traffic to use alternatives to the road segments that are part of the Florida Intrastate Highway System to protect its interregional and intrastate function.**

TRA POLICY 1.13.1

The following road segments are on the Strategic Intermodal System (SIS):

U.S. 301: Duval County line to Bradford County line (SIS)

U.S. 17 (emerging SIS)

S.R. 100: Putnam County Line to Bradford County Line (SIS)

S.R. 16 from C.R. 225 to Kingsley Lake Drive (military access SIS)

S.R. 16 from Green Cove Springs to St. Johns County Line (SIS Planned Addition)

C.R. 225 from Bradford County Line to S.R. 16 (military access SIS)

TRA POLICY 1.13.2

Access on all new or widened major collectors and arterials shall be managed and controlled in such a way as to facilitate travel and be viable alternatives to and complement the intrastate system.

TRA POLICY 1.13.3

Synchronization of traffic signals shall occur on all existing major collectors and arterials to reduce the negative impacts of stop and go movements. Clay County shall work with the FDOT and TPO to utilize Intelligent Transportation System (ITS) strategies to provide greater efficiency and cost saving throughout the county's transportation system to the extent feasible.

TRA POLICY 1.13.4

Intersectional improvements shall occur on all existing major collectors and arterials where necessary to reduce the negative impacts of delayed turning movements.

TRA OBJ 1.14 **The County shall support and encourage the use of available commuter and fixed route bus services and shall participate in efforts to expand such services.**

TRA POLICY 1.14.1

The County shall work with the JTA, Clay Transit and TPO to develop improved, effective and feasible bus service.

TRA POLICY 1.14.2

The County, in coordination with JTA and Clay Transit, will determine if there are locations where land to facilitate additional park-and-ride facilities should be acquired to serve commuters using JTA services or carpools.

TRA POLICY 1.14.3

The County will finance their fair share of the park-and-ride and JTA bus service capital and operating expenses on an annual basis as mutually agreed upon with JTA.

TRA POLICY 1.14.4

The County shall encourage the use of available commuter and fixed route bus services by providing its citizens with information about such services.

TRA POLICY 1.14.5

Clay County shall continue to work with JTA, the TPO and FDOT in their plans to consider and implement, if feasible, commuter rail service within the TPO area.

TRA OBJ 1.15 **Support the planning activities of the NEFRC, or the Designated Official Planning Agency if other than the NEFRC, and the operating activities of the Clay County Council on Aging as the designated Community Transportation Coordinator for the County's Transportation Disadvantaged Services.**

TRA POLICY 1.15.1

Support the Clay County Council on Aging, as the local transportation disadvantaged Community Transportation Coordinator, in obtaining state grant money.

TRA GOAL 2 Provide for the coordination of County transportation plans with the plans and programs of other local, state, regional and federal agencies as well as affected groups and organizations.

TRA OBJ 2.1 Transportation improvement requirements shall be coordinated with other affected governmental entities to ensure that the most efficient and cost-effective course of action is followed and that strategies for the area-wide coordination necessary to implement all provisions of this element are developed.

TRA POLICY 2.1.1

Interlocal solutions to the transportation needs and problems of the County shall be accomplished through the coordination of transportation improvements with local, TPO, regional and state plans, and the FDOT Adopted Work Program.

- 1) Coordinating actions or interlocal agreements between local government entities (including the TPO, where applicable) shall be undertaken for the purpose of:
 - a) Addressing the transportation impacts of a development project in one jurisdiction on an adjacent jurisdiction, and of developments overlapping jurisdictions. Determination of the extent of impact should be based upon actual traffic loadings contributed by the project;
 - b) Coordinating or assisting in the development of the transportation element of comprehensive plans;
 - c) Coordinating interagency review procedures, including which activities will be included; and
 - d) Ensuring that transportation planning and programming are continuing and part of the comprehensive planning process in the region.
- 2) Interagency coordination shall be established and maintained through the:
 - a) Determination and designation of transportation corridors of major statewide or regional significance;
 - b) Development of strategies to provide for the orderly and systematic acquisition of rights-of-way, parking facilities, land use, bicycle and pedestrian mobility, transit and intermodal facilities located within the designated corridors;
 - c) Development and operation of transportation facilities and services within the corridors.

TRA POLICY 2.1.2

The County shall work with the TPO in evaluating the effectiveness of all proposed mobility improvements through development of a system of metrics to measure achievement of mobility goals as a result of these improvements.

TRA POLICY 2.1.3

Encourage active participation of citizens, neighborhood groups, and economic interest groups in determining the transportation needs of the County through the Clay County Citizen Advisory Committees (CAC's) and any future Transportation Committee established by the Board.

TRA GOAL 3 The County shall promote plans that minimize adverse impact to the environment from transportation system development and are in compliance with all federal, state and County regulations for environmental conditions on all roadway network facilities.

TRA OBJ 3.1 Locate and design transportation improvements to minimize the acreage of adversely affected jurisdictional wetland areas, minimize direct and indirect impacts on rivers, lakes and streams, and minimize adverse impact on endangered and threatened species, and on species of special concern.

TRA POLICY 3.1.1

The County shall consider wildlife habitat, planned and existing greenway corridors, and environmentally sensitive areas in planning new roadway corridors.

TRA OBJ 3.2 Develop the County transportation network to conform to air quality, water quality, and noise standards.

TRA POLICY 3.2.1

Design new roadways and improvements to existing roadways to meet federal and state standards for air quality, water quality and noise.

TRA POLICY 3.2.2

The County shall minimize on- and off-site erosion during and after road construction through proper facility location, design, construction, inspection, and maintenance practices. Ensure that these practices are consistent with the objectives and policies contained in the Conservation and Future Land Use elements of this Plan.

TRA OBJ 3.3 The transportation network planned for the County should develop in harmony with historical and archaeological amenities.

TRA POLICY 3.3.1

The County shall protect historic sites and culturally or architecturally significant sites from diminishment or destruction due to transportation improvements. The level of protection shall be in a manner consistent with the objectives and policies contained in the Historic Preservation Element of this Plan and the Historic Preservation Overlay District section of the Land Development Regulations.

TRA GOAL 4 Provide for the utilization of all appropriate public and private funding sources available to the County to meet transportation priorities.

TRA OBJ 4.1 The County shall allocate revenues from the local option gasoline tax to be dedicated to maintenance and improvement of the transportation system.

TRA POLICY 4.1.1

The County shall reserve an appropriate portion, as provided in general law, of first local option gasoline tax revenues, for maintenance of existing roadways and drainage facilities.

TRA OBJ 4.2 The County shall continue to investigate and determine feasibility of innovative and County-specific funding mechanisms (including mobility fees, sales tax, bonds, special taxing districts, revenue sharing, private developer funding, etc.) to meet funding requirements for transportation improvements.

TRA POLICY 4.2.1

All new development shall be subject to all terms and conditions in the Mobility Fee Ordinance which is consistent with the requirements of Section 163.3180(5)(i), Florida Statutes.

TRA OBJ 4.3 The County shall continue efforts to procure state and federal funding through appropriations and grants.

TRA POLICY 4.3.1

The County shall utilize existing revenue sources and explore new revenue sources to maximize benefits for transportation improvements.

TRA GOAL 5 Improvements to and operation of airport facilities shall be carried out in a manner which minimizes the impact on the environment and minimizes the conflicts between airport facilities and the area surrounding those facilities.

TRA OBJ 5.1 No obstructions to aircraft operations shall intersect any airport facility's clear zones or the approach, transition, horizontal, and conical surfaces.

TRA POLICY 5.1.1

The County will collaborate with Federal Aviation Administration and other appropriate agencies to manage residential densities and develop construction standards for safety within airport landing and surface areas.

TRA OBJ 5.2 Any improvements to the Keystone Airpark shall be consistent with state and federal permitting requirements, including those under Section 402 of the Clean Water Act and supplemental Section 405 of the Water Quality Act, as well as applicable Water Management District and State regulations for protection of aquifer recharge areas.

TRA POLICY 5.2.1

Additional surface water runoff caused by expansion or improvements at the Airpark shall be subject to applicable stormwater requirements for aquifer recharge areas.

TRA POLICY 5.2.2

New or expanded runways, taxiways, and/or airport buildings and structures shall be sited on the least environmentally sensitive areas and shall mitigate any adverse impact to on-site or adjacent natural resources at the Airpark and be consistent with the Conservation Element of this Comprehensive Plan.

TRA OBJ 5.3 The costs for improvements to the Keystone Airpark and any roadways impacted by its expansion shall be reflected in the budgets of the Federal Aviation Administration (FAA), FDOT's Five-Year Transportation Plan and annual program budget, the TPO's Transportation Improvement Plan, the Capital Improvements Programs of Clay County and the City of Keystone Heights, where appropriate.

TRA POLICY 5.3.1

Approval of expansions to the Airpark shall be subject to all adopted level of service standards and shall be reviewed for maintenance of those standards.

TRA POLICY 5.3.2

The Keystone Heights Airpark Authority, the Clay County Board of County Commissioners and the City Council of Keystone Heights shall meet with the State Legislative and Congressional Delegations to enlist the delegations' support for any funding applications submitted to state and federal agencies such as the FDOT and the FAA. The County will maintain appropriate intergovernmental liaison activities.

TRA OBJ 5.4 **New construction and expansion of operations at the Keystone Airpark shall be coordinated with appropriate federal, state, regional, and local agencies and shall conform to the Comprehensive Plan of Clay County.**

TRA POLICY 5.4.1

Clay County officials shall not allow the commencement of any construction at the Airpark until all required permits have been obtained.

TRA POLICY 5.4.2

Clay County officials shall abide by all other relevant portions of this Plan in supporting any expansion or redevelopment at the Airpark, especially the Future Land Use, Conservation, and Transportation Elements.

TRA POLICY 5.4.3

The Keystone Airpark shall continue to operate within the framework of the Continuing Florida Aviation System Planning Process and the National Plan of Integrated Airports System. Clay County will continue participation in the Continuing Florida Aviation System Planning Task Force Process.

TRA POLICY 5.4.4

Clay County will coordinate new construction and expansion of operations at the Keystone Airpark with the following: The FAA, U.S. Army Corps of Engineers, TPO, NEFRC, Bradford County, City of Keystone Heights, Military Service, FDOT Five-Year Transportation Plan and the Continuing Florida Aviation System Planning Process through continued ongoing coordination and participation in the Northeast Florida Metropolitan Area's Aviation System Plan Steering Committee.

TRA GOAL 6 **Clay County shall incorporate transportation strategies to address reduction in greenhouse gas emissions from the transportation sector.**

TRA OBJ 6.1 Clay County shall continue to seek ways and opportunities to implement strategies regarding reduction in vehicle miles traveled.

TRA POLICY 6.1.1

Clay County shall improve accessibility to job centers and further designate job generating land uses to capture local trips and reduce vehicle miles traveled.

TRA POLICY 6.1.2

Clay County shall guide developments to improve bicycle and pedestrian facilities network such that all significant commercial, employment and recreational centers are accessible via a bikeway and/or pedestrian routes along at least one collector or arterial roadway route serving the center.

TRA POLICY 6.1.3

Clay County shall ensure that existing and new developments are connected by roadways, bikeways, and pedestrian systems that encourage travel between neighborhoods and access to transit without requiring use of the major thoroughfare system.

TRA POLICY 6.1.4

Clay County shall assist in providing public transportation to reduce vehicle-mile-travelled and greenhouse gas production.

TRA POLICY 6.1.5

Clay County shall encourage mixed-use, walkable, location-efficient developments that balance the need for sufficient density to support convenient transit service with the scale of the adjacent community.

TRA POLICY 6.1.6

Clay County shall encourage and plan for alternative modes of travel such as walking, bicycling, and transit.

TRA POLICY 6.1.7

Clay County shall encourage higher density development in appropriate locations for smaller carbon footprint such as Transit-Oriented Developments at a clustered high density format around transit stops.

TRA POLICY 6.1.8

Clay County shall continue to coordinate planning efforts with Jacksonville Transportation Authority, Northeast Florida Regional Council, North

Florida Transportation Planning Organization, and the Florida Department of Transportation to achieve better transportation planning and a higher modal split.

Definitions

COACC Council on Aging Clay County

Development the carrying out of any building activities or mining operation or the making of any material change in the use or appearance of any structure or land and/or the dividing of land into three or more parcels.

FAA Federal Aviation Authority

FDOT Florida Department of Transportation

JTA Jacksonville Transportation Authority

Level of Service (LOS) means an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each public facility.

NEFRC Northeast Florida Regional Council

Public facilities means major capital improvements, including transportation, sanitary sewer, solid waste, drainage, potable water, educational, parks and recreational facilities.

TPO North Florida Transportation Planning Organization (aka MPO)

Appendix

TRANSPORTATION MAP SERIES

Figure 1. 2040 Traffic Circulation Map

Figure 2. 2040 Operating Conditions Deficient Segments Map

Figure 3. 2040 Public Transit System Map

Figure 4. 2040 Bicycle and Pedestrian Map

Figure 5. 2040 Major Trip Generators and Attractors Map

Figure 6. 2040 Ports, Aviation and Rail Map

Figure 1 – 2040 Traffic Circulation Map

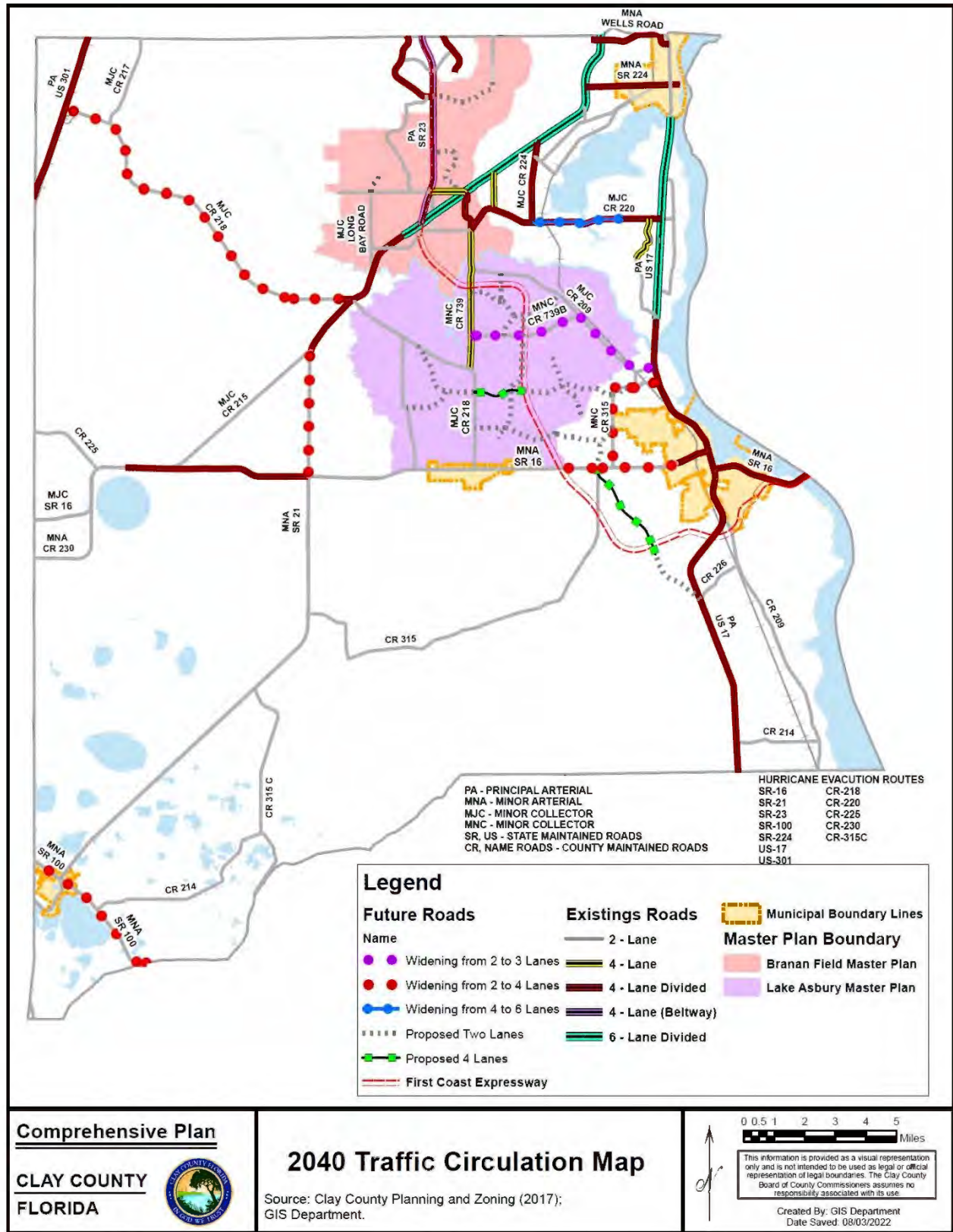


Figure 2 – 2040 Operating Conditions Deficient Segments Map

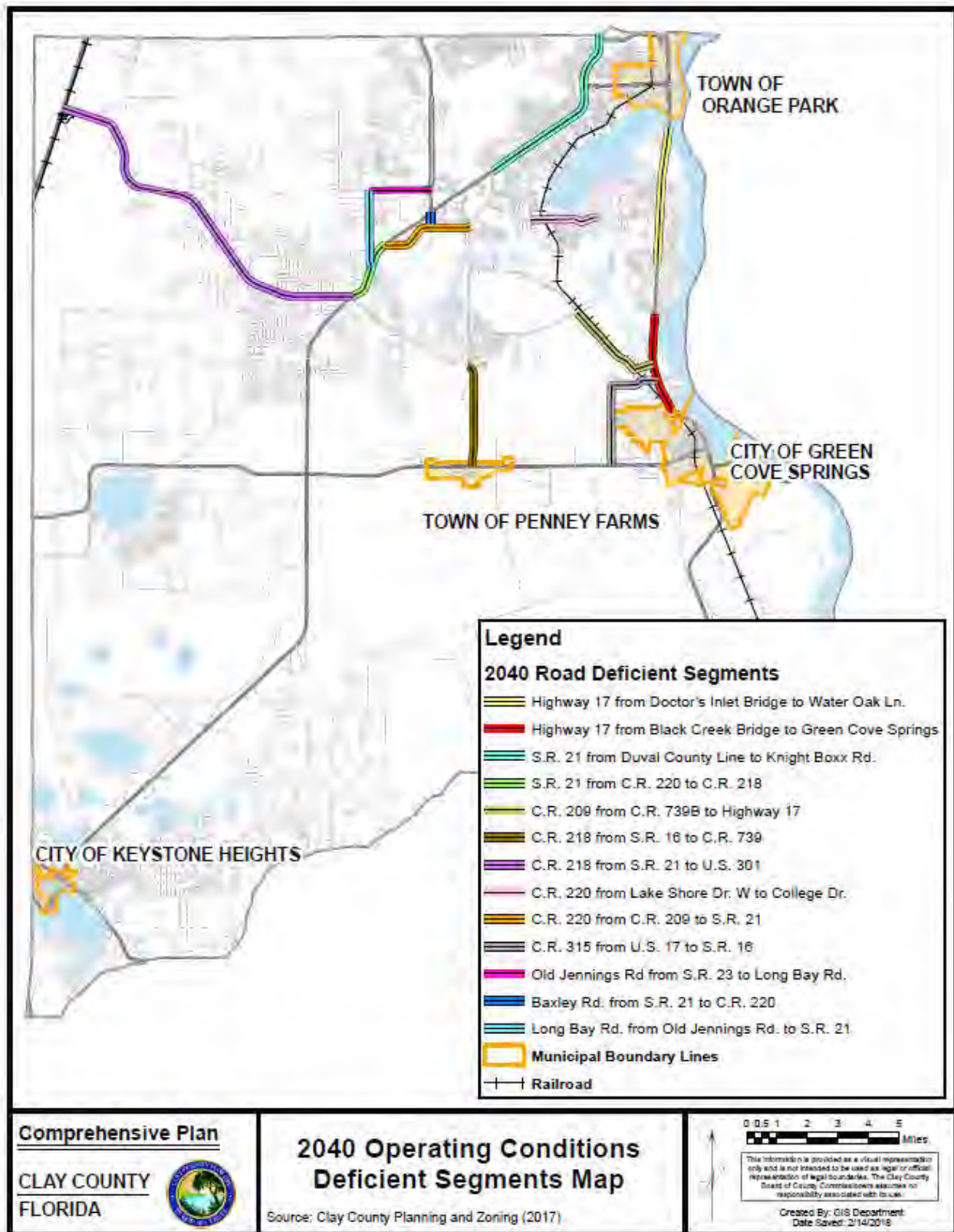


Figure 3 – 2040 Public Transit System Map

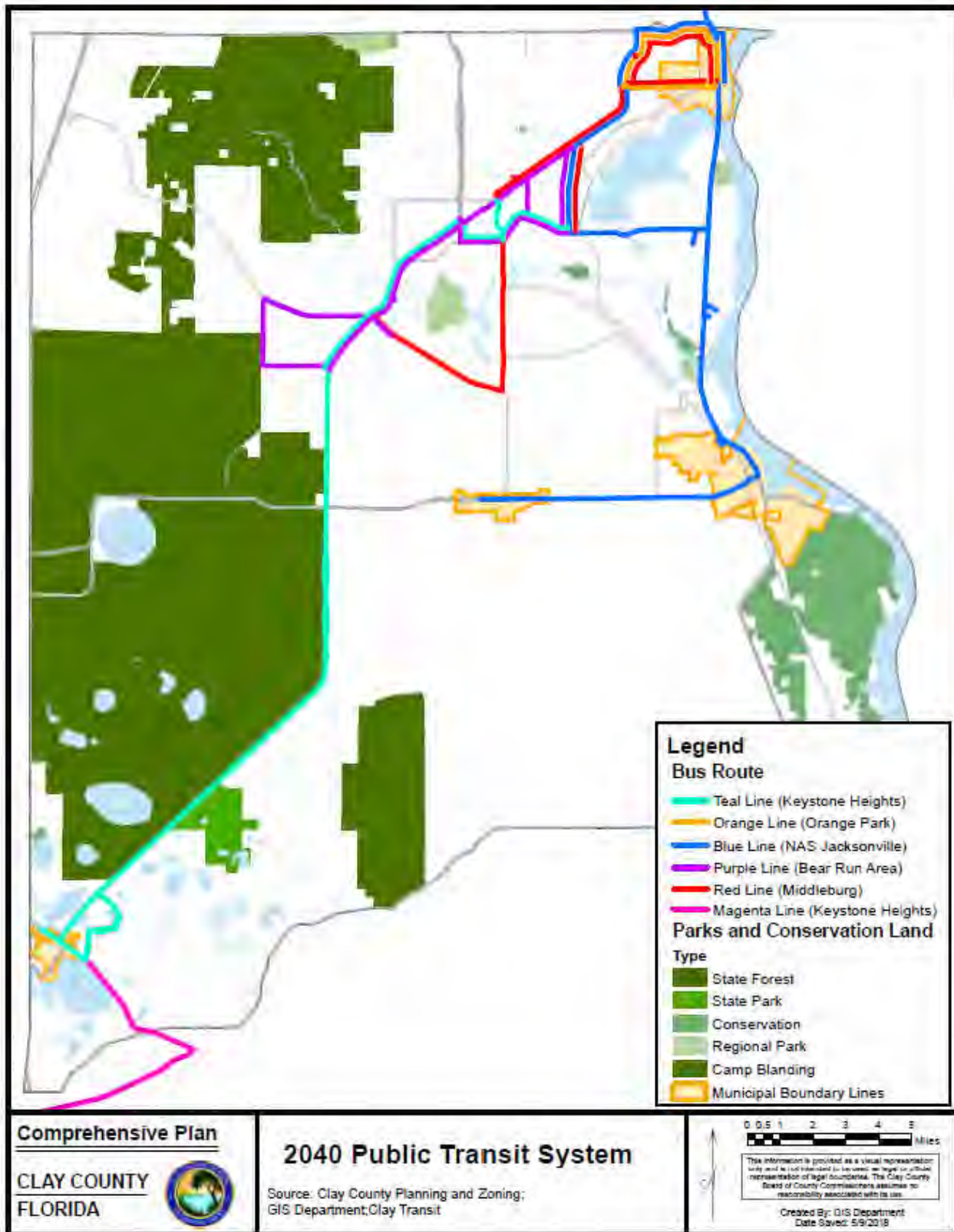


Figure 4 – 2040 Bicycle and Pedestrian Map

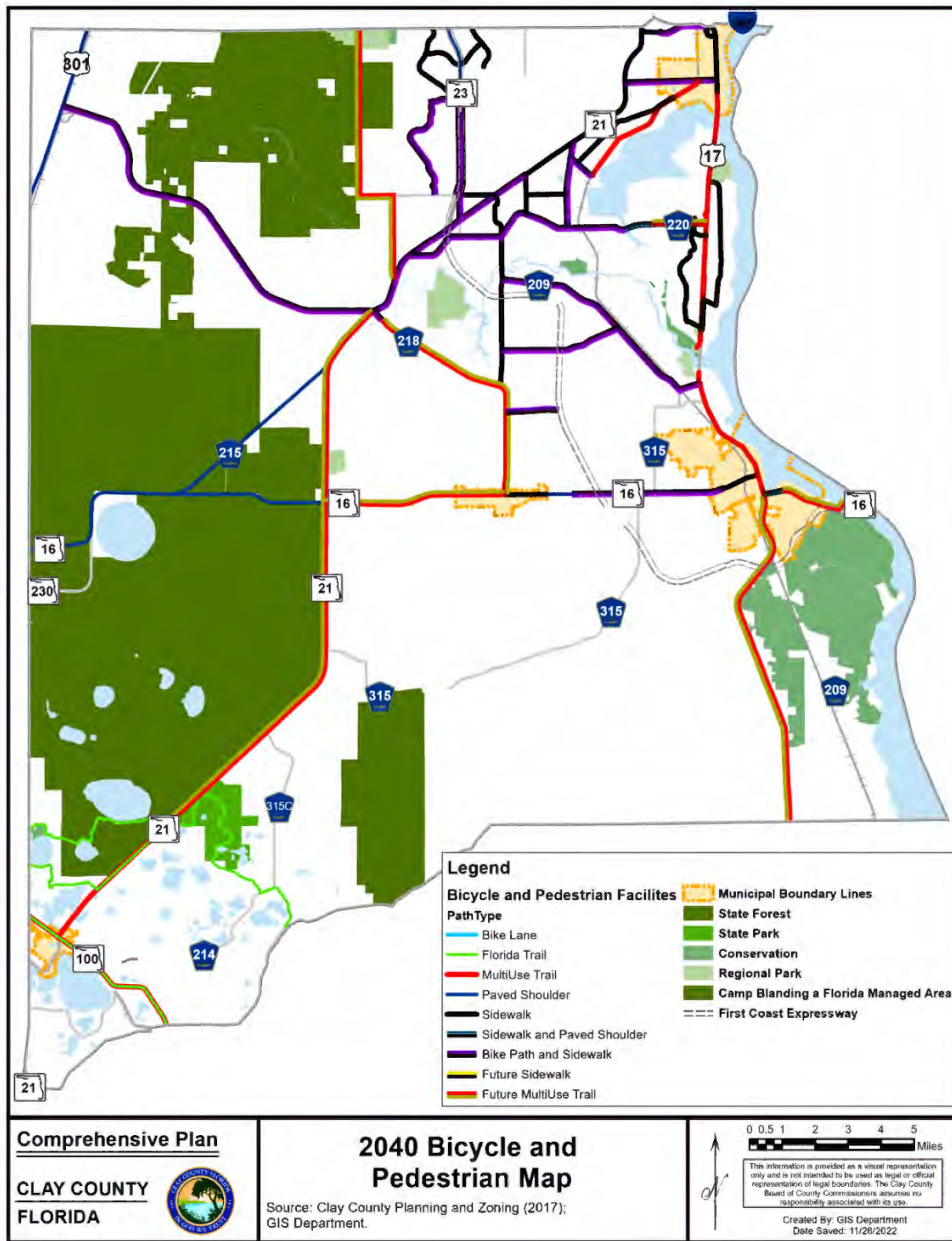


Figure 5 – 2040 Major Trip Generators and Attractors Map

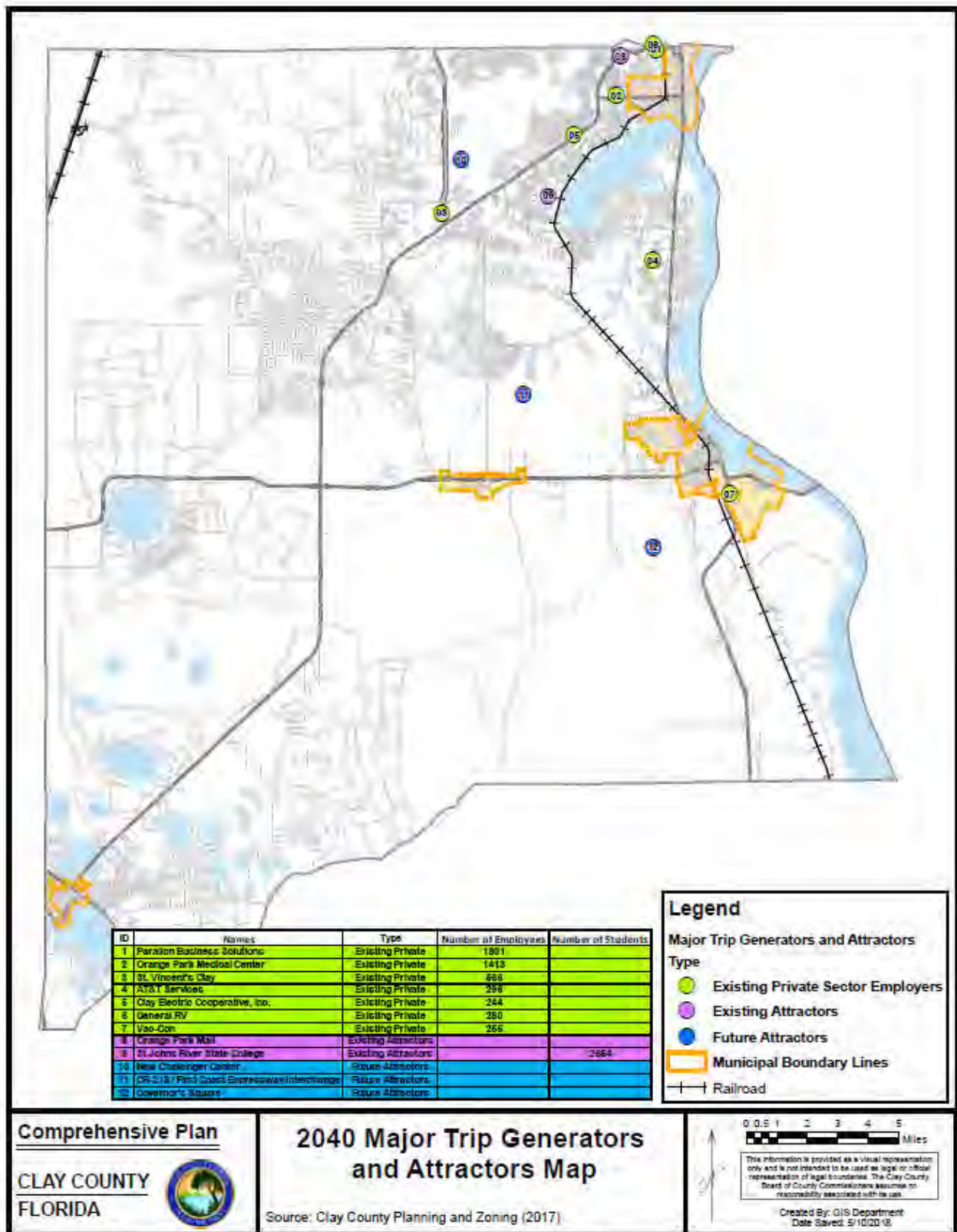


Figure 6 – 2040 Ports, Aviation and Rail Map

