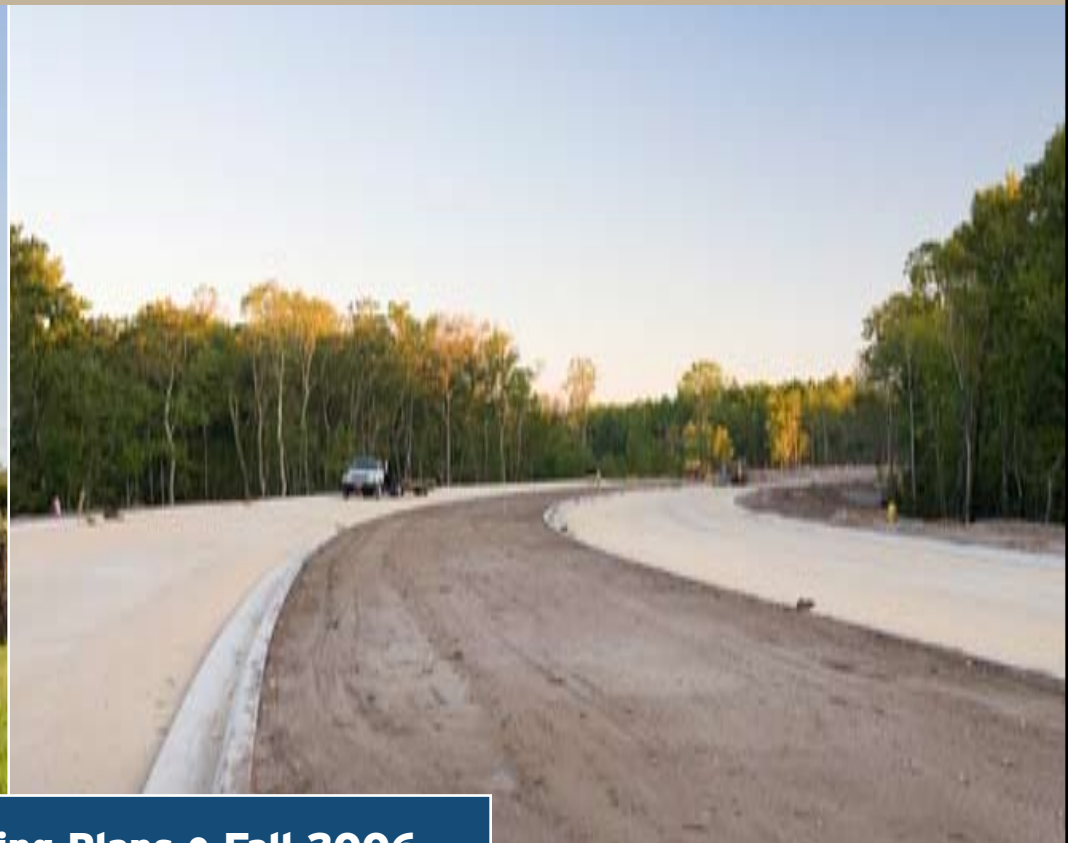
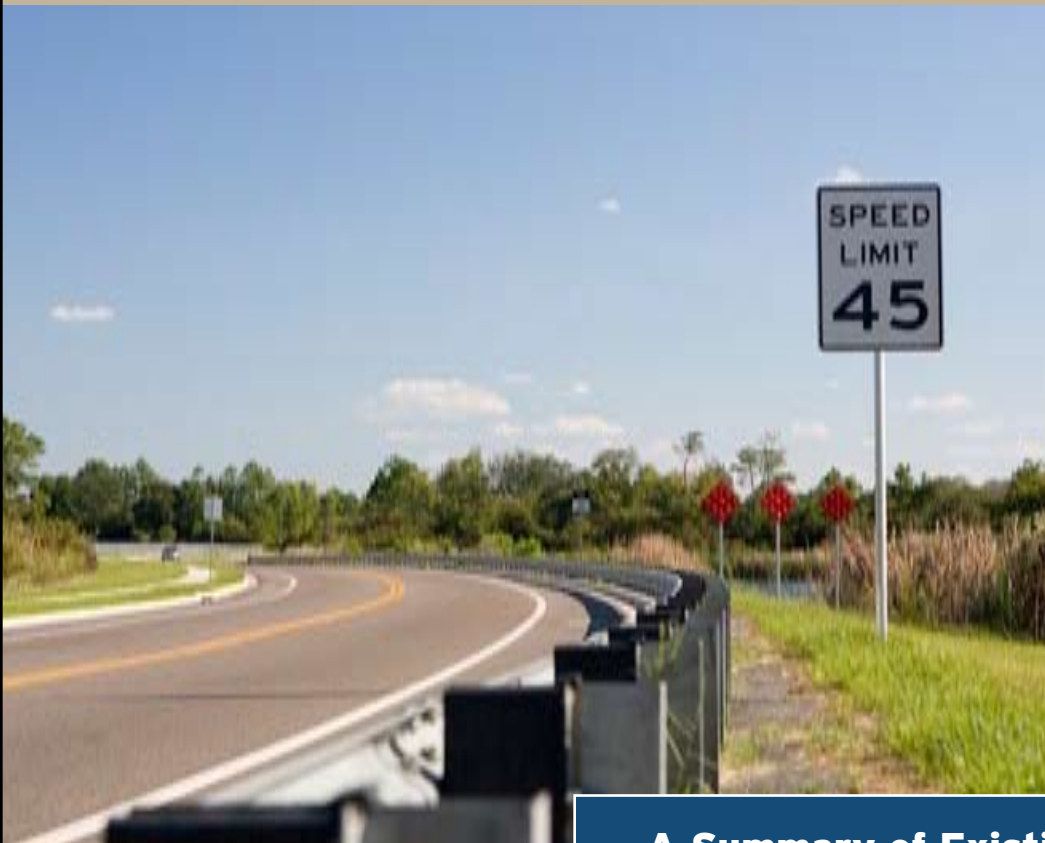
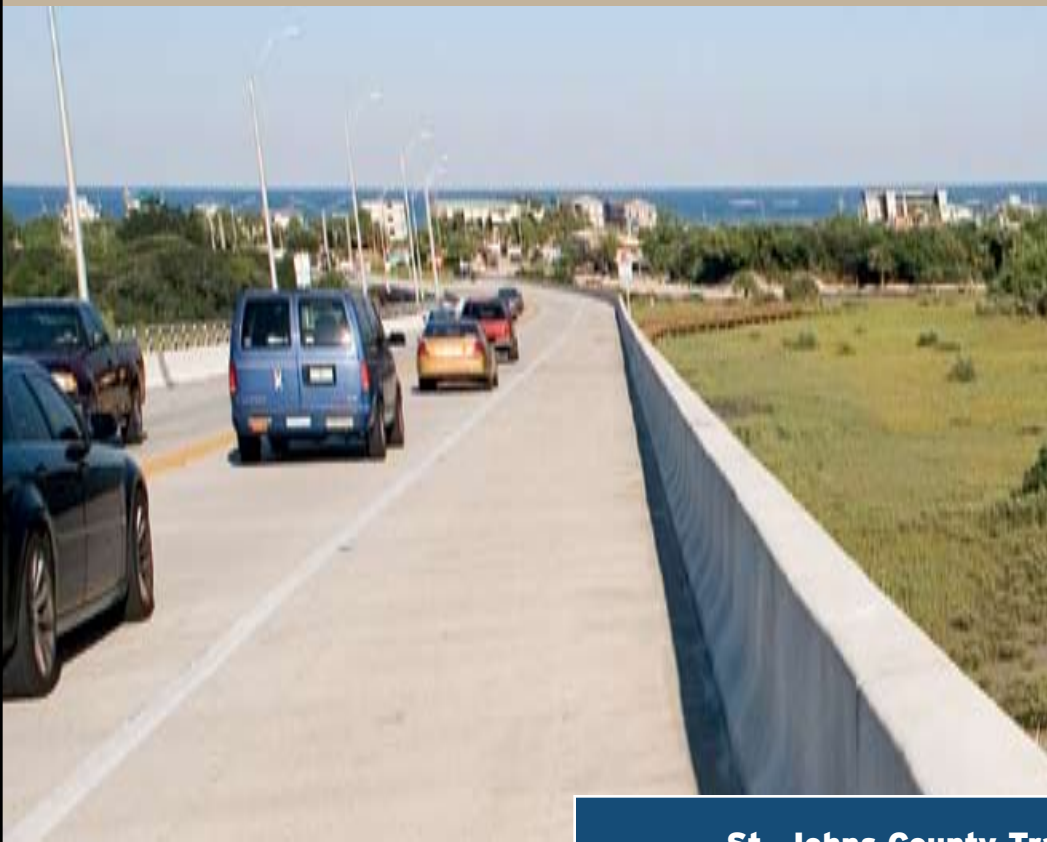


St. Johns County Master Transportation Plan



A Summary of Existing Plans • Fall 2006





St. Johns County Transportation Planning

www.co.st-johns.fl.us

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Meeting the Transportation Needs of Our Growing Active Communities

Our transportation needs are influenced by growth and travel patterns. St. Johns County continues to grow. The County's abundance of natural resources, historical charm and options for a mixture of suburban and rural lifestyles make St. Johns County a desirable place to live and work. According to the U.S. Census, we are the seventh fastest growing county in the state of Florida, with a population increase of nearly 47% from 1990-2000 and an estimated growth of 31% from 2000-2005. We are also changing our travel habits. Families typically have more cars, longer commutes and engage in recreation and entertainment activities more frequently. We are more likely to drive our kids to school instead of having them walk or take the bus as in past generations.

These trends will continue as we plan for the future. Transportation improvements, especially new and expanded roadways, take many years to plan, design and build. The County must also plan for transportation alternatives such as transit, vanpooling, carpooling, biking and walking. The County's policy makers will be called upon to make tough decisions to develop transportation plans that include setting priorities with limited resources, implementing new funding sources and balancing the desires, needs and rights of those living and traveling within St. Johns County.

Every citizen has an important role in the transportation planning process. St. Johns County's ongoing transportation planning process includes many opportunities for citizen participation. The County coordinates with state, regional and local agencies, neighboring counties and its municipalities. It's critical that citizens stay up to date on transportation needs, issues and projects, so that everyone can work together in planning and shaping our future. To that end we present this summary of existing transportation plans to aid informed, engaged citizens in transportation planning participation.

The Planning Process

There are several divisions within the St. Johns County government engaged in transportation, from planning and engineering through construction and maintenance:

Growth Management Services Department

Transportation Planning/Concurrency

- Reviews development projects for consistency with transportation planning efforts and coordinates with other local, state and regional agencies such as the First Coast MPO, Northeast Florida Regional Council and Florida DOT on transportation issues
- Manages and implements the concurrency regulations
- Develops the transportation elements of the Comprehensive Plan (including the Traffic Circulation Plan) and area specific transportation plans
- Maintains the 5-year Capital Improvements Schedule and provides transit planning (transit operations are managed by the Council on Aging)

Development Services

- Provides development, project review and inspection of all development projects, including proposed roadways submitted to the County for future development



Public Works Department

- Develops the Capital Improvement Program

Engineering Division

- Provides comprehensive management of design, permitting and construction services for all transportation capital improvement and traffic operations projects, permitting and storm water drainage improvements for St. Johns County

Road and Bridge Division

- Provides general maintenance for all County roadways and drainage facilities, which includes but is not limited to roadway construction, pothole repair, culvert replacements, ditch cleaning, road grading, mowing and other vegetation control activities on County rights-of-way

Planning Partners

Transportation studies, plans, programs and projects for St. Johns County are also developed by several agencies responsible for transportation planning in our region. The transportation improvements contained within these plans and programs describe the County's existing, programmed and planned transportation system. Improvements may also originate from local and regional studies and planning efforts, such as the Transportation Regional Incentive Program (TRIP) and Intelligent Transportation Systems (ITS), freight mobility and Congestion Management System (CMS) studies conducted by the First Coast MPO.

First Coast MPO (Metropolitan Planning Organization)

www.firstcoastmpo.com

Develops the 20-year Long Range Transportation Plan, five-year Transportation Improvement Program (TIP) and one-year Unified Planning Work Program for the MPO urbanized boundary area encompassing all of Duval County and the major parts of Clay, Nassau and St. Johns Counties. Conducts regional congestion management, freight and ITS studies and provides commuter service coordination. St. Johns County coordinates with the First Coast MPO to develop a 5 year Transit Development Plan (TDP) with annual updates. St. Johns County is represented on the MPO's Board and Technical Coordinating Committee.

Florida Department of Transportation (FDOT)

www.dot.state.fl.us

Develops the Florida Transportation Plan and State Comprehensive Plan, which guide major transportation planning for state highway facilities. Additionally, every year the FDOT develops the Five-Year Work Program, with the cooperation of St. Johns County and the First Coast MPO. The FDOT Work Program establishes statewide priorities and funding for transportation improvement projects. Additionally the County develops a yearly program of projects for public transportation which it forwards to FDOT through the First Coast MPO for inclusion in the MPO and State TIPs.

Northeast Florida Regional Council (NEFRPC)

www.nefrpc.org

Reviews the County's transportation and traffic circulation element of the comprehensive plan. Manages the review process for Developments of Regional Impact.

St Johns County Council on Aging (COA)

www.stjohnscoa.com

Operates public transportation for St. Johns County including a deviated fixed route, known as the Sunshine Bus, and the County's paratransit system. St. Johns County receives public transit funding from the Federal Transit Administration (FTA) and the State for the COA to provide these services and coordinates planning as required.



Transportation Plans

St. Johns County's programmed and planned transportation improvements are summarized in two maps located on the reverse side. Programmed improvements are transportation improvements included within years 1-3 of the 5-year plans of the FDOT and First Coast MPO, year 1 of the County CIP, the County 5-year CIS and developer funded projects that have committed funding. Planned improvements are improvements that are within years 4-5 of the FDOT and MPO plans and years 2 through 5 of the County CIP, the MPO LRTP and County Traffic Circulation Element that do not yet have a committed funding source.

(1) The Highway Improvement Map displays programmed and planned transportation projects from the following sources:

- FDOT Work Program
- First Coast MPO 2030 Cost Feasible Long Range Transportation Plan (**LRTP**)
- First Coast MPO FY 2006/07-2010/11 Transportation Improvement Program (**TIP**)
- Privately funded roadways resulting from agreements with developers
- Transportation Projects from the St. Johns County FY 2006 Annual Capital Improvement Program (**CIP**)
- Transportation Projects from the St. Johns County Adopted 5-year Capital Improvement Schedule - **CIS** (a Comprehensive Plan component)
- Comprehensive Plan 2015 Traffic Circulation Plan (**TCP**)

These projects are numbered and listed for easy reference.

(2) The Multimodal Transportation and Recreational Facilities Map displays:

- Existing transit lines within St. Johns County.
- Recommended bicycle facilities from the County's 2015 Comprehensive Plan, Transportation Element (2000). Recommended bicycle facilities are roadways on which the County may prioritize bicycle and pedestrian access and safety improvements, such as sidewalks, paved shoulders, bicycle lanes or bicycle paths. Improvements for bicycle and pedestrian travel will be included in reconstruction or major capacity improvement projects as they occur on these roadways.
- Bicycle and Pedestrian improvement projects from the St. Johns County CIP, First Coast MPO TIP and FDOT Work Program
- Existing and planned trails from the St. Johns County Greenways, Blueway and Trails Master Plan (2003). This plan includes multi-purpose trails (both paved and unpaved), rails to trails, boating trails, canoe/paddling trails, and major connected wetlands.

The First Coast MPO recently adopted a Regional Greenways & Trails Plan that includes recommended improvements for A1A in St. Johns County. Inclusion in a "regional" plan helps obtain state and federal funding.



Transportation Funding

Funding resources for transportation improvements within St. Johns County generally come from federal, state or local sources. Federal funding for transportation primarily consists of distributions from the Federal Highway Trust Fund, which includes revenues from various federal taxes. State fuel taxes and fees provide funding, as do local taxes and private sources such as developers. St. Johns County receives public transportation funding through both Federal and State grant programs that pay for operational and capital costs.

Local alternatives available for transportation improvements in St. Johns County include:

Ad Velorum General Revenue:	Currently levied - 0.9 mils of general revenue are budgeted to the Transportation Trust Fund plus a yearly local match for Public Transportation
First Local Option Gas Tax:	Currently levied - 6 cents/gallon maximum allowed - currently 6 cents/gallon levied
Second Local Option Gas Tax:	Currently not levied - 5 cents/gallon maximum allowed
Nine-Cent Gas Tax-Motor Fuel:	Currently not levied - 1 cent/gallon maximum allowed
Impact Fees:	Currently levied - Transportation Impact Fees as specified by County ordinance are applied to capacity and safety projects

Privately-funded transportation improvements under construction in 2006 include:

Nocatee DRI - Construct a new 4-lane CR 210 from US 1 to the Intracoastal Waterway.

Aberdeen DRI - CR 244 - construct 2 lanes from Greenbriar Road to CR 223; CR 223 - construct 2 lanes from CR 244 to Race Track Road.

Durbin Crossing DRI - CR 2209 - N/S arterial, construct 4 lanes from CR 210 to future SR 9B and 2 lanes from SR 9B to Race Track Road; CR 244 - construct 2 lanes from CR 223 to Durbin Crossing DRI and 4 lanes from DRI to CR 2209.

World Commerce Center DRI - Widen International Golf Parkway to 4 lanes from SR 16 to Royal Pines Pkwy.

Sunshine Holdings - Widen Pacetti Road to 4 lanes from Samara Lakes to SR 16.

Sufficient funds from current sources are not adequate to meet all identified transportation improvement needs.

At the regional level, the 2030 Long Range Transportation Plan identifies transportation needs for the First Coast region from 2010-2030 that exceed the funding projected to be available. This gap includes the assumption that the new River Crossing will be funded by tolls. For St. Johns County, the 2030 Plan also identifies needs in excess of available funding. Current state growth management laws require counties to adopt a proportionate "Fair Share" ordinance allowing developers to mitigate transportation impacts. These fair share payments do not necessarily pay for the full cost of needed improvements. To learn more about these new state laws, please go to the Department Of Community Affairs web site at www.dca.state.fl.us/GrowthManagement2005.

Citizens' summits and Board retreats in St. Johns County have consistently emphasized the importance of improving the County's transportation system. The County's budget includes numerous transportation improvement projects. While developers will continue to contribute their share toward the cost of transportation improvements, many larger county transportation projects require county, state and federal government funding. The County strives to partner with transportation agencies and neighboring counties to coordinate efforts and maximize resources.

