

B. TRANSPORTATION ELEMENT

Goal B.1

The County shall provide countywide coordination and planning to achieve a balanced transportation system which consists of both public and private transportation networks and which provides for the safe and efficient movement of goods and people, including the transportation disadvantaged.

Objective B.1.1

Level of Service Standards

The County shall maintain Levels of Service standards based on data and analysis for all roadway segments within the major roadway network.

Policies

B.1.1.1 Peak Hour Level of Service Standards. The established level of service standards during the peak hours shall be set forth below and in Policy B.1.1.2 and Policy B.1.1.3. Roadway Level of Service shall be determined by acceptable methodologies.

Minimum Acceptable Level of Service Standards

Florida Intrastate Highway System: The Peak Hour Level of Service Standards for the Florida Intrastate Highway System shall be as set forth in Rule 14-94, Florida Administrative Code, as updated, except as modified by mutual agreement of the Florida Department of Transportation and St. Johns County. The least stringent standard available pursuant to any such modification is the established level of service.

All other roadways:

Rural Area	C
Transitioning, Urban Area or Community	D
Urbanized Area	D

Exceptions to the standards adopted herein, which represent an adequate level of service standard for each of the listed segments, shall apply as follows:

Roadway Segment	Level of Service
US 1 Wildwood Dr. to St. Aug. City Limits	E*

CR 214	Holmes Blvd. to US 1	E
11 th Street	SR A1A to A1A Beach Blvd.	C
16 th Street	SR A1A to A1A Beach Blvd.	C
A Street	SR A1A to A1A Beach Blvd.	C
Pope Road	SR A1A to A1A Beach Blvd.	C

*Shall be evaluated at the time of six lane construction of this corridor to bring the LOS to adopted standard.

B.1.1.2 Constrained Roadway Segments. The inventory of roadway segments which cannot be expanded by two or more through lanes because of physical, environmental, or policy constraints shall be follows:

Roadway	Segment
CR 214 (W. King St.)	Holmes Blvd. to US 1
SR A1A	Flagler Co. Line to SR 206
SR A1A	St. Augustine City Limits to Mickler Rd.
SR A1A	CR 210 (Palm Valley Rd.) to Duval Co. Line
SR 13	CR 16A to Roberts Rd.
Masters Dr./Palmer St.	CR 214 to SR 16
CR 210 (Palm Valley Rd.)	Mickler Rd. to SR A1A
CR 210A (Roscoe Blvd./Solana Rd.)	CR210 (Palm Valley Rd.) to SR A1A
International Golf Parkway	Within Twelve Mile Swamp

The level of service for constrained roadways shall be maintained. For roadways in the urbanized area, maintained means that any constrained facility will be allowed to operate at levels that do not exceed a ten percent increase in peak hour traffic volumes or a ten percent decrease in peak hour operating speeds, once the level of service for the constrained roadway is at or below the adopted level of service standards in Policy B.1.1.1. Constrained roadway segments for which maintained means a maximum increase of ten percent in peak hour traffic volumes or ten percent decrease in peak hour operating speeds are:

SR 13	Greenbriar Rd. to Roberts Rd.
CR 210 (Palm Valley Rd.)	Mickler Rd. to SR A1A
CR 210A (Roscoe Blvd.)	CR 210 to TPC Blvd.
SR A1A	CR 210 (Palm Valley Rd.) to Duval Co. Line

For St. Johns County roadways not in the urbanized area, maintained means that any constrained facility will be allowed to operate at levels that do not exceed a five percent increase in peak hour traffic volumes or a five percent decrease in peak hour operating speeds, once the level of service for the constrained roadway is at or below the adopted level of service standards in Policy B.1.1.1. Constrained roadway segments for which maintained means a maximum increase of five percent in peak hour traffic volumes or a five percent decrease in peak hour operating speeds are:

CR 214 (W. King St.)	Holmes Blvd. to US 1
SR A1A	Flagler Co. Line to SR 206
SR A1A	St. Augustine City Limits to Mickler Rd.
SR 13	CR 16A to Greenbriar Rd.
Masters Dr./Palmer St.	CR 214 to SR 16
International Golf Pkwy.	Within Twelve Mile Swamp

B.1.1.3 Backlogged Facilities. The inventory of backlogged facilities is comprised of those roadways operating below the adopted level of service standard at the time of plan adoption and are not designated as constrained.

The adopted level of service standard of roadways designated as backlogged shall be maintained. Maintained in the rural area means that any backlogged facility will be allowed to operate at levels that do not exceed a five percent increase in peak hour traffic volumes or a five percent decrease in travel speed. Maintained in the urbanized area means that any backlogged facility will be allowed to operate at levels that do not exceed a ten percent increase in peak hour traffic volumes or a ten percent decrease in travel speed.

B.1.1.4 The County shall continue to enforce the provisions of the Concurrency Management System. The County shall review and revise the Concurrency Management System as needed.

B.1.1.5 The County shall continue to use the results of the C.R. 210 and North-South Arterial Corridor, now known as St. Johns Parkway, studies in determining right-of-way acquisition needs in the Northwest Sector.

Objective B.1.2
Transportation Management Systems

St. Johns County shall continue to maintain a safe and efficient roadway network by implementing the concurrency management system and implementing maintenance and operations improvements through various programs.

Policies

- B.1.2.1 Pavement Management System. The County shall continue to implement its pavement management system to insure that all paved roadways are maintained in safe condition for motorists and bicyclists.
- B.1.2.2 Traffic Operation Improvements. Traffic operation improvements such as traffic signals, turn lanes, service roads, signing and pavement marking shall be undertaken when warranted to improve the safety and efficiency of the existing roadway network.
- B.1.2.3 High Accident Locations. Accident records shall be investigated on a regular basis to determine necessary improvements to the roadway network which are warranted to relieve high accident conditions and to enhance the safety of motorists, bicyclists, and pedestrians.
- B.1.2.4 Bridge Maintenance System. The County shall continue to implement its bridge maintenance and rehabilitation system to ensure safe structural condition and compliance with all applicable FDOT standards.
- B.1.2.5 Traffic Impact Analysis. To maintain an acceptable Level of Service (LOS) all major developments shall be required to complete an appropriate traffic impact analysis as part of the development review process as required by the Land Development Regulations (LDRs).
- B.1.2.6 Development Agreements. The County shall allow for the negotiation in development agreements of a proportionate share cost of the development for the construction of one or more capacity improvements on the Major Roadway Network necessary to serve the development. At the time a development order or permit is issued, the necessary facilities and services shall be subject to a binding executed agreement which requires the necessary facilities and services to service the new development to be in place or under construction no more than three years after the issuance of a certificate of occupancy for the portion of development impacting one or more deficient roadway segments. The proportionate share payment shall be applied to the project cost of one or more capacity improvement projects in the development's impact area. The development agreement shall specifically require the payment of the proportionate share prior to the issuance of

any building permits for the development. The proportionate share payment shall be calculated for all roadways within the development's impact area that are projected to be operating below the adopted level of service standard with development traffic as follows:

$$\begin{array}{rcccl}
 \text{Proportionate} & & & & \text{Project Trips} \\
 \text{Share} & = & \text{Construction costs of} & & \text{Adopted LOS} \\
 & & \text{roadway improvements} & \times & \text{Improved Service} \\
 & & \text{to attain acceptable LOS} & & \text{Volume} \\
 & & & & \text{--} \\
 & & & & \text{Adopted LOS} \\
 & & & & \text{Existing Service} \\
 & & & & \text{Volume}
 \end{array}$$

In no instance shall the proportionate share payment be less than the transportation impact fee in existence at the time of the project development order. The proportionate share payment will be credited against payment of transportation impact fees. Pursuant to Florida Statute, the transportation impact fee credit may be reduced up to 20% based on the percentage of capacity utilized by the proposed development traffic.

Objective B.1.3
Transportation Improvement Plans

The County shall develop a future roadway network which is consistent with the Future Land Use Map, consistent with the Schedule of Capital Improvements, and coordinated with the Federal, State, regional and local transportation planning departments and agencies and with the plans of adjacent jurisdictions.

Policies

- B.1.3.1 The County shall include transportation improvements on its Five Year Schedule of Capital Improvements.
- B.1.3.2 St. Johns County shall on an annual basis evaluate, rank, and add proposed roadway improvements as feasible to the Projected Roadway Improvement Needs and Five Year Schedule of Capital Improvements and based on the following guidelines:
- (a) The project is needed to protect the public health and safety or fulfill the County's legal commitment to provide facilities and services.
 - (b) The project is needed to preserve or achieve full use of existing facilities; promote efficient use of existing facilities; or, prevent or reduce maintenance or improvement costs.
 - (c) The project is needed to provide service to developed areas lacking full service; or, promote in-fill development within existing urbanized areas.
 - (d) The project is needed to provide service to development areas consistent with the Future Land Use and Traffic Elements of the Plan or to provide service to areas which may be approved as amendments to the Land Use and Traffic Element of the Plan.
- B.1.3.3 Transportation Impact Fees. All future development shall be assessed equitably for the cost of roadway improvements to serve development areas pursuant to the provisions of the applicable impact fee ordinance. The County will review the adequacy of the impact fee schedule on a regular basis, not to exceed every five years. The County will continue to work with municipalities to develop interlocal agreements/joint planning agreements for implementation of impact fees within the municipalities.
- B.1.3.4 The County shall continue to implement its development review procedures ensuring that all development proposals are reviewed prior to receipt of construction approval to insure consistency with the objectives and policies of the Comprehensive Plan and Land Development Code.

B.1.3.5 The County shall continue to enforce its Land Development Code to control connections to roadways through access management strategies, that control strip development, encourage access control, encourage interconnectivity between developments, and promote transit use.

B.1.3.6 The County shall require all new or improved transportation facilities be constructed to County standards. The County requires transportation facilities be brought up to standard prior to development of unincorporated lands.

B.1.3.7 The visual and functional characteristics of streets are important in the design of the community. The design principles are:

- Streets should be designed as public open space.
- Streets should be designed to accommodate a mix of travel modes including vehicles, bicycles, transit, and pedestrians.
- Streets should be designed holistically, considering the pavement, curbing, bikeways, pedestrian ways, lighting, signs, front yard setback areas, and building facades.

Objective B.1.4
Right of Way Protection

The County shall continue to implement its program for protection and acquisition of rights-of-way for the major roadway network to ensure continuity of the roadway network and to protect existing and future roadway network depicted in the Traffic Circulation Plan from development and other encroachments.

Policies

- B.1.4.1 St. Johns County shall maintain its right-of-way permitting process to protect the existing rights-of-way from encroachment and detrimental construction activity.
- B.1.4.2 St. Johns County shall maintain its development review process to identify where proposed development may encroach on future right-of-way requirements. As permitted by applicable law, the County shall negotiate for dedication or reservation of necessary rights-of-way along major transportation corridors.
- B.1.4.3 St. Johns County shall establish minimum right-of-way requirements consistent with those adopted in Table B-15 of the Transportation Element for new roadway construction which will accommodate existing and future traffic demands.
- B.1.4.4 St. Johns County shall designate regional corridors consistent with the Traffic Circulation Plan where advanced acquisition of right-of-way or right-of-way preservation strategies established in a transportation corridor management plan may be desirable to protect future transportation corridors.
- B.1.4.5 St. Johns County shall continue to implement its Land Development Code to provide for acquisition, reservation, or preservation of right-of-way in advance of road construction.
- B.1.4.6 The County shall discourage any transfer of roadways to the County’s jurisdiction unless the roadways are improved to meet County established operation level of service, current design standards, and are accompanied by a commensurate level of operating funding during the first three years of transfer.

Objective B.1.5
Bicycle and Pedestrian Facilities

The County shall, through coordination with FDOT and municipal governments, as necessary, encourage, provide, or require bicycle and pedestrian ways for the safe integration of bicycle and pedestrian movement on selected segments of the roadway network, within public facilities, commercial development, residential areas, recreational facilities, and within other areas that allow access.

Policies

- B.1.5.1 The County shall consider a Bicycle Facilities Route Map which shall designate those roadway facilities within the County for safe bicycle use.
- B.1.5.2 The County shall continue to implement its Land Development Code to provide for bicycle and pedestrian paths and sidewalks on all new collector roads and collector roads planned for improvement.
- B.1.5.3 **Bicycle Safety.** The County shall coordinate with and encourage the St. Johns County Board of Education to implement a curriculum of Traffic Safety & Education, which shall emphasize bicycle safety in all County elementary and middle schools; shall encourage compliance with and require the enforcement of existing bicycle laws; and shall support programs that promote the use of helmets by cyclists.
- B.1.5.4 The County shall continue to implement standards, design and construct facilities and features, including wider paved roadway shoulders and roadway stabilization provisions, to accommodate bicycle and pedestrian use, where feasible.
- B.1.5.5 The County shall continue to implement its Land Development Code to accommodate bicycles for the following types of project:
 - (a) Construction, reconstruction, and resurfacing projects on all County arterial and major collector roadway projects unless:
 - (1) It would be contrary to public safety;
 - (2) The costs would be excessively disproportionate to the need or probable use; or
 - (3) In areas where other available means or factors indicate the absence of need (such as existing bike paths).

- (b) Construction, reconstruction, and resurfacing projects on all arterial and major collector roadway projects performed by developers as a result of a negotiated development order to ensure that the provisions for bicycle facilities are followed.

The County shall continue to coordinate these requirements with applicable municipal governments, FDOT, and other applicable transportation agencies in establishing continuity in bike trails.

- B.1.5.6 The County shall provide for the maintenance of pedestrian and bicycle travel ways located on County facilities and cooperate with FDOT and adjacent local governments in efforts to develop a systematic pedestrian and bicycle travel way network within the County and between adjacent Counties.
- B.1.5.7 The County shall continue to enforce its land development regulations that require developments to provide bicycle paths and lanes, pedestrian travel ways, sidewalks, and greenways in order to provide for alternative travel and recreational opportunities.
- B.1.5.8 The County shall consider alternatives to paved bike lanes and sidewalks on high speed highways, along scenic highways and in areas of extensive old growth tree canopy, along the Intracoastal Waterway, St. Johns River, and narrow roadways that may lead to small communities. Alternatives shall provide similar bike and pedestrian travel that also protect the quality and character of the area.

Objective B.1.6
Transportation and Land Use

All residential, non-residential, and planned unit developments shall provide a transportation circulation system which: provides safe access to the major roadway network; provides for proper design of local and collector streets within such development; and otherwise supports the objectives and policies of the Future Land Use and Transportation Elements of the Plan.

Policies

- B.1.6.1 Mix of Uses. The County shall encourage mixed-use developments in designated development areas within the County to provide for an adequate mix of residential and non-residential uses.

- B.1.6.2 To reduce trip lengths, reduce the demand for vehicular travel, and discourage urban sprawl, the County shall adopt and enforce land use policies, standards, and regulations that increase the County's retail and employment activities, promote high intensity mixed use developments which include the requirements for multifamily housing including affordable housing, and provide convenient shopping adjacent to residential neighborhoods.

- B.1.6.3 The County shall adopt and enforce policies, standards, and regulations that encourage reduced parking requirements within mixed use centers and development corridors. The County shall, from time to time, evaluate and modify its land use policies, standards, and regulations to establish parking ratio maximums for mixed use centers and development corridors.

- B.1.6.4 Circulation within and between Developments. The County shall, where feasible, ensure that development includes internal automobile circulation, bicycle use, pedestrian movement, multi-purpose greenway trails, including paved and unpaved, as appropriate, and other features to minimize the use of the major roadway network; and still make provisions for public road, public bikeway, and pedestrian access to the adjoining properties.

- B.1.6.5 Consistency with Transportation System. The roadway and circulation systems of proposed developments shall be developed in a manner consistent with the objectives, policies, and standards of the Future Land Use and Traffic Elements in this Plan, and the Future Traffic Circulation Map, consistent with site plan review requirements adopted in the County land development regulations.

- B.1.6.6 The County shall continue to implement its access management standards and procedures adopted in County Land Development Code to ensure that development provides safe access to the major roadway network.

- B.1.6.7 The County shall utilize appropriate modeling data, as available, to assist in developing transportation priorities and schedules to better establish a linkage between future land use and transportation comprehensive plan decisions.
- B.1.6.8 St. Johns County shall evaluate residential development orders for impacts on evacuation routes and require mitigation for any project which utilizes 10% or more of the adopted level of service standard from the regional evacuation routes identified in the latest Regional Hurricane Study.
- B.1.6.9 The County shall give higher priority in the Capital Improvement Program to improvements to those roadways which function as evacuation routes as identified in the latest Regional Hurricane Study.
- B.1.6.10 The County shall require tree plantings, where practical, for both new and existing roads to provide screening, beauty, natural environment protection from roadway runoff, reduction in summer heat, and reduction in greenhouse gas emissions. Existing trees defined as Protected by the Land Development Code shall be protected during road construction, improvement, and maintenance, as required by the Land Development Code.
- B.1.6.11 The County shall support the aesthetic enhancement and environmental protection of existing and new roads by encouraging the use of native vegetation and maintaining natural ground cover, canopy, and understory where new roads are constructed.
- B.1.6.12 The County shall require that infrastructure improvements, construction, and work within the right-of-way of designated scenic roads and highways shall be designed to protect the scenic character of the road.
- B.1.6.13 The County shall require the use, where feasible, of wildlife crossings or underpasses, designed to permit and encourage the movement of wildlife wherever a road, lane, path, or bridge impacts such movement, especially on or over streams, ravines, wetlands, preservation areas, and buffers. The crossings shall allow room for wildlife to pass without being interfered with, injured, or threatened by vehicular and pedestrian traffic. Crossings and passes should be large enough that high waters do not impair the movement of wildlife.
- B.1.6.14 The County shall consider Significant Natural Communities as defined in the Land Development Code, Listed Species, wildlife habitat, planned and existing wildlife corridors, and environmentally sensitive areas in planning new roadway corridors to minimize the impacts of roadway construction, traffic flow, and maintenance.

- B.1.6.15 By 2012, in conjunction with Policy E.2.2.8, the County shall study and prepare feasible construction design standards for wildlife crossings to be incorporated into the Land Development Code.
- B.1.6.16 The County recognizes CR 13 as a scenic, environmental, and cultural resource, which includes along its boundary the St. Johns River, wetlands, segments of old growth trees with extensive canopy, and segments of established residential development. The County shall protect CR 13 as a unique roadway and seek reasonable alternatives to any project that would result in negative impacts to the quality of this scenic corridor; to the environmental quality of the St. Johns River and wetlands that border the roadway; or to the character and pedestrian safety of the existing residential segments that border the corridor. It is the intent of this policy that CR 13 be limited to two (2) through travel lanes in all areas other than within one half (½) mile of intersections experiencing measurable safety or congestion problems. The County recognizes there are portions of CR 13 where traffic safety improvements may be required. In such cases, the County shall specifically consider and minimize any adverse impacts to the scenic, environmental, and cultural aspects of the corridor and balance these considerations with the need for traffic safety improvements. Any road improvement projects proposed along the CR 13 corridor will be presented to the affected communities by means of public meetings and notifications will be issued under the provisions of the Neighborhood Bill of Rights (NBR).

Objective B.1.7
Coordination With Other Transportation Agencies

The County shall continue to coordinate transportation activities with federal, state, regional, local agencies and local governments, having planning and implementation responsibilities for highway, mass transit, bicycle, multi-purpose greenways, multi-modular transportation alternatives, railroad, air, and other transit facilities by implementing actions specified in the corresponding policies.

Policies

- B.1.7.1 The County shall maintain its representation on the North Florida Transportation Planning Organization (TPO) to ensure transportation improvements and actions which are within the boundaries of the TPO are coordinated with the plans, programs, and policies of the County. The County will work with the TPO in determining any extensions to the TPO boundaries as a result of the 2010 Census.
- B.1.7.2 The County, as a member of the North Florida TPO Technical Advisory Committee, shall provide technical assistance in the development of the Long Range Transportation Plan. The County shall review all updates of the Long Range Transportation Plan and consider amendments to the County Comprehensive Plan, as necessary, to ensure consistency with the TPO Long Range Plan and inform the TPO of any inconsistencies and work with the TPO staff in resolving inconsistencies. The Northeast Florida Regional Council conflict mediation process will be utilized for any inconsistencies that cannot be solved through negotiation.
- B.1.7.3 The County shall continue to work with the North Florida TPO and FDOT as necessary in developing future population and employment projections by Traffic Analysis Zones (TAZs) for use in transportation modeling.
- B.1.7.4 St. Johns County shall coordinate the multi-purpose greenways with the appropriate federal, state, regional, and local agencies, for future funding of potential and future road work improvements utilizing the Greenway, Blueway & Trails Master Plan as a guide.
- B.1.7.5 St. Johns County shall coordinate with the St. Augustine Port, Waterway and Beach District and the Florida Inland Navigation District to ensure adequate surface transportation access to waterways for recreational and commercial opportunities.

**Objective B.1.8
Transportation Disadvantaged Services**

Support continued operation of the County’s transportation disadvantaged services by coordinating and supporting the planning activities of the Northeast Florida Regional Council and the operating activities of the St. Johns County Council on Aging as the designated Community Transportation Coordinator in St. Johns County.

Policies

B.1.8.1 As a member of the Local Coordinating Board, the County will participate in the Northeast Florida Regional Council’s annual evaluation of the Community Transportation Coordinator as well as the annual update of the Transportation Disadvantaged Service Plan.

B.1.8.2 The County shall continue to support the St. Johns County Council on Aging as the local transportation disadvantaged Community Transportation Coordinator in obtaining state grant money by supporting the provision of local matching funds.

B.1.8.3 The County shall continue as the designated recipient of Federal Transit Administration funding to support the Community Transportation Coordinator in providing Transportation Disadvantaged services.

B.1.8.4 Minimum Level of Service Standards are established for transportation disadvantaged services provided within the County as follows:

Transportation Service	Minimum Level of Service
Disadvantaged Transit Service	95,000 one-way trips per year

Objective B.1.9
Public Transit Service

St. Johns County will develop public transportation services that address mobility needs of transit dependent customers and encourage the use of public transportation by all residents of St. Johns County and municipalities within.

Policies

- B.1.9.1 The County shall work with the Jacksonville Transportation Authority on the results of the public transit study and its feasibility to St. Johns County and its municipalities and to determine the extent to which public transit, paratransit, and ridesharing is feasible for the County.
- B.1.9.2 The County shall insure Future Land Use Maps support the development of public transit service.
- B.1.9.3 The County shall continue to cooperate with the Jacksonville Transportation Authority in examining the potential for public transit service within the northern half of the County.
- B.1.9.4 The County shall promote transit in new development by including provision of bus pullouts and paved areas for shelters, where applicable. These requirements shall be mandatory in Developments of Regional Impact. The County shall develop standards for public transit facilities in non-DRI developments.
- B.1.9.5 The County shall establish requirements for park and ride facilities in major developments that provide access to transit facilities.
- B.1.9.6 The County shall develop policies and standards that will provide access to public transit through the use of bicycle and pedestrian systems and park and ride lots.
- B.1.9.7 The County shall address the need to provide safe pedestrian and bicycle access to commercial generators and attractors from transit facilities located on public access roads.
- B.1.9.8 St. Johns County shall continue to seek available funds authorized by Federal Transportation Acts as well as required matching funds to meet public transportation needs.
- B.1.9.9 The County shall conduct yearly surveys to evaluate and accommodate public transit needs.

- B.1.9.10 The County shall coordinate with FDOT and North Florida TPO to incorporate transit design and amenities when roadway improvements are made to state, county, and local road segments.
- B.1.9.11 The County shall strive to improve transit routes by minimizing headways.
- B.1.9.12 The County shall develop a system and standards whereby the cost of providing transit service to large developments can be offset by developer's contributions.

Objective B.1.10
Transit Services Coordination

Coordinate transit plans and programs within St. Johns County.

Policies

- B.1.10.1 The County shall work with the Northeast Florida Regional Planning Council, the St. Johns County Council on Aging as the Community Transportation Coordinator, jurisdictions within the County, and neighboring jurisdictions including the Jacksonville Transportation Authority, in coordinating any transit plans and programs.

- B.1.10.2 The County will continue to participate as a member of the Northeast Florida Mobility Coalition and participate in the development of the goals and objectives of the Northeast Florida Mobility Plan developed by the Coalition.

- B.1.10.3 St. Johns County will continue to participate as a member of the First Coast Intelligent Transportation System coalition and support the goals and objectives of the First Coast Regional Intelligent Systems Master Plan.

Objective B.1.11
Implementation of Florida Aviation System Plan Recommendations

The St. Augustine Airport will continue to be a reliever airport for Jacksonville International Airport and the County will work within the Continuing Florida Aviation Systems Planning Process (CFASPP) in efforts to site a new regional airport to serve the St. Johns County, Clay County, and southern Duval County area.

Policies

- B.1.11.1 Encourage improvements in existing runways and taxiways to assure safety and efficiency of operations, such as strengthening and widening pavements, and upgrading of navigational aids, as specified in the St. Augustine Airport Authority Master Plan.

- B.1.11.2 Assist in any feasibility study for another airport to serve the three county area of St. Johns, Clay, and Duval Counties.

Objective B.1.12
Airport Compatibility

The County shall ensure that all new development is consistent and compatible with the Airport District Future Land Use Map designation and the St. Augustine Airport through the implementation of the Land Development Code.

Policies

- B.1.12.1 The County shall continue to implement the standards and procedures established in the Land Development Code to ensure that incompatible land uses shall be restricted from accident and noise zones surrounding the airport.
- B.1.12.2 Tall structures, such as high-rise buildings and communication towers, shall not be allowed within areas which are designated in accordance with existing and proposed flight patterns and airfield safety criteria.
- B.1.12.3 The County shall review updates to the St. Augustine Airport Master Plan and Noise studies as may be completed and shall, as necessary or appropriate, amend the Comprehensive Plan and Land Development Code as applicable to be consistent with these documents to restrict future construction which is unsafe and incompatible with aviation activities.
- B.1.12.4 The County shall coordinate planning efforts for future aviation transportation consistent with State, regional, adjacent county and municipal transportation plans.

Objective B.1.13
Transportation Corridors

The County shall maintain the integrity of existing roadway and railway corridors for possible transportation or other linear uses, where possible and practical.

Policies

- B.1.13.1 The County shall review all proposals to abandon existing transportation corridors to determine whether the corridor should be preserved for future transportation or utility purposes; and, where such preservation is appropriate, work with agencies as necessary to take action to protect and preserve the corridor and establish it as a greenway, pedestrian trail, or recreational bicycle trail.

- B.1.13.2 The County shall participate in the planning and support of future rail transit studies and programs to serve the County if such activities are undertaken by Florida Department of Transportation, the Northeast Florida Regional Council, the North Florida TPO, or the Jacksonville Transportation Authority through the provision of appropriate data, resources, and staff assistance.

- B.1.13.3 The County shall cooperate with FDOT in the conversion of the abandoned rights-of-way for conversion to recreational bicycle trails.

Objective B.1.14
Coordination of Aviation and Surface Transportation

The County shall coordinate aviation activities and plans to ensure that access to the St. Augustine Airport is integrated with surface transportation.

Policies

- B.1.14.1 The County shall ensure that adequate surface transportation access to the Airport is maintained when providing priorities for development of the Florida Department of Transportation Five-Year Work Program updates, or other surface transit studies conducted by FDOT, the Northeast Florida Regional Council, the North Florida TPO, or the Jacksonville Transportation Authority, through staff participation in any Technical Coordinating Committees and the provision of available data and resources.

- B.1.14.2 St. Johns County shall coordinate with the Airport Authority to establish formal communication and coordination of planning efforts.