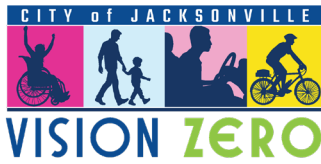


CITY OF JACKSONVILLE



VISION ZERO ACTION PLAN

DRAFT
April 2025



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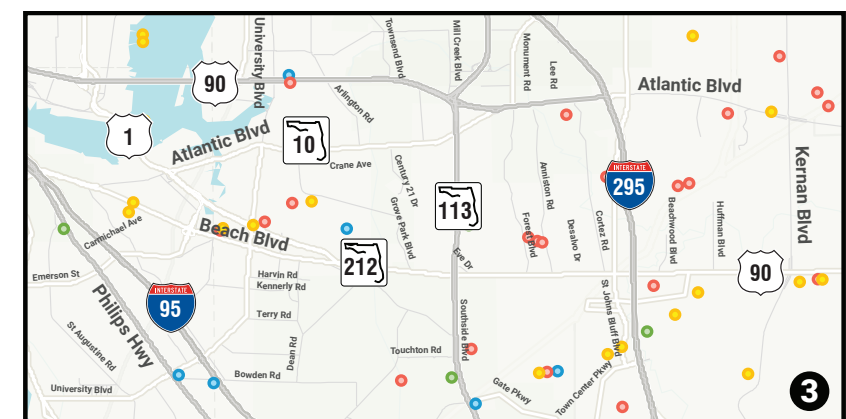
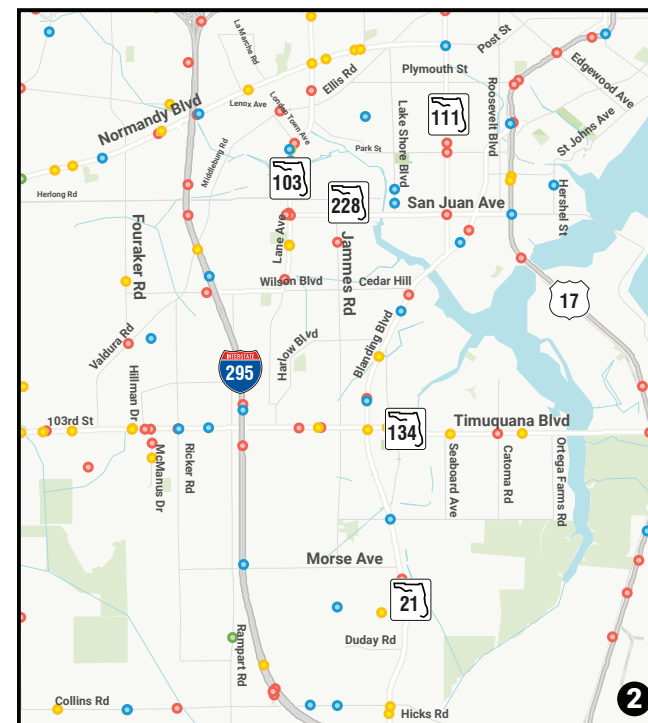
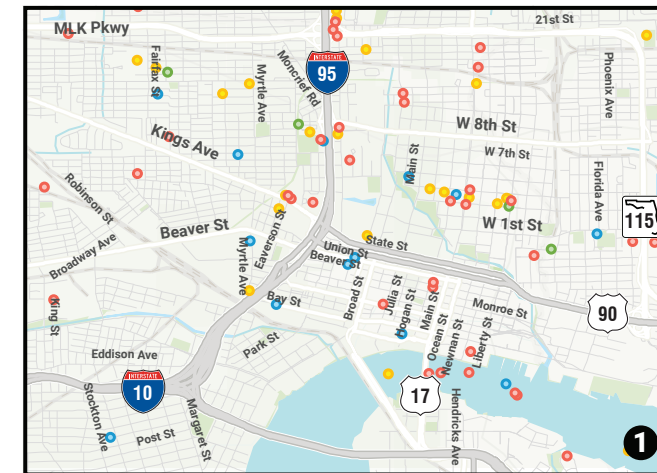
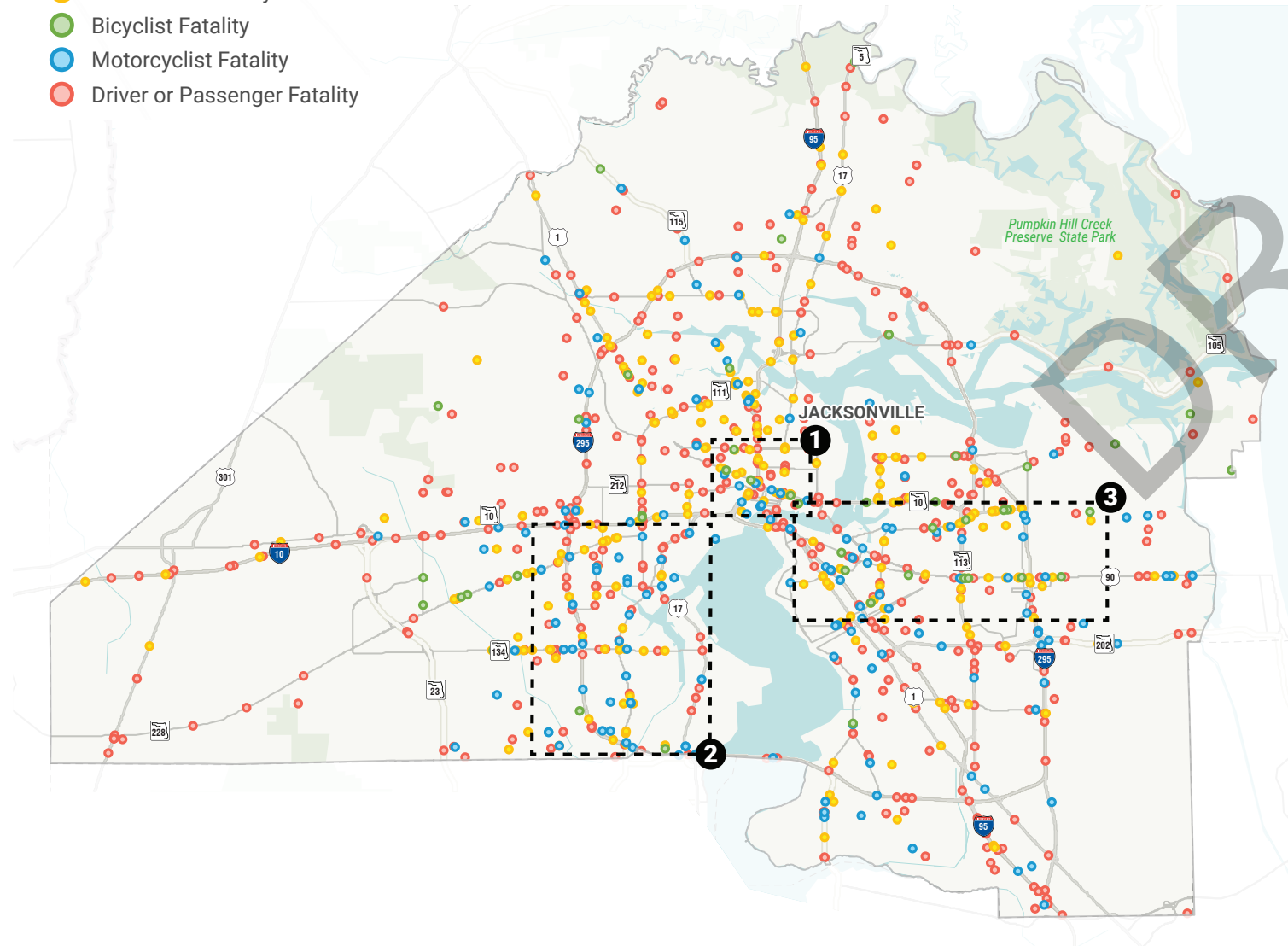
IN MEMORIAM

EVEN ONE IS TOO MANY.

Every traffic-related death is a tragic loss, one that cuts a life short, devastates loved ones, and impacts the entire community. Countless others have survived severe traffic injuries, often facing life-altering consequences. This Action Plan is dedicated to those who have lost their lives while traveling on City of Jacksonville streets.

THE VISION ZERO ACTION PLAN IS THE FIRST STEP TOWARDS **ELIMINATING ALL TRAFFIC FATALITIES** AND **REDUCING SERIOUS INJURIES BY 50%**, A GOAL THE CITY STRIVES TO ACHIEVE BY 2035

- Pedestrian Fatality
- Bicyclist Fatality
- Motorcyclist Fatality
- Driver or Passenger Fatality





1. VISION ZERO

1.1 ACTION PLAN EXECUTIVE SUMMARY

Nationally, more than 42,000 people are killed in traffic “accidents” every year, and thousands more are injured¹. That’s 42,000 lives lost, and thousands of loved ones left grieving. In Jacksonville alone, there were approximately 145 crash-related deaths in 2024². The City of Jacksonville now has a vision for reducing that number to zero.

City of Jacksonville experience a disproportionate impact of fatal and serious injury traffic crashes on vulnerable road users. Bicyclists (80%), pedestrians (77%), and motorcyclists (77%) face significantly higher injury rates than vehicle occupants (26%). These disparities underscore the urgent need to focus on to protecting those most at risk and advance the City’s Vision Zero’s goals.

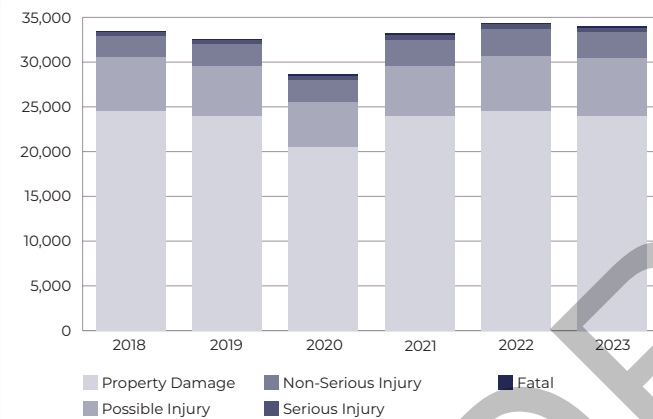
196,453 2018-2023
TOTAL CRASHES

Average of 30-35K Crashes per Year (not including 2020 due to COVID-19)

3,691 FATAL & SERIOUS
INJURY CRASHES

921
FATAL
CRASHES

2,770
SERIOUS INJURY
CRASHES



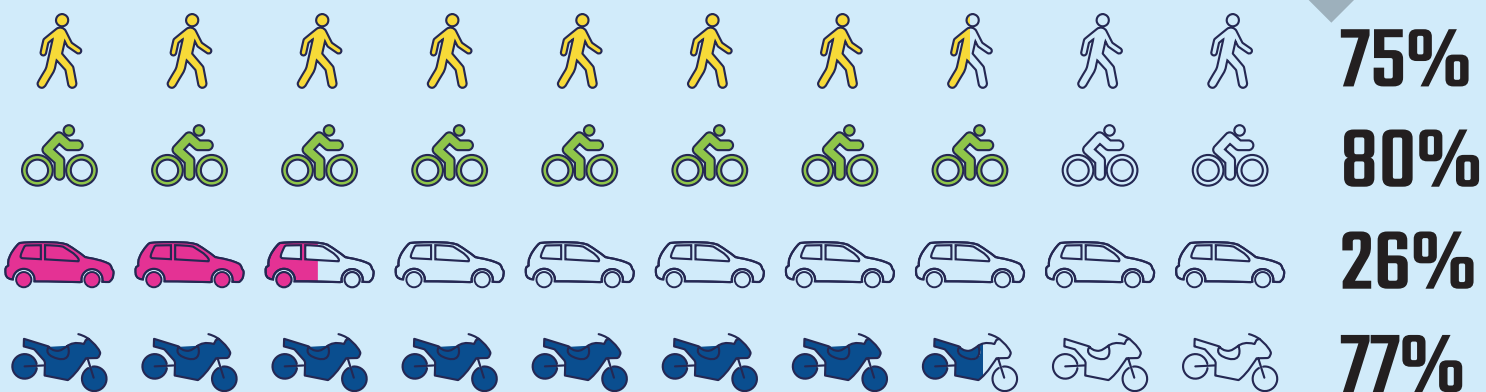
City of Jacksonville’s Vision Zero Action Plan Core Principles

The Safe System Approach is built on the core principles above that guide the City’s Vision Zero Action Plan (VZAP) and safety initiatives. These principles acknowledge human limitations and aim to create a transportation system that prioritizes safety for all users.

High Injury Networks Created for Local Roads and State Roadways by Mode

The most severe crashes are concentrated along certain corridors and intersections. To focus safety efforts where they are needed most, fatal and serious injury crashes across pedestrian, bicycle, motorcycle, and vehicle modes were mapped and analyzed. High injury corridors and intersections were identified and combined to create a High Injury Network which will guide the strategies in the VZAP.

PERCENT OF CRASHES INVOLVING FATAL AND SERIOUS INJURY BY MODE



PEDESTRIAN

101 HIN
Intersections

76% Fatal Crashes
65% Serious Injury Crashes

15% of Total Intersections

93 HIN
Segments

94% Fatal Crashes
70% Serious Injury Crashes

18% of Total Network Miles /
116 Miles

BICYCLE

100 HIN
Intersections

100% Fatal Crashes
87% Serious Injury Crashes

15% of Total Intersections

93 HIN
Segments

64% Fatal Crashes
100% Serious Injury Crashes

19% of Total Network Miles /
122 Miles

VEHICLE

104 HIN
Intersections

89% Fatal Crashes
53% Serious Injury Crashes

16% of Total Intersections

92 HIN
Segments

85% Fatal Crashes
44% Serious Injury Crashes

24% of Total Network Miles /
150 Miles

MOTORCYCLE

50 HIN
Intersections

97% Fatal Crashes
55% Serious Injury Crashes

8% of Total Intersections

87 HIN
Segments

100% Fatal Crashes
74% Serious Injury Crashes

20% of Total Network Miles /
126 Miles

¹ U.S. Department of Transportation. National Roadway Safety Strategy: Safety Problem. Available at: <https://www.transportation.gov/NRSS/SafetyProblem>.

² Florida Department of Transportation Signal 4 Analytics. Retrieved on March 1, 2025 from <https://signal4analytics.com/>

VOICES OF JACKSONVILLE

52 TASK FORCE MEMBERS

54 STAKEHOLDERS

**TWO PUBLIC
OPEN HOUSES**

**ONLINE
SURVEY**

**VISION ZERO WEBSITE
& DASHBOARD**

Action Plan Strategies

In the Vision Zero framework, themes serve as overarching categories that organize related safety challenges and strategies into focused areas of action. Within each theme, safety problems identify specific risk factors and issues that contribute to severe crashes. A Themes and Safety Problems long list were developed and through feedback from the Task Force and Stakeholders, a Recommended Strategy List was developed.

DESIGN SAFER STREETS

PROMOTE A CULTURE OF SAFETY

PROTECTING PEDESTRIANS

CYCLING WITH CONFIDENCE

**DATA DRIVEN DECISIONS
& TRANSPARENCY**

**NIGHTTIME VISIBILITY
FOR SAFETY**

**THEMES AND SAFETY
PROBLEMS LONG-LIST**
48 STRATEGIES

**RECOMMENDED
STRATEGY LIST**
21 STRATEGIES

Capital Projects

A key component of Jacksonville's VZAP is the strategic investment in capital projects that directly address safety concerns along the City's High Injury Network. By aligning infrastructure improvements with crash data and community needs, these projects will focus on reducing fatal and serious injury crashes through roadway redesign, speed management, and multimodal enhancements.



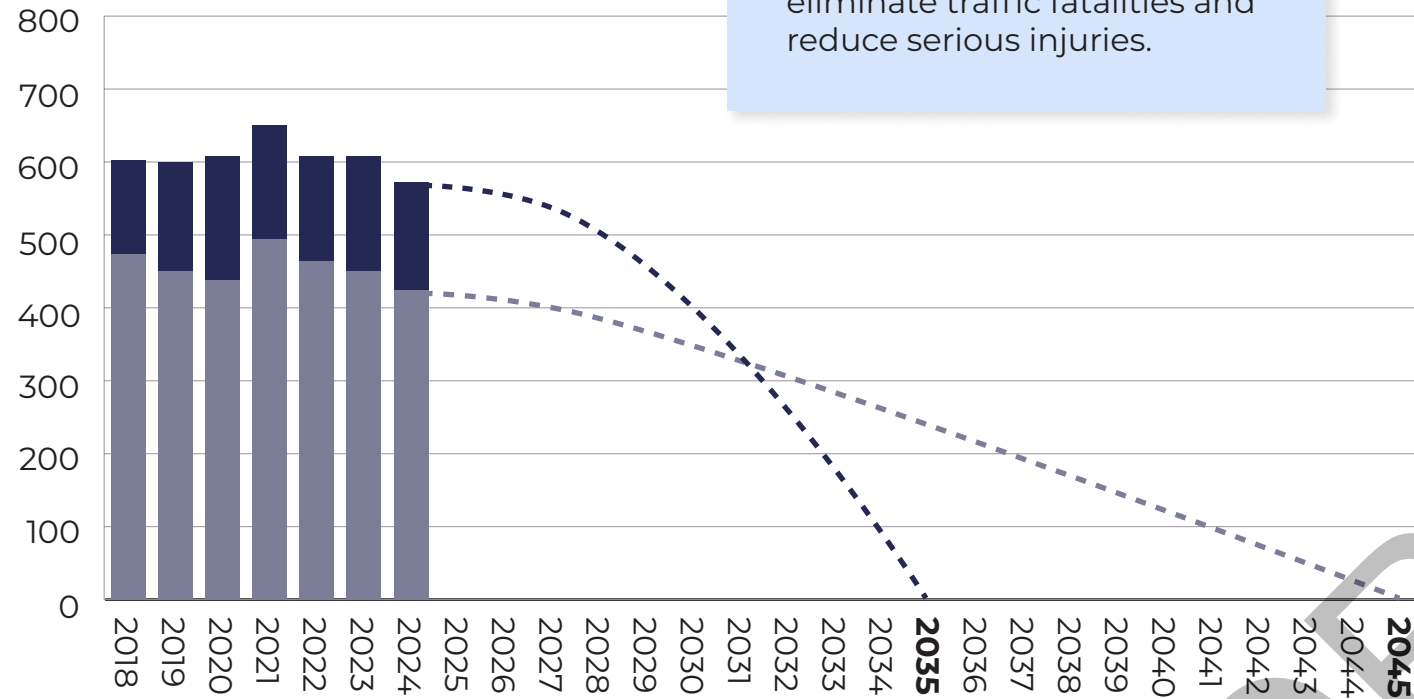
Demonstration Projects

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VISION ZERO GOAL

■ Serious Injury Crashes
■ Fatal Crashes

Reaching Target Zero is possible for the City of Jacksonville through a strong commitment to road safety and strategic implementation of Vision Zero improvements, as we work together to eliminate traffic fatalities and reduce serious injuries.



1.2 WHAT IS VISION ZERO?

First implemented in Sweden in the 1990s in response to the idea that traffic deaths and serious injuries were unavoidable side effects of modern travel, Vision Zero swept across Europe and is now gaining momentum in the United States.

Vision Zero places the focus on designing road systems in a way that anticipates human error and proactively improves them to decrease the number of fatal and serious injury crashes.

By aligning with national and state initiatives, such as Florida Department of Transportation's (FDOT) Target Zero, the City is taking a proactive stance to enhance pedestrian and cyclist safety and reduce traffic fatalities and serious injuries.

1.3 GETTING TO ZERO

To reach the goal of zero traffic fatalities and severe injuries, the City will apply the Safe System Approach. This focuses on human mistakes and human vulnerability, designing streets that accommodate both. The goal of the Safe System Approach is safer people, safer roads, safer vehicles, safer speeds, and better post-crash care. With a holistic, comprehensive, and proactive approach, the City is dedicated to achieving zero traffic fatalities and severe injuries, ensuring safer and more equitable mobility for all residents.

Built on the principles of Safe System Approach, the City's VZAP is the first step towards eliminating all traffic fatalities and reducing serious injuries by 50%, a goal the City strives to achieve by 2035.

Looking Beyond Engineering Solutions

Highly successful traffic safety programs recognize that engineering alone cannot address the complexity of roadway safety challenges. For this reason, the City will incorporate the "4E's" (Enforcement, Education, Emergency Response, and Engineering) in our efforts to eliminate traffic fatalities and serious injuries. These traditional strategies remain essential and are built upon by the Safe System Approach by shifting the focus toward a proactive and systemic safety. When working in tandem with one another, each of these elements plays a critical role in ensuring that solutions address the diverse needs of all road users.





2. JACKSONVILLE TODAY

Motor vehicle fatalities remain one of the leading causes of death in the United States. The National Highway Traffic Safety Administration (NHTSA) estimates that 40,990 people died in traffic crashes in the United States in 2023³. These incidents have a lasting impact not only on the victims and their families but on the surrounding community. FDOT estimates that total cost to society for each crash is \$10.9 million⁴.

CITYWIDE SAFETY TRENDS

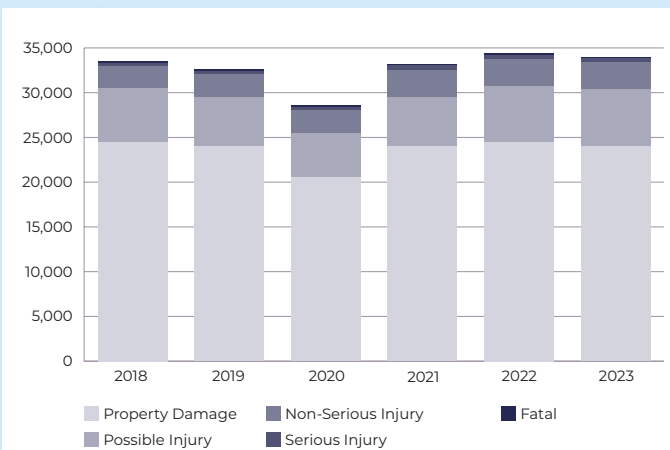
2.1 CITYWIDE CRASH TRENDS

Fatal and serious injury crashes have plagued Jacksonville for years. To address the safety issues, we need to understand where and why crashes are happening.

The City analyzed five years of crash data from 2018 to 2023. Among the 196,453 crashes that were reported during that time, 3,691 resulted in fatal or serious injuries. Most concerning, 34 percent of fatal and serious injury crashes involved the road's most vulnerable road users—walkers, motorcyclists, and bicyclists.

196,453
2018-2023
TOTAL CRASHES

Average of 30-35K Crashes per Year
(not including 2020 due to COVID-19)



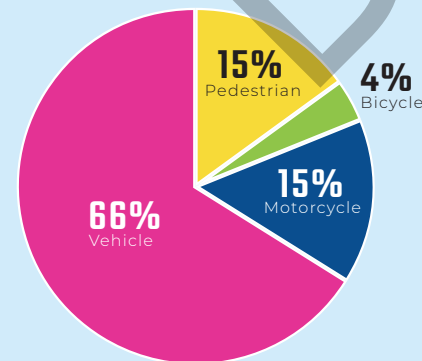
3,691
FATAL & SERIOUS
INJURY CRASHES

26% Limited Access Crashes
35% State Roadway Crashes
39% Local Roadway Crashes

FOCUS AREA

2,770
SERIOUS
INJURY
CRASHES

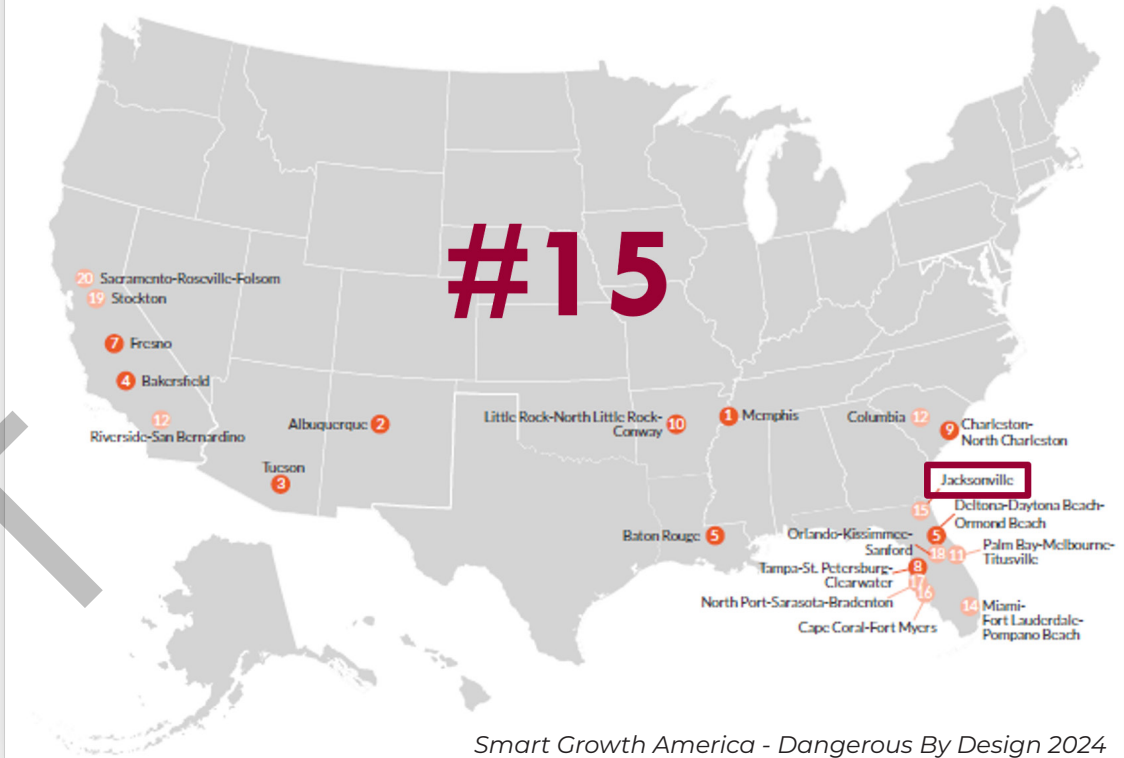
921
FATAL
CRASHES



The top 20 most deadly metro areas for pedestrians

By number of deaths per 100,000 people, 2018-2022

Top 1-10 Top 11-20



The Dangers of Walking or Riding a Bicycle

Fewer people choose to walk or bike, yet a disproportionately high percentage of those that do are seriously injured or killed on the City's roads.

Pedestrian safety remains a nationwide concern. More than 20 pedestrians are killed on average every day in the U.S., however, those who choose to walk in Jacksonville are especially at risk. In 2022, Smart Growth America's Dangerous by Design guide ranked the City as the 6th most dangerous metropolitan area for pedestrians⁵. The City's ranking improved over the last two years with the 2024

Dangerous by Design guide placing Jacksonville as the 15th most dangerous metropolitan area for pedestrians⁶. Even with this improvement of fatal and serious injury crashes in the City between 2018-2023, 441 involved people walking. 211 of these were people that lost their lives; 211 families were forever changed. Even one is too many.

The high number of bicyclists represented in the crash data is also alarming. Of fatal and serious injury crashes in the City between 2018-2023, 148 involved people biking, making Jacksonville one of the deadliest cities in the U.S. for cyclists in recent years⁶.

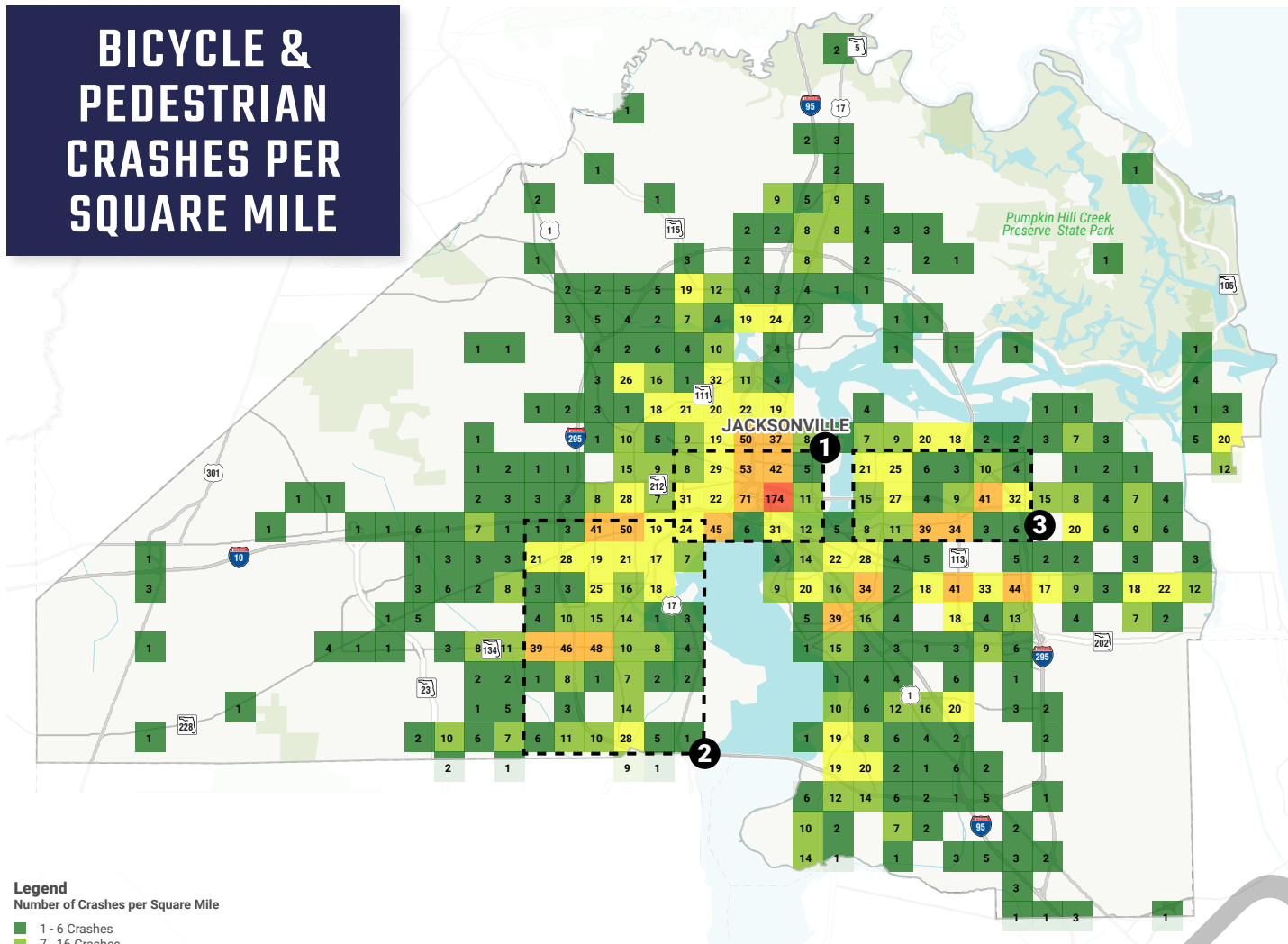
³ National Highway Traffic Safety Administration (NHTSA). (2023). 2022 Traffic Deaths and 2023 Early Estimates. Retrieved from <https://www.nhtsa.gov/press-releases/2022-traffic-deaths-2023-early-estimates>

⁴ Florida Department of Transportation (FDOT). (2025). FDM 122 – Value of Life and Crash Costs (2025 Edition)

⁵ Smart Growth America. (2022). Dangerous by Design 2022. Retrieved from <https://smartgrowthamerica.org/wp-content/uploads/2022/07/Dangerous-By-Design-2022-v3.pdf>

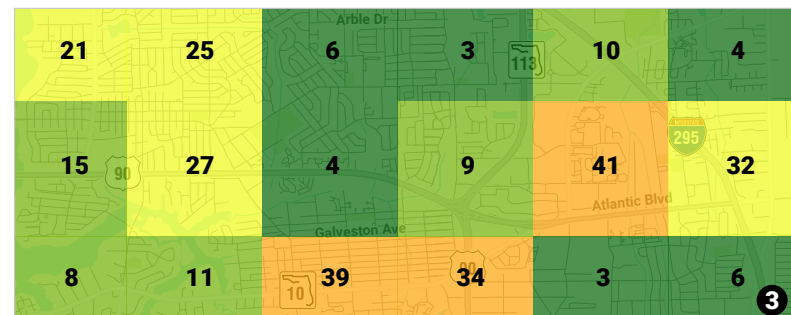
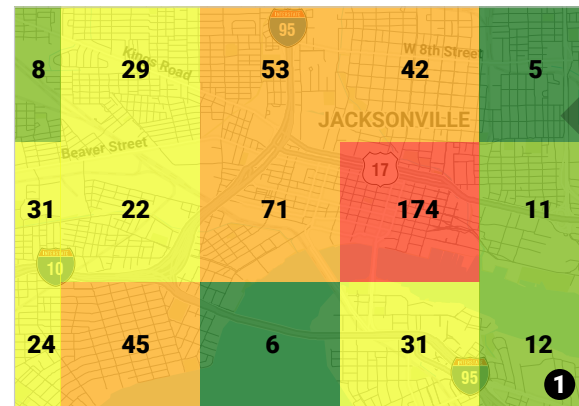
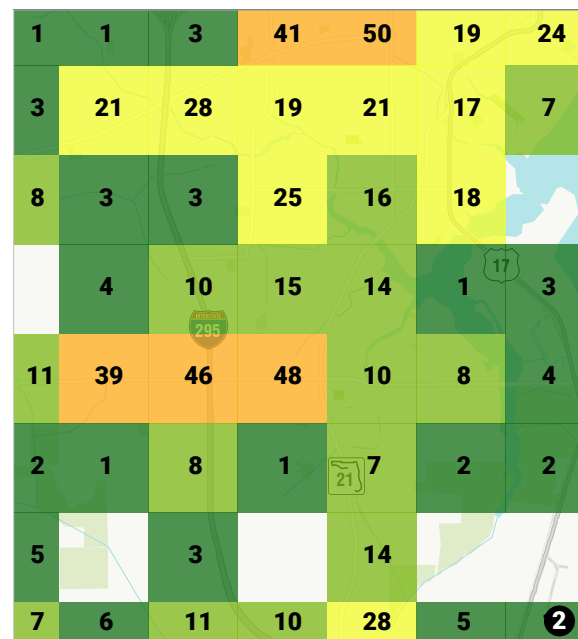
⁶ Smart Growth America. (2024). Dangerous by Design 2024. Retrieved from https://smartgrowthamerica.org/wp-content/uploads/2024/05/Dangerous-By-Design-2024_5.30.pdf

BICYCLE & PEDESTRIAN CRASHES PER SQUARE MILE



Legend
Number of Crashes per Square Mile

- 1 - 6 Crashes
- 7 - 16 Crashes
- 17 - 33 Crashes
- 34 - 71 Crashes
- 72 - 174 Crashes



Understanding Crash Factors - Bicycle & Pedestrian

To make our roads safer for the most vulnerable users, it's important to understand why crashes are occurring. Fatal and serious injury crashes are rarely influenced by a single factor, but in examining the data, several key themes emerged:

- Current intersection designs and practices make them dangerous for travelers regardless of mode, but especially for people biking—44% of fatal and serious injury crashes involving bicyclists were intersection related.
- Poor lighting and dark conditions disproportionately affect pedestrians—60% of pedestrian fatal and injury crashes happened at nighttime.

This highlights the urgent need for a comprehensive solution that makes the streets of Jacksonville safer for all travelers. The fatal and serious injury pedestrian and bicycle crashes per square mile in the City are shown on the left.

PEDESTRIAN FATAL & SERIOUS INJURY CRASHES

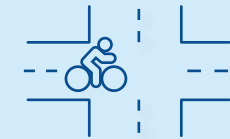


63%
ARE CROSSING
ROADWAY



60%
ARE NIGHTTIME
CRASHES

BICYCLE FATAL & SERIOUS INJURY CRASHES

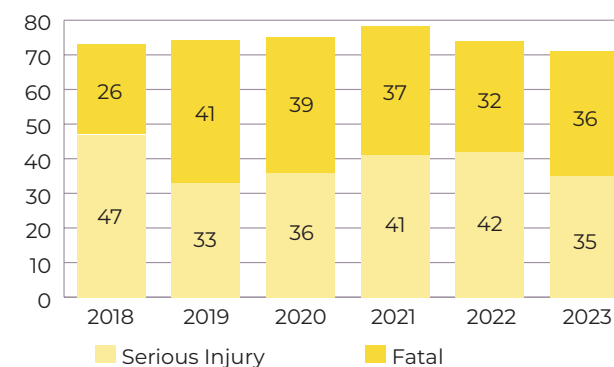


44%
ARE INTERSECTION
RELATED

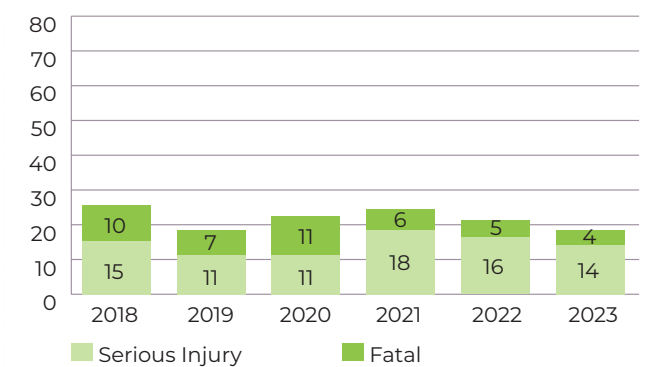


31%
CYCLING ALONG
ROADWAY WITH TRAFFIC

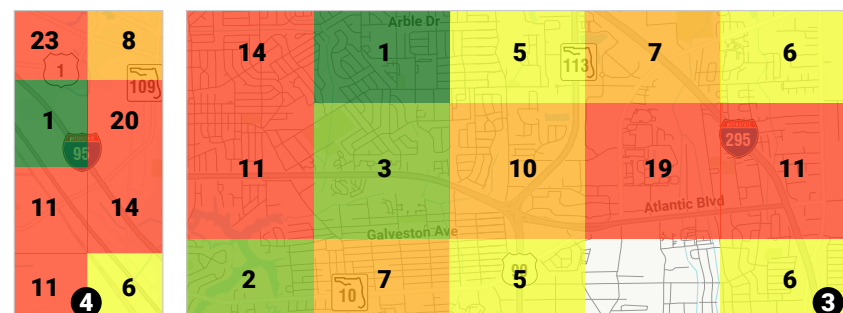
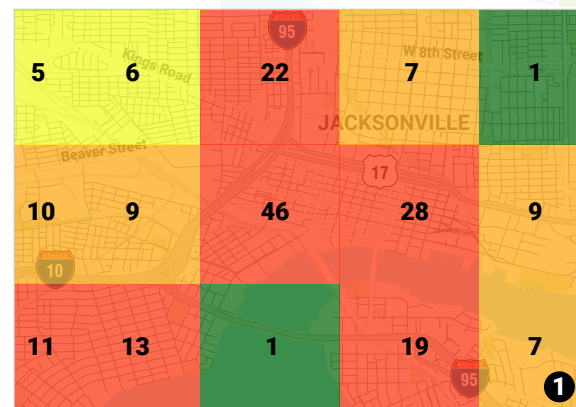
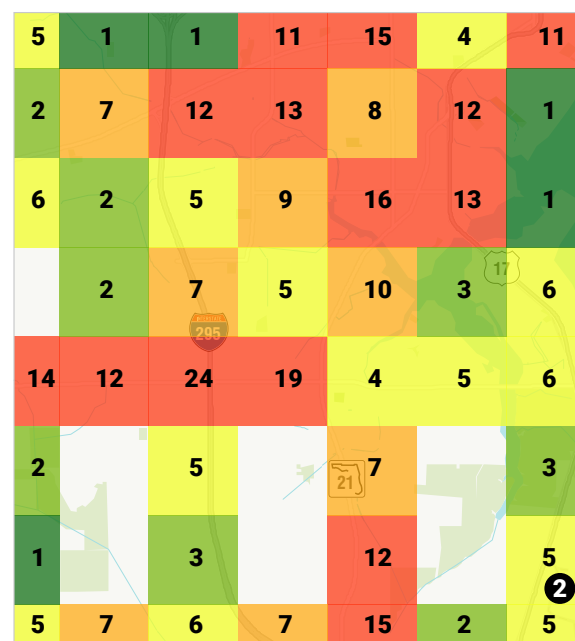
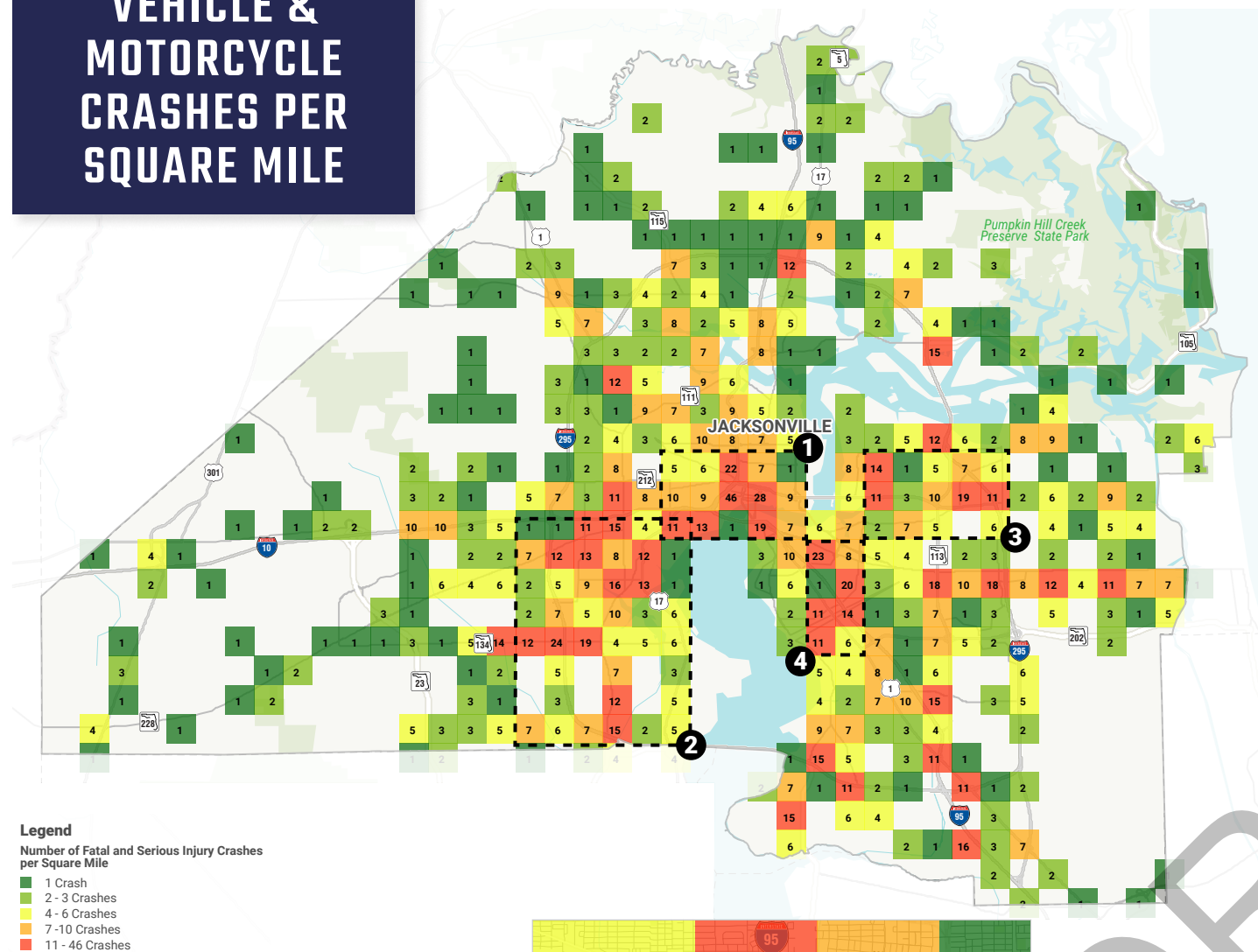
441 PEDESTRIAN CRASHES FATAL & SERIOUS INJURY



128 BICYCLE CRASHES FATAL & SERIOUS INJURY



VEHICLE & MOTORCYCLE CRASHES PER SQUARE MILE



Understanding Crash Factors - Vehicle & Motorcycle

Several key contributing factors emerged when examining fatal and serious injury vehicle and motorcycle crashes:

- Lack of occupant protection remains a major contributor to high severity crashes—24% of fatal and serious injury vehicle crashes involved individuals not wearing seat belts or using proper restraints.
- High operating speeds significantly increase crash severity—20% of fatal and serious injury motorcycle crashes involved speeding or aggressive driving.
- Driving under the influence from drugs and alcohol remains a critical roadway safety issue—54% of fatal vehicle crashes and 62% of fatal motorcycle crashes involved impaired driving.

The fatal and serious injury vehicle and motorcycle crashes per square mile in the City are shown on the left.

VEHICLE FATAL & SERIOUS INJURY CRASHES



24%

INVOLVED INDIVIDUALS NOT WEARING SEATBELT OR PROPER OCCUPANT PROTECTION



60%

ARE NIGHTTIME CRASHES

MOTORCYCLE FATAL & SERIOUS INJURY CRASHES



62%

FATAL CRASHES INVOLVED DRUGS AND/OR ALCOHOL

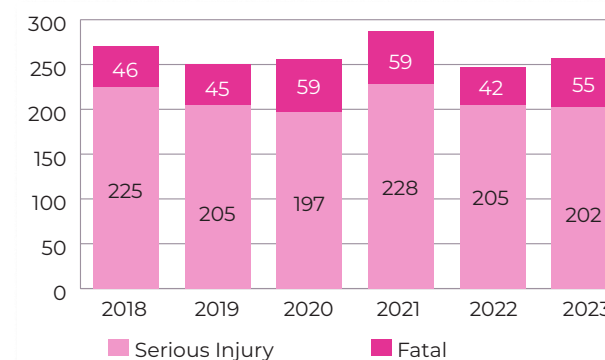


20%

WERE DUE TO SPEEDING OR AGGRESSIVE DRIVING

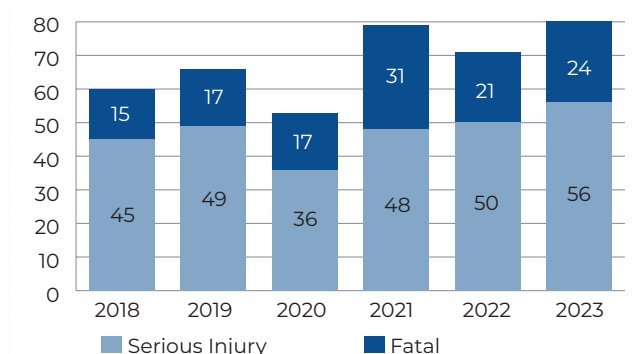
1,568

VEHICLE CRASHES
FATAL & SERIOUS INJURY



409

MOTORCYCLE CRASHES
FATAL & SERIOUS INJURY

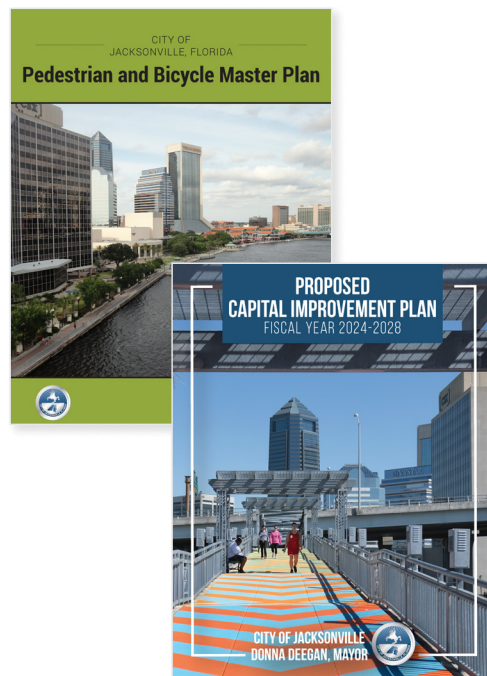


2.2 EXISTING PLANS

Several existing plans are already in place to improve Jacksonville's infrastructure and make the environment safer for all.

The City created the [Pedestrian and Bicycle Master Plan \(2017\)](#)⁷ to develop a priority list of bicycle and pedestrian paths. The goal is to expand safe, comfortable, and connected routes that people of all ages and abilities can use.

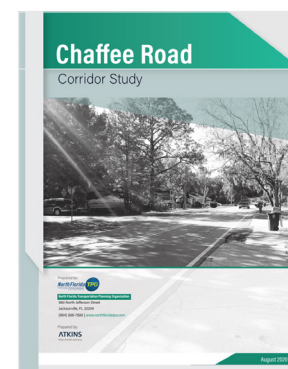
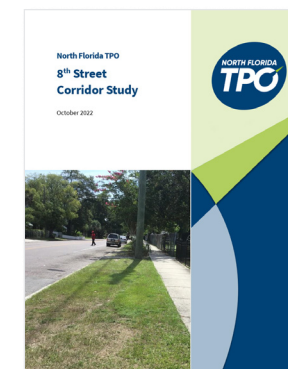
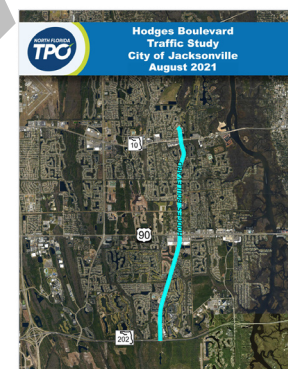
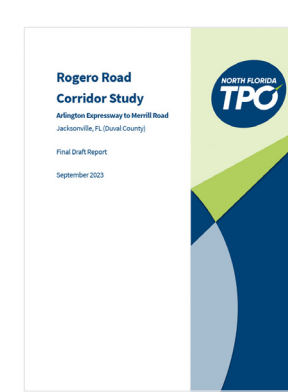
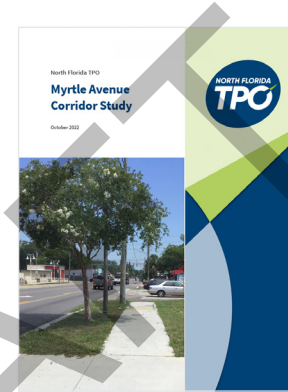
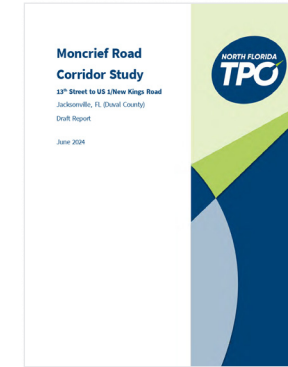
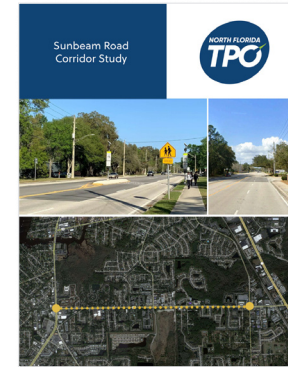
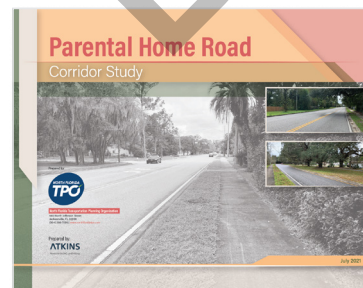
To support its commitment to improving the lives of its citizens, the City adopted the [Capital Improvement Projects \(CIP\)](#)⁸, which includes funding sources for feasible financial projects.



The City has also partnered with the North Florida Transportation Planning Organization (North Florida TPO) to study major corridors and find ways to make them safer, less congested, and more efficient for all road users. The goal was to create detailed plans that could help secure funding and start improvement projects.

[These studies include](#)⁹:

- Moncrief Road Corridor Study (2024)
- Sunbeam Road Corridor Study (2024)
- Rogero Road Corridor Study (2023)
- Myrtle Avenue Corridor Study (2022)
- 8th Street Corridor Study (2022)
- Hodges Boulevard Traffic Study (2021)
- Parental Home Road Corridor Study (2021)
- Chaffee Road Corridor Study (2020)
- Monument Road Traffic Study (2020)



The North Florida TPO also developed the [Transportation Improvement Program \(TIP\)](#)¹⁰, a list of road, transit, airport, seaport, bicycle, and pedestrian projects for the next five years. The list is based on the approved 2045 Long-Range Transportation Plan, priority project lists, requests from local governments, congestion management plans, and public feedback.



THESE PLANS WILL HELP ADVANCE SAFETY EFFORTS FOR EVERYONE ON THE ROADS, AND ULTIMATELY, ADVANCE US CLOSER TO THE GOAL OF ZERO.

⁷ City of Jacksonville. Pedestrian and Bicycle Master Plan Study, September 21, 2017. Available at: https://www.jacksonville.gov/getattachment/Departments/Planning-and-Development/Transportation-Planning/Ped-Bike-Planning/2017_9_21_Pedestrian-Bicycle-Master-Plan-Study-Jacksonville-FINAL.pdf.aspx?lang=en-US.

⁸ City of Jacksonville. Fiscal Year 2024 Proposed Capital Improvement Program. Available at: <https://www.jacksonville.gov/departments/finance/docs/budget/fy24-proposed-cip.aspx>.

⁹ City of Jacksonville. Transportation Planning Division: Plans and Studies. Available at: <https://www.jacksonville.gov/departments/planning-and-development/transportation-planning/plans-and-studies>.

¹⁰ North Florida Transportation Planning Organization. Transportation Improvement Program. Available at: <https://northfloridatpo.com/planning/tip>.

2.3 PRIOR & ONGOING SAFETY EFFORTS

The City has undertaken a range of initiatives and studies aimed at improving road safety, combining innovative strategies with community-focused efforts.

Speeding and aggressive driving were the primary factors in crashes on residential streets in Jacksonville between 2018-2023. The [20 is Plenty](#)¹¹ program is a flagship initiative that seeks to change that by reducing residential speed limits from 30 mph to 20 mph. This creates a safer travel experience for all, especially walkers and bicyclists. By conducting detailed analyses of crash data and community feedback, this initiative aligns with Vision Zero principles and emphasizes the life-saving potential of speed reduction.

Complementing these efforts, the Smart Surfaces initiative focuses on improving road traction and visibility through advanced materials and technologies, particularly in high-crash areas. This is part [The Better Jacksonville Plan](#)¹², a \$2.25 billion comprehensive growth management strategy that provides road and infrastructure improvements, environmental preservation, targeted economic development, and new and improved public facilities.

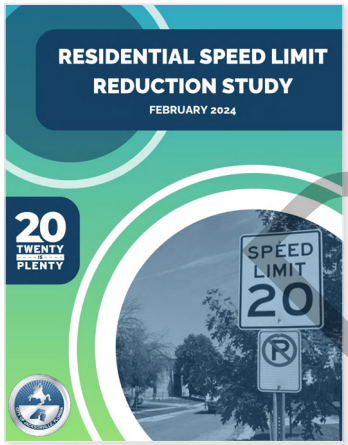
On a broader scale, Jacksonville collaborates with FDOT through the Target Zero initiative. This ongoing effort prioritizes eliminating traffic fatalities statewide by integrating engineering, enforcement, and education strategies.

The City also partners with the North Florida TPO, which has supported efforts such as the Pedestrian Safety Campaign.

This initiative focuses on high-risk corridors and communities, particularly in vulnerable Blue Zone neighborhoods identified for their high crash and injury rates.

These combined efforts reveal the value of leveraging data-driven solutions and fostering strong public engagement. However, challenges like funding limitations, enforcement inconsistencies, and resistance to change have also been encountered. Key partnerships with local agencies, non-profits, and community groups have been instrumental in overcoming these hurdles and advancing safety goals.

By integrating lessons learned from these efforts, Jacksonville’s VZAP is well-positioned to build safer, more equitable streets for all.

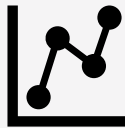


2.4 COLLABORATION WITH JACKSONVILLE TRANSPORTATION AUTHORITY

The Creating Safe Spaces Action Plan (CSSAP) is the roadmap used by the Jacksonville Transportation Authority (JTA) to achieve Vision Zero. This plan prioritizes transportation safety across Northeast Florida, particularly within JTA’s service area, by integrating data-driven analysis, community engagement, collaborative leadership, and strategic implementation. **At its core, the CSSAP has three elements:**



*From executive leadership to operators, **commitment to safety** is ingrained into JTA’s culture.*



*A comprehensive **analysis of crash data and trends** impacting JTA assets provides unique insights around the root causes of incidents.*



***Engagement and collaboration** with stakeholders (public agencies, advocacy groups, community organizations, etc.) was vital throughout the planning process.*

The CSSAP reflects a shared commitment among stakeholders to reducing preventable roadway deaths and injuries while enhancing the safety and accessibility of Northeast Florida’s transportation system and building a safer, more connected future for all.

City of Jacksonville and JTA worked closely together in the development of these action plan documents. The collaboration will continue as we work together to reaching the goal of zero traffic fatalities and serious injuries.

11 City of Jacksonville. 20 is Plenty: Bringing Safety to our Neighborhoods. Available at: <https://www.jacksonville.gov/getattachment/Departments/Planning-and-Development/Transportation-Planning/Ped-Bike-Planning/Workshops-Training/20-IS-PLenty-FHWA-Presentation.pdf.aspx?lang=en-US>.
12 City of Jacksonville. The Better Jacksonville Plan. Available at: <https://www.jacksonville.gov/departments/public-works/better-jacksonville-plan>.



Photo Source: Kittelson & Associates, Inc.

3. VOICES OF JACKSONVILLE

3.1 DEVELOPING THE ACTION PLAN

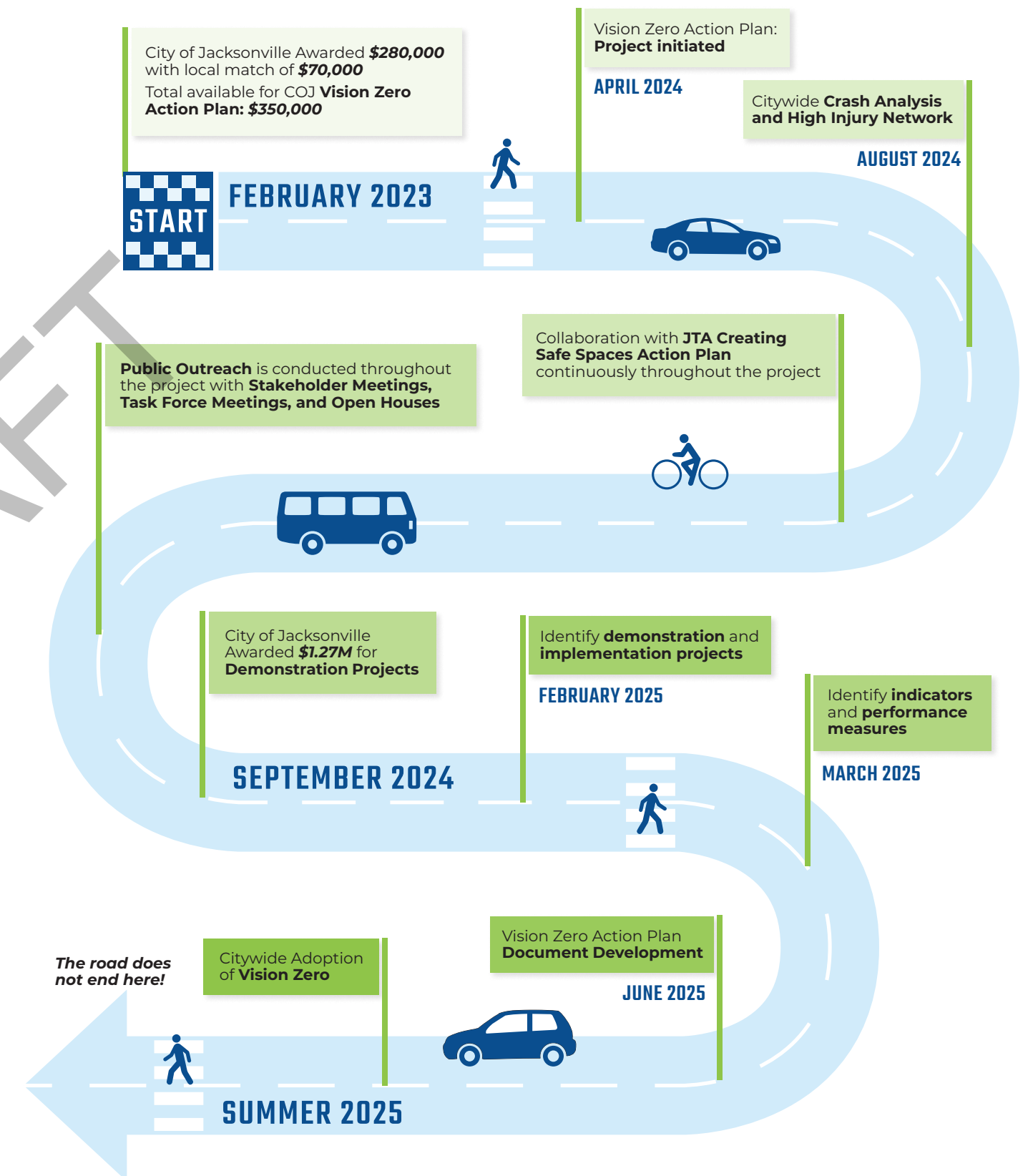
The City of Jacksonville's VZAP was developed through a structured, collaborative process. It began in February 2023 when the City secured \$350,000 in funding, including a major federal grant matched with local contributions. Throughout the process, public input was key, with ongoing outreach to government agencies, community groups, residents, and transportation officials. These stakeholders participated in task force meetings and public workshops. The VZAP was also coordinated with the CSSAP by the JTA to ensure aligned safety goals and strategies.

In addition to stakeholder input, the VZAP relied on a data-driven approach for its development. In August of 2024, we reached key milestones by completing a comprehensive citywide crash analysis and identification of a High Injury Network. The results of this allowed the City to allocate additional funding, including a \$1.27 million award specifically for safety demonstration projects in September 2024.

By February 2025, key projects for demonstration and implementation were selected, followed by the creation of performance measures in March 2025. This process led to the official development and adoption of the Jacksonville VZAP in Summer 2025—one step closer to reaching the City's goal of eliminating traffic deaths and serious injuries.

The development of the VZAP are outlined in the figure to the right.

CITY OF JACKSONVILLE VISION ZERO TIMELINE



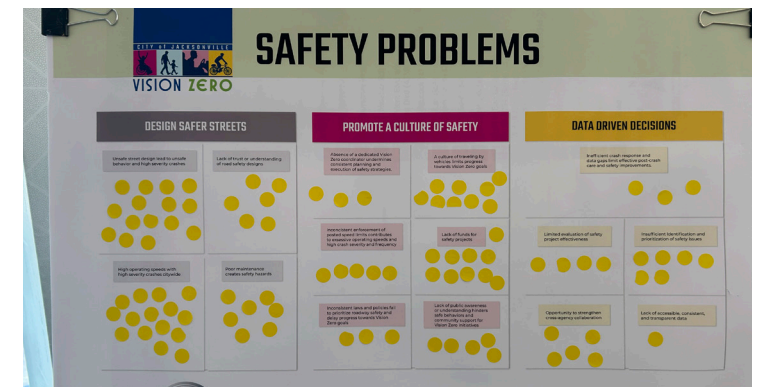
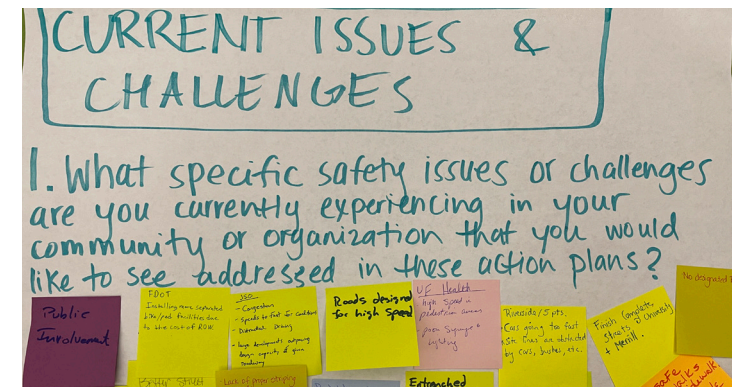
A multi-disciplinary Vision Zero Task Force and Stakeholder Group made up of community members, as well as city, regional, and state staff was established to help guide the goals and strategies of the Jacksonville VZAP. The Task Force and Stakeholder Group met several times to discuss safety issues, view crash data, and generate ideas that would ultimately inform the VZAP.

TASK FORCE & STAKEHOLDER GROUP

- Baptist Health
- Blue Zones
- Center for Independent Living
- City of Jacksonville
- City of Jacksonville Bicycle Pedestrian Advisory Committee (BPAC)
- City of Jacksonville Disabled Services Division
- City of Jacksonville Resilience
- City of Jacksonville Sustainability
- Edward Waters University
- ElderSource (Area Agency on Aging)
- Florida Department of Transportation, District 2
- Florida State College Jacksonville (FSCJ)
- Health Planning Council of Northeast Florida
- Jacksonville Fire & Rescue
- Jacksonville Sheriff's Office (Enforcement)
- Jacksonville Sheriff's Office (Motor Office)
- Jacksonville Transportation Advisory Committee
- Jacksonville Transportation Authority (JTA) Operations
- Jacksonville Transportation Authority (JTA) Planning
- Jacksonville University
- Lift Jax
- Local Initiatives Support Corporation (LISC)
- NewTown Success Zone
- Northeast Florida Regional Council
- Northside Coalition
- Northwest Jax Community Development Corporation (CDC)
- UF Health
- University of North Florida



TASK FORCE & STAKEHOLDER GROUP MEETINGS



24

3.3 COMMUNITY ENGAGEMENT & OUTREACH

Throughout the development process, the City engaged with members of the public to gather feedback on the realities of traveling on City roads and to provide information about the ongoing efforts to make travel safer.

Public engagement revealed that community members saw themselves as advocates for policy changes, with many expressing support for our efforts to achieve zero roadway deaths and serious injuries.

They want safer roads, too. It is up to all of us to work together to make that happen. **The public was engaged through three main avenues:**



Photo Source: Kittelson & Associates, Inc.

Public Workshops

Two public workshops were held to engage the community in developing the VZAP. These workshops provided a platform for residents to share concerns, experiences, and ideas on traffic safety, ensuring the VZAP reflects community needs. Input gathered helped shape key strategies and actions, reinforcing the City's commitment to safer streets for all.

Website

The [City's Vision Zero website](https://www.jacksonville.gov/departments/planning-and-development/transportation-planning/ped-bike-planning/vision-zero-action-plan-(vzap)#:~:text=The%20City%20of%20Jacksonville%20is,injuries%20in%20half%20by%202035)¹³ provided background information, links to online surveys, and made safety data readily available. The continuous evaluation and monitoring of the City's crash data will be publicly available on the website and on a [Vision Zero Action Plan Dashboard](https://coj-planning.maps.arcgis.com/apps/dashboards/db6e8523e6c44c3f8a0d1353cdea9932)¹⁴.

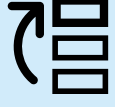
Online Survey

Active from October 2024 through January 2025, this survey allowed community members to identify key transportation safety concerns. In total, 16 comments were collected. The survey showed a strong community support for the VZAP, especially on implementing safer roadway designs. Community members who responded to the survey shared a priority for pedestrian and bicyclist safety, as well as safety initiatives in school zones. They also identified poor street lighting, speeding vehicles, and dangerous intersections as the most urgent safety concerns. The results of the online survey are summarized to the right.

- ¹³ City of Jacksonville. Vision Zero Action Plan (VZAP). Available at: [https://www.jacksonville.gov/departments/planning-and-development/transportation-planning/ped-bike-planning/vision-zero-action-plan-\(vzap\)#:~:text=The%20City%20of%20Jacksonville%20is,injuries%20in%20half%20by%202035](https://www.jacksonville.gov/departments/planning-and-development/transportation-planning/ped-bike-planning/vision-zero-action-plan-(vzap)#:~:text=The%20City%20of%20Jacksonville%20is,injuries%20in%20half%20by%202035).
- ¹⁴ City of Jacksonville. Safety Data Dashboard. Available at: <https://coj-planning.maps.arcgis.com/apps/dashboards/db6e8523e6c44c3f8a0d1353cdea9932>.

SURVEY RESULTS


VISION
IMPLEMENT SAFER
ROADWAY DESIGN


AREA OF PRIORITY
SCHOOL ZONES

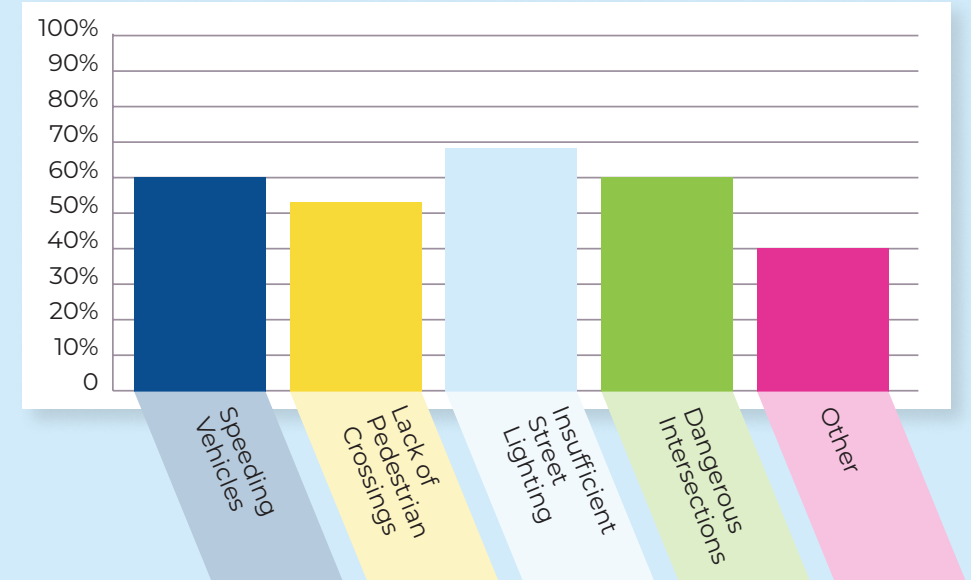

GOAL & OUTCOME
IMPROVE PEDESTRIAN &
CYCLIST SAFETY


ROLE
ADVOCATING FOR POLICY
CHANGES & PROVIDE SUPPORT


SAFETY PROBLEMS INSUFFICIENT STREET LIGHTING, SPEEDING
VEHICLES, & DANGEROUS INTERSECTIONS



Photo Source: City of Jacksonville



3.4 WORLD DAY OF REMEMBRANCE

The City is deeply committed to honoring and remembering those affected by traffic crashes. One way we do this is through participating in the World Day of Remembrance for Road Traffic Victims. Held annually on the third Sunday of November, this global event provides a space to reflect, grieve, and advocate for safer streets.

Community members come together to better understand the lasting impact of traffic crashes by hearing the personal stories shared by survivors, grieving families, and dedicated safety advocates. These personal accounts inspire a shared sense of purpose and strengthen the City’s commitment to Vision Zero initiatives that aim to prevent future loss and create safer roads for all.

At the 2024 event, Mayor Donna Deegan expressed her unwavering support and asserted her commitment to leading

meaningful change: “The loss of your loved ones is made even more tragic by the fact that most roadway injuries and deaths are preventable. Roadway safety requires us to be proactive.” She also announced that Jacksonville’s first VZAP was in development—marking a critical step toward building a safer, more livable city.

At the Jacksonville World Day of Remembrance event, 508 white flags stood as a symbol for each life lost to traffic crashes within the City over the past three years. This sea of white vividly illustrated the urgent need for continued action to protect all road users.



WORLD DAY OF REMEMBRANCE



Photo Source: Fredrick Jones



3.5 STORIES

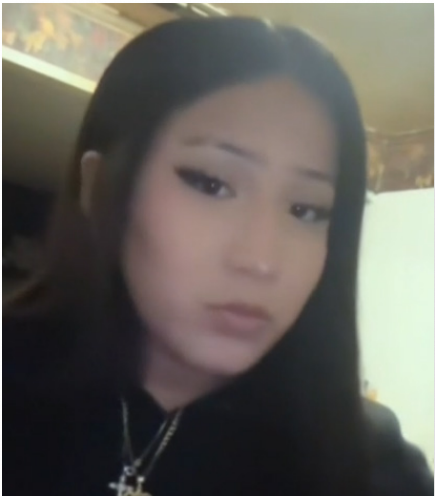
ALLISON HARAMIS

Allison was killed in a car crash in 2009 on her way home from school; she was only 15 years old. Her father Drew Haramis described his only daughter as a fun, loving, happy child who was a hard worker and had a passion for dancing. When Drew thinks of Allison, he says that she had the best laugh and a beautiful smile. Drew started an organization called Angels for Allison in her honor.

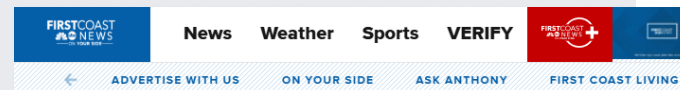


ALONDRA MARTINEZ

At just the age of 16, Alondra was killed in January 2024 after being struck by a car as she waited near her bus stop. Nearby residents have long been worried about that particular intersection (Old Kings Road and Habana Avenue). Her family mourns her loss and believes safety measures should be added to prevent future accidents. Alondra was a dedicated student at Atlantic Coast High School who left a lasting impression on those who knew her.



BREAKING NEWS



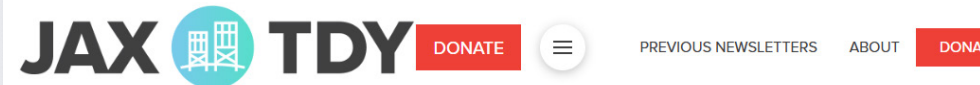
Residents honor World Day of Remembrance for traffic crash victims



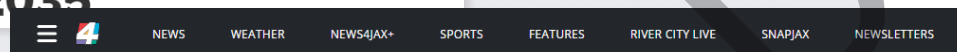
Jacksonville officials to host 'World Day of Remembrance' Friday to honor victims killed in crashes



World Day Of Remembrance Observed For Road Traffic Victims



Jacksonville pushes for zero traffic deaths by 2035



COMMUNITY

Aaron Farrar, Weekend Anchor

Published: November 15, 2024 at 6:00 AM

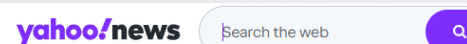
Updated: November 15, 2024 at 4:05 PM

Tags: Community, Morning Show

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'Everyone deserves to reach their destinations safely': Jacksonville hosts event to remember those lost in crashes



Top Stories Michelle Trachtenberg death NASA asteroid scale

Duval County marks World Day of Remembrance for Road Traffic Victims

VISION 4 ERONETWORK

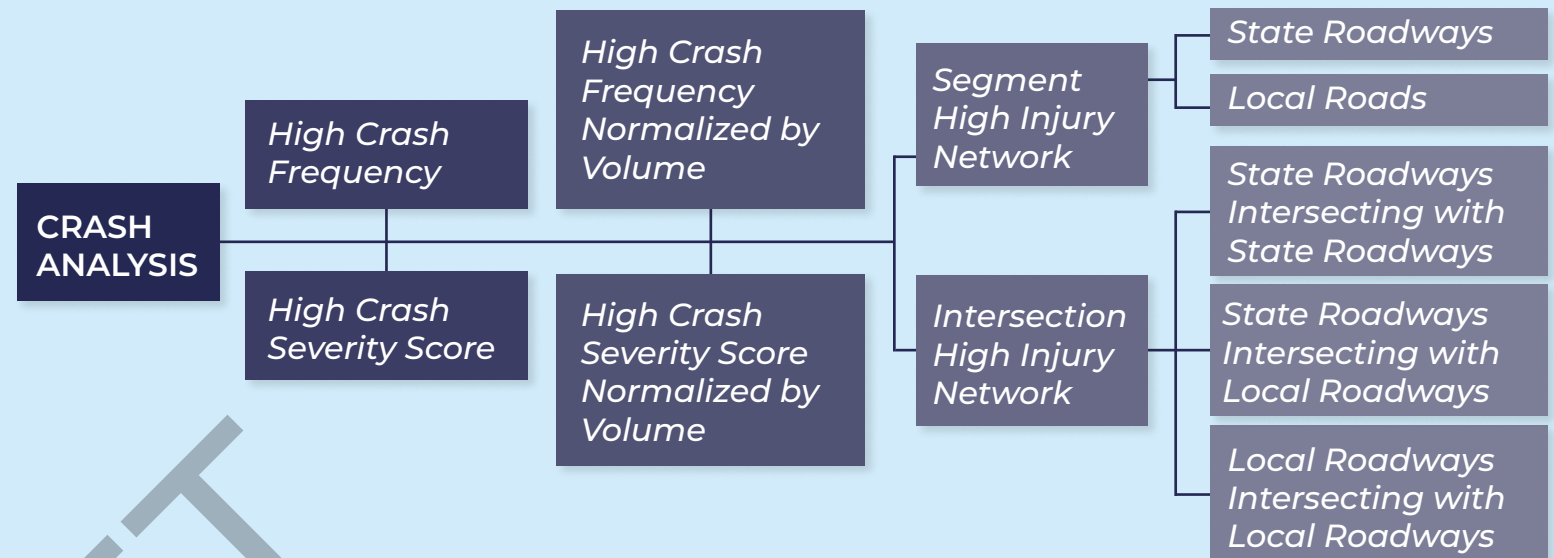
ABOUT RESOURCES NE

NOVEMBER 19, 2024 • BY TIFFANY SMITH • IN NEWS

U.S. Communities Rally for Road Safety: World Day of Remembrance 2024



METHODOLOGY



4. HIGH INJURY NETWORK

The most severe crashes are concentrated along certain corridors and intersections. To focus safety efforts where they are needed most, fatal and serious injury crashes across pedestrian, bicycle, motorcycle, and vehicle modes were mapped and analyzed. High injury corridors and intersections were identified and combined to create a High Injury Network (HIN), which will guide the strategies in the VZAP.

The segment HINs were divided into the following categories:

- State roads (excluding limited access)
- Local roads

The intersection HINs were divided into the following categories:

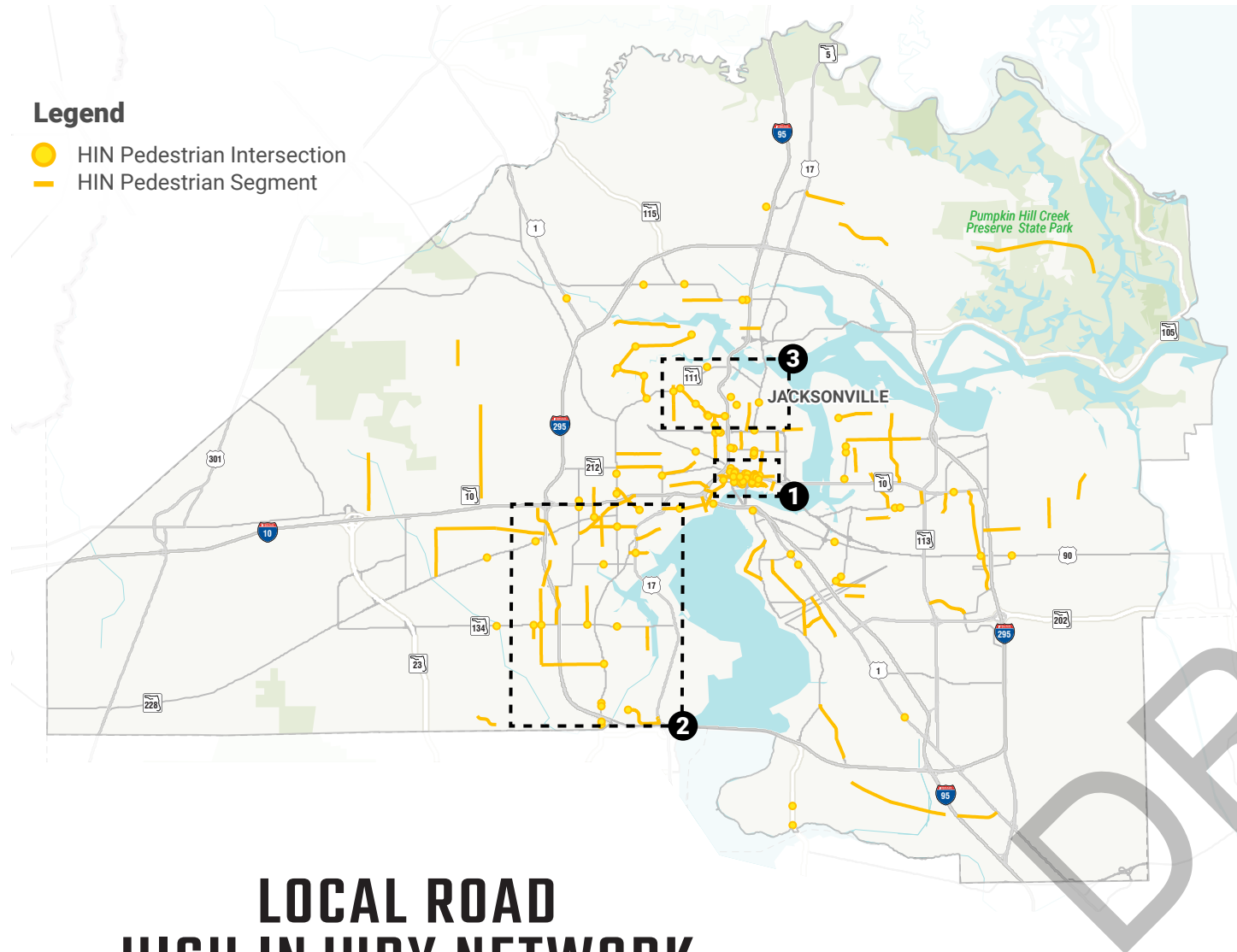
- State roads intersecting with state roads
- State roads intersecting with local roads
- Local roads intersecting with local roads

The following pages show the maps of the Local HIN, as well as the key statistics for the Local HIN. More details on the Local HIN can be found in **Appendix A. Local Road High Injury Network**. The State HIN maps can be found in **Appendix B. State Road High Injury Network** and will be used to help inform and collaborate safety efforts with FDOT.

PEDESTRIAN HIGH INJURY NETWORKS - LOCAL ROAD SEGMENTS AND INTERSECTIONS

Legend

- HIN Pedestrian Intersection
- HIN Pedestrian Segment



LOCAL ROAD HIGH INJURY NETWORK

PEDESTRIAN

101 HIN Intersections

76% Fatal Crashes

65% Serious Injury Crashes

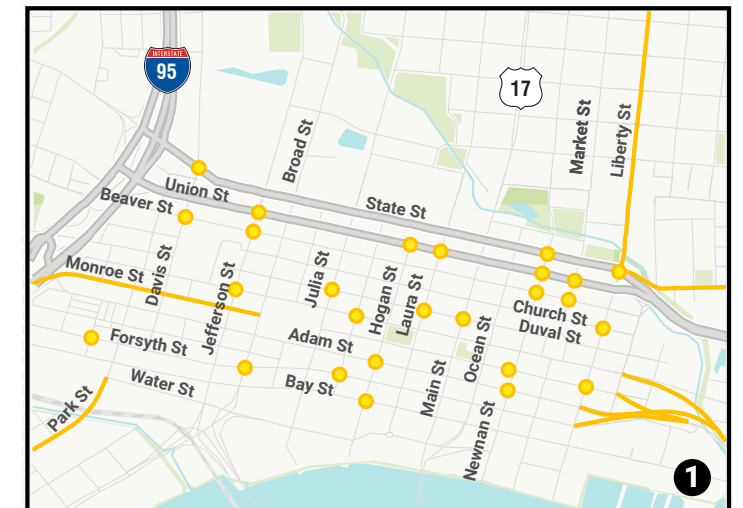
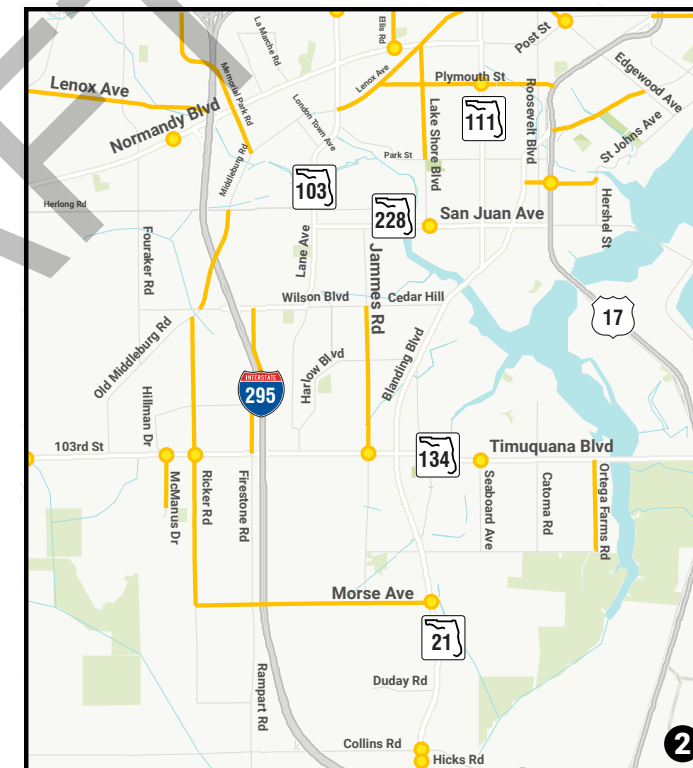
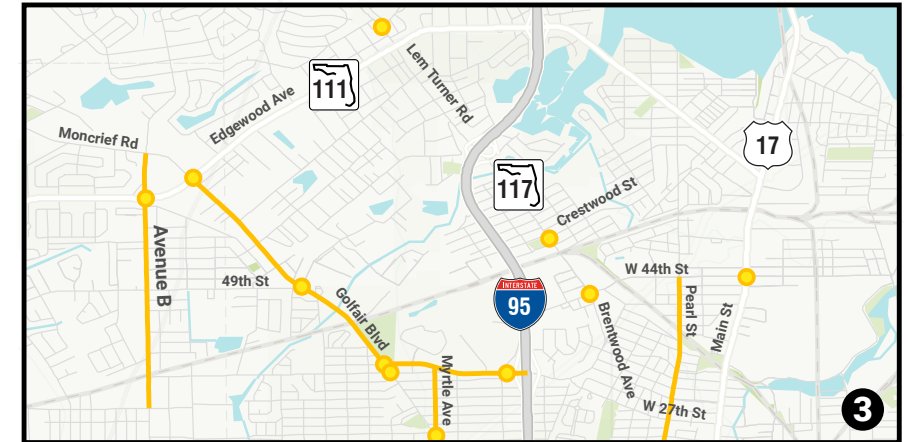
15% of Total Intersections

93 HIN Segments

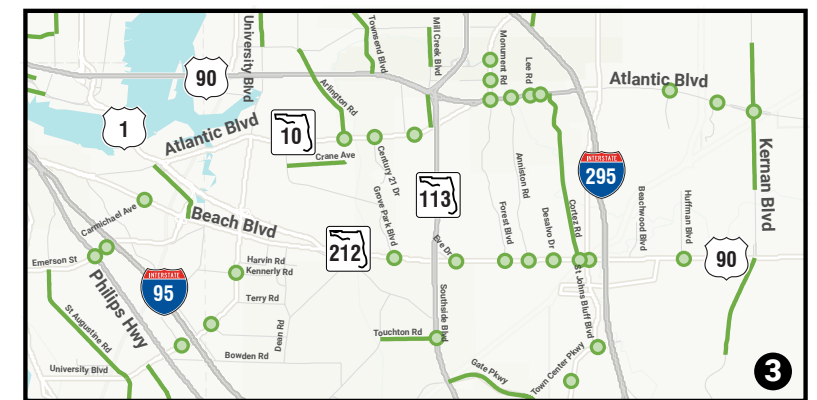
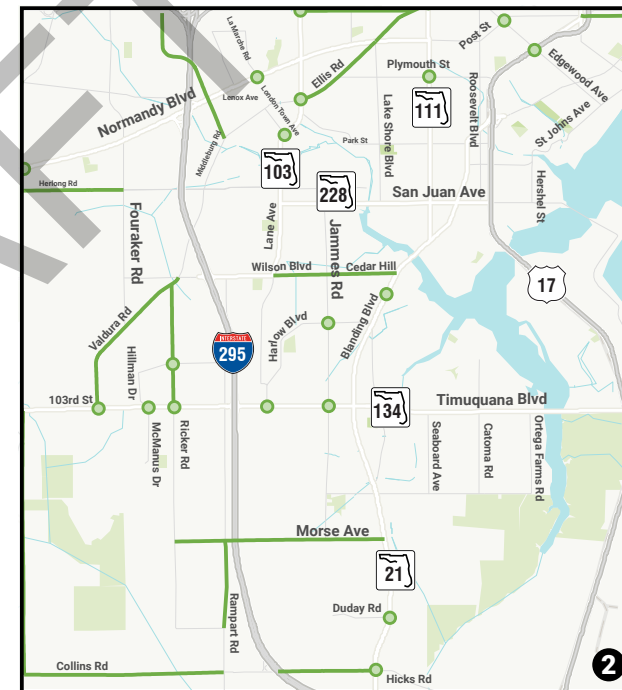
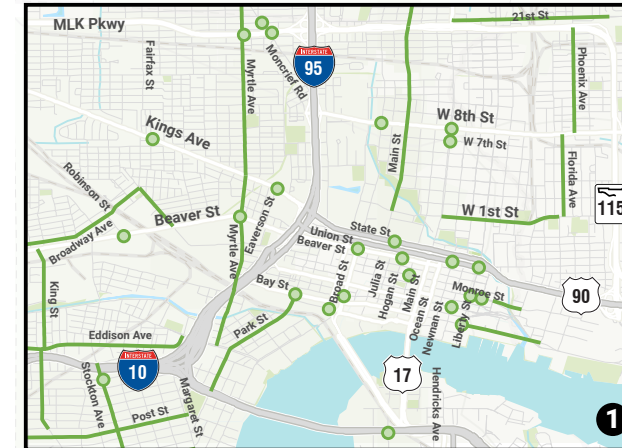
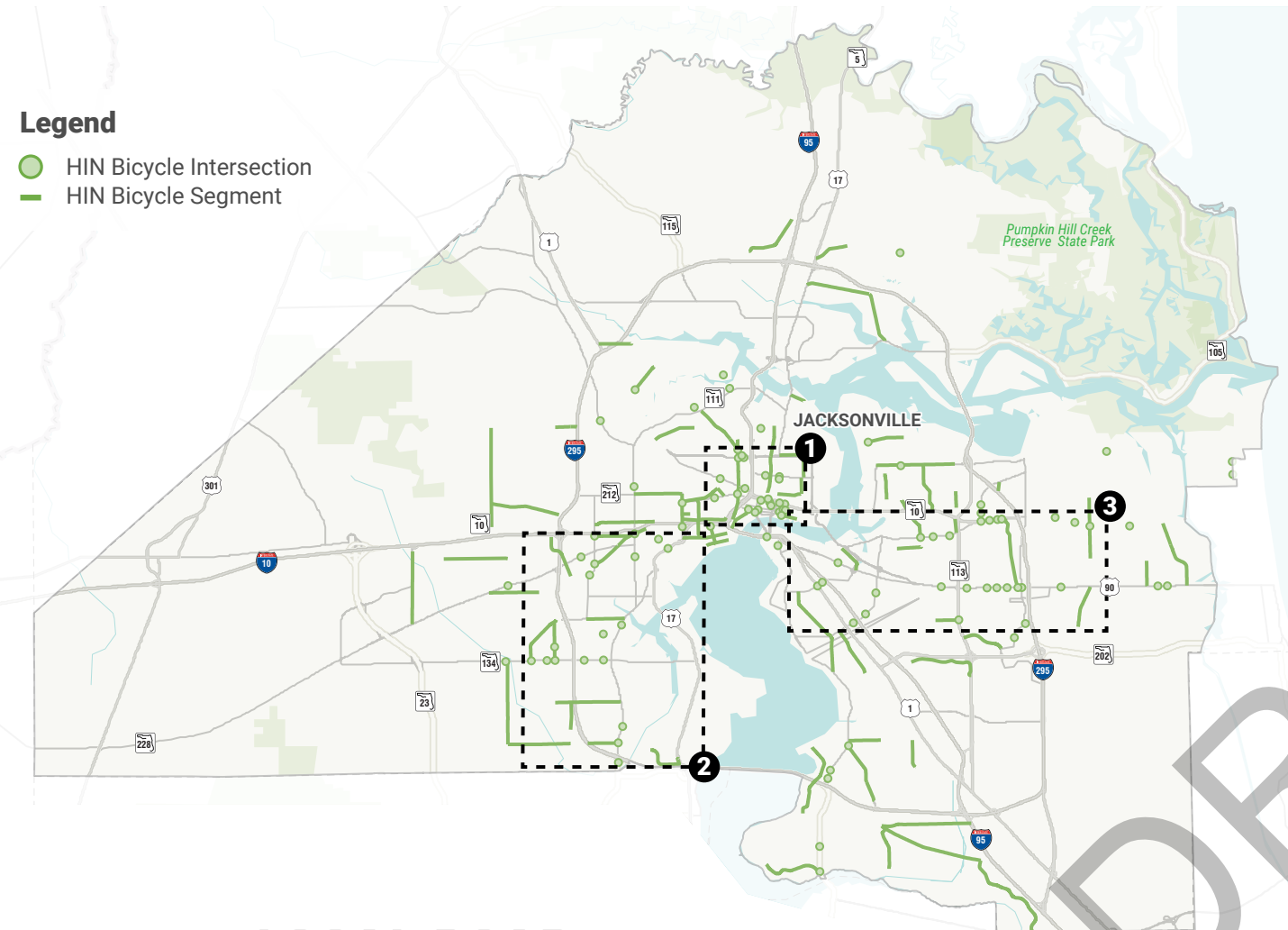
94% Fatal Crashes

70% Serious Injury Crashes

18% of Total Network Miles /
116 Miles



BICYCLE HIGH INJURY NETWORKS - LOCAL ROAD SEGMENTS AND INTERSECTIONS



LOCAL ROAD HIGH INJURY NETWORK

BICYCLE

100 HIN
Intersections

100% Fatal Crashes

87% Serious Injury Crashes

15% of Total Intersections

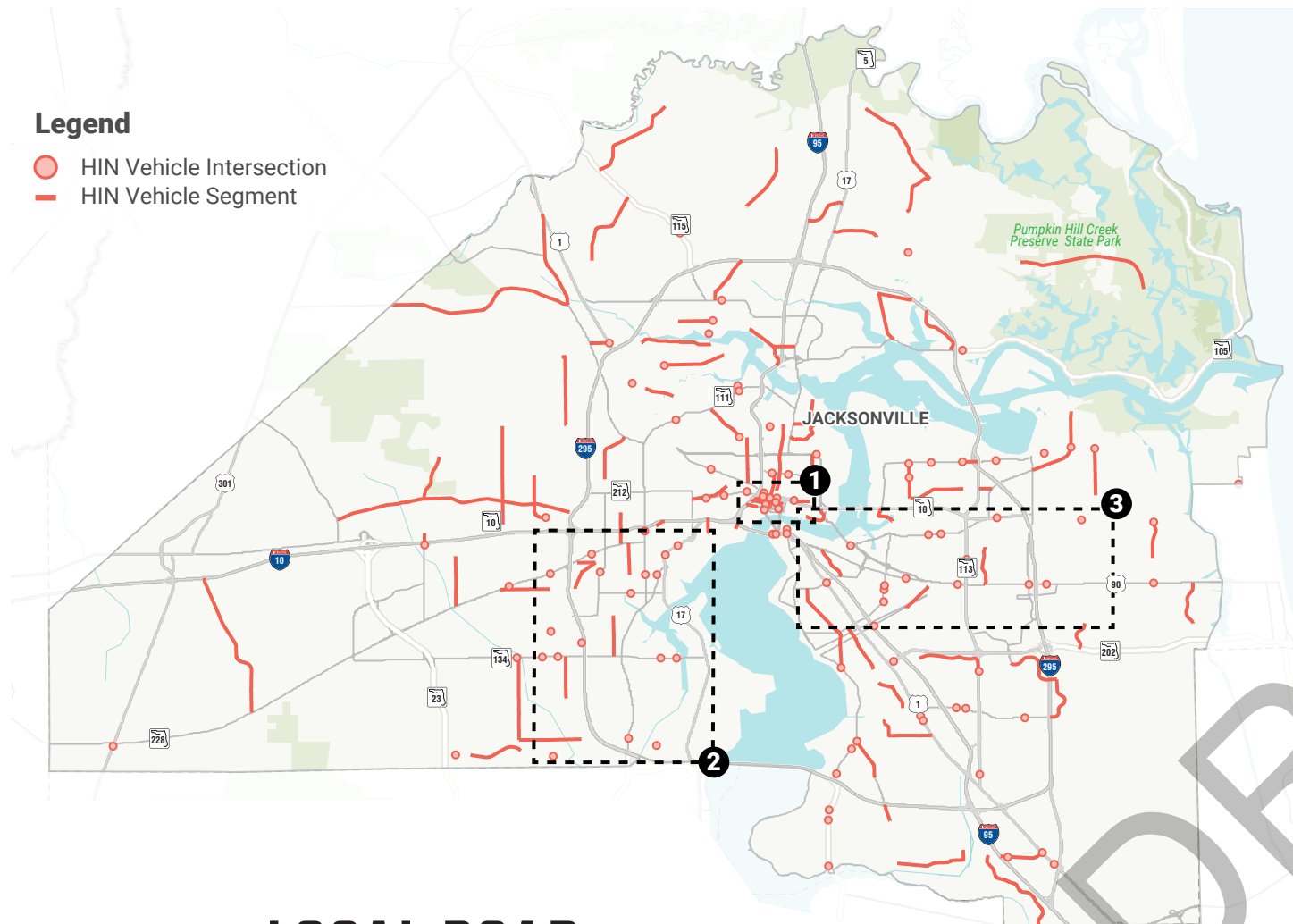
93 HIN
Segments

64% Fatal Crashes

100% Serious Injury Crashes

19% of Total Network Miles /
122 Miles

VEHICLE HIGH INJURY NETWORKS - LOCAL ROAD SEGMENTS AND INTERSECTIONS



LOCAL ROAD HIGH INJURY NETWORK

VEHICLE

104 HIN Intersections

89% Fatal Crashes

53% Serious Injury Crashes

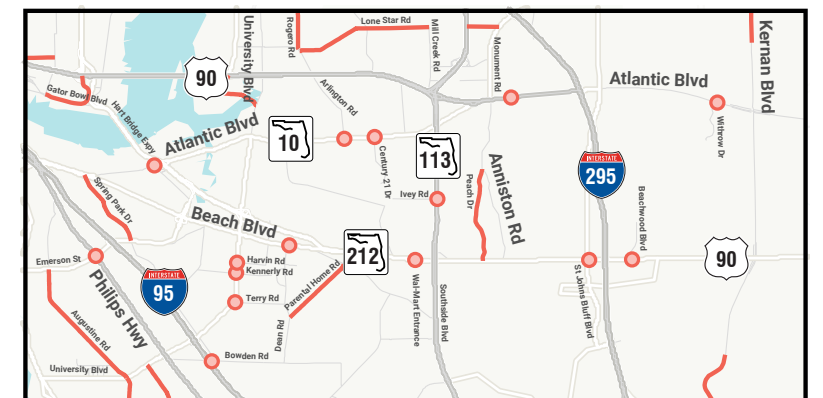
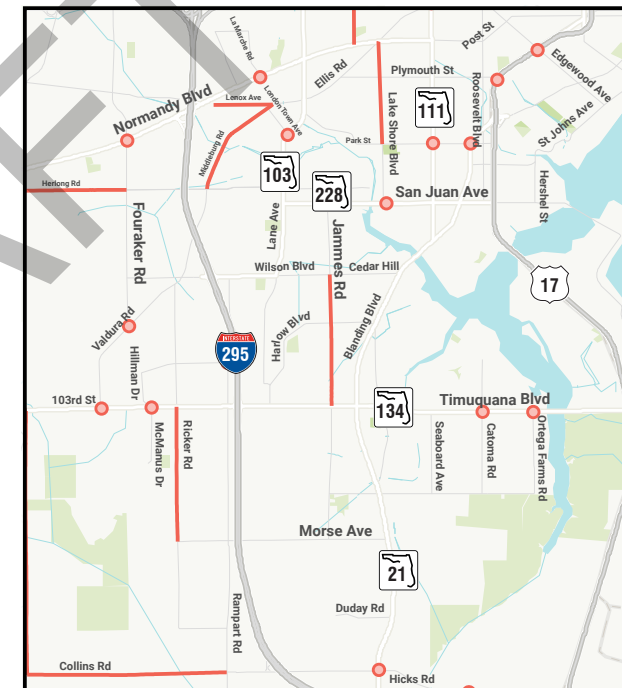
16% of Total Intersections

92 HIN Segments

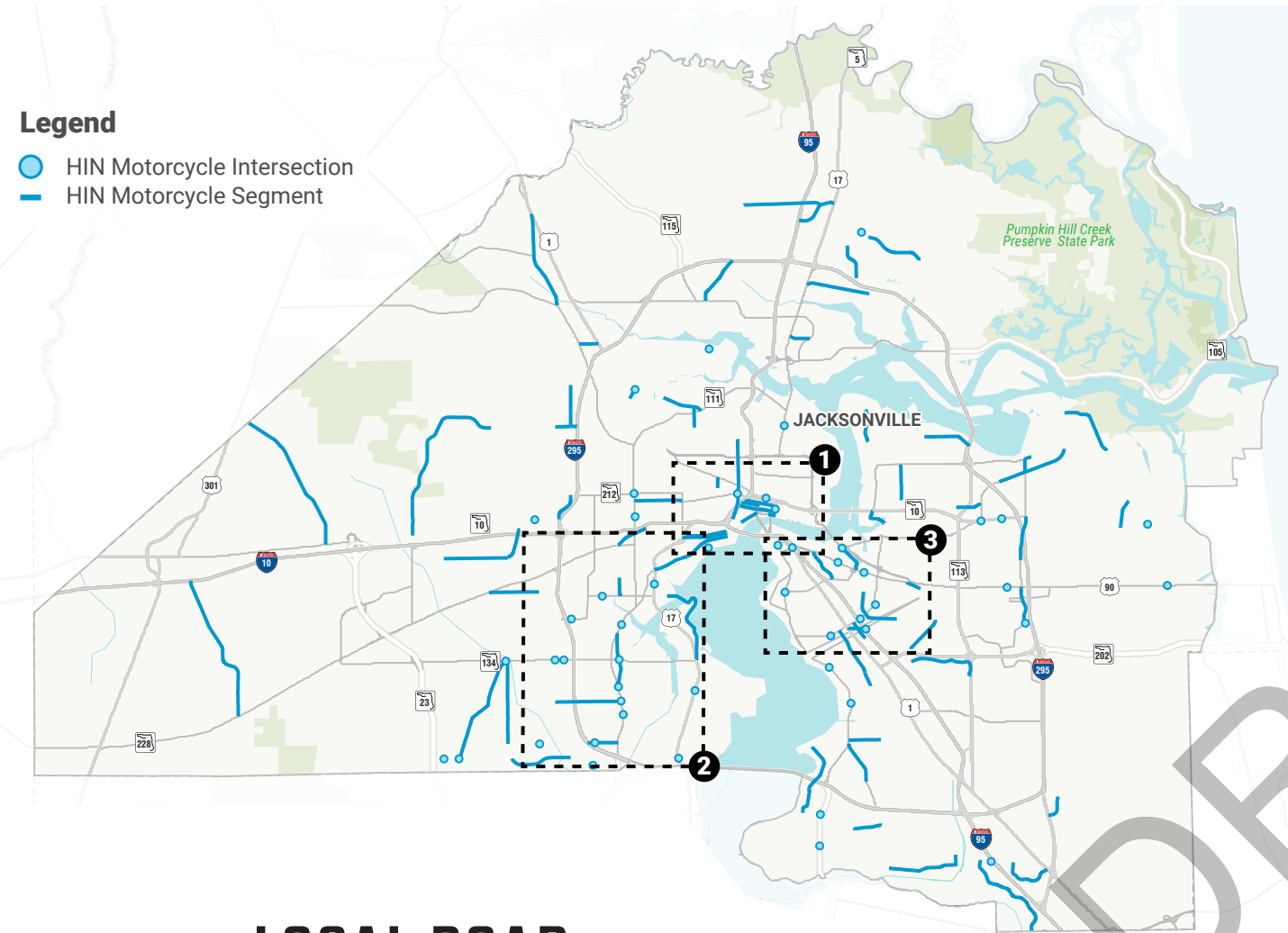
85% Fatal Crashes

44% Serious Injury Crashes

24% of Total Network Miles /
150 Miles



MOTORCYCLE HIGH INJURY NETWORKS - LOCAL ROAD SEGMENTS AND INTERSECTIONS



LOCAL ROAD HIGH INJURY NETWORK

MOTORCYCLE

50 HIN
Intersections

97% Fatal Crashes

55% Serious Injury Crashes

8% of Total Intersections

87 HIN
Segments

100% Fatal Crashes

74% Serious Injury Crashes

20% of Total Network Miles /
126 Miles

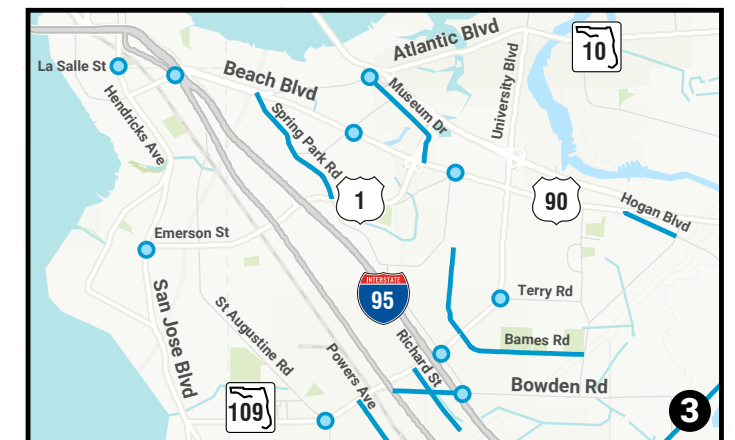
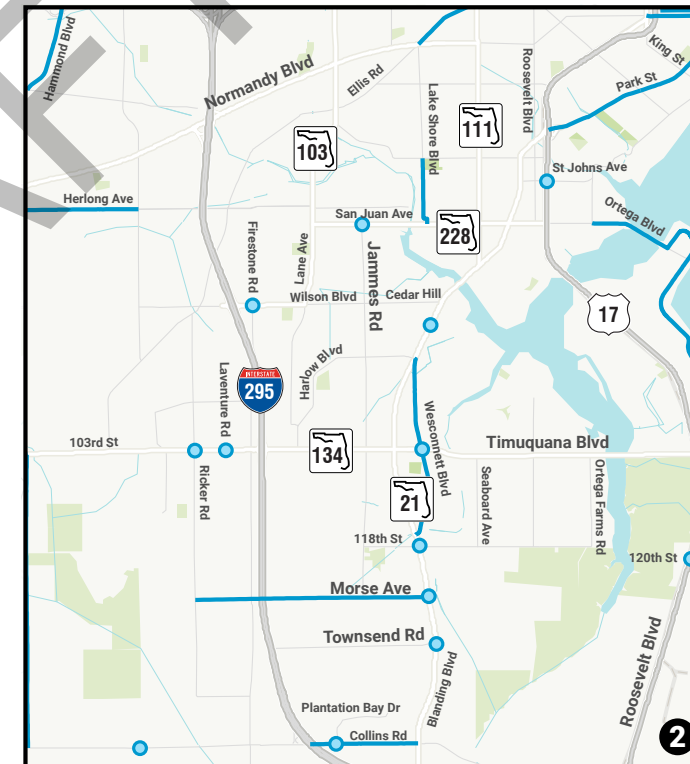




Photo Source: City of Jacksonville

5. ACTION PLAN STRATEGIES

5.1 A SAFE SYSTEM APPROACH

The Safe System Approach is the foundation for Jacksonville's VZAP. This framework acknowledges that while human errors are inevitable, roadway deaths and severe injuries are preventable through proactive design and policy decisions.

As a member of the National Association of City Transportation Officials (NACTO), Jacksonville is committed to incorporating NACTO's innovative street design guidance into its safety planning, ensuring that infrastructure improvements prioritize the most vulnerable road users, including pedestrians and cyclists.

The City believes a strong action plan is built on actionable strategies that prioritize community engagement and multi-agency collaboration. Jacksonville recognizes that traffic safety solutions must be developed with input from those most affected by unsafe streets, particularly historically underserved neighborhoods that experience higher crash rates. By fostering collaboration with local organizations, residents, and transportation experts, the City ensures that safety investments address community needs and reduce disparities.

The VZAP's data-driven strategies will create a safer, more connected Jacksonville where everyone—regardless of age, ability, or zip code—can move safely and confidently.



5.2 THEMES & SAFETY PROBLEMS

In the Vision Zero framework, themes serve as overarching categories that organize related safety challenges and strategies into focused areas of action. These themes provide a structured approach to addressing critical safety concerns, ensuring that efforts are targeted, coordinated, and aligned with the overarching goal of eliminating fatal and serious injuries. Within each theme, safety problems identify specific risk factors and issues that contribute to severe crashes. By clearly defining these problems, the VZAP establishes a strong foundation for developing data-driven strategies and targeted interventions to improve roadway safety for all users.

DESIGN SAFER STREETS

PROMOTE A CULTURE OF SAFETY

PROTECTING PEDESTRIANS

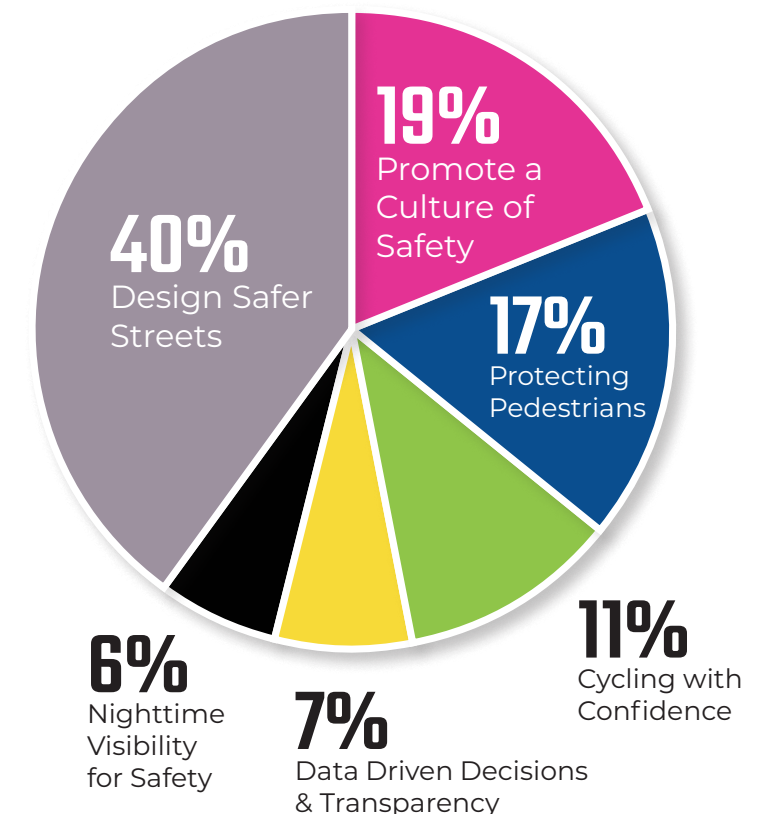
CYCLING WITH CONFIDENCE

DATA DRIVEN DECISIONS
& TRANSPARENCY

NIGHTTIME VISIBILITY
FOR SAFETY

A total of 49 people attended the second VZAP Task Force and Stakeholder Meeting on February 6, 2025. During this meeting the participants voted for their top themes and safety problems. Most Task Force and Stakeholder members supported designing safer streets, promoting a culture of safety, and protecting pedestrians, as their most prioritized safety themes.

For each identified safety problem, strategies were created to outline the broad approaches needed to address the issue effectively. Strategies provide a guiding framework for intervention, informed by best practices, data analysis, and community needs. The long-list of themes, safety problems, and strategies can be found in **Appendix C. Themes and Safety Problems Long-List**.



5.3 RECOMMENDED THEMES, SAFETY PROBLEMS, STRATEGIES, & ACTIONS

The Task Force and Stakeholder Members voted for their top 10 safety problems that they want addressed and prioritized in the City. These are highlighted in the table to the right, and in more detail on the following pages.

For each recommended safety problem, strategies and actions were developed. Strategies provide a guiding framework for intervention, informed by best practices, data analysis, and community needs. Actions translate these strategies into tangible efforts, such as engineering improvements, policy changes, education campaigns, and enforcement measures.

To ensure accountability and effective implementation, each action is accompanied by a timeline, lead agency, Safe System Approach principles, applicable transportation mode, alignment with the 4E's (Engineering, Education, Enforcement, and Emergency Response), level of cost, and a progress tracking mechanism which can be viewed in **Appendix D. Recommended Strategies and Actions.**

Together, these components create a structured, results-oriented approach to eliminating fatal and serious injuries, ensuring that resources are allocated efficiently and effectively to improve safety for all road users.

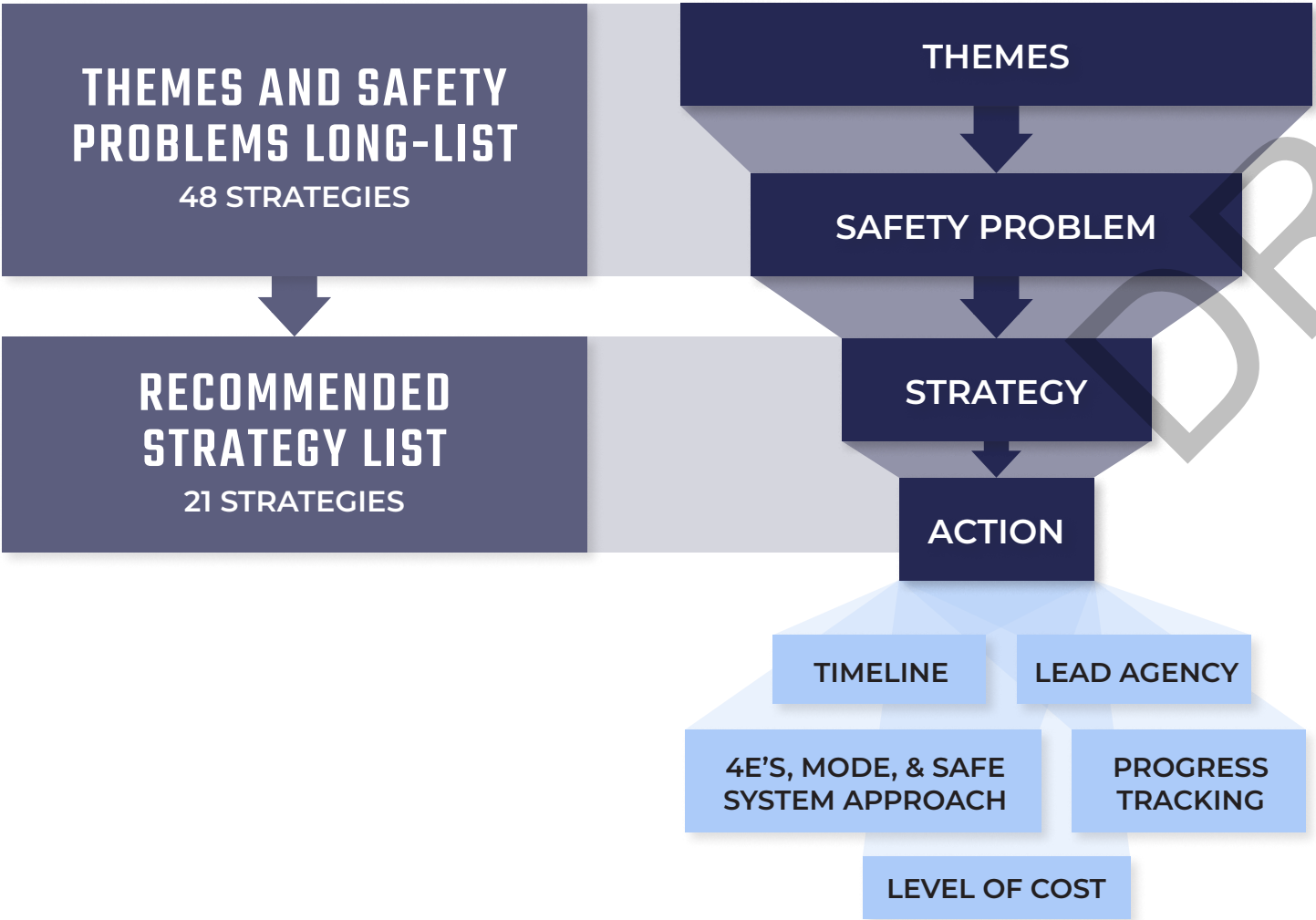


Table 1. Recommended Strategy List

THEME	SAFETY PROBLEM	STRATEGY
DESIGN SAFER STREETS	Unsafe street design lead to unsafe behavior and high severity crashes	Evaluate and implement safety driven decisions
		Implement comprehensive capacity analysis by utilizing all-day traffic counts instead of relying solely on peak-hour data to ensure a more accurate understanding of roadway performance
		Implement a Complete Streets mindset
		Implement projects identified on the Capital Projects List
	High operating speeds with high severity crashes citywide	Integrate Smart Surfaces and Green Infrastructure into roadway design
		Adopt 20-is-Plenty strategies
PROTECTING PEDESTRIANS	Pedestrian visibility at signalized intersections and midblock crossings	Set appropriate target speeds for roadways
		Improve visibility at pedestrian crossings by removing parking and overgrown vegetation
		Implement high visibility crosswalks along the pedestrian HIN
	Lack of consistent pedestrian sidewalks	Increase visibility of crossing pedestrians at intersections and mid-block crossing through design strategies such as painted curbs, flex posts, and etc.
		Improve pedestrian sidewalks citywide
NIGHTTIME VISIBILITY FOR SAFETY	Unsafe conditions near schools	Improve citywide school zone for consistency and safety
	Nighttime crashes at intersections	Improve nighttime visibility at Intersections
	Nighttime crashes involving pedestrians and bicyclists	Improve nighttime visibility for pedestrians and bicyclists
CYCLING WITH CONFIDENCE	Bicyclist getting struck by motorist in the roadway	Expand the active transportation network for people biking
		Improve the existing bicycle network
		Improve driveway safety
		Conduct educational campaigns for bicycle safety
PROMOTE A CULTURE OF SAFETY	A culture of traveling by vehicles limits progress towards Vision Zero goals	Conduct positive enforcement campaigns directed at bicyclists
		Reduce vehicle miles traveled
		Prioritize funding for Vision Zero
	Lack of funds for safety projects	

DESIGN SAFER STREETS

Unsafe street design where roads and intersections prioritize high vehicle speeds and capacity over multimodal safety create an environment where crashes are more frequent and severe. This theme focuses on implementing safety-driven roadway design, including traffic calming measures, context-sensitive designs, and Complete Streets principles. By designing roads that promote safe behaviors for all users, Jacksonville can significantly reduce fatal and serious injury crashes.

Unsafe street design lead to unsafe behavior and high severity crashes

Roadway design plays a critical role in shaping driver behavior and overall safety. Streets designed primarily for high-speed vehicle movement often create hazardous conditions for pedestrians, cyclists, and other vulnerable road users. Wide travel lanes, minimal pedestrian refuge areas, and poor intersection design can contribute to high-risk behaviors such as speeding, aggressive driving, and failure to yield. Addressing these design deficiencies by implementing traffic calming measures, compact intersections, and Complete Streets principles will create safer and more predictable roadway environments that reduce crashes and their severity.

COMPLETE STREETS ARE STREETS FOR EVERYONE

Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.



ROAD SAFETY AUDITS ARE A FHWA PROVEN SAFETY COUNTERMEASURE AND

REDUCE TOTAL CRASHES BY 10-60%



ROADWAY CONVERSION FROM 4-LANE TO 3-LANE

REDUCES TOTAL CRASHES BY 19-47%

High operating speeds with high severity crashes citywide

Speed is one of the most significant factors in crash severity, with higher speeds increasing both the likelihood and consequences of a collision. Many of Jacksonville's roadways are designed in ways that encourage excessive speeds, making it imperative to implement speed management strategies. Effective solutions include redesigning streets to naturally reduce speeds, installing speed-calming measures such as raised crosswalks and narrower lanes, and lowering speed limits in areas with high pedestrian and bicyclist activity. Prioritizing speed reduction is essential to preventing fatal and serious injury crashes.



94 FATALITIES & 206 SERIOUS INJURIES

IN CITY OF JACKSONVILLE DUE TO SPEEDING & AGGRESSIVE DRIVING

20% OF MOTORCYCLE FATALITIES AND SERIOUS INJURIES WERE DUE TO SPEEDING AND/OR AGGRESSIVE DRIVING

APPROPRIATE SPEED LIMITS FOR ALL ROAD USERS IS A FHWA PROVEN SAFETY COUNTERMEASURE SHOWING A **26% DECREASE IN TRAFFIC FATALITIES**

HIT BY A VEHICLE TRAVELING AT:

20 MPH

9 out of 10 pedestrians survive



30 MPH

5 out of 10 pedestrians survive



40 MPH

only 1 out of 10 pedestrians survive



PROTECTING PEDESTRIANS

Pedestrians are among the most vulnerable road users, and addressing their safety is a critical component of the City's VZAP. Crashes involving pedestrians—particularly at intersections, midblock crossings, and high-speed roadways—often result in severe injuries or fatalities. This theme focuses on reducing pedestrian risk by improving visibility, enhancing intersection design, implementing pedestrian-prioritized signal timing, and expanding safe sidewalk networks. By prioritizing pedestrian safety improvements, Jacksonville can create a more walkable, accessible, and equitable transportation system for pedestrians.

Lack of consistent pedestrian sidewalks

Sidewalk connectivity is essential for safe pedestrian mobility, yet many areas of Jacksonville lack continuous and well-maintained pedestrian infrastructure. Gaps in the sidewalk network force pedestrians to walk in unsafe conditions, such as on road shoulders or in travel lanes. This lack of infrastructure disproportionately affects vulnerable populations, including children, older adults, and individuals with disabilities. Expanding and maintaining a comprehensive sidewalk network is a fundamental step in improving pedestrian safety and accessibility.



Photo Source: City of Jacksonville, Florida
Pedestrian and Bicycle Master Plan



**SIDEWALKS ARE A PROVEN
SAFETY COUNTERMEASURE AND
REDUCE 65-89% OF CRASHES
INVOLVING PEDESTRIANS**

Pedestrian visibility at signalized intersections and midblock crossings

Low visibility at pedestrian crossings significantly increases the risk of crashes, particularly at signalized intersections and midblock locations. Factors such as poor lighting, obstructed sightlines, and faded crosswalk markings can make pedestrians less visible to drivers, especially in high-speed corridors. Enhancing pedestrian visibility through high-visibility crosswalks, curb extensions, better lighting, and improved signage is critical to reducing pedestrian-involved crashes and ensuring safe crossings.



Photo Source: FHWA

FHWA PROVEN SAFETY COUNTERMEASURE: HIGH-VISIBILITY CROSSWALK CAN

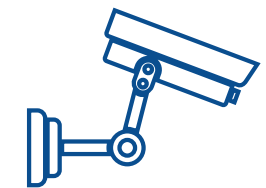
REDUCE PEDESTRIAN INJURY CRASHES UP TO 40%



Photo Source: City of Jacksonville Arlington RFRB

Unsafe conditions near schools

Children walking and biking to school face heightened risks due to inconsistent school zone treatments, high-speed traffic, and poorly designed crossings. Inadequate signage, lack of traffic calming measures, and insufficient enforcement contribute to unsafe conditions. Implementing standardized school zone improvements, including lower speed limits, enhanced crosswalk markings, and Safe Routes to School programs, will create safer environments for students and promote active transportation.



**SPEED SAFETY CAMERA
ENFORCEMENT CAN**

*reduce roadway fatalities
and injuries by 20-37%*

63% decrease in speed

60% decrease in violations

NIGHTTIME VISIBILITY FOR SAFETY

A significant portion of fatal and serious injury crashes occur at night due to limited visibility, inadequate lighting, and poor roadway delineation. Pedestrians, bicyclists, and motorcyclists are particularly at risk in low-light conditions. This theme emphasizes the need for improved street lighting, retroreflective signage, high-visibility crosswalks, and enhanced roadway markings to ensure all users can travel safely at night. Addressing nighttime visibility is a key step toward reducing crashes and making Jacksonville's roadways safer 24/7.

Nighttime crashes at intersections

Intersections are high-risk locations for crashes, and these risks are further exacerbated at night when visibility is reduced. Insufficient lighting, poorly marked lanes, and inadequate signal visibility can contribute to crashes involving vehicles, pedestrians, and cyclists. Retrofitting intersections with LED lighting, installing retroreflective signage, and using illuminated pavement markings will improve nighttime safety and reduce crash risks.

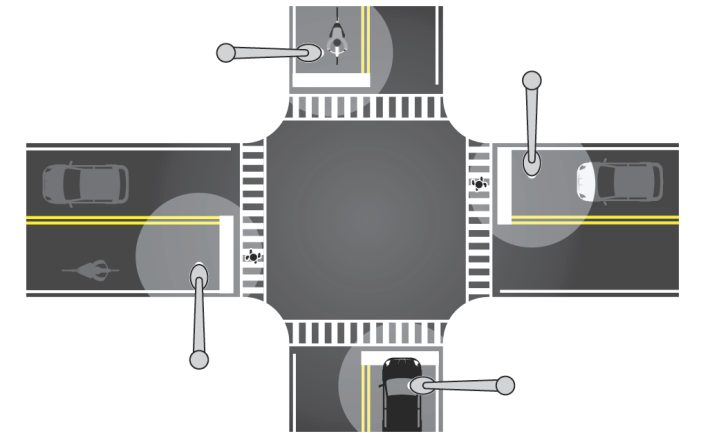


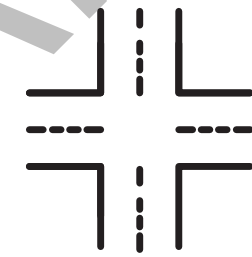
Photo Source: FHWA

Nighttime crashes involving pedestrians and bicyclists

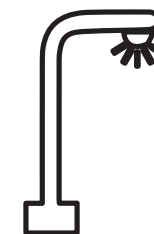
A disproportionate number of pedestrian and bicyclist fatalities occur at night due to poor visibility and inadequate roadway lighting. Many high-injury corridors lack sufficient streetlights, and pedestrians and cyclists are often difficult for drivers to detect in low-light conditions. Improving nighttime visibility through enhanced lighting, reflective signage, and crosswalk illumination is essential to reducing nighttime crashes and ensuring safe travel for all road users.



Photo Source: FDOT



55% OF ALL INTERSECTION
FATAL AND SERIOUS
CRASHES
**OCCURRED AT AN
INTERSECTION**



INTERSECTION LIGHTING CAN
**REDUCE NIGHTTIME
CRASHES BY 12%**



60% OF PEDESTRIAN AND BICYCLE FATAL
AND SERIOUS INJURY CRASHES
OCCURRED DURING NIGHTTIME



Photo Source: City of Jacksonville

CYCLING WITH CONFIDENCE

Bicyclists face significant risks when sharing the road with motor vehicles, especially in areas with high speeds, poor visibility, or insufficient infrastructure. Creating a safer and more connected bicycle network is essential to increasing ridership and reducing conflicts. This theme includes expanding the active transportation network, improving existing bicycle facilities, implementing bicycle-friendly signalization, and providing public education on safe cycling practices. By making cycling a safer and more viable option, Jacksonville can encourage more residents to choose biking as a mode of transportation.



Photo Source: City of Jacksonville, Florida Pedestrian and Bicycle Master Plan

Bicyclist getting struck by motorist in the roadway

Bicyclists often face significant safety risks when sharing roadways with motor vehicles, particularly in areas without dedicated bike lanes or protective infrastructure. High vehicle speeds, driver inattention, and inadequate bicycle facilities contribute to severe and fatal crashes involving bicyclists. Expanding protected bike lanes, improving roadway markings, and increasing driver awareness through education campaigns are key strategies to creating a safer and more connected bicycling network.



Photo Source: City of Jacksonville

Converting traditional or flush buffered bicycle lanes to a separated bicycle lane with flexible delineator posts can

REDUCE BICYCLE CRASHES UP TO 53%

BICYCLE LANE ADDITIONS CAN
REDUCE CRASHES UP TO 30-49%



31% OF BICYCLE FATAL & SERIOUS INJURY CRASHES
OCCURRED CYCLING ALONG ROADWAY WITH TRAFFIC



Photo Source: Barry Kotter

City's on-street bikeways and trails network comprises **898 MILES** of existing, funded, and planned bike lanes, buffered bike lanes, protected bike lanes, shared lanes, and shared-use paths

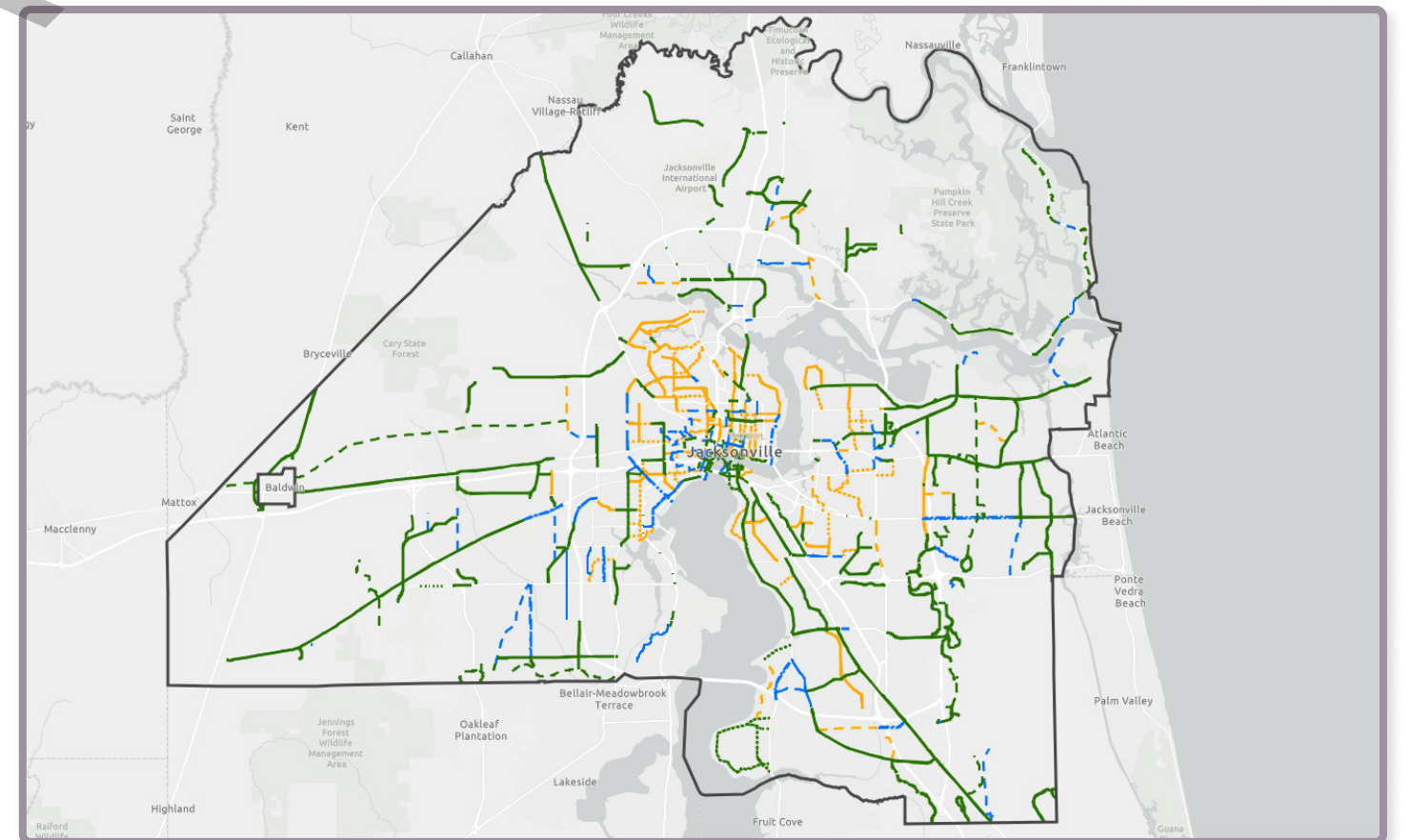


Photo Source: City of Jacksonville On-Street Bikeways and Trails Network

PROMOTE A CULTURE OF SAFETY

Achieving Vision Zero requires a cultural shift that prioritizes safety in transportation planning, enforcement, and everyday behavior. This theme focuses on building public awareness through education campaigns, training programs, and community engagement to encourage safe habits among all road users. Additionally, fostering a culture of safety within the City's agencies ensures that policies and investments align with Vision Zero principles.

Lack of funds for safety projects

Sustained funding is necessary to implement Vision Zero initiatives and infrastructure improvements, yet many safety projects are delayed or underfunded due to competing priorities. Establishing dedicated funding sources for safety improvements will ensure long-term investment in lifesaving measures. Strategies include securing grants, prioritizing safety projects in transportation budgets, and leveraging public-private partnerships to support Vision Zero goals.

CITY OF JACKSONVILLE AWARDED

\$1.016M

IN FEDERAL FUNDING
TO IMPLEMENT SAFETY
DEMONSTRATION PROJECTS
AS PART OF THE CITY'S LARGER
VISION ZERO EFFORT

FDOT RECEIVED AN ALLOCATION
OF APPROXIMATELY

\$156M

IN HSIP FUNDS DURING THE
2022 STATE FISCAL YEAR



Between 2007 and
2018, the Florida
SRTS program
dedicated over

\$130M

to projects aimed at
improving the safety of
students who walk and
bicycle to school

SAFE STREETS FOR ALL (SS4A) IS A NEW FEDERAL FUNDING
PROGRAM TO HELP ADVANCE THE NATION'S GOAL OF

ZERO ROADWAY DEATHS

\$5 BILLION OVER 5 YEARS

A culture of traveling by vehicles limits progress towards Vision Zero goals

Jacksonville's transportation system has long prioritized vehicle travel, making it challenging to shift towards a safer, multimodal environment. A car-centric culture discourages walking, biking, and transit use, contributing to high vehicle miles traveled (VMT) and increased crash risks. Encouraging alternative transportation options through improved transit access, Complete Streets policies, and public awareness campaigns will help create a more balanced and safer transportation network for all users.



Photo Source: City of Jacksonville



5.4 MEASURING PROGRESS

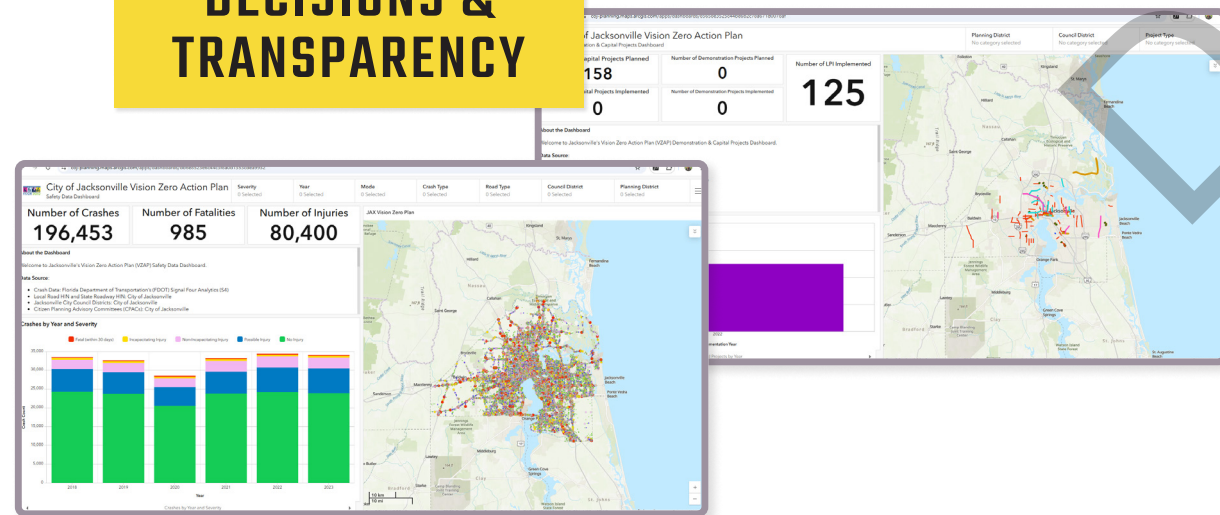
Achieving Vision Zero requires a commitment to ongoing evaluation, transparency, and data-driven decision-making. This section outlines the key metrics and indicators that will be used to measure progress toward eliminating traffic fatalities and serious injuries in Jacksonville. Regular tracking and reporting mechanisms will ensure that stakeholders and the public remain informed about the effectiveness of Vision Zero strategies and the status of implemented projects.

Two publicly available dashboards serve as essential tools for monitoring progress:

- [Safety Data Dashboard](#)¹⁵ – Provides the City specific data on traffic fatalities and serious injuries and high-injury network, allowing for trends analysis and annual progress tracking towards Vision Zero goals.
- [Demonstration and Capital Projects Dashboard](#)¹⁶ – Tracks infrastructure investments, project implementation timelines, and the impact of safety improvements.

A strong focus on transparency and accountability will guide the reporting process, with annual reviews and updates to the VZAP ensuring that strategies remain aligned with emerging data trends and evolving safety priorities. The Data-Driven Decisions theme is central to this approach, emphasizing the importance of accurate, timely, and accessible data in guiding investments, evaluating safety interventions, and fostering cross-agency collaboration. By continuously evaluation and refining our approach, Jacksonville can ensure that Vision Zero remains a dynamic and effective initiative, creating safer streets for all.

DATA DRIVEN DECISIONS & TRANSPARENCY



¹⁵ City of Jacksonville. Safety Data Dashboard. Available at: <https://coj-planning.maps.arcgis.com/apps/dashboards/db6e8523e6c44c3f8a0d1353cdea9932>

¹⁶ City of Jacksonville. Demonstration & Capital Projects Dashboard. Available at: <https://coj-planning.maps.arcgis.com/apps/dashboards/85658e3525c44be6b2c78a671d0078af>



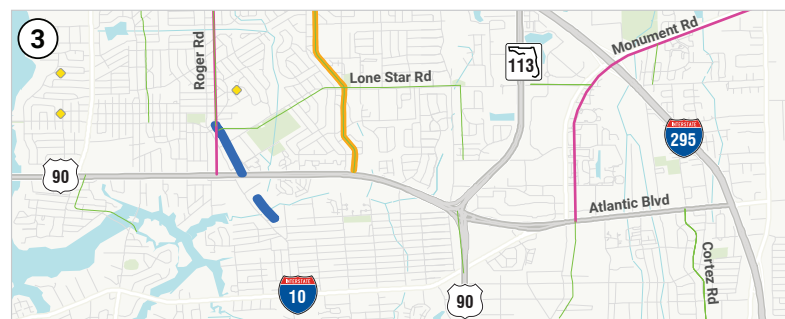
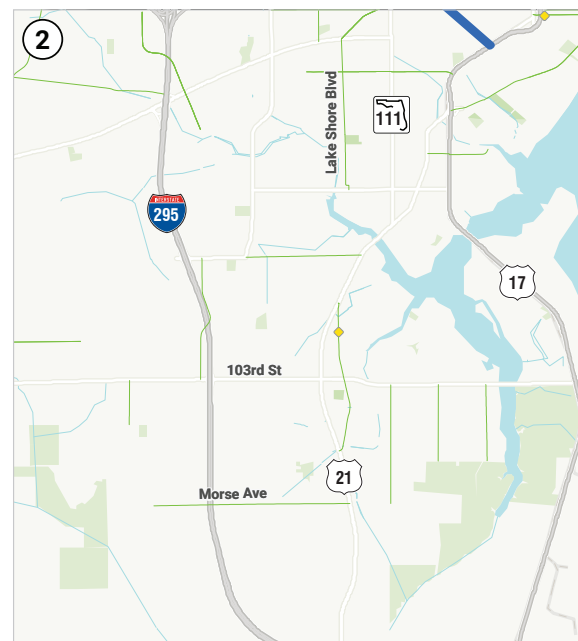
Photo Sources: City of Jacksonville

CAPITAL PROJECTS



Legend

- 20-is-Plenty
- Previous Corridor Studies
- Transportation Improvement Plan
- Capital Improvement Projects
- Bicycle Pedestrian Master Plan (Bicycle Network)
- ◆ Rectangular Reflective Flashing Beacon (RRFB)



METHODOLOGY

Focus on Local High Injury Network

Screening HIN by previous and upcoming projects to identify Long-List

Capital Projects Long-List

Prioritize Long-List by Underserved Communities

Final List of Capital Projects

- Capital Improvement Plan (FY 2024-2028)
- Transportation Improvement Program (FY 2024-2028)
- 20-is-Plenty (2024)
- Bicycle & Pedestrian Master Plan (2017)
- Resilient Jax (2023)
- Previous Corridor Studies
- FDOT's SUN Trail Program

6. VISION ZERO PROJECTS

6.1 CAPITAL PROJECTS

A key component of Jacksonville's VZAP is the strategic investment in capital projects that directly address safety concerns along the City's High Injury Network. By aligning infrastructure improvements with crash data and community needs, these projects will focus on reducing fatal and serious injury crashes through roadway redesign, speed management, and multimodal enhancements.

To develop the Capital Projects Long-List, the HIN was screened against existing and planned projects to identify a comprehensive list of safety-focused capital improvements. This process incorporated multiple planning efforts, including the Capital Improvement Plan, the Transportation Improvement

Program, the 20-is-Plenty initiative, the Bicycle and Pedestrian Master Plan, the Florida Shared-Use Non-motorized (SUN) Trail program, and previous corridor studies. By leveraging these existing projects, the VZAP ensures that resources are maximized and investments align with the broader safe system goals.

A long list of capital projects was identified through this screening process, many of which were previously prioritized in past planning efforts, offering an opportunity to enhance them efficiently with additional safety components. By integrating Vision Zero principles such as traffic calming, pedestrian and bicyclist infrastructure improvements, and speed management, these projects can be optimized for maximum safety impact while streamlining implementation.

The final list of capital projects was identified through a screening process focused on underserved communities. This coordinated effort aims to deliver roadway safety improvements that promote safer speeds, improved pedestrian and bicyclist infrastructure, and enhanced visibility and accessibility for all road users. Through these capital projects, Jacksonville reaffirms its commitment to eliminating fatal crashes and reducing serious injury crashes in half while building a more resilient and connected transportation network. The final list of capital projects can be seen in **Appendix E. Final Capital Projects List**.

6.2 VISION ZERO DEMONSTRATION PROJECTS

DRAFT

This page has been intentionally left blank and will be updated upon finalization of the Vision Zero Action Plan

7. ACKNOWLEDGMENTS

The City of Jacksonville Vision Zero Action Plan is the result of a collaborative effort between city agencies, community organizations, transportation professionals, and residents who are committed to making our streets safer for all. We extend our gratitude to the Vision Zero Task Force and Stakeholders whose dedication and expertise have been instrumental in shaping this plan. The success of Vision Zero in the City will depend on continued collaboration, commitment, and action from all sectors. We thank everyone who has contributed to this plan and look forward to working together to create a safer, more equitable, and connected transportation network for all.

8. APPENDICES

Appendix A. Local Road High Injury Network

Appendix B. State Road High Injury Network

Appendix C. Themes and Safety Problems Long-List

Appendix D. Recommended Strategies and Actions

Appendix E. Final Capital Projects List



DRAFT

APPENDIX A. LOCAL ROAD HIGH INJURY NETWORK

Appendix A. Local Road High Injury Networks: Segments

ROADWAY	EXTENTS	PLANNING DISTRICT
110TH ST	ORTEGA FARMS BLVD TO WESCONNETT BLVD	4 SOUTHWEST
1ST ST E	MAIN ST TO A P RANDOLPH BLVD	1 URBAN CORE
21ST ST	MAIN ST TO PHOENIX AVE	1 URBAN CORE
21ST STREET	TALLEYRAND AVE TO MLK PKWY	1 URBAN CORE
44TH ST	MAIN ST N TO BUFFALO AVE	5 NORTHWEST
45TH ST	NEW KINGS RD TO AVE B	5 NORTHWEST
5TH ST	EDGEWOOD AVE TO MCDUFF AVE	5 NORTHWEST
A.C. SKINNER PKWY	BELFORT RD TO SOUTHSIDE BLVD	3 SOUTHEAST
A.P. RANDOLPH BLVD	BAY ST TO ARLINGTON EXPWY	1 URBAN CORE
ACORN ST	W BEAVER ST TO W 1ST ST	5 NORTHWEST
AIDEN RD	HUFFMAN BLVD TO SAINT JOHNS BLUFF RD S	2 GREATER ARLINGTON and BEACHES
AIRPORT CENTER DR E	MAIN ST TO NEW BERLIN RD	6 NORTH
ALTA DR	SR 9A TO NEW BERLIN RD	6 NORTH
ARGYLE FOREST BLVD	SHINDLER DR TO OLD MIDDLEBURG RD	4 SOUTHWEST
ARGYLE FOREST BLVD	CHESWICK OAK AVE TO RAMPART RD	4 SOUTHWEST
ARLINGTON RD	ROGERO RD TO ARLINGTON EXPY	2 GREATER ARLINGTON and BEACHES
ARLINGTON RD	ARLINGTON EXPY TO ATLANTIC BLVD	2 GREATER ARLINGTON and BEACHES
ART MUSEUM DR	ATLANTIC BLVD TO BEACH BLVD	2 GREATER ARLINGTON and BEACHES
ASSISI LN	MAYPORT RD TO SEAWAY ST	2 GREATER ARLINGTON and BEACHES
AVENUE B	30TH ST TO 45TH ST	5 NORTHWEST
AVENUE B	45TH ST TO MONCRIEF RD W	5 NORTHWEST
BARNES RD	KENNERLY RD TO UNIVERSITY BLVD	3 SOUTHEAST
BARNES RD	UNIVERSITY BLVD TO PARENTAL HOME RD	3 SOUTHEAST
BARNETT ST	W BEAVER ST TO W 8TH ST	5 NORTHWEST/1 URBAN CORE
BARTRAM PARK BLVD	OLD ST AUGUSTINE RD TO COUNTY LINE	3 SOUTHEAST
BAY ST	A.P. RANDOLPH BLVD TO LIBERTY ST	1 URBAN CORE
BAY ST	PARK ST TO MYRTLE AVE	1 URBAN CORE
BAYMEADOWS RD E	BAYMEADOWS RD TO GATE PKWY	3 SOUTHEAST
BELFORT RD	SOUTHPOINT PKWY TO TOUCHTON RD	3 SOUTHEAST
BLAIR RD	NORMANDY BLVD TO CRYSTAL SPRINGS RD	5 NORTHWEST/4 SOUTHWEST
BOULEVARD ST	8TH ST TO MLK PKWY	1 URBAN CORE
BOWDEN RD	PHILIPS HWY TO I-95	3 SOUTHEAST
BOWDEN RD	SOUTHPOINT PKWY TO PARENTAL HOME RD	3 SOUTHEAST
BRADDOCK RD	SANDLE DR TO LEM TURNER RD	6 NORTH
BROAD ST	STATE ST TO 8TH ST	1 URBAN CORE

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
14				
7				
10/7				
10/7				
10				
10				
9				
11				
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4				
8/2				
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14				
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4/1				
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5/4				
4				
8				
7				

Appendix A. Local Road High Injury Networks: Segments

ROADWAY	EXTENTS	PLANNING DISTRICT
BROADWAY AVE	EDGEWOOD AVE TO MCDUFF AVE	5 NORTHWEST
BROADWAY AVE	MCDUFF AVE TO ACORN ST	5 NORTHWEST
BROWARD RD	BISCAYNE BLVD TO I-95	6 NORTH
BUCKMAN ST	E 12TH ST TO TALLEYRAND AVE	1 URBAN CORE
BUFFALO AVE	44TH ST TO LAWTON AVE	5 NORTHWEST
BULLS BAY HWY	COMMONWEALTH AVE TO BEAVER ST	5 NORTHWEST
CAPPER RD	LEM TURNER RD TO NORTH CAMPUS BLVD	6 NORTH
CATOMA ST	118TH ST TO TIMUQUANA RD	4 SOUTHWEST
CEDAR POINT RD	BONEY RD TO HORSESHOE CREEK	6 NORTH
CESERY BLVD	ARLINGTON RD TO MAPLE LEAF DR	2 GREATER ARLINGTON and BEACHES
CHAFFEE RD	OLD PLANK RD TO BEAVER ST	5 NORTHWEST
CHAFFEE RD	BEAVER ST TO I-10	5 NORTHWEST
CHAFFEE RD	CRYSTAL SPRINGS RD TO NORMANDY BLVD	5 NORTHWEST/4 SOUTHWEST
CHURCH ST	I-95 TO MAIN ST	1 URBAN CORE
CISCO DR	PRITCHARD RD TO NORTH OF GREEN THICKET LN	5 NORTHWEST
CLARK RD	BROWARD RD TO MAIN ST	6 NORTH
CLEVELAND RD	MONCRIEF RD TO EDGEWOOD AVE	5 NORTHWEST
COLLEGE ST	WILLOW BRANCH AVE TO MARGARET ST	5 NORTHWEST
COLLEGE ST	MARGARET ST TO ROSSELLE ST	5 NORTHWEST/1 URBAN CORE
COLLINS RD	I-295 TO BLANDING BLVD	4 SOUTHWEST
COLLINS RD	SHINDLER RD TO RAMPART RD	4 SOUTHWEST
COLLINS RD	PINE VERDE TO ROOSEVELT BLVD	4 SOUTHWEST
COMMODORE PT EXPY (SR 228)	LIBERTY ST TO HART BRIDGE	1 URBAN CORE
COMMONWEALTH AVE	MCDUFF AVE TO EDGEWOOD AVE	5 NORTHWEST
CORTEZ RD	BEACH BLVD TO ATLANTIC BLVD	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES
CRANE AV	GLYNLEA RD TO ARLINGTON RD S	2 GREATER ARLINGTON and BEACHES
CRAVEN RD	RATHBONE DR TO SUNBEAM RD	3 SOUTHEAST
CRYSTAL SPRINGS RD	BLAIR RD TO HAMMOND BLVD	5 NORTHWEST
DIVISION ST	MARTIN LUTHER KING JR PKWY TO W 30TH ST	5 NORTHWEST
DUVAL RD	DUNN AVE TO I-295	6 NORTH
DUVAL RD	BISCAYNE BLVD TO AIRPORT RD	6 NORTH
DUVAL STATION RD	MAIN ST TO STARRATT RD	6 NORTH
E DUVAL ST	PALMETTO ST TO CATHERINE ST	1 URBAN CORE

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
9				
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8				
10/7				
10				
12				
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Appendix A. Local Road High Injury Networks: Segments

ROADWAY	EXTENTS	PLANNING DISTRICT
E UNION ST	A PHILLIP RANDOLPH BLVD TO LIBERTY ST	1 URBAN CORE
EASTPORT RD	MAIN ST TO FAYE RD	6 NORTH
EASTPORT RD	FAYE RD TO ZOO PKWY/HECKSCHER DR	6 NORTH
EDGEWOOD AVE	CASSAT AVE TO POST ST	5 NORTHWEST
EDISON AVE	MCDUFF ST TO FOREST ST	5 NORTHWEST
ELLIS RD	NORMANDY BLVD TO BEAVER ST	5 NORTHWEST
FAIRFAX ST	MCQUADE ST TO KINGS RD	5 NORTHWEST/1 URBAN CORE
FAYE RD	EASTPORT RD TO SR 9A	6 NORTH
FIRESTONE RD	103RD ST TO WILEY RD	4 SOUTHWEST
FIRST COAST TECH PKWY	KERNAN BLVD TO KERNAN BLVD	3 SOUTHEAST
FITZGERALD STREET	CHEROKEE ST TO MCDUFF AVE	5 NORTHWEST
FLORIDA AVE	1ST STREET TO 8TH STREET	1 URBAN CORE
FOREST ST	MARGARET ST TO PARK ST	5 NORTHWEST/1 URBAN CORE
FORSYTH ST	I-95 TO MAIN ST	1 URBAN CORE
FORT CAROLINE RD	UNIVERSITY BLVD TO ROGERO RD	2 GREATER ARLINGTON and BEACHES
FORT CAROLINE RD	TOWNSEND BLVD TO SR 9A	2 GREATER ARLINGTON and BEACHES
FORT CAROLINE RD	MCCORMICK RD TO MONUMENT RD	2 GREATER ARLINGTON and BEACHES
GATE PKWY	SOUTHSIDE BLVD TO TOWN CENTER PKWY	3 SOUTHEAST
GATE PKWY	BURNT MILL RD TO I-295 E-BELT	3 SOUTHEAST
GATOR BOWL BLVD	A PHILLIP RANDOLPH BLVD TO ARLINGTON EXPY	1 URBAN CORE
GIRVIN RD	ASHLEY MELISSE BLVD TO ATLANTIC BLVD	2 GREATER ARLINGTON and BEACHES
GOLFAIR BLVD	MONCRIEF RD TO I-95	5 NORTHWEST/1 URBAN CORE
GRAN BAY PKWY	PHILLIPS HWY TO OLD ST AUGUSTINE RD	3 SOUTHEAST
GREENLAND RD	OLD ST. AUGUSTINE RD TO COASTAL LANE	3 SOUTHEAST
GREGORY DR	RICKER RD TO OLD MIDDLEBURG RD	4 SOUTHWEST
HALSEMA RD	SOUTH OF NAS WHITEHOUSE TO BEAVER ST	5 NORTHWEST/4 SOUTHWEST
HAMMOND BLVD	CRYSTAL SPRINGS RD TO DEVOE RD	5 NORTHWEST
HAYDEN LAKES CIR	HOWARD RD TO HOWARD RD	6 NORTH
HERLONG	OLD MIDDLEBURG RD N TO OUTPOST LN	4 SOUTHWEST
HERLONG RD	NORMANDY BLVD TO FOURAKER RD	4 SOUTHWEST
HIGHWAY AVE	LANE AVE TO CASSAT AVE	5 NORTHWEST
HIGHWAY AVE	CASSAT AVE TO LUNA ST	5 NORTHWEST

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
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9				

Appendix A. Local Road High Injury Networks: Segments

ROADWAY	EXTENTS	PLANNING DISTRICT
HILLMAN DR	WHEAT RD TO 103RD ST	4 SOUTHWEST
HODGES BLVD	BEACH BLVD TO BENTWATER DR	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES
HODGES BLVD	BENTWATER DR TO ATLANTIC BLVD	2 GREATER ARLINGTON and BEACHES
HOGAN RD	BEACH BLVD TO PARENTAL HOME RD	3 SOUTHEAST
HOOD LANDING RD	OLD ST. AUGUSTINE RD TO JULINGTON CREEK RD	3 SOUTHEAST
HOOD RD	SHAD RD TO SUNBEAM RD	3 SOUTHEAST
IMESON PARK BLVD	MAIN ST TO BUSCH DR	6 NORTH
IMESON RD	PRITCHARD RD TO GARDEN ST	5 NORTHWEST
INDEPENDENT DR	HOGAN ST TO NEWNAN ST	1 URBAN CORE
JAMMES RD	WILSON BLVD TO 103RD ST	4 SOUTHWEST
JAMMES RD	TOWNSEND RD TO MORSE AVE	4 SOUTHWEST
JONES RD	GARDEN ST TO CISCO DR	5 NORTHWEST
JONES RD	PRITCHARD RD TO BEAVER ST	5 NORTHWEST
JULINGTON CREEK RD	HOOD LANDING RD TO OLD ST. AUGUSTINE RD	3 SOUTHEAST
JUSTINA RD	MERRILL RD TO JACK RD	2 GREATER ARLINGTON and BEACHES
KERNAN BLVD	MATTHEW UNGAR DR TO ATLANTIC BLVD	2 GREATER ARLINGTON and BEACHES
KERNAN BLVD	BEACH BLVD TO GLEN KERNAN BLVD	3 SOUTHEAST
KERNAN BLVD	GLEN KERNAN BLVD TO J T BUTLER BLVD	3 SOUTHEAST
KERNAN BLVD	MCCORMICK RD TO MATTHEW UNGAR DR	2 GREATER ARLINGTON and BEACHES
KERNAN BLVD	ALDEN RD TO ATLANTIC BLVD	2 GREATER ARLINGTON and BEACHES
KING ST	COLLEGE ST TO BEAVER ST	5 NORTHWEST
KING ST	EDISON AVE TO BEAVER ST	5 NORTHWEST
LAKE SHORE BLVD	SAN JUAN AVE TO PARK ST	4 SOUTHWEST
LAKE SHORE BLVD	PARK ST TO NORMANDY BLVD	4 SOUTHWEST
LANE AVE	OLD KINGS RD TO 5TH ST	5 NORTHWEST
LANNIE RD	LEM TURNER RD TO CEMETERY RD	6 NORTH
LAWTON AVE	BUFFALO AVE TO MAIN ST	5 NORTHWEST
LEE RD	LONE STAR RD TO MONUMENT RD	2 GREATER ARLINGTON and BEACHES
LENOX AVE	CRYSTAL SPRINGS RD TO I-295	5 NORTHWEST
LENOX AVE	MEMORIAL PARK RD TO OLD MIDDLEBURG RD	4 SOUTHWEST
LENOX AVE	NORMANDY BLVD TO EDGEWOOD AVE	5 NORTHWEST/4 SOUTHWEST
LENOX AVE	LANE AVE (EAST SIDE) TO NORMANDY BLVD	4 SOUTHWEST
LENOX AVE	EDGEWOOD AVE TO LUNA ST	5 NORTHWEST
LEONID RD	LEM TURNER RD TO DUNN AVE	6 NORTH

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
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Appendix A. Local Road High Injury Networks: Segments

ROADWAY	EXTENTS	PLANNING DISTRICT
LIBERTY ST	STATE ST TO 8TH ST	1 URBAN CORE
LIVE OAK DR	ATLANTIC BLVD TO FOREST BLVD	2 GREATER ARLINGTON and BEACHES
LONE STAR RD	MILL CREEK RD TO ARLINGTON RD	2 GREATER ARLINGTON and BEACHES
LORETTO RD	ALADDIN RD TO OLD ST AUGUSTINE RD	3 SOUTHEAST
MANDARIN RD	ORANGE PICKER RD TO SAN JOSE BLVD	3 SOUTHEAST
MARGARET ST	RIVERSIDE DR TO GILMORE ST	5 NORTHWEST/1 URBAN CORE
MAX LEGGETT PKWY	AIRPORT CENTER DR TO MAIN ST	6 NORTH
MCCOYS CREEK BLVD	FITZGERALD ST TO I-95	5 NORTHWEST
MCDUFF AVE	I-10 TO COMMONWEALTH AVE	5 NORTHWEST
MEMORIAL PARK RD	RAMONA BLVD TO OLD MIDDLEBURG RD	5 NORTHWEST/4 SOUTHWEST
MERRILL RD	UNIVERSITY BLVD TO TOWNSEND BLVD	2 GREATER ARLINGTON and BEACHES
MERRILL RD	HARTSFIELD RD TO SOUITHSIDE CONN (SR 113)	2 GREATER ARLINGTON and BEACHES
MERRILL RD	TOWNSEND BLVD TO HARTSFIELD RD	2 GREATER ARLINGTON and BEACHES
MILL CREEK RD	REGENCY SQUARE BLVD N TO LONE STAR RD	2 GREATER ARLINGTON and BEACHES
MILL CREEK RD	ARLINGTON EXPY TO ATLANTIC BLVD	2 GREATER ARLINGTON and BEACHES
MONCRIEF RD	MYRTLE AVE TO GOLFAIR BLVD	1 URBAN CORE
MONCRIEF RD	GOLFAIR BLVD TO EDGEWOOD AVE	5 NORTHWEST/1 URBAN CORE
MONCRIEF RD	SOUTEL DR TO CLEVELAND RD	5 NORTHWEST
MONCRIEF RD	CLEVELAND RD TO EDGEWOOD AVE	5 NORTHWEST
MONROE ST	I-95 TO BROAD ST	1 URBAN CORE
MONUMENT RD	FORT CAROLINE RD TO MCCORMICK RD	2 GREATER ARLINGTON and BEACHES
MONUMENT RD	MCCORMICK RD TO ST JOHNS BLUFF RD	2 GREATER ARLINGTON and BEACHES
MONUMENT RD	ST JOHNS BLUFF RD TO LEE RD	2 GREATER ARLINGTON and BEACHES
MORSE AVE	RICKER RD TO BLANDING BLVD	4 SOUTHWEST
MT. PLEASANT RD	MONUMENT RD TO MCCORMICK RD	2 GREATER ARLINGTON and BEACHES
MYRTLE AVE	FOREST ST TO KINGS RD	5 NORTHWEST/1 URBAN CORE
MYRTLE AVE	KINGS RD TO GOLFAIR BLVD	1 URBAN CORE
NEW BERLIN RD	MAIN ST TO PULASKI RD	6 NORTH
NEW BERLIN RD	ALTA DR TO ZOO PKWY (SR 105)	6 NORTH
NEW BERLIN RD	AIRPORT CENTER DR TO YELLOW BLUFF RD	6 NORTH
OAK ST	MARGARET ST TO STOCKTON ST	5 NORTHWEST
OAK ST	STOCKTON ST TO KINGS ST	5 NORTHWEST
OLD KINGS RD	PLUMMER RD TO NEW KINGS RD (NORTH)	6 NORTH
OLD KINGS RD	BAYMEADOWS RD TO NARANJA DR	3 SOUTHEAST
OLD KINGS RD	NARANJA DR TO POWERS AVE	3 SOUTHEAST

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
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Appendix A. Local Road High Injury Networks: Segments

ROADWAY	EXTENTS	PLANNING DISTRICT
OLD MIDDLEBURG RD	103RD ST TO WILSON BLVD	4 SOUTHWEST
OLD MIDDLEBURG RD	HERLONG RD TO LENOX AVE	4 SOUTHWEST
OLD MIDDLEBURG RD	WILSON BLVD TO HERLONG RD	4 SOUTHWEST
OLD MIDDLEBURG RD	ARGYLE FOREST BLVD TO 103RD ST	4 SOUTHWEST
OLD PLANK RD	OTIS RD TO JONES RD	5 NORTHWEST/4 SOUTHWEST
OLD PLANK RD	JONES RD TO PICKETTVILLE RD	5 NORTHWEST
OLD ST AUGUSTINE RD	I-95 TO PHILIPS HWY	3 SOUTHEAST
OLD ST. AUGUSTINE RD	SAN JOSE BLVD TO HARTLEY RD	3 SOUTHEAST
OLD ST. AUGUSTINE RD	HARTLEY RD TO LOSCO RD	3 SOUTHEAST
OLD ST. AUGUSTINE RD	I-295 TO LORETTO RD	3 SOUTHEAST
OLD ST. AUGUSTINE RD	LORETTO RD TO BARTRAM PARK BLVD	3 SOUTHEAST
ORTEGA BLVD	SAN JUAN AVE TO ROOSEVELT BLVD	4 SOUTHWEST
ORTEGA FARMS BLVD	TIMUQUANA RD TO 118TH ST	4 SOUTHWEST
OTIS RD	NASSAU COUNTY LINE TO BEAVER ST	5 NORTHWEST/4 SOUTHWEST
OWENS RD	YANKEE CLIPPER DR TO MAX LEGGETT PKWY	6 NORTH
PARENTAL HOME RD	HOGAN RD TO DEAN RD	3 SOUTHEAST
PARK ST	ROOSEVELT BLVD TO EDGEWOOD AVE	4 SOUTHWEST
PARK ST	EDGEWOOD AVE TO MARGARET ST	5 NORTHWEST/4 SOUTHWEST
PARK ST	MARGARET ST TO I-95	5 NORTHWEST/1 URBAN CORE
PARK ST	I-95 TO WATER ST	1 URBAN CORE
PEACH DR	BEACH BLVD TO FOREST BLVD	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES
PEARL ST	44TH ST TO M.L. KING JR. PKWY	5 NORTHWEST/1 URBAN CORE
PEARL ST	1ST ST TO MLK PKWY	1 URBAN CORE
PECAN PARK RD	DIXIE CLIPPER DR TO ARNOLD RD	6 NORTH
PHOENIX AVE	8TH ST TO M.L. KING JR. PKWY	1 URBAN CORE
PICKETTVILLE RD	COMMONWEALTH AVE TO BEAVER ST	5 NORTHWEST
PLUMMER GRANT RD	JULINGTON CREEK TO CARRIAGE CROSSING DR	3 SOUTHEAST
PLUMMER RD	NASSAU COUNTY LINE TO OLD KINGS RD	6 NORTH/5 NORTHWEST
PLYMOUTH ST	LENOX AVE TO ROOSEVELT BLVD (US17)	4 SOUTHWEST
POST ST	MCDUFF AVE TO MARGARET ST	5 NORTHWEST/1 URBAN CORE
POWERS AVE	UNIVERSITY BLVD TO OLD KINGS RD	3 SOUTHEAST
PRICHARD RD	OLD PLANK RD TO COMMONWEALTH AVE	5 NORTHWEST
PRICHARD RD	JONES RD TO COMMONWEALTH AVE	5 NORTHWEST
PRITCHARD RD SIS CONN	IMESON RD TO SPORTSMANS CLUB RD	5 NORTHWEST

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
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Appendix A. Local Road High Injury Networks: Segments

ROADWAY	EXTENTS	PLANNING DISTRICT
PULASKI RD	HOWARD RD TO NEW BERLIN RD	6 NORTH
R G SKINNER/E TOWN PKWY	BEESON CT TO SR 9B	3 SOUTHEAST
RAMONA BLVD	LANE AVE TO LENOX AVE	5 NORTHWEST
RAMPART RD	PARK CITY DR TO MORSE AVE	4 SOUTHWEST
REGENCY SQ BLVD N	MILL CREEK RD TO MONUMENT RD	2 GREATER ARLINGTON and BEACHES
RESTLAWN DR	MONCRIEF RD TO PALMDALE ST	5 NORTHWEST
RICHARD ST	UNIVERSITY BLVD TO BOWDENDALE AVE	3 SOUTHEAST
RICKER RD	OLD MIDDLEBURG RD TO 103RD ST	4 SOUTHWEST
RICKER RD	103RD ST TO MORSE AVE	4 SOUTHWEST
RIVERSIDE AVE	FOREST BLVD TO WATER ST	1 URBAN CORE
ROGERO RD	MERRILL RD TO ARLINGTON RD	2 GREATER ARLINGTON and BEACHES
ROLLING RIVER BLVD	SR 104/ DUNN AVE TO RAPID RIVER DR	6 NORTH
SAN JOSE BLVD	HENDRICKS AVE TO HENDRICKS AVE	3 SOUTHEAST
SAN PABLO RD	BEACH BLVD TO OSPREY POINT DR	2 GREATER ARLINGTON and BEACHES
SAN PABLO RD	BEACH BLVD TO WM DAVIS PKWY	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES
SAN PABLO RD	OSPREY POINT DR TO ATLANTIC BLVD	2 GREATER ARLINGTON and BEACHES
SCOTT MILL RD	BEAUCLERC RD TO MANDARIN RD	3 SOUTHEAST
SEABOARD AVE	MORSE AVE TO 103RD ST	4 SOUTHWEST
SHINDLER DR	103RD ST TO COLLINS RD	4 SOUTHWEST
SOUTEL DR	MONCRIEF RD TO NEW KINGS RD	5 NORTHWEST
SOUTEL DR	MONCRIEF RD TO NORFOLK BLVD	5 NORTHWEST
SOUTEL DR	NORFOLK BLVD TO LEM TURNER RD	5 NORTHWEST
SOUTHPOINT PKWY	BELFORT RD TO BOWDEN AVE	3 SOUTHEAST
SPIRES AVE	SR 139/KINGS AVE TO W 13TH ST	5 NORTHWEST/1 URBAN CORE
SPORTSMAN CLUB RD	PRITCHARD ROAD TO END	5 NORTHWEST
SPRING PARK RD	ATLANTIC BLVD TO EMERSON ST	3 SOUTHEAST
ST JOHNS AVE	BLANDING BLVD TO HERSCHEL ST	4 SOUTHWEST
ST JOHNS BLUFF RD	BEACH BLVD TO TOWN CENTER PKWY	3 SOUTHEAST
ST JOHNS BLUFF RD	FORT CAROLINE RD TO MONUMENT RD	2 GREATER ARLINGTON and BEACHES
ST JOHNS BLUFF RD	ALDEN RD TO ATLANTIC BLVD	2 GREATER ARLINGTON and BEACHES
ST. AUGUSTINE RD	EMERSON ST TO UNIVERSITY BLVD	3 SOUTHEAST
ST. AUGUSTINE RD	UNIVERSITY BLVD TO SAN JOSE BLVD	3 SOUTHEAST
STAPLES MILL DR	CRESWICK OAK AVE TO ARGYLE FOREST BLVD	4 SOUTHWEST
STARRATT RD	DUNN CREEK RD TO YELLOW BLUFF RD	6 NORTH

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
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Appendix A. Local Road High Injury Networks: Segments

ROADWAY	EXTENTS	PLANNING DISTRICT
STOCKTON ST	RIVERSIDE AVE TO IRENE ST	5 NORTHWEST
SUNBEAM RD	SAN JOSE BLVD TO CRAVEN RD	3 SOUTHEAST
SUNBEAM RD	CRAVEN RD TO PHILIPS HWY	3 SOUTHEAST
TOLEDO RD	ST. AUGUSTINE RD TO POWERS AVE	3 SOUTHEAST
TOUCHTON RD	BELFORT RD TO SOUTHSIDE BLVD	3 SOUTHEAST
TOWNSEND BLVD	FORT CAROLINE RD TO MERRILL RD	2 GREATER ARLINGTON and BEACHES
TOWNSEND BLVD	MERRILL RD TO ARLINGTON EXPY	2 GREATER ARLINGTON and BEACHES
TREDINICK PKWY	MONUMENT RD TO SOUTHSIDE CONNECTOR	2 GREATER ARLINGTON and BEACHES
TROUT RIVER BLVD	OLD KINGS RD TO NEW KINGS RD	6 NORTH
TROUT RIVER BLVD	NEW KINGS RD TO SIBBALD RD	6 NORTH/5 NORTHWEST
TROUT RIVER BLVD	SIBBALD RD TO LEM TURNER RD	5 NORTHWEST
UNIVERSITY BLVD N	CESERY BLVD TO ARLINGTON EXPY	2 GREATER ARLINGTON and BEACHES
UNIVERSITY BLVD N	FORT CAROLINE RD TO EDENFIELD RD	2 GREATER ARLINGTON and BEACHES
W 25TH ST	CANAL ST TO NEW KINDS RD	5 NORTHWEST
WESCONNETT BLVD	BLANDING BLVD TO BLANDING BLVD	4 SOUTHWEST
WESTERN WAY	SOUTH OF WESTERN CIR TO BAYMEADOWS RD	3 SOUTHEAST
WILSON BLVD	BLANDING BLVD TO LANE AVE	4 SOUTHWEST
WINONA DR	MAIN ST TO WIGMORE ST	5 NORTHWEST/1 URBAN CORE
YELLOW BLUFF RD	EAGLE BEND BLVD TO STARRATT RD	6 NORTH
YELLOW WATER RD	NORMANDY BLVD TO I-10	4 SOUTHWEST

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
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Appendix A. Local Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT
103RD ST	SEABOARD AVE	4 SOUTHWEST
103RD ST	LAVENTURA DR	4 SOUTHWEST
103RD ST	CATOMA RD	4 SOUTHWEST
103RD ST	ORTEGA FARMS BLVD	4 SOUTHWEST
103RD ST	RICKER RD	4 SOUTHWEST
103RD ST	JAMMES RD	4 SOUTHWEST
103RD ST	VALDURA RD/OLD MIDDLE	4 SOUTHWEST
103RD ST	WESCONNETT BLVD	4 SOUTHWEST
103RD ST	OLD MIDDLEBURG RD	4 SOUTHWEST
103RD ST	MCMANUS DR/HILLMAN	4 SOUTHWEST
103RD ST	SCHINDLER DR	4 SOUTHWEST
103RD ST	HARLOW BLVD	4 SOUTHWEST
3RD ST N	THE WOODS DR/LOWES	2 GREATER ARLINGTON and BEACHES
3RD ST N	ANNISTON RD	2 GREATER ARLINGTON and BEACHES
3RD ST N	LIVE OAK DR/MONUMENT	2 GREATER ARLINGTON and BEACHES
3RD ST N	CENTURY 21/ACME ST	2 GREATER ARLINGTON and BEACHES
3RD ST N	DEBUTANTE DR/LEE RD	2 GREATER ARLINGTON and BEACHES
3RD ST N	CARAVAN TRAIL	2 GREATER ARLINGTON and BEACHES
3RD ST N	WITHROW DR	2 GREATER ARLINGTON and BEACHES
3RD ST N	ARLINGTON RD	2 GREATER ARLINGTON and BEACHES
3RD ST N	LEON RD	2 GREATER ARLINGTON and BEACHES
3RD ST N	KERNAN BLVD	2 GREATER ARLINGTON and BEACHES
3RD ST N	BEL-TEL RD	2 GREATER ARLINGTON and BEACHES
3RD ST N	JOEANDY DR/HODGES BL	2 GREATER ARLINGTON and BEACHES
3RD ST N	HIGHLAND AVE/ART MUS	2 GREATER ARLINGTON and BEACHES
3RD ST N	SUTTON LAKES BLVD	2 GREATER ARLINGTON and BEACHES
8TH ST	BOULEVARD AVENUE	1 URBAN CORE
8TH ST	MARS ST/JAMES HALLDR	1 URBAN CORE
8TH ST	DAVIS ROAD	1 URBAN CORE
8TH ST	JEFFERSON STREET	1 URBAN CORE
ADAMS ST	N JEFFERSON ST	1 URBAN CORE
ADAMS ST (SR 228)	N MARKET ST	1 URBAN CORE
AIRPORT CENTER DR E	AIRPORT CENTER DR	6 NORTH
AIRPORT RD	DUVAL RD	6 NORTH
ARGYLE FOREST BLVD	ARGYLE FOREST BLVD	4 SOUTHWEST

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
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Appendix A. Local Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT
ARGYLE FOREST BLVD	WESTPORT RD	4 SOUTHWEST
ARGYLE FOREST BLVD	ARGYLE FOREST	4 SOUTHWEST
ARGYLE FOREST BLVD	MERCHANTS WAY	4 SOUTHWEST
ARLINGTON EXPY	N NEWNAN ST	1 URBAN CORE
ARLINGTON EXPY	N MARKET ST	1 URBAN CORE
ARLINGTON EXPY	N LIBERTY ST	1 URBAN CORE
BAY ST	S LEE ST	1 URBAN CORE
BAYMEADOWS RD	HAMPTON LANDING DR	3 SOUTHEAST
BAYMEADOWS RD	BAYMEADOWS CIRCLE E	3 SOUTHEAST
BAYMEADOWS RD	OLD BAYMEADOWS RD	3 SOUTHEAST
BEACH BLVD	FOREST BLVD	3 SOUTHEAST
BEACH BLVD	SPRING GLEN/OLD EMER	2 GREATER ARLINGTON and BEACHES
BEACH BLVD	FCCJ/CENTRAL PKWY	3 SOUTHEAST
BEACH BLVD	CARMICHAEL AVE	2 GREATER ARLINGTON and BEACHES
BEACH BLVD	HUFFMAN BLVD	3 SOUTHEAST
BEACH BLVD	SUNI PINES/PORTSIDE	3 SOUTHEAST
BEACH BLVD	DISCOVERY WAY	3 SOUTHEAST
BEACH BLVD	ST JOHNS BLUFF RD	3 SOUTHEAST
BEACH BLVD	GROVE PARK BLVD	3 SOUTHEAST
BEACH BLVD	DESALVO/COUNTRYSIDE	3 SOUTHEAST
BEACH BLVD	CORTEZ/ST JOHNS SQ	3 SOUTHEAST
BEACH BLVD	WAL-MART ENTRANCE	3 SOUTHEAST
BEACH BLVD	BEACHWOOD BLVD	3 SOUTHEAST
BEACH BLVD	EVE DR E/BARKLEY RD	3 SOUTHEAST
BEACH BLVD	DEAN RD	3 SOUTHEAST
BEACH BLVD	HODGES BLVD	3 SOUTHEAST
BEACH BLVD	ANNISTON RD	3 SOUTHEAST
BEAVER ST W	BROAD STREET	1 URBAN CORE
BEAVER ST W	DAVIS STREET	1 URBAN CORE
BEAVER ST W	CANAL / KING ST.	5 NORTHWEST
BEAVER ST W	HOGAN STREET	1 URBAN CORE
BEAVER ST W	JEFFERSON STREET	1 URBAN CORE
BEAVER ST W	MCDUFF AVENUE	5 NORTHWEST
BEAVER ST W	CAHOON ROAD	5 NORTHWEST
BEAVER ST W	MYRTLE AVENUE	5 NORTHWEST

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
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Appendix A. Local Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT
BEAVER ST W	ROBINSON STREET	5 NORTHWEST
BLANDING BLVD	118TH ST	4 SOUTHWEST
BLANDING BLVD	ARGYLE FOREST BLVD	4 SOUTHWEST
BLANDING BLVD	PARK ST	4 SOUTHWEST
BLANDING BLVD	TOWNSEND RD	4 SOUTHWEST
BLANDING BLVD	CEDAR HILLS/CONFEDER	4 SOUTHWEST
BLANDING BLVD	COLLINS RD	4 SOUTHWEST
BLANDING BLVD	DUCLAY RD	4 SOUTHWEST
BLANDING BLVD	MORSE AVE	4 SOUTHWEST
BLANDING BLVD	YOUNGERMAN CIRCLE	4 SOUTHWEST
BLANDING BLVD	HICKS RD	4 SOUTHWEST
BRENTWOOD AVE	BROWARD RD	6 NORTH
BRENTWOOD AVE	PALMDALE ST	5 NORTHWEST
BRENTWOOD AVE	TERRELL RD	6 NORTH
BRENTWOOD AVE	ADV WARNING	5 NORTHWEST
BRENTWOOD AVE	CRESTWOOD ST	5 NORTHWEST
BRENTWOOD AVE	LAKE FOREST BLVD	5 NORTHWEST
BRENTWOOD AVE	PROSPECT ST	5 NORTHWEST
BRENTWOOD AVE	BASSETT RD/RIVERVIEW	5 NORTHWEST
BRENTWOOD AVE	44TH ST/MALL ENT	5 NORTHWEST
BRENTWOOD AVE	CAPPER RD	6 NORTH
BROAD ST	W FORSYTHE ST	1 URBAN CORE
BROAD ST	W ADAMS ST	1 URBAN CORE
BUSCH DR	HARTS RD	6 NORTH
BUSCH DR	NORTH CAMPUS BLVD	6 NORTH
BUSCH DR	DUVAL RD	6 NORTH
BUSCH DR	PINE ESTATES DRIVE E	6 NORTH
BUSCH DR	REGENCY DR	6 NORTH
CASSAT AVE	EDGEWOOD AVE	5 NORTHWEST
CASSAT AVE	FIRST ST	5 NORTHWEST
CASSAT AVE	MONCRIEF RD	5 NORTHWEST
CASSAT AVE	PLYMOUTH ST	4 SOUTHWEST
CASSAT AVE	COMMONWEALTH AVE	5 NORTHWEST
CASSAT AVE	PARK ST	4 SOUTHWEST
CASSAT AVE	BROADWAY AVE	5 NORTHWEST

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
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Appendix A. Local Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT
CASSAT AVE	AVE B	5 NORTHWEST
CASSAT AVE	HIGHWAY AVE	5 NORTHWEST
CASSAT AVE	SMYRNA AVE	5 NORTHWEST
CASSAT AVE	CR 213/LENOX AVE	5 NORTHWEST
CASSAT AVE	CLEVELAND ST	5 NORTHWEST
CHAFFEE RD	72270191 EB OFF	5 NORTHWEST
CHURCH ST	W DUVAL ST	1 URBAN CORE
COLLINS RD	WESTPORT RD	4 SOUTHWEST
COLLINS RD	APT ENT	4 SOUTHWEST
COLLINS RD	OGTEGA BLUFF PKWY	4 SOUTHWEST
COMMANDORE POINT EXP	MYRTLE AVE	1 URBAN CORE
COMMANDORE POINT EXP	MONCRIEF RD	1 URBAN CORE
COMMANDORE POINT EXP	PHOENIX AVE EB RAMP	1 URBAN CORE
COMMODORE PT EXPY (SR 228)	N WASHINGTON ST	1 URBAN CORE
E DUVAL ST	E DUVAL ST	1 URBAN CORE
EMERSON ST	SR126 EMERSON STREET	3 SOUTHEAST
EMERSON ST	COPPER CIRCLE WEST	3 SOUTHEAST
FIRESTONE RD	MELVIN RD	4 SOUTHWEST
FORSYTH ST	FORSYTH ST	1 URBAN CORE
FORSYTH ST	LAVILLA CENTER DR	1 URBAN CORE
GOLFAIR BLVD	32ND ST W	1 URBAN CORE
GOLFAIR BLVD	72020090 SB ON	1 URBAN CORE
HARLOW BLVD	HARLOW BLVD	4 SOUTHWEST
HARTSFIELD RD	HARTSFIELD RD	2 GREATER ARLINGTON and BEACHES
HECKSCHER DR	NEW BERLIN RD	6 NORTH
HOGAN ST	HOGAN ST	1 URBAN CORE
HOGAN ST	HOGAN ST	1 URBAN CORE
I-10 ROOSEVELT CONN	PLYMOUTH ST/FCCJ ENT	4 SOUTHWEST
I-10 ROOSEVELT CONN	COLLINS RD	4 SOUTHWEST
I-10 ROOSEVELT CONN	EDGEWOOD AVE RAMP	4 SOUTHWEST
I-10 ROOSEVELT CONN	ST. JOHNS AVE	4 SOUTHWEST
I-10 ROOSEVELT CONN	120TH ST	4 SOUTHWEST
I-95 NB TO BOWDEN RD	RAMP TO BOWDEN RD	3 SOUTHEAST
I-95 NB TO OSA	RAMP TO OLD ST AUGUS	3 SOUTHEAST

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
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Appendix A. Local Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT
I-95 SB TO OSA RD	RAMP TO OLD ST AUGUS	3 SOUTHEAST
J T BUTLER BLVD	BONNEVAL RD	3 SOUTHEAST
JEFFERSON ST	N JEFFERSON ST	1 URBAN CORE
JULIA ST	DUVAL ST	1 URBAN CORE
JULIA ST	JULIA ST	1 URBAN CORE
KINGS AVE	HENDRICKS AVE/SR-13	1 URBAN CORE
KINGS AVE	ATLANTIC BLVD	3 SOUTHEAST
LANE AVE S	STUART STREET	5 NORTHWEST
LANE AVE S	LONDONTOWN LANE	4 SOUTHWEST
LANE AVE S	LENOX AVENUE	4 SOUTHWEST
LANE AVE S	RAMONA BLVD.	5 NORTHWEST
LAURA ST	LAURA ST	1 URBAN CORE
LAURA ST	LAURA ST N	1 URBAN CORE
LIBERTY ST	E MONROE ST	1 URBAN CORE
LIBERTY ST	E BAY ST	1 URBAN CORE
LIBERTY ST	E ASHLEY ST	1 URBAN CORE
MARKET ST	BEAVER ST	1 URBAN CORE
MAYPORT RD	DUTTON ISLAND	2 GREATER ARLINGTON and BEACHES
MAYPORT RD	BUCCANEER/FAIRWAY	2 GREATER ARLINGTON and BEACHES
MAYPORT RD	ASSISSI RD	2 GREATER ARLINGTON and BEACHES
MCCORMICK RD	FT. CAROLINE W CONN.	2 GREATER ARLINGTON and BEACHES
MCCORMICK RD	FT. CAROLINE E CONN.	2 GREATER ARLINGTON and BEACHES
MCCORMICK RD	MONUMENT RD	2 GREATER ARLINGTON and BEACHES
MCCORMICK RD	MT. PLEASANT RD	2 GREATER ARLINGTON and BEACHES
MCCORMICK RD	KERNAN BLVD	2 GREATER ARLINGTON and BEACHES
MCDUFF AVE	ROSSELLE ST	5 NORTHWEST
MONCRIEF RD	W 34TH ST	1 URBAN CORE
MONCRIEF RD	MONCRIEF RD	1 URBAN CORE
MONCRIEF RD	MONCRIEF RD	5 NORTHWEST
MONCRIEF RD	MONCRIEF RD	5 NORTHWEST
MONCRIEF RD	CLEVELAND RD	5 NORTHWEST
MONCRIEF RD	SOUTEL DR	5 NORTHWEST
MONUMENT RD	MONUMENT RD	2 GREATER ARLINGTON and BEACHES
MONUMENT RD	MONUMENT RD	2 GREATER ARLINGTON and BEACHES
MYRTLE AVE	MYRTLE AVE	1 URBAN CORE

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
6				
11				
7				
7				
7				
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1				
10				

Appendix A. Local Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT
N MAIN ST	CHURCH ST	1 URBAN CORE
NEW BERLIN RD	DUNN CREEK RD	6 NORTH
NEW KINGS RD	N DAVIS ST	1 URBAN CORE
NEW KINGS RD	MONCRIEF RD	5 NORTHWEST
NEW KINGS RD	FAIRFAX ST	5 NORTHWEST
NEW KINGS RD	FLAG ST	5 NORTHWEST
NEW KINGS RD	TROUT RIVER BLVD	6 NORTH
NEW KINGS RD	EAVERSON ST	1 URBAN CORE
NEW KINGS RD	N PEARL ST	1 URBAN CORE
NEW KINGS RD	FIRE STATION ENT.	6 NORTH
NEW KINGS RD	MID BLOCK PED SCHOOL	5 NORTHWEST
NEW KINGS RD	N JULIA ST	1 URBAN CORE
NEWNAN ST	US-17/N NEWNAN ST	1 URBAN CORE
NEWNAN ST	N NEWNAN ST	1 URBAN CORE
NEWNAN ST	BEAVER ST	1 URBAN CORE
OLD KINGS RD	PRITCHARD RD W	5 NORTHWEST
OLD MIDDLEBURG RD	OLD MIDDLEBURG RD	4 SOUTHWEST
PALM AVE	GARY ST	3 SOUTHEAST
PEARL ST	W DUVAL ST	1 URBAN CORE
POST ST	KING ST	5 NORTHWEST
POST ST	HAMMOND BLVD	4 SOUTHWEST
POST ST	NORMANDY VILLAGE	4 SOUTHWEST
POST ST	LAMARCHE DR/WAL-MART	4 SOUTHWEST
POST ST	FOURAKER RD/CAHOON R	4 SOUTHWEST
POST ST	LAMPLIGHTER LN	4 SOUTHWEST
POST ST	ELLIS RD	5 NORTHWEST
POST ST	EDGEWOOD AVE	5 NORTHWEST
PRUDENTIAL DR	LORETTA RD	3 SOUTHEAST
PRUDENTIAL DR	PALL MALL DR	3 SOUTHEAST
PRUDENTIAL DR	SAN CLERC/HILLIARD	3 SOUTHEAST
PRUDENTIAL DR	LA SALLE ST	3 SOUTHEAST
PRUDENTIAL DR	ST AUGUSTINE RD	3 SOUTHEAST
PRUDENTIAL DR	SANTA BARBARA ST	3 SOUTHEAST
PRUDENTIAL DR	ORANGE PICKERS RD W	3 SOUTHEAST
PRUDENTIAL DR	OLD ST AUGUSTINE/KMA	3 SOUTHEAST

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
7				
2				
7				
10				
7				
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6				
6				

Appendix A. Local Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT
PRUDENTIAL DR	JULINGTON CREEK RD	3 SOUTHEAST
PRUDENTIAL DR	HARTLEY RD	3 SOUTHEAST
PRUDENTIAL DR	RICKY RD	3 SOUTHEAST
PRUDENTIAL DR	GREENRIDGE RD	3 SOUTHEAST
PRUDENTIAL DR	MARBON RD	3 SOUTHEAST
PRUDENTIAL DR	GARY ST	3 SOUTHEAST
PRUDENTIAL DR	OAK BLUFF LN	3 SOUTHEAST
PRUDENTIAL DR	NIRA ST	3 SOUTHEAST
RICKER RD	MELVIN RD	4 SOUTHWEST
ROGERO RD	SPRINKLE DR N	2 GREATER ARLINGTON and BEACHES
ROGERO RD	MERRILL RD	2 GREATER ARLINGTON and BEACHES
S MAIN ST	US-1A/SR-126/EMERSON	3 SOUTHEAST
S MAIN ST	BAYMEADOWS WAY	3 SOUTHEAST
S MAIN ST	WAL-MART ENTRANCE	3 SOUTHEAST
S MAIN ST	GRAN BAY PARKWAY	3 SOUTHEAST
S MAIN ST	FREEDOM CROSSING TRL	3 SOUTHEAST
S MAIN ST	OLD ST AUGUSTINE/ALP	3 SOUTHEAST
S MAIN ST	SHAD RD	3 SOUTHEAST
SAN JUAN AVE	JAMMES ROAD	4 SOUTHWEST
SAN JUAN AVE	LAKESHORE BLVD.	4 SOUTHWEST
SAN MARCO BLVD	GARY ST	3 SOUTHEAST
SOUTEL DR	NORFOLK BLVD	5 NORTHWEST
SOUTHSIDE BLVD	N LIBERTY ST	1 URBAN CORE
SOUTHSIDE BLVD	TOUCHTON RD	3 SOUTHEAST
SOUTHSIDE BLVD	N NEWMAN ST	1 URBAN CORE
SOUTHSIDE BLVD	AVENUES MALL/MALABAR	3 SOUTHEAST
SOUTHSIDE BLVD	IVEY RD	2 GREATER ARLINGTON and BEACHES
SOUTHSIDE BLVD	DEERWOOD PARK	3 SOUTHEAST
STOCKTON ST	NELSON ST	5 NORTHWEST
TOWN CENTER PKWY	SHOPPING ENT	3 SOUTHEAST
TOWN CENTER PKWY	UNF DR	3 SOUTHEAST
TOWNSEND BLVD	MERRILL RD	2 GREATER ARLINGTON and BEACHES
UNIVERSITY BLVD	SHOP CTR/MT CARMEL	3 SOUTHEAST
UNIVERSITY BLVD	LAKE LUCINA DR	2 GREATER ARLINGTON and BEACHES
UNIVERSITY BLVD	RICHARD ROAD	3 SOUTHEAST

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
6				
6				
6				
5				
6				
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6				
5				
6				
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9				
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1				
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4				
1				
5				

Appendix A. Local Road High Injury Networks: Intersections

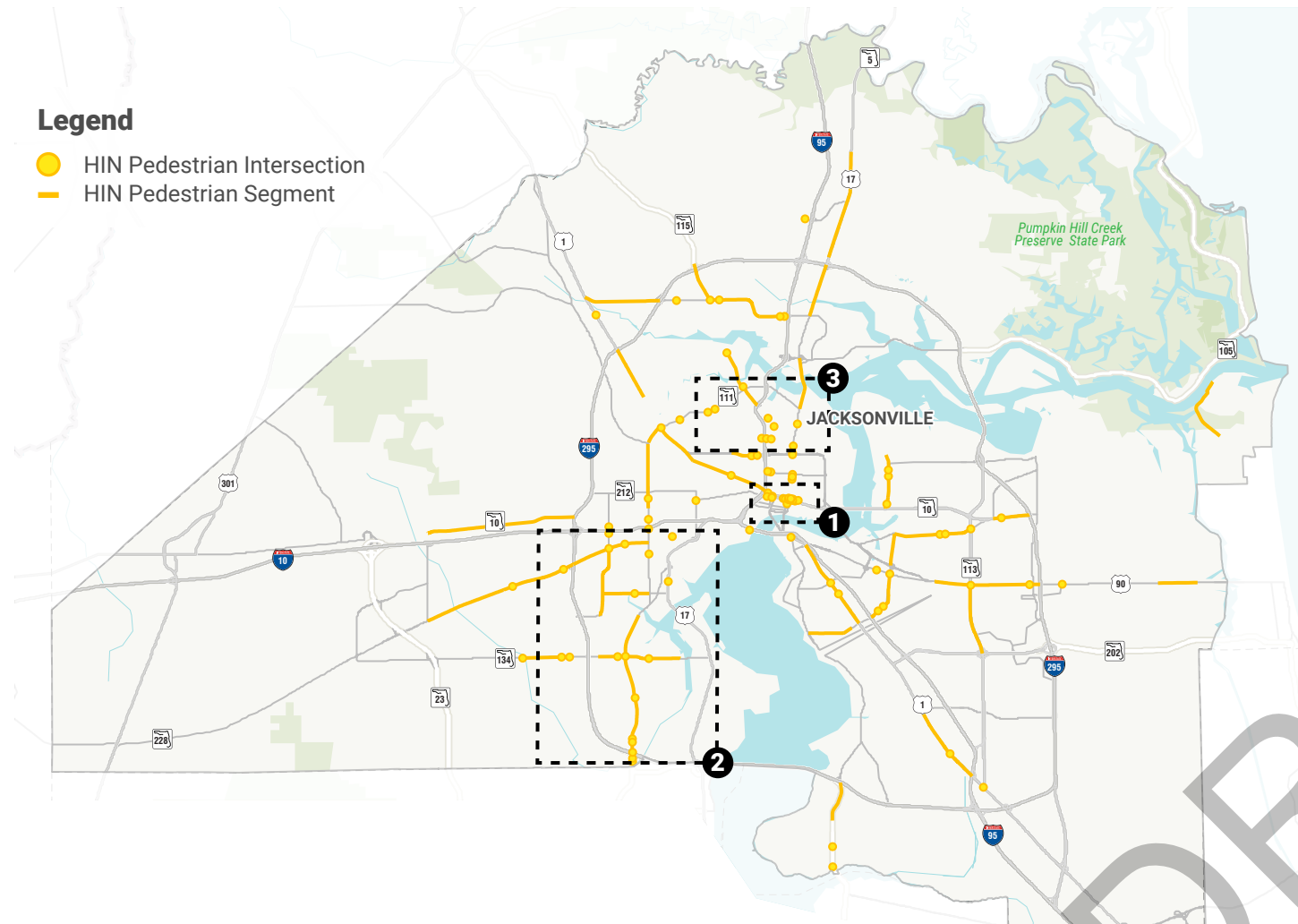
MAJOR STREET	SIDESTREET	PLANNING DISTRICT
UNIVERSITY BLVD	KENNERLY ROAD	3 SOUTHEAST
UNIVERSITY BLVD	BARNES ROAD	3 SOUTHEAST
UNIVERSITY BLVD	FOUNTAIN LKE/JU DORM	2 GREATER ARLINGTON and BEACHES
UNIVERSITY BLVD	TERRY RD / BENEY RD.	3 SOUTHEAST
UNIVERSITY BLVD	LOS SANTOS	2 GREATER ARLINGTON and BEACHES
UNIVERSITY BLVD	HARVIN RD	3 SOUTHEAST
UNIVERSITY BLVD	SPRING PARK ROAD	3 SOUTHEAST
UNIVERSITY BLVD	OLD ST. AUGUSTINE RD	3 SOUTHEAST
UNIVERSITY BLVD N	UNIVERSITY BLVD	2 GREATER ARLINGTON and BEACHES
US-301	SR-228	4 SOUTHWEST
W UNION ST	HOGAN ST	1 URBAN CORE
W UNION ST	N LAURA ST	1 URBAN CORE
W UNION ST	N JEFFERSON ST	1 URBAN CORE
W UNION ST	N JULIA ST	1 URBAN CORE
WATER ST	WATER ST	1 URBAN CORE
WATER ST	EIGHTH ST	1 URBAN CORE
WATER ST	SEVENTH ST	1 URBAN CORE
WATER ST	TWENTY-FIRST ST	1 URBAN CORE
WATER ST	SIXTH ST	1 URBAN CORE
WATER ST	RIVERSIDE PARK PLACE	1 URBAN CORE
WATER ST	KING ST	5 NORTHWEST
WATER ST	MONROE ST	1 URBAN CORE
WATER ST	FORTY-FOURTH ST	5 NORTHWEST
WILSON BLVD	FIRESTONE RD	4 SOUTHWEST

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
4				
4				
1				
4				
1				
4				
5				
5				
1				
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10				
9				

DRAFT

APPENDIX B. STATE ROAD HIGH INJURY NETWORK

Appendix B. State Road High Injury Networks: Pedestrian Maps



93 HIN
Intersections

78% Fatal Crashes

67% Serious Injury Crashes

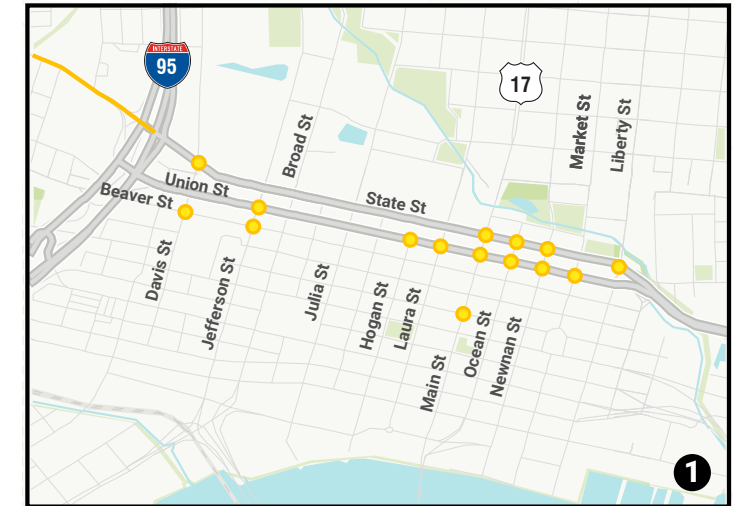
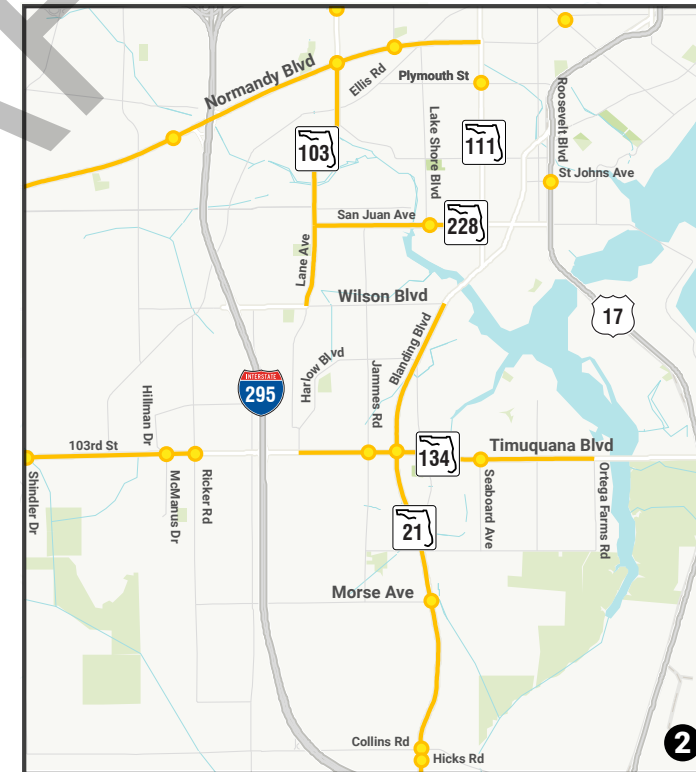
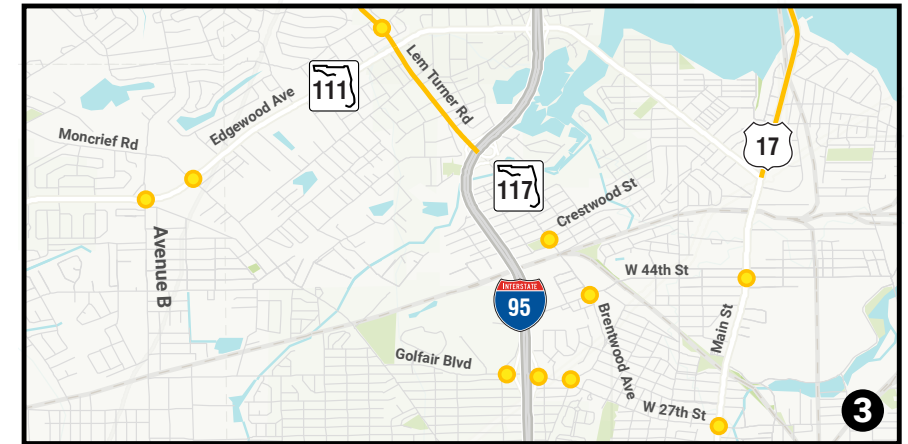
15% of Total Intersections

44 HIN
Segments

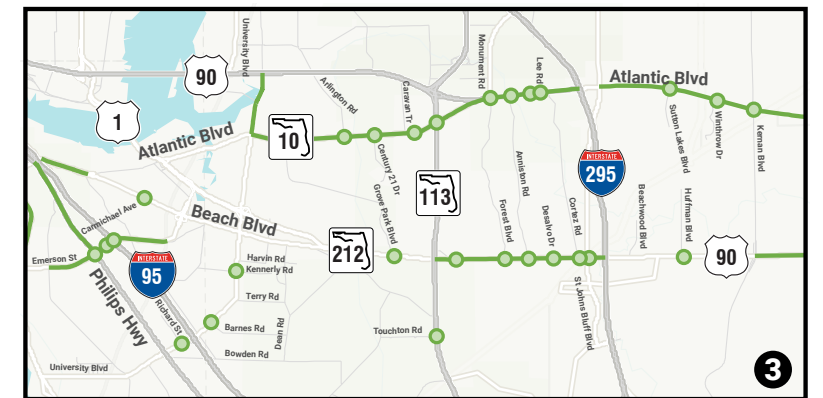
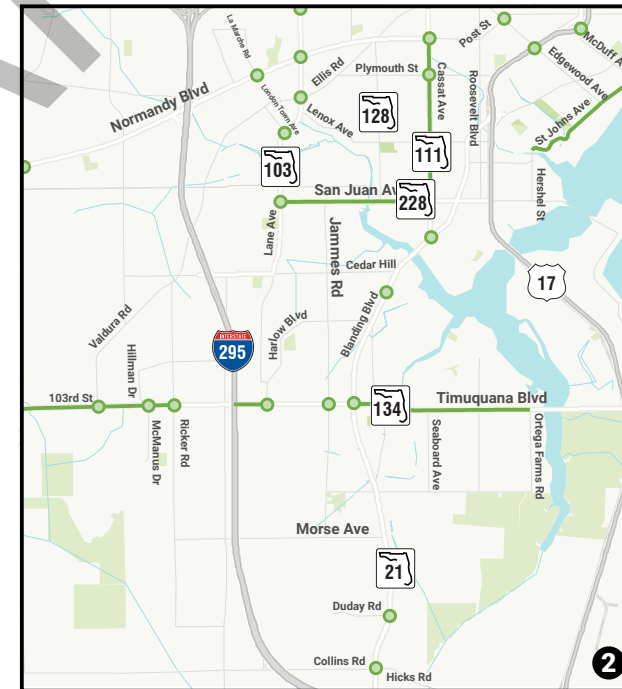
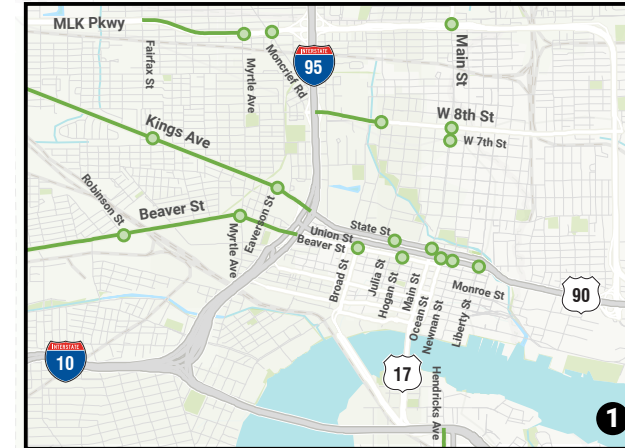
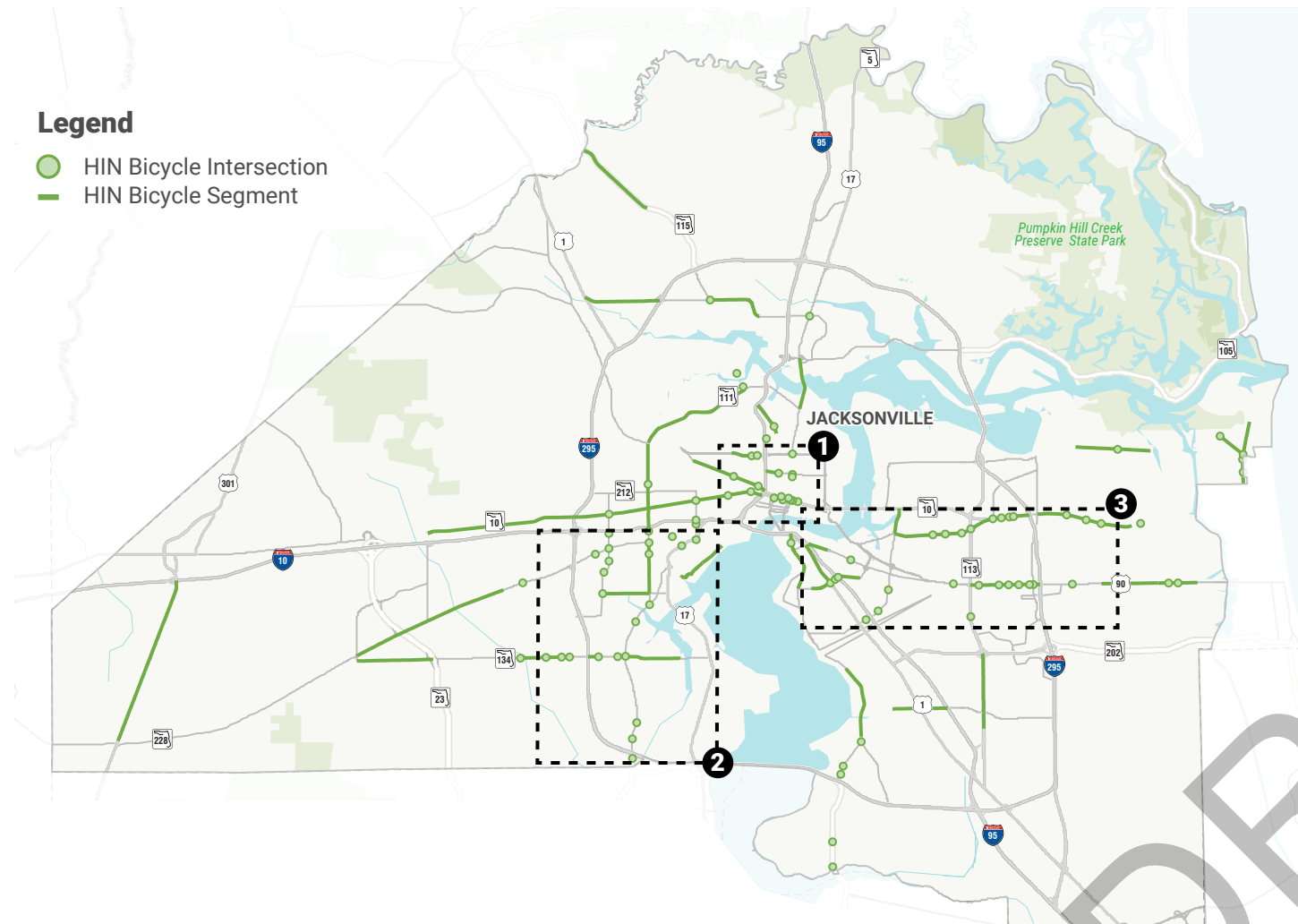
81% Fatal Crashes

70% Serious Injury Crashes

23% of Total Network Miles /
80 Miles



Appendix B. State Road High Injury Networks: Bicycle Maps



STATE ROADWAY HIGH INJURY NETWORK

BICYCLE

95 HIN
Intersections

100% Fatal Crashes

84% Serious Injury Crashes

16% of Total Intersections

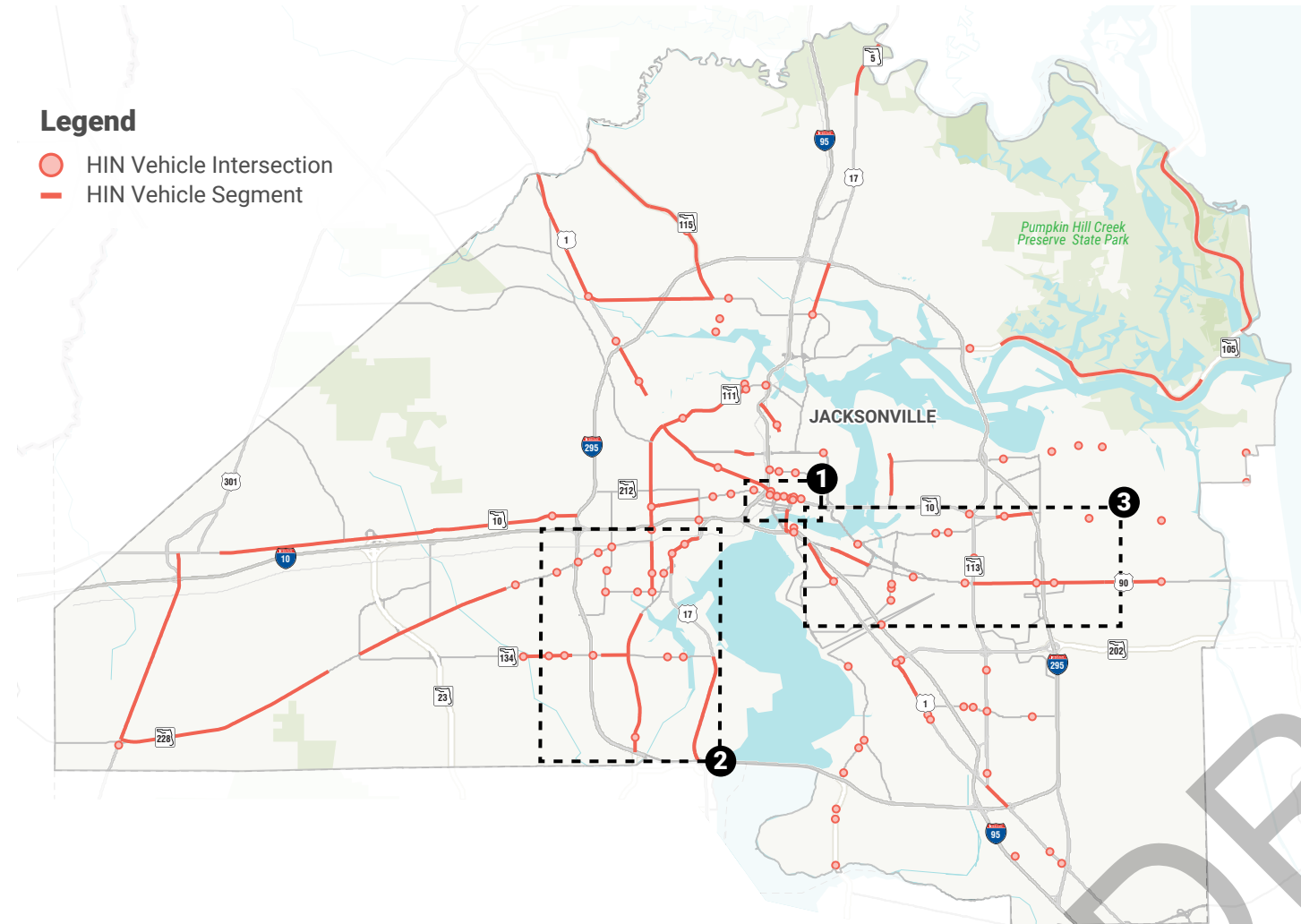
53 HIN
Segments

85% Fatal Crashes

96% Serious Injury Crashes

27% of Total Network Miles /
96 Miles

Appendix B. State Road High Injury Networks: Vehicle Maps



STATE ROADWAY HIGH INJURY NETWORK

VEHICLE

102 HIN Intersections **46** HIN Segments

87% Fatal Crashes

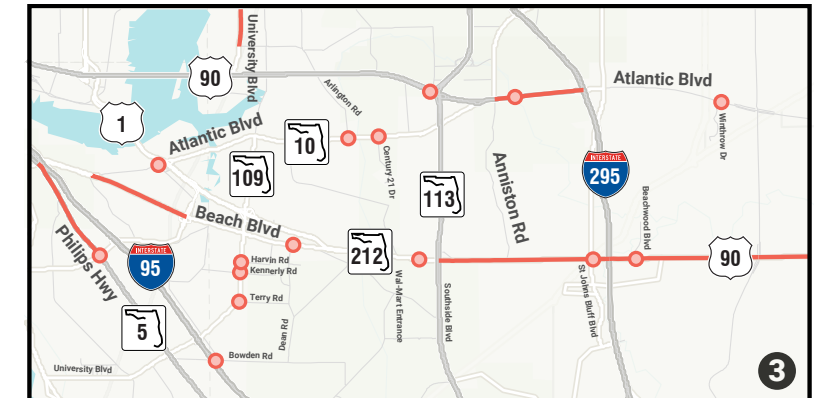
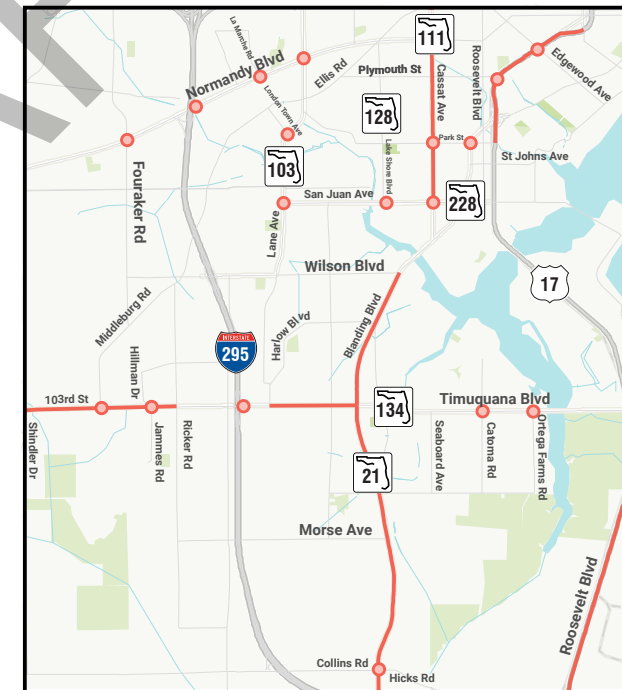
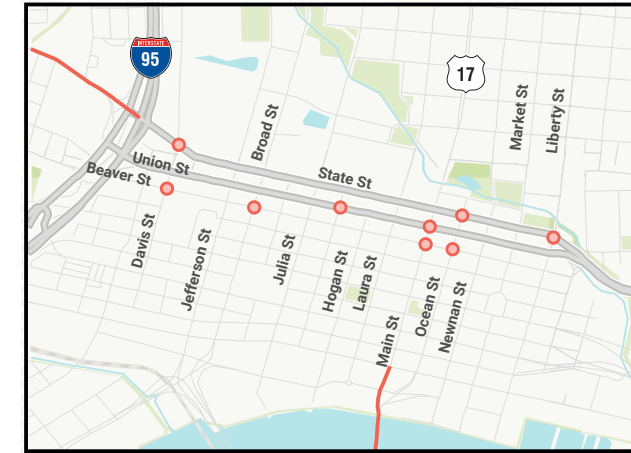
47% Serious Injury Crashes

17% of Total Intersections

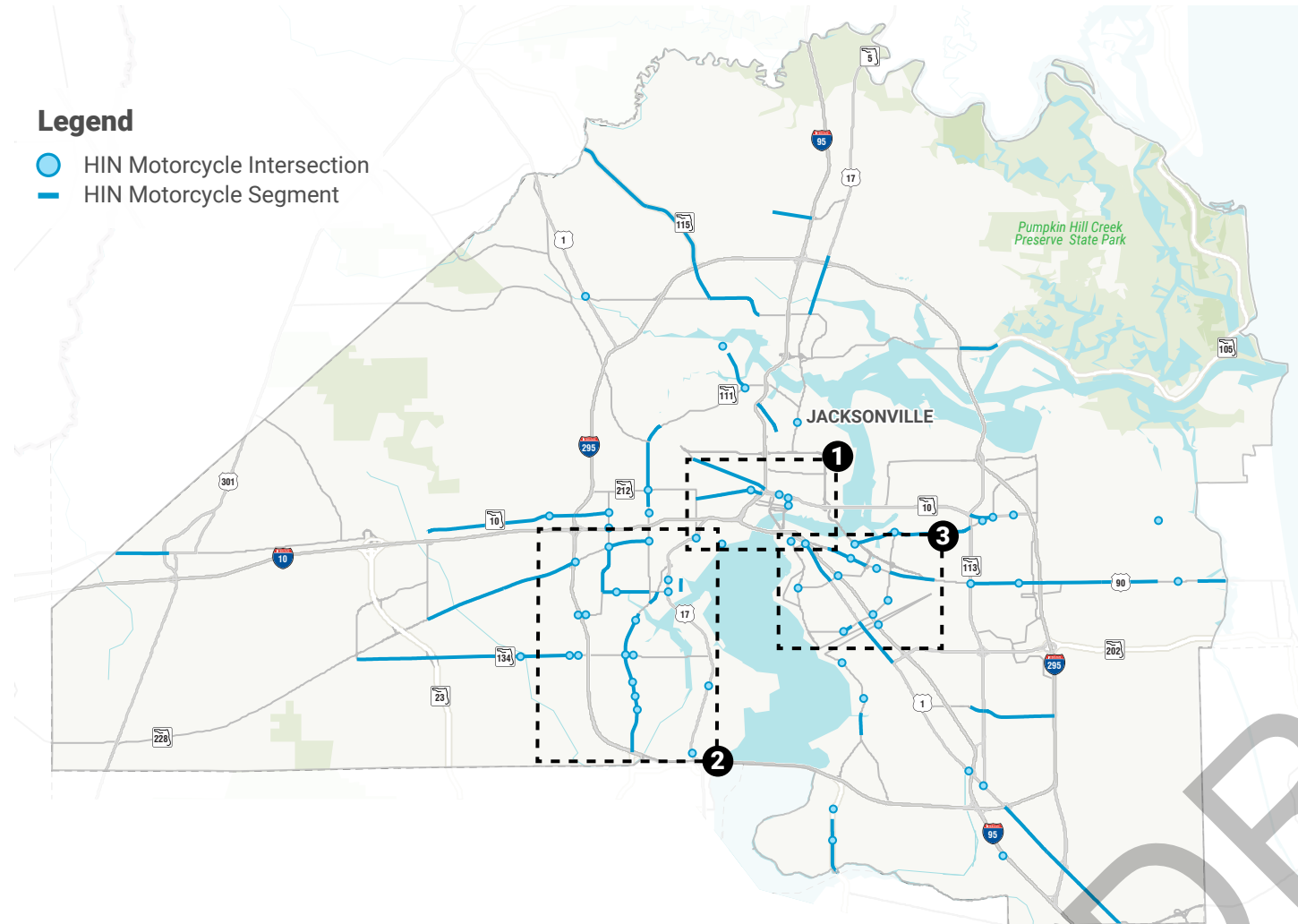
70% Fatal Crashes

54% Serious Injury Crashes

33% of Total Network Miles /
115 Miles



Appendix B. State Road High Injury Networks: Motorcycle Maps



STATE ROADWAY HIGH INJURY NETWORK

MOTORCYCLE

60 HIN
Intersections

97% Fatal Crashes

55% Serious Injury Crashes

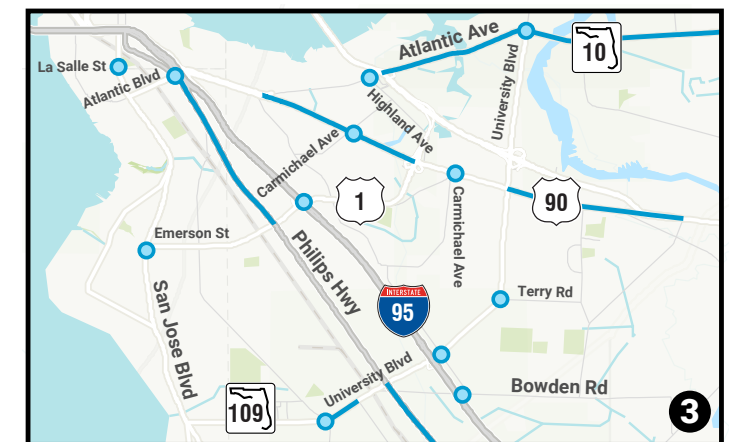
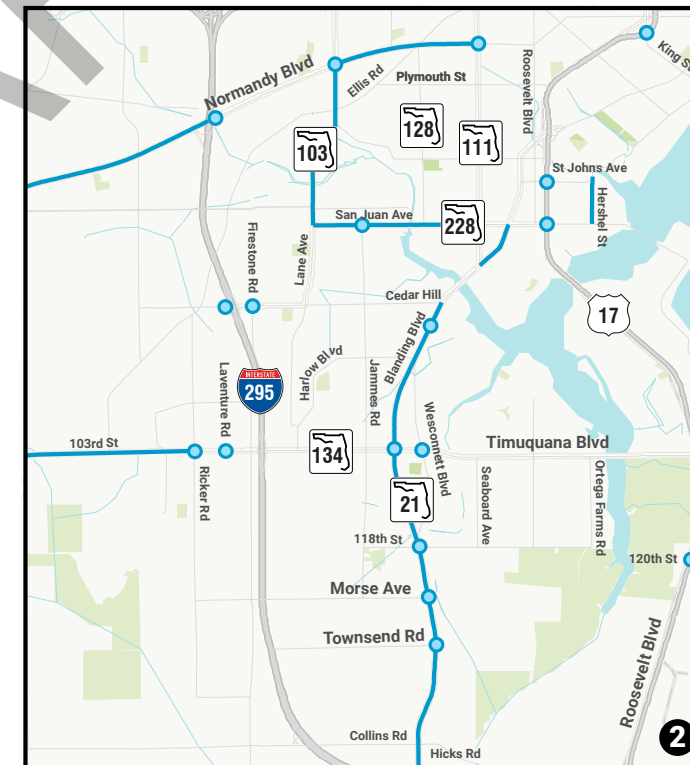
10% Total Intersections

46 HIN
Segments

83% Fatal Crashes

67% Serious Injury Crashes

24% of Total Network Miles /
84 Miles



Appendix B. State Road High Injury Networks: Segments

ROADWAY	EXTENTS	PLANNING DISTRICT
103RD ST (SR 134)	NEW WORLD AVE TO BRANAN FIELD-CHAFFEE RD (SR 23)	4 SOUTHWEST
103RD ST (SR 134)	SHINDLER DR TO RICKER RD	4 SOUTHWEST
103RD ST (SR 134)	BRANAN FIELD-CHAFFEE RD (SR 23) TO SHINDLER DR	4 SOUTHWEST
103RD ST (SR 134)	RICKER RD TO I-295	4 SOUTHWEST
103RD ST (SR 134)	HARLOW BLVD TO BLANDING BLVD (SR 21)	4 SOUTHWEST
AIRPORT RD (SR 102)	CITY CENTER BLVD TO INTERNATIONAL AIRPORT BLVD (SR 243)	6 NORTH
ARLINGTON EXPY (SR 10A)	SOUTHSIDE BLVD TO REGENCY MALL ENTRANCE	2 GREATER ARLINGTON and BEACHES
ATLANTIC BLVD (SR 10)	ST. JOHNS BLUFF RD TO GIRVIN RD	2 GREATER ARLINGTON and BEACHES
ATLANTIC BLVD (SR 10)	MONUMENT RD TO SR 9A	2 GREATER ARLINGTON and BEACHES
ATLANTIC BLVD (SR 10)	SOUTHSIDE BLVD (SR 115) TO MONUMENT RD	2 GREATER ARLINGTON and BEACHES
ATLANTIC BLVD (SR 10)	SOUTHSIDE BLVD (SR 115) TO UNIVERSITY BLVD (SR 109)	2 GREATER ARLINGTON and BEACHES
ATLANTIC BLVD (SR 10)	HART BRIDGE EXPY TO UNIVERSITY BLVD (SR 109)	2 GREATER ARLINGTON and BEACHES
BAYMEADOWS RD (SR 152)	SOUTHSIDE BLVD (SR 115) TO I-295 EAST BELTWAY/SR 9A	3 SOUTHEAST
BAYMEADOWS RD (SR 152)	OLD BAYMEADOWS RD TO SOUTHSIDE BLVD (SR 115)	3 SOUTHEAST
BEACH BLVD (SR 212)	UNIVERSITY BLVD 9SR 109) TO HART EXPY (SR 228)	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES
BEACH BLVD (SR 212)	HART EXPY (SR 228) TO SOUTHSIDE BLVD	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES
BEACH BLVD (SR 212)	SOUTHSIDE BLVD TO SR 9A	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES
BEACH BLVD (SR 212)	SR 9A TO KERNAN BLVD	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES
BEACH BLVD (SR 212)	KERNAN BLVD TO HODGES BLVD	3 SOUTHEAST
BEACH BLVD (SR 212)	ATLANTIC BOULEVARD TO EMERSON HWY (SR 26)	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES
BEACH BLVD (SR 212)	HODGES BLVD TO SAN PABLO PKWY	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES
BEACH BLVD (SR 212)	SAN PABLO PKWY TO INTERCOASTAL WWY	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
12				
12/9/14				
12/14				
9/14				
9/14				
8				
4/1				
3/2				
4/1				
4/1				
4/1				
5/1				
11				
11				
4				
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4/3				
4/3				
4/3				
5				
13/3				
13				

Appendix B. State Road High Injury Networks: Segments

ROADWAY	EXTENTS	PLANNING DISTRICT
BEAVER ST W/US 90 (SR 10)	NASSAU COUNTY LINE TO W CITY LIMIT OF BALDWIN	4 SOUTHWEST
BEAVER ST W/US 90 (SR 10)	CHAFFEE RD TO I-295	5 NORTHWEST
BEAVER ST W/US 90 (SR 10)	LANE AVE TO EDGEWOOD AVE	5 NORTHWEST
BEAVER ST W/US 90 (SR 10)	EDGEWOOD AVE TO MCDUFF AVE	5 NORTHWEST
BEAVER ST W/US 90 (SR 10)	MCDUFF AVE TO I-95	5 NORTHWEST/1 URBAN CORE
BEAVER ST W/US 90 (SR 10)	OTIS RD TO CHAFFEE RD	5 NORTHWEST/4 SOUTHWEST
BEAVER ST W/US 90 (SR 10)	I-295 TO LANE AVE	5 NORTHWEST
BEAVER ST/US 90 (SR 10)	EAST CITY LIMIT OF BALDWIN TO OTIS RD	4 SOUTHWEST
BLANDING BLVD (SR 21)	I-295 TO 103RD ST (SR 134)	4 SOUTHWEST
BLANDING BLVD (SR 21)	103RD ST (SR 134) TO CEDAR PARK LN	4 SOUTHWEST
BLANDING BLVD (SR 21)	CASSAT AVE (SR 111) TO SAN JUAN BLVD	4 SOUTHWEST
CASSAT AVE (SR 111)	SAN JUAN AVE (SR 128) TO NORMANDY BLVD (SR 228)	4 SOUTHWEST
CASSAT AVE (SR 111)	I-10 TO BEAVER ST (EDGEWOOD AVE JCT)	5 NORTHWEST
DUNN AVE (SR 104)	NEW KINGS RD TO I-295	6 NORTH
DUNN AVE (SR 104)	I-295 TO LEM TURNER RD	6 NORTH
DUNN AVE (SR 104)	LEM TURNER RD TO BISCAYNE BLVD	6 NORTH
DUNN AVE (SR 104)	BISCAYNE BLVD TO I-95	6 NORTH
EDGEWOOD AVE (SR 111)	BEAVER ST (US 90/SR 10) TO NEW KINGS RD (US 1/US 23)	5 NORTHWEST
EDGEWOOD AVE (SR 111)	NEW KINGS RD (US 1/US 23) TO LEM TURNER RD (SR 115)	5 NORTHWEST
EMERSON ST (SR 126)	ST. AUGUSTINE RD TO PHILIPS HWY	3 SOUTHEAST
EMERSON ST (SR 126)	I-95 TO EMERSON ST EXPY	3 SOUTHEAST
HECKSCHER DR (SR 105)	BLOUNT ISLAND BLVD TO SR A1A (FERRY SLIP)	6 NORTH
HECKSCHER DR (SR 105/A1A)	TALBOT STATE PARK TO NASSAU CO. LINE	6 NORTH
HECKSCHER DRIVE (SR 105)	I-295/SR 9A TO BLOUNT ISLAND BLVD	6 NORTH
HERSCHEL ST (SR 211)	SAN JUAN AVE (SR 128) TO GERALDINE AVE	4 SOUTHWEST
KINGS AVE (SR 139)	I-95 TO OLD KINGS RD	5 NORTHWEST/1 URBAN CORE
LANE AVE (SR 103)	SAN JUAN AVE (SR 128) TO NORMANDY BLVD	5 NORTHWEST/4 SOUTHWEST
LANE AVE (SR 103)	WILSON BLVD (SR 208) TO SAN JUAN AVE (SR 128)	4 SOUTHWEST
LEM TURNER RD (SR 115)	GERALD RD TO NASSAU COUNTY LINE	6 NORTH
LEM TURNER RD (SR 115)	I-295 TO GERALD RD	6 NORTH
LEM TURNER RD (SR 115)	DUNN AVE TO I-295	6 NORTH
LEM TURNER RD (SR 115)	EDGEWOOD AVE WEST (SR 111) TO I-95	5 NORTHWEST
LEM TURNER RD (SR 115)	EDGEWOOD AVE W (SR 111) TO SOUTEL DR	5 NORTHWEST

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
12				
12				
9				
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9/7				
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12/9				
12				
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9/14				
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10/9				
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10				
10/8				

Appendix B. State Road High Injury Networks: Segments

ROADWAY	EXTENTS	PLANNING DISTRICT
MAIN ST/US 17 (SR 5)	FROM TO EXIST RAMP @ I-95/SR 5 TO BAY ST	1 URBAN CORE
MAIN ST/US 17 (SR 5)	YELLOW BLUFF RD TO NASSAU COUNTY LINE	6 NORTH
MAIN ST/US 17 (SR 5)	BUSCH DR (SR 104) TO SR 9A	6 NORTH
MAIN ST/US 17 (SR 5)	NEW BERLIN RD TO PECAN PARK RD	6 NORTH
MAIN ST/US 17 (SR 5)	TALLULAH AVE (SR 111) TO HECKSCHER DR	6 NORTH/5 NORTHWEST
MAIN ST/US 17 (SR 5)	STATE ST TO EAST 8TH ST	1 URBAN CORE
MAIN ST/US 17 (SR 5)	SR 9A TO NEW BERLIN RD	6 NORTH
MAYPORT RD (SR 101 / A1A)	SR A1A TO NAS MAYPORT	2 GREATER ARLINGTON and BEACHES
MAYPORT RD (SR A1A)	MAYPORT RD TO WONDERWOOD RD	2 GREATER ARLINGTON and BEACHES
MAYPORT RD (SR A1A)	DUTTON ISLAND RD TO AIA/MAPYPORT RD	2 GREATER ARLINGTON and BEACHES
MAYPORT RD/OCEAN ST (SR A1A)	WONDERWOOD RD TO BROAD ST	2 GREATER ARLINGTON and BEACHES
MLK PKWY/20TH ST EXPY (SR 15)	N MYRTLE ST TO FAIRFAX ST	1 URBAN CORE
NEW KINGS RD/US 1 (SR 15)	SOUTEL DR TO I-295	6 NORTH/5 NORTHWEST
NEW KINGS RD/US 1 (SR 15)	OLD KINGS RD N TO NASSAU COUNTY LINE	6 NORTH
NEW KINGS RD/US 1 (SR 15)	OLD KINGS RD S TO EDGEWOOD AVE	5 NORTHWEST
NEW KINGS RD/US 1 (SR 15)	DUNN AVE (SR 104) TO OLD KINGS RD N	6 NORTH
NORMANDY BLVD (SR 228)	US 301 TO JAX EQUESTRIAN CENTER	4 SOUTHWEST
NORMANDY BLVD (SR 228)	LANE AVE TO CASSAT AVE	5 NORTHWEST/4 SOUTHWEST
NORMANDY BLVD (SR 228)	CHAFFEE RD (SR 23) TO HERLONG RD	5 NORTHWEST/4 SOUTHWEST
NORMANDY BLVD (SR 228)	I-295 TO LANE AVE	5 NORTHWEST/4 SOUTHWEST
NORMANDY BLVD (SR 228)	HERLONG RD TO I-295	5 NORTHWEST/4 SOUTHWEST
NORMANDY BLVD (SR 228)	NEW WORLD AVE TO CHAFFEE RD (SR 23)	4 SOUTHWEST
NORWOOD AVE (SR 117)	ALDER ST TO I-95	5 NORTHWEST
PHILIPS HWY (SR 5)	ST. JOHNS COUNTY LINE TO OLD ST AUGUSTINE RD	3 SOUTHEAST
PHILIPS HWY (SR 5)	UNIVERSITY BLVD TO EMERSON ST	3 SOUTHEAST
PHILIPS HWY (SR 5)	EMERSON ST TO ATLANTIC BLVD (AT I-95)	3 SOUTHEAST
PHILIPS HWY (SR 5)	BAYMEADOWS RD TO J TURNER BUTLER BLVD (SR 202)	3 SOUTHEAST
PHILIPS HWY (SR 5)	J TURNER BUTLER BLVD (SR 202) TO UNIVERSITY BLVD	3 SOUTHEAST

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
7/5				
8/2				
8/2				
8				
10/8/2				
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10/7				
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12/9				
12/9				
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11/5				
11/5				

Appendix B. State Road High Injury Networks: Segments

ROADWAY	EXTENTS	PLANNING DISTRICT
PHILIPS HWY (SR 5)	SR 9A TO SOUTHSIDE BLVD	3 SOUTHEAST
PHILIPS HWY (SR 5)	OLD ST AUGUSTINE RD TO SR 9A	3 SOUTHEAST
PHILLIPS HWY (SR 5)	I-95 TO BAYMEADOWS RD	3 SOUTHEAST
ROOSEVELT BLVD (SR 15)	EDGEWOOD AVE TO MCDUFF AVE	5 NORTHWEST/4 SOUTHWEST
ROOSEVELT BLVD (SR 15)	CLAY COUNTY LINE TO TIMUQUANA RD (SR 134)	4 SOUTHWEST
ROOSEVELT BLVD (SR 15)	PARK ST TO EDGEWOOD AVE	4 SOUTHWEST
SAN JOSE BLVD (SR 13)	ST. JOHNS COUNTY LINE TO LORETTO RD	3 SOUTHEAST
SAN JOSE BLVD (SR 13)	I-295 TO SUNBEAM RD (CR 116)	3 SOUTHEAST
SAN JOSE BLVD (SR 13)	SUNBEAM RD (CR 116) TO BAYMEADOWS RD (SR 152)	3 SOUTHEAST
SAN JOSE BLVD (SR 13)	LORETTO RD TO I-295	3 SOUTHEAST
SAN JOSE BLVD (SR 13)	UNIVERSITY BLVD (SR 109) TO EMERSON ST (SR 126)	3 SOUTHEAST
SAN JUAN AVE (SR 128)	LANE AVE (SR 103) TO CASSAT AVE (SR 111)	4 SOUTHWEST
SOUTH US 301 (SR 200)	NORMANDY BLVD (SR 228) TO I-10	4 SOUTHWEST
SOUTH US 301 (SR 200)	S. CITY LIMIT (580' S OF LYONS LN) TO SR 10 (US 90)	4 SOUTHWEST
SOUTHSIDE BLVD (SR 115)	BAYMEADOWS RD TO J TURNER BUTLER BLVD	3 SOUTHEAST
SOUTHSIDE BLVD (SR 115)	J TURNER BUTLER BLVD TO BEACH BLVD	3 SOUTHEAST
TIMUQUANA RD (SR 134)	BLANDING BLVD (SR 21) TO ORTEGA FARMS BLVD	4 SOUTHWEST
UNIVERSITY BLVD N (SR 109)	ARLINGTON EXPY (SR 10A) TO ARLINGTON RD	2 GREATER ARLINGTON and BEACHES
UNIVERSITY BLVD N (SR 109)	ARLINGTON RD TO JUSTINA TERRACE	2 GREATER ARLINGTON and BEACHES
UNIVERSITY BLVD S (SR 109)	I-95 TO BEACH BLVD	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES
UNIVERSITY BLVD S (SR 109)	HART BRIDGE EXPY TO ATLANTIC BLVD (SR 10)	2 GREATER ARLINGTON and BEACHES
UNIVERSITY BLVD W (SR 109)	SAN JOSE BLVD TO ST. AUGUSTINE RD	3 SOUTHEAST
UNIVERSITY BLVD W (SR 109)	ST. AUGUSTINE RD TO POWERS AVE	3 SOUTHEAST

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
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Appendix B. State Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT
103RD ST	I-295 NB OFF RAMP	4 SOUTHWEST
103RD ST	SEABOARD AVE	4 SOUTHWEST
103RD ST	RICKER RD	4 SOUTHWEST
103RD ST	LAVENTURA DR	4 SOUTHWEST
103RD ST	CATOMA RD	4 SOUTHWEST
103RD ST	ORTEGA FARMS BLVD	4 SOUTHWEST
103RD ST	JAMMES RD	4 SOUTHWEST
103RD ST	VALDURA RD/OLD MIDDLE	4 SOUTHWEST
103RD ST	WESCONNETT BLVD	4 SOUTHWEST
103RD ST	OLD MIDDLEBURG RD	4 SOUTHWEST
103RD ST	MCMANUS DR/HILLMAN	4 SOUTHWEST
103RD ST	SCHINDLER DR	4 SOUTHWEST
103RD ST	HARLOW BLVD	4 SOUTHWEST
3RD ST N	REGENCY SQUARE ENT	2 GREATER ARLINGTON and BEACHES
3RD ST N	SR-109/UNIVERSITY BL	2 GREATER ARLINGTON and BEACHES
3RD ST N	THE WOODS DR/LOWES	2 GREATER ARLINGTON and BEACHES
3RD ST N	ANNISTON RD	2 GREATER ARLINGTON and BEACHES
3RD ST N	LIVE OAK DR/MONUMENT	2 GREATER ARLINGTON and BEACHES
3RD ST N	CARAVAN TRAIL	2 GREATER ARLINGTON and BEACHES
3RD ST N	LEON RD	2 GREATER ARLINGTON and BEACHES
3RD ST N	KERNAN BLVD	2 GREATER ARLINGTON and BEACHES
3RD ST N	BEL-TEL RD	2 GREATER ARLINGTON and BEACHES
3RD ST N	CENTURY 21/ACME ST	2 GREATER ARLINGTON and BEACHES
3RD ST N	DEBUTANTE DR/LEE RD	2 GREATER ARLINGTON and BEACHES
3RD ST N	WITHROW DR	2 GREATER ARLINGTON and BEACHES
3RD ST N	ARLINGTON RD	2 GREATER ARLINGTON and BEACHES
3RD ST N	SUTTON LAKES BLVD	2 GREATER ARLINGTON and BEACHES
3RD ST N	JOEANDY DR/HODGES BL	2 GREATER ARLINGTON and BEACHES
3RD ST N	HIGHLAND AVE/ART MUS	2 GREATER ARLINGTON and BEACHES
8TH ST	I-95 SB OFF RAMP	1 URBAN CORE
8TH ST	BOULEVARD AVENUE	1 URBAN CORE
8TH ST	MARS ST/JAMES HALLDR	1 URBAN CORE
8TH ST	DAVIS ROAD	1 URBAN CORE
8TH ST	JEFFERSON STREET	1 URBAN CORE
AIRPORT RD	DUVAL RD	6 NORTH

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
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Appendix B. State Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT
ARLINGTON EXPY	SR 5/US 17/N MAIN ST	1 URBAN CORE
ARLINGTON EXPY	US-1/SR-5/N OCEAN ST	1 URBAN CORE
ARLINGTON EXPY	N MARKET ST	1 URBAN CORE
ARLINGTON EXPY	N LIBERTY ST	1 URBAN CORE
ARLINGTON EXPY	N NEWNAN ST	1 URBAN CORE
BAYMEADOWS RD	SR 115/SOUTHSIDE BLV	3 SOUTHEAST
BAYMEADOWS RD	SR5/US1/PHILLIPS HWY	3 SOUTHEAST
BAYMEADOWS RD	HAMPTON LANDING DR	3 SOUTHEAST
BAYMEADOWS RD	BAYMEADOWS CIRCLE E	3 SOUTHEAST
BAYMEADOWS RD	OLD BAYMEADOWS RD	3 SOUTHEAST
BEACH BLVD	72040330 NB OFF	3 SOUTHEAST
BEACH BLVD	SR-109/UNIV BLVD	3 SOUTHEAST
BEACH BLVD	FOREST BLVD	3 SOUTHEAST
BEACH BLVD	FCCJ/CENTRAL PKWY	3 SOUTHEAST
BEACH BLVD	SUNI PINES/PORTSIDE	3 SOUTHEAST
BEACH BLVD	HUFFMAN BLVD	3 SOUTHEAST
BEACH BLVD	DISCOVERY WAY	3 SOUTHEAST
BEACH BLVD	GROVE PARK BLVD	3 SOUTHEAST
BEACH BLVD	SPRING GLEN/OLD EMER	2 GREATER ARLINGTON and BEACHES
BEACH BLVD	WAL-MART ENTRANCE	3 SOUTHEAST
BEACH BLVD	BEACHWOOD BLVD	3 SOUTHEAST
BEACH BLVD	ST JOHNS BLUFF RD	3 SOUTHEAST
BEACH BLVD	DESALVO/COUNTRYSIDE	3 SOUTHEAST
BEACH BLVD	EVE DR E/BARKLEY RD	3 SOUTHEAST
BEACH BLVD	DEAN RD	3 SOUTHEAST
BEACH BLVD	CORTEZ/ST JOHNS SQ	3 SOUTHEAST
BEACH BLVD	CARMICHAEL AVE	2 GREATER ARLINGTON and BEACHES
BEACH BLVD	HODGES BLVD	3 SOUTHEAST
BEACH BLVD	ANNISTON RD	3 SOUTHEAST
BEAVER ST W	SR 111/EDGEWOOD AVE	5 NORTHWEST
BEAVER ST W	CANAL / KING ST.	5 NORTHWEST
BEAVER ST W	MCDUFF AVENUE	5 NORTHWEST
BEAVER ST W	BROAD STREET	1 URBAN CORE
BEAVER ST W	CAHOON ROAD	5 NORTHWEST
BEAVER ST W	DAVIS STREET	1 URBAN CORE

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
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Appendix B. State Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT
BEAVER ST W	MYRTLE AVENUE	5 NORTHWEST
BEAVER ST W	HOGAN STREET	1 URBAN CORE
BEAVER ST W	JEFFERSON STREET	1 URBAN CORE
BEAVER ST W	ROBINSON STREET	5 NORTHWEST
BLANDING BLVD	SR 134/103RD ST	4 SOUTHWEST
BLANDING BLVD	I-295 NB OFF RAMP	4 SOUTHWEST
BLANDING BLVD	118TH ST	4 SOUTHWEST
BLANDING BLVD	ARGYLE FOREST BLVD	4 SOUTHWEST
BLANDING BLVD	CEDAR HILLS/CONFEDER	4 SOUTHWEST
BLANDING BLVD	PARK ST	4 SOUTHWEST
BLANDING BLVD	COLLINS RD	4 SOUTHWEST
BLANDING BLVD	TOWNSEND RD	4 SOUTHWEST
BLANDING BLVD	DUCLAY RD	4 SOUTHWEST
BLANDING BLVD	MORSE AVE	4 SOUTHWEST
BLANDING BLVD	HICKS RD	4 SOUTHWEST
BLANDING BLVD	YOUNGERMAN CIRCLE	4 SOUTHWEST
BRENTWOOD AVE	SR 115/LEM TURNER RD	6 NORTH
BRENTWOOD AVE	SR 111/EDGEWOOD AVE	5 NORTHWEST
BRENTWOOD AVE	BROWARD RD	6 NORTH
BRENTWOOD AVE	PALMDALE ST	5 NORTHWEST
BRENTWOOD AVE	TERRELL RD	6 NORTH
BRENTWOOD AVE	ADV WARNING	5 NORTHWEST
BRENTWOOD AVE	LAKE FOREST BLVD	5 NORTHWEST
BRENTWOOD AVE	CRESTWOOD ST	5 NORTHWEST
BRENTWOOD AVE	44TH ST/MALL ENT	5 NORTHWEST
BRENTWOOD AVE	PROSPECT ST	5 NORTHWEST
BRENTWOOD AVE	BASSETT RD/RIVERVIEW	5 NORTHWEST
BRENTWOOD AVE	CAPPER RD	6 NORTH
BUSCH DR	HARTS RD	6 NORTH
BUSCH DR	NORTH CAMPUS BLVD	6 NORTH
BUSCH DR	DUVAL RD	6 NORTH
BUSCH DR	PINE ESTATES DRIVE E	6 NORTH
BUSCH DR	REGENCY DR	6 NORTH
CASSAT AVE	SR 128/SAN JUAN AVE	4 SOUTHWEST
CASSAT AVE	SR-21/BLANDING BLVD	4 SOUTHWEST

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
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Appendix B. State Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT
CASSAT AVE	SR 111/CASSAT AVE	5 NORTHWEST
CASSAT AVE	SR 111/EDGEWOOD AVE	5 NORTHWEST
CASSAT AVE	I-10 EB OFF RAMP	5 NORTHWEST
CASSAT AVE	BUNKER HILL BLVD	5 NORTHWEST
CASSAT AVE	EDGEWOOD AVE	5 NORTHWEST
CASSAT AVE	CR 213/LENOX AVE	5 NORTHWEST
CASSAT AVE	FIRST ST	5 NORTHWEST
CASSAT AVE	MONCRIEF RD	5 NORTHWEST
CASSAT AVE	PLYMOUTH ST	4 SOUTHWEST
CASSAT AVE	COMMONWEALTH AVE	5 NORTHWEST
CASSAT AVE	PARK ST	4 SOUTHWEST
CASSAT AVE	BROADWAY AVE	5 NORTHWEST
CASSAT AVE	AVE B	5 NORTHWEST
CASSAT AVE	CLEVELAND ST	5 NORTHWEST
CASSAT AVE	HIGHWAY AVE	5 NORTHWEST
CASSAT AVE	SMYRNA AVE	5 NORTHWEST
COMMANDORE POINT EXP	MYRTLE AVE	1 URBAN CORE
COMMANDORE POINT EXP	MONCRIEF RD	1 URBAN CORE
COMMANDORE POINT EXP	PHOENIX AVE EB RAMP	1 URBAN CORE
EMERSON ST	I-95 NB OFF RAMP	3 SOUTHEAST
EMERSON ST	SR126 EMERSON STREET	3 SOUTHEAST
EMERSON ST	COPPER CIRCLE WEST	3 SOUTHEAST
GOLFAIR BLVD	I-95 NB OFF RAMP	1 URBAN CORE
GOLFAIR BLVD	SR-122/GOLFAIR BLVD	5 NORTHWEST
GOLFAIR BLVD	72020090 SB ON	1 URBAN CORE
HECKSCHER DR	NEW BERLIN RD	6 NORTH
I-10 ROOSEVELT CONN	EDGEWOOD AVE RAMP	4 SOUTHWEST
I-10 ROOSEVELT CONN	PLYMOUTH ST/FCCJ ENT	4 SOUTHWEST
I-10 ROOSEVELT CONN	COLLINS RD	4 SOUTHWEST
I-10 ROOSEVELT CONN	120TH ST	4 SOUTHWEST
I-10 ROOSEVELT CONN	ST. JOHNS AVE	4 SOUTHWEST
I-95 NB TO BOWDEN RD	RAMP TO BOWDEN RD	3 SOUTHEAST
I-95 NB TO OSA	RAMP TO OLD ST AUGUS	3 SOUTHEAST
I-95 SB TO OSA RD	RAMP TO OLD ST AUGUS	3 SOUTHEAST
J T BUTLER BLVD	BONNEVAL RD	3 SOUTHEAST

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
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Appendix B. State Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT
KINGS AVE	HENDRICKS AVE/SR-13	1 URBAN CORE
KINGS AVE	ATLANTIC BLVD	3 SOUTHEAST
LANE AVE S	SR 103/LANE AVE	5 NORTHWEST
LANE AVE S	I-10 WB OFF RAMP	5 NORTHWEST
LANE AVE S	SR 228/NORMANDY BLVD	5 NORTHWEST
LANE AVE S	SR 128/SAN JUAN AVE	4 SOUTHWEST
LANE AVE S	STUART STREET	5 NORTHWEST
LANE AVE S	LONDONTOWN LANE	4 SOUTHWEST
LANE AVE S	RAMONA BLVD.	5 NORTHWEST
LANE AVE S	LENOX AVENUE	4 SOUTHWEST
MAYPORT RD	DUTTON ISLAND	2 GREATER ARLINGTON and BEACHES
MAYPORT RD	BUCCANEER/FAIRWAY	2 GREATER ARLINGTON and BEACHES
MAYPORT RD	ASSISSI RD	2 GREATER ARLINGTON and BEACHES
MCCORMICK RD	FT. CAROLINE W CONN.	2 GREATER ARLINGTON and BEACHES
MCCORMICK RD	FT. CAROLINE E CONN.	2 GREATER ARLINGTON and BEACHES
MCCORMICK RD	MONUMENT RD	2 GREATER ARLINGTON and BEACHES
MCCORMICK RD	MT. PLEASANT RD	2 GREATER ARLINGTON and BEACHES
MCCORMICK RD	KERNAN BLVD	2 GREATER ARLINGTON and BEACHES
MCDUFF AVE	I-10 WB OFF RAMP	5 NORTHWEST
MCDUFF AVE	I-10 EB OFF RAMP	5 NORTHWEST
MCDUFF AVE	SR15A/US1A/ROOSEVELT	5 NORTHWEST
MCDUFF AVE	ROSSELLE ST	5 NORTHWEST
N MAIN ST	SR-10/E BEAVER ST	1 URBAN CORE
N MAIN ST	SR 5/US 17/N MAIN ST	1 URBAN CORE
N MAIN ST	CHURCH ST	1 URBAN CORE
NEW KINGS RD	DUNN AVE	6 NORTH
NEW KINGS RD	MONCRIEF RD	5 NORTHWEST
NEW KINGS RD	N DAVIS ST	1 URBAN CORE
NEW KINGS RD	FAIRFAX ST	5 NORTHWEST
NEW KINGS RD	FLAG ST	5 NORTHWEST
NEW KINGS RD	TROUT RIVER BLVD	6 NORTH
NEW KINGS RD	EAVERSON ST	1 URBAN CORE
NEW KINGS RD	N PEARL ST	1 URBAN CORE
NEW KINGS RD	FIRE STATION ENT.	6 NORTH
NEW KINGS RD	MID BLOCK PED SCHOOL	5 NORTHWEST

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
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Appendix B. State Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT
NEW KINGS RD	N JULIA ST	1 URBAN CORE
POST ST	I-295 NB OFF RAMP	4 SOUTHWEST
POST ST	HAMMOND BLVD	4 SOUTHWEST
POST ST	LAMARCHE DR/WAL-MART	4 SOUTHWEST
POST ST	NORMANDY VILLAGE	4 SOUTHWEST
POST ST	FOURAKER RD/CAHOON R	4 SOUTHWEST
POST ST	EDGEWOOD AVE	5 NORTHWEST
POST ST	ELLIS RD	5 NORTHWEST
POST ST	LAMPLIGHTER LN	4 SOUTHWEST
PRUDENTIAL DR	LORETTA RD	3 SOUTHEAST
PRUDENTIAL DR	PALL MALL DR	3 SOUTHEAST
PRUDENTIAL DR	SAN CLERC/HILLIARD	3 SOUTHEAST
PRUDENTIAL DR	LA SALLE ST	3 SOUTHEAST
PRUDENTIAL DR	ORANGE PICKERS RD W	3 SOUTHEAST
PRUDENTIAL DR	ST AUGUSTINE RD	3 SOUTHEAST
PRUDENTIAL DR	SANTA BARBARA ST	3 SOUTHEAST
PRUDENTIAL DR	OLD ST AUGUSTINE/KMA	3 SOUTHEAST
PRUDENTIAL DR	JULINGTON CREEK RD	3 SOUTHEAST
PRUDENTIAL DR	GREENRIDGE RD	3 SOUTHEAST
PRUDENTIAL DR	HARTLEY RD	3 SOUTHEAST
PRUDENTIAL DR	MARBON RD	3 SOUTHEAST
PRUDENTIAL DR	GARY ST	3 SOUTHEAST
PRUDENTIAL DR	OAK BLUFF LN	3 SOUTHEAST
PRUDENTIAL DR	NIRA ST	3 SOUTHEAST
PRUDENTIAL DR	RICKY RD	3 SOUTHEAST
S MAIN ST	I-95 SB OFF RAMP	3 SOUTHEAST
S MAIN ST	SR 5/US 1/PHILLIPS HWY	3 SOUTHEAST
S MAIN ST	SR 202/JTB BLVD	3 SOUTHEAST
S MAIN ST	BAYMEADOWS WAY	3 SOUTHEAST
S MAIN ST	WAL-MART ENTRANCE	3 SOUTHEAST
S MAIN ST	GRAN BAY PARKWAY	3 SOUTHEAST
S MAIN ST	FREEDOM CROSSING TRL	3 SOUTHEAST
S MAIN ST	OLD ST AUGUSTINE/ALP	3 SOUTHEAST
S MAIN ST	SHAD RD	3 SOUTHEAST
S MAIN ST	US-1A/SR-126/EMERSON	3 SOUTHEAST

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
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Appendix B. State Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT
SAN JUAN AVE	SR15, ROOSEVELT BLVD	4 SOUTHWEST
SAN JUAN AVE	JAMMES ROAD	4 SOUTHWEST
SAN JUAN AVE	LAKESHORE BLVD.	4 SOUTHWEST
SOUTHSIDE BLVD	SR 10/US 90/ATLANTIC	2 GREATER ARLINGTON and BEACHES
SOUTHSIDE BLVD	SR 5/N OCEAN ST	1 URBAN CORE
SOUTHSIDE BLVD	TOUCHTON RD	3 SOUTHEAST
SOUTHSIDE BLVD	N NEWMAN ST	1 URBAN CORE
SOUTHSIDE BLVD	AVENUES MALL/MALABAR	3 SOUTHEAST
SOUTHSIDE BLVD	IVEY RD	2 GREATER ARLINGTON and BEACHES
SOUTHSIDE BLVD	DEERWOOD PARK	3 SOUTHEAST
SOUTHSIDE BLVD	N LIBERTY ST	1 URBAN CORE
SR-10A	MILL CREEK RD	2 GREATER ARLINGTON and BEACHES
SR-A1A	SR A1A	2 GREATER ARLINGTON and BEACHES
SR-A1A	WONDERWOOD DR	2 GREATER ARLINGTON and BEACHES
UNIVERSITY BLVD	SHOP CTR/MT CARMEL	3 SOUTHEAST
UNIVERSITY BLVD	KENNERLY ROAD	3 SOUTHEAST
UNIVERSITY BLVD	BARNES ROAD	3 SOUTHEAST
UNIVERSITY BLVD	LAKE LUCINA DR	2 GREATER ARLINGTON and BEACHES
UNIVERSITY BLVD	RICHARD ROAD	3 SOUTHEAST
UNIVERSITY BLVD	FOUNTAIN LKE/JU DORM	2 GREATER ARLINGTON and BEACHES
UNIVERSITY BLVD	TERRY RD / BENEY RD.	3 SOUTHEAST
UNIVERSITY BLVD	LOS SANTOS	2 GREATER ARLINGTON and BEACHES
UNIVERSITY BLVD	HARVIN RD	3 SOUTHEAST
UNIVERSITY BLVD	SPRING PARK ROAD	3 SOUTHEAST
UNIVERSITY BLVD	OLD ST. AUGUSTINE RD	3 SOUTHEAST
US-301	SR-228	4 SOUTHWEST
W UNION ST	HOGAN ST	1 URBAN CORE
W UNION ST	N LAURA ST	1 URBAN CORE
W UNION ST	N JEFFERSON ST	1 URBAN CORE
W UNION ST	N JULIA ST	1 URBAN CORE
WATER ST	SR 10/BEAVER ST	1 URBAN CORE
WATER ST	SR104/163/DUNN/BUSCH	6 NORTH
WATER ST	RAMP TO MLK SB	1 URBAN CORE
WATER ST	TWENTY-SEVENTH ST	1 URBAN CORE
WATER ST	RAMP TO MLK NB	1 URBAN CORE

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
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Appendix B. State Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT
WATER ST	FORTY-FOURTH ST	5 NORTHWEST
WATER ST	TWENTY-FIRST ST	1 URBAN CORE
WATER ST	SIXTH ST	1 URBAN CORE
WATER ST	RIVERSIDE PARK PLACE	1 URBAN CORE
WATER ST	EIGHTH ST	1 URBAN CORE
WATER ST	SEVENTH ST	1 URBAN CORE
WATER ST	KING ST	5 NORTHWEST
WATER ST	MONROE ST	1 URBAN CORE
WILSON BLVD	I-295 SB OFF RAMP	4 SOUTHWEST
WILSON BLVD	FIRESTONE RD	4 SOUTHWEST

COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
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APPENDIX C. THEMES AND SAFETY PROBLEMS LONG-LIST

Appendix C. Themes and Safety Problems Long-List

THEME	SAFETY PROBLEM	STRATEGY
DESIGN SAFER STREETS	Unsafe street design lead to unsafe behavior and high severity crashes	Evaluate and implement safety driven decisions
		Implement comprehensive capacity analysis by utilizing all-day traffic counts instead of relying solely on peak-hour data to ensure a more accurate understanding of roadway performance
		Design roadway elements that support emergency response vehicle access and preemption
		Implement a Complete Streets mindset
		Implement projects identified on the Capital Projects List
	Lack of trust or understanding of road safety designs	Conduct demonstration projects for safer streets
	Poor maintenance creates safety hazards	Implementing proactive maintenance to eliminate hazards and enhance roadway safety.

ACTION
Conduct RSA's on the HIN network
Prioritize safety engineering projects at locations along the HIN. Implement low-cost, high-impact safety improvements throughout the city based on safety engineering studies
Create traffic engineering project checklists to use during design, review, and/or implementation that include specific safety and equity considerations.
Develop guidance and best practices for incorporating all-day counts into standard capacity analysis methodologies, ensuring consistency across agencies.
Engage regional and local transportation agencies (MPOs, DOT, transit authorities) to discuss the benefits of incorporating all-day traffic counts into planning processes
Collaborate with state and local agencies to update existing policies and data collection requirements, ensuring that project planning, corridor studies, and safety assessments account for all-day traffic trends
Develop an emergency vehicle preemption plan that identifies critical corridors and upgrades signal infrastructure to allow for priority passage.
Update roadway design standards to incorporate emergency access features, such as mountable curbs, widened shoulders, and designated emergency response routes.
Conduct a gap analysis of existing emergency vehicle access routes in coordination with Jacksonville Fire and Rescue Department and Jacksonville Sheriff's Office to inform infrastructure investments.
Cross section evaluation to support Complete Streets
Draft and adopt a Green and Complete Streets Ordinance
Upgrade temporary plastic bollards in protected bike and pedestrian facilities with more durable infrastructure, such as cast-in-place or preformed concrete curbing
Create dedicated expenditure line within the transportation operating budget for Vision Zero capital projects
Implement projects identified on the Capital Projects list
Create a quick-build toolkit
Conduct demonstration projects identified on the Demonstration Projects List
Review and improve signage regulations along HIN
Review and improve conditions along sidewalk and bicycle network
Review and improve pavement conditions along vehicle and motorcycle HIN
Review and improve pavement marking conditions along HIN

Appendix C. Themes and Safety Problems Long-List

THEME	SAFETY PROBLEM	STRATEGY
DESIGN SAFER STREETS	High operating speeds with high severity crashes citywide	Integrate smart surfaces and green infrastructure into roadway design
		Adopt 20-is-Plenty strategies
		Set appropriate target speeds for roadways

ACTION
Partner with the Smart Surface Coalition (National League of Cities) to integrate Smart Surfaces and Green Infrastructure to City of Jacksonville
Develop design standards and guidelines for incorporating smart surfaces and green infrastructure into traffic calming measures, using best practices
Pilot green traffic calming projects along the HIN corridors by implementing green infrastucture in strategic locations to evaluate their safety and environmental benefits
Monitor and evaluate safety outcomes by tracking changes in vehicle speeds, crash data, pedestrian and cyclist activity, and environmental impacts to refine and expand green infrastructure strategies.
Develop a long-term Green Streets Policy
Adopt a city-wide policy that mandates a 20 mph speed limit on all residential roads
Conduct a speed management study on all residential roads for new 20 mph speed limit implementation to identify speed calming measures
Install new 20 mph speed limit signs on residential streets
Install speed calming measures were appropriate on residential streets for new 20 mph speed limit
Initiative a public outreach program to educate and promote the new 20 mph policy
Establish a speed management and safety advisory committee
Develop an interactive database for the public to provide feedback on speeding concerns
Conduct a speed management study along the HIN
Conduct outreach for emergency repsonse agencies to discuss a balance between speed reduction measures with efficient emergency response by implementing context-sensitive traffic calming solutions that enhance safety without significantly delaying emergency vehicles
Implement traffic calming countermeasures in strategic areas to reduce speeds
Develop a sign implementation strategy for increasing posted speed sign density across the City
Establish a performance monitoring program of the speed reduction action plan

Appendix C. Themes and Safety Problems Long-List

THEME	SAFETY PROBLEM	STRATEGY	ACTION
PROTECTING PEDESTRIANS	Pedestrian getting struck by vehicle conducting a turning movement at intersections	Provide safety when it comes to conflict between left-turning vehicles and crossing pedestrian	Evaluate Pedestrian HIN intersections with crashes involving pedestrian and left-turning vehicles and determine appropriate countermeasure implementation
			Improve safety at Pedestrian HIN intersection by implementing countermeasures for left-turning vehicle and pedestrian crossings such as FYA by ped-omit, install "turning traffic yield to pedestrian signs", prohibit left turns, no right-turn on red, high visibility crosswalk, and provide fully protected left turn phase separated from the pedestrian walk phase signal
			Redesign or Retrofit Pedestrian HIN intersections to reduce crossing distance and reduce turning speeds for left turning vehicles (compact intersection, curb extension, pedestrian refuge island, roundabout, raised pedestrian crossings, or tighter curb-radii)
			Provide safety education to motorists to stop prior to entering crosswalk and look for pedestrians before making a left or right turn
			Evaluate Pedestrian HIN intersections with crashes involving pedestrian and right-turning vehicles and determine appropriate countermeasure implementation
			Improve safety at Pedestrian HIN intersection by implementing countermeasures for right-turning vehicle and pedestrian crossings such as install "turning traffic yield to pedestrian signs", no right-turn on red, high visibility crosswalk
	Pedestrian visibility at signalized intersections and midblock crossings	Provide safety when it comes to conflict between right-turning vehicles and crossing pedestrian	Redesign or Retrofit Pedestrian HIN intersections to reduce crossing distance and reduce turning speeds for right turning vehicles (compact intersection, curb extension, pedestrian refuge island, roundabout, raised pedestrian crossings, or tighter curb-radii)
			Provide safety education to motorists to stop prior to entering crosswalk and look for pedestrians before making a left or right turn
	Pedestrian getting struck by a through motorist at midblock locations while crossing a roadway	Improve visibility at pedestrian crossings by removing parking and overgrown vegetation	Improve visibility at pedestrian crossings by removing parking and overgrown vegetation
		Implement high visibility crosswalks along the pedestrian HIN	Implement high visibility crosswalks along the pedestrian HIN
		Increase visibility of crossing pedestrians at intersections and mid-block crossing through design strategies such as painted curbs, flex posts, and etc.	Increase visibility of crossing pedestrians at intersections and mid-block crossing through design strategies such as painted curbs, flex posts, and etc.
		Expand midblock treatments on pedestrian HIN with high rates of midblock crossing pedestrian crashes	Implement midblock crossings on Pedestrian HIN with high rates of midblock crossing pedestrian crashes
		Evaluate and redesign multi-lane roadways based on appropriate speed limits for all road users and roadway reconfiguration with elements to reduce speeding, increase visibility of pedestrians and minimize conflicts	Upgrade existing midblock crossings with high visibility crossings, pedestrian refuge islands, advance stop or yield markings, or raised crossings along the Pedestrian HIN
		Conduct targeted education for improved safety of pedestrian at midblock locations	Evaluate roadways along the pedestrian HIN to determine candidate roadways for redesign
		Conduct targeted enforcement at midblock crossing locations	Implement road diet or narrow travel lanes
			Targeted education for drivers to reinforce that pedestrians have the right of way in crosswalks, whether marked or unmarked; not passing vehicles stopped at crosswalk; dangers of stopping at signal or stop bar and dangers of speeding and aggression
			Provide safety education to pedestrians about nighttime visibility limitations watching for motorists even if pedestrian have right-of-way, yielding to motorists at non-crosswalk locations; and using designated crossings
			Implement progressive ticketing at midblock crossing locations regarding motorist yielding compliance including education, warnings and then citation

Appendix C. Themes and Safety Problems Long-List

THEME	SAFETY PROBLEM	STRATEGY	ACTION
PROTECTING PEDESTRIANS	Prioritization of pedestrian for safer signalized intersections	Expand the implementation of leading pedestrian Intervals	Conduct a Before/After Study on LPI implementation in City
		Upgrade traffic signals with accessible pedestrian signals	Expand LPI Implementation to all Pedestrian HIN intersections
		Update traffic signals to default to pedestrian recall and exclusive pedestrian phases	Provide safety education to pedestrian on using LPI and emphasize the importance of looking back for a motorist turning left or right before crossing
			Evaluate and upgrade traffic signals on the Pedestrian HIN with of accessible pedestrian signals
	Lack of consistent pedestrian sidewalks	Improve pedestrian sidewalks citywide	Update traffic signal timing policy to default to pedestrian recall and exclusive pedestrian phases
			Upgrade traffic signals on Pedestrian HIN to pedestrian recall or exclusive pedestrian phases
			Develop a sidewalk master plan which identifies sidewalk gaps and analyzes individual neighborhoods for SNAPP projects
			Conduct a sidewalk inventory and identify gaps in sidewalk network and prioritize improvements
	Unsafe conditions near schools	Expand and institutionalize Safe Routes to School (SRTS) efforts	Close sidewalk gaps along Pedestrian HIN
			Implement new sidewalk network along pedestrian HIN
			Establish a dedicated Safe Routes to School Coordinator position within the City's Transportation Planning Division
			Develop and maintain a citywide SRTS assessment program in coordination with Duval County Public Schools
		Improve citywide school zone for consistency and safety	Create a formal SRTS implementation plan that includes priority projects, potential funding sources, and a process for ongoing monitoring and evaluation
			Seek programmatic and infrastructure funding to support comprehensive SRTS assessments and implementation of safety improvements
			COJ develop extensive Safe Routes to Schools Outreach and Education
			Revise the City's school zone policy to include middle and high schools (where appropriate), ensuring that all students, regardless of age, benefit from designated school zone protections.
			COJ to develop and implement a school zones plan, making existing more robust and adding school zones
			Enhance existing and new school zones with visible infrastructure, such as flashing beacons, standard school zone signage, and pavement markings, prioritizing locations where zones are currently only marked with in-roadway pavement marking (e.g., "SCHOOL ZONE" painted in-lane).
			Make all signage consistent to familiarize COJ residents with school zones
			Establish a 15-mile per hour school zone speed limit

Appendix C. Themes and Safety Problems Long-List

THEME	SAFETY PROBLEM	STRATEGY
NIGHTTIME VISIBILITY FOR SAFETY	Nighttime crashes at intersections	Improve nighttime visibility at intersections
	Nighttime crashes involving pedestrians and bicyclists	Improve nighttime visibility for pedestrians and bicyclists
	Nighttime roadway departure crashes	Improve nighttime visibility along roadway segments

ACTION
Conduct a lighting study along the HIN intersections
Retrofit existing high-pressure sodium intersection lighting with LED lighting
Implement new intersection lighting at HIN intersections with nighttime crash problems
Install retroreflective backplates on signals at HIN intersections with nighttime crash problems
Improve sign retro reflectivity
Conduct a lighting study along the pedestrian and bicycle HIN
Retrofit existing high-pressure sodium pedestrian level lighting with LED lighting
Prioritize implementation of new pedestrian level lighting along the pedestrian and bicycle HIN
Implement crosswalk visibility enhancements at signalized intersections and midblock crossings
Conduct a lighting study along vehicle and motorcycle HIN
Retrofit existing high-pressure sodium roadway lighting with LED lighting
Implement horizontal curve delineation enhancements using chevron signs, in-lane pavement markings, or fluorescent sheeting
Install or refurbish existing pavement edgelines and reflective pavement markers
Install new roadway lighting along HIN segments with a nighttime crash problem

Appendix C. Themes and Safety Problems Long-List

THEME	SAFETY PROBLEM	STRATEGY
CYCLING WITH CONFIDENCE	Bicyclist getting struck by Motorist in the roadway	Expand the active transportation network for people biking
		Improve the existing bicycle network
		Improve driveway safety
		Conduct educational campaigns for bicycle safety
		Conduct positive enforcement campaigns directed at bicyclists
	Bicycle visibility at signalized intersections and midblock	Improve visibility at signalized intersections or midblock
		Implement signalization improvements
	Bicyclist getting struck in signalized intersection	Improve existing signalized intersections
		Redesign signalized intersections for bicycle safety

ACTION
Conduct a bicycle network inventory and identify gaps in bicycle network and prioritize improvements
Expand the active transportation network for biking along the bicycle HIN
Increase the amount of protected and buffered bike lane facilities or shared-use paths within the City
Convert unbuffered bike lanes to protected or buffered bike facilities on HIN
Optimize signal timing to create gaps midblock and provide crossing opportunities for bicyclists along the corridor
Conduct an access management study at high conflict locations along the bicycle HIN
Implement driveway improvement with narrow driveways tighter radii and improved driveway definition
Improve crosswalk visibility through pavement markings, green paint at conflict points, enhanced bike lane markings and surface materials
Provide safety education to bicyclists to slow down and yield to motorists at midblock locations
Create educational materials to remind motorists to look both ways and stop and yield before pulling out of the driveway
Conduct bicyclists safety education to reinforce bicyclists have same rights and responsibilities: wearing high visibility clothing, wearing a properly fitted helmet, and taking over the travel lane if the bicycle lane or shoulder is too narrow
Conduct a driver safety education about Florida's 3-ft safe passing law, bicyclist having the same rights and dangers of distracted driving
Educate motorists to anticipate bicyclists at midblock locations and the dangers of speeding
Implement positive enforcement campaign directed at bicyclists about yielding before entering roadway and not making improper turns. Distribute bicycle lights as part of enforcement
Improve visibility by removing parking and overgrown vegetation
Implement pavement markings to provide separation for bicyclists via colored bike lanes and markings for merging and weaving
Increase visibility of crossing bicyclists at intersections and mid-block crossing through design strategies such as flashing beacons, signing, striping and pavement markings to alter motorist of crossing bicyclists
Implement bicycle signals along the bicycle HIN
Optimize signal timings and add bicycle activation to the traffic signal with bicycle detector pavement markings
Implement median refuge island to provide protected spaces for bicyclists to cross one direction of traffic at a time
Implement cycle tracts or buffered bike lanes to provide exclusive space or buffered space separating bicyclists from motorists at bicycle HIN
Install bike boxes that provides the bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phases
Implement high-visibility crosswalks
Evaluate and convert signalized intersections to roundabouts for improved bicycle safety on the bicycle intersection HIN
Convert intersection to a protected intersections to reduce crossing distances and exposure

Appendix C. Themes and Safety Problems Long-List

THEME	SAFETY PROBLEM	STRATEGY
PROMOTE A CULTURE OF SAFETY	Absence of a dedicated, visible commitment to Vision Zero from the City and collaboration with local partners, which limits public awareness and weakens the perception of traffic safety as a shared community priority	Demonstrate and sustain leadership commitment to Vision Zero to foster a community-wide culture that prioritizes safety and shared responsibility
		Foster a collaborative, unified safety culture by aligning local, regional, and state transportation safety initiatives through ongoing interagency coordination
		Establish an ongoing Vision Zero monitoring committee
	A culture of traveling by vehicles limits progress towards Vision Zero goals	Reduce vehicle miles traveled
	Lack of public awareness or understanding hinders safe behaviors and community support for Vision Zero initiatives	Create and conduct safety education in support of a culture of safety
		Communicate to the public on safety initiatives

ACTION
Secure a formal proclamation from the Mayor publicly adopting the Vision Zero Action Plan (VZAP) and committing to zero traffic-related deaths and serious injuries
Join the national Vision Zero Network and announce Jacksonville's participation through a public campaign and press release
Establish an annual coordination meeting with FDOT District 2 to align the Vision Zero Action Plan (VZAP) with Florida's Target Zero goals, share data, and coordinate project delivery and messaging.
Formalize an annual safety coordination meeting with the North Florida TPO to align priorities between the VZAP and the Regional Safety Action Plan, leveraging the TPO's leadership in regional data and funding efforts.
Strengthen ongoing collaboration with the Jacksonville Transportation Authority (JTA) by identifying and co-developing safety initiatives that advance shared Vision Zero goals.
Create a Vision Zero coordinator position within Planning Development Department – Transportation Planning Division
Establish an ongoing Vision Zero Monitoring Committee to continue the work established by the Vision Zero Task Force, which served as a steering committee during the development of the plan
Establish a goal of reducing vehicle miles traveled (VMT) by promoting transit and other alternatives to driving alone, especially for shorter trips on City Streets
Sustain and expand the City's partnership with Duval County Public Schools to support implementation of the pedestrian-bicycle safety curriculum, including outdoor learning sessions such as walking and biking rodeo and installation of additional semi-permanent traffic gardens at schools and public parks to provide hands-on safety education spaces.
Partner with unhoused population resource agencies to conduct targeted safety outreach and safety training
Develop Vision Zero champions in the community
Develop and conduct bicycle and pedestrian safety training for law enforcement officers by supporting participation in tuition-free courses offered through the University of North Florida (UNF) Institute of Police Technology and Management (IPTM)
COJ institutionalize a Bicycle-Friendly drivers certification course that is a 1.5-hour drivers/fleet training session offered free of charge by the city for all public fleet drivers, high schools (to receive parking passes), driver instruction programs, residents that receive traffic violations (to reduce points/fees), JSO, JTA, etc.
Develop a comprehensive citywide training program on Vision Zero principles and the High Injury Network including the importance of lowering speeds and different speed calming techniques being implemented citywide
Develop a communication strategy to get the word out to residents about upcoming safety events, campaigns, and potential safety issues and locations to focus on
Establish an annual Roadway Safety Recognition Program to celebrate crosswalk guards, law enforcement officers, engineers, planners, and other staff who demonstrate exceptional dedication to improving transportation safety
Develop Vision Zero champions in the community

Appendix C. Themes and Safety Problems Long-List

THEME	SAFETY PROBLEM	STRATEGY
PROMOTE A CULTURE OF SAFETY	Lack of funds for safety projects	Prioritize funding for Vision Zero
	Inconsistent laws and policies fail to prioritize roadway safety and delay progress towards Vision Zero goals	Adopt key safety driven strategies for law and policy
	Inconcistent enforcement of posted speed limits contributes to exsessive operating speeds and high crash severity and frequency	Targeted enforcement for lower speeds
		Implement speedenforcement cameras around schools and school buses

ACTION
Create dedicated expenditure line within the transportation operating budget for Vision Zero projects
Create dedicated expenditure line within the transportation operating budget for pedestrian and bicycle infrastructure and safety projects
Update planned capital improvement program to consider the HIN and identified capital projects
Establish a permanent funding source for VZ program and align existing funding sources through joint budget requests.
Establish a new policy that prioritizes safety over driver delay in operations and design decisions
Modify the land development code and/ or policies to include safe multimodal accommodations, specifically target speeds to reflect Vision Zero principles
Update design standards to reflect Vision Zero principles
Evaluate City laws and ordinance and identify revisions to improve safety for all modes and to reflect Vision Zero principles
Partner with the Jacksonville Sheriff's Office to create a residential speed enforcement plan
Conduct targeted speed enforcement along the HIN
Conduct a speed analysis for school zones to determine the most critical locations for speed enforcement implementation
Conduct outreach and education of speed enforcement cameras to local residents
Implementing speed enforcement cameras in school zones
Coordinate with Duval County Public Schools (DCPS) to implement stop-arm camera enforcement on school buses, leveraging authority provided by Florida House Bill 657 and Senate Bill 766.

Appendix C. Themes and Safety Problems Long-List

THEME	SAFETY PROBLEM	STRATEGY
DATA DRIVEN DECISIONS AND TRANSPARENCY	Inefficient crash response and data gaps limit effective post-crash care and delays in emergency response	Enhance crash response protocols and strengthen partnerships with first responders to improve crash victim care
		Leverage smart technologies and regional innovation initiatives to reduce emergency response times
	Opportunity to strengthen cross-agency collaboration	Establish a multi-disciplinary task force to foster collaboration and streamline efforts to address roadway safety challenges.
	Insufficient Identification and prioritization of safety issues	Implement a system for ongoing monitoring and reassessment of high-risk locations to address emerging safety concerns effectively
	Lack of accessible, consistent, and transparent data	Build and maintain a centralized data platform for crash data, ensuring easy access, transparency, and consistent reporting
	Limited evaluation of safety project effectiveness	Establish a before-and-after analysis framework to evaluate the impact of safety improvements and guide future strategies

ACTION
Evaluate current crash response protocol including deployment to scene, reporting and data analysis.
Partner with first responder to identify areas of improvement to improve post-crash care
Pilot the use of drone technology and other real-time data tools through Smart North Florida to support crash detection, situational awareness, and emergency response coordination.
Coordinate with North Florida TPO and local emergency services to evaluate the effectiveness of technology pilots and recommend scalable applications.
Integrate advanced traffic management systems with emergency response tools, such as vehicle tracking, live routing, and interoperable data sharing between agencies.
Establish a multi-departmental and multiagency committee to review crashes on City roads and potential solutions.
Conduct annual road safety audits at high crash locations to identify contributing roadway factors and inform appropriate safety countermeasures.
Analyze the involvement of unhoused individuals involved in nonmotorized fatalities and serious injuries
Regularly assess crash data, identify crash hot spots, and prioritize improvement areas. Use this information to inform budget appropriations or grant application priorities
Create a shared central location for Vision Zero Data to ensure access, transparency, consistency in reporting, data analysis and research.
Provide data about traffic fatalities and serious injury crashes on the City's maintained dashboard for tracking Vision Zero performance targets
Publish an annual Vision Zero Progress Report that highlights key data trends, completed and ongoing safety initiatives, community engagement efforts, and progress toward zero traffic-related deaths and serious injuries
Create a public facing dashboard tracking the implementation of safety projects
Track before and after safety performance of implementation projects
Annually review, refine and re-evaluate Vision Zero action strategies and performance measures for effectiveness; coordinate effort with annual review

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APPENDIX D. RECOMMENDED STRATEGIES AND ACTIONS

Appendix D. Recommended Strategies and Actions

THEME	SAFETY PROBLEM	STRATEGY	ACTION	MODE	SAFE SYSTEM	5E'S	PROGRESS TRACKING	LEVEL OF COST	TIMELINE	LEAD AGENCY	PARTNER AGENCY
DESIGN SAFER STREETS	Unsafe street design lead to unsafe behavior and high severity crashes	Evaluate and implement safety driven decisions	Conduct RSA's on the HIN network	All	Safe Roads	Evaluation	Conduct 10 RSA's along the HIN	Low	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Prioritize safety engineering projects at locations along the HIN. Implement low-cost, high-impact safety improvements throughout the city based on safety engineering studies	All	Safe Roads	Engineering	Implement 5 projects on the Capital Projects List along the HIN focused on low-cost/high-impact improvements	Low	Mid-Term (4-5 years)	City of Jacksonville - Department TBD	
			Create traffic engineering project checklists to use during design, review, and/or implementation that include specific safety and equity considerations.	All	Safe Roads, Safe Road Users	Engineering	Create traffic engineering project checklists	N/A	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
		Implement comprehensive capacity analysis by utilizing all-day traffic counts instead of relying solely on peak-hour data to ensure a more accurate understanding of roadway performance	Develop guidance and best practices for incorporating all-day counts into standard capacity analysis methodologies, ensuring consistency across agencies.	All	Safe Roads, Safe Road Users	Engineering	Develop guidance and best practice document	N/A	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Engage regional and local transportation agencies (MPOs, DOT, transit authorities) to discuss the benefits of incorporating all-day traffic counts into planning processes	All	Safe Roads, Safe Road Users	Education	Conduct 5 educational sessions/meetings	N/A	Mid-Term (4-5 years)	City of Jacksonville - Department TBD	Florida Department of Transportation; North Florida TPO; Jacksonville Transportation Authority
			Collaborate with state and local agencies to update existing policies and data collection requirements, ensuring that project planning, corridor studies, and safety assessments account for all-day traffic trends	All	Safe Roads, Safe Road Users	Education	Update existing policies and/or guideline document	N/A	Long-Term (6-8 years)	City of Jacksonville - Department TBD	
		Design roadway elements that support emergency response vehicle access and preemption	Develop an emergency vehicle preemption plan that identifies critical corridors and upgrades signal infrastructure to allow for priority passage.	All	Post-Crash Care	Engineering	Develop emergency vehicle preemption plan	N/A	Mid-Term (4-5 years)	City of Jacksonville - Department TBD	Sheriff's Office; Jacksonville Fire and Rescue Department
			Update roadway design standards to incorporate emergency access features, such as mountable curbs, widened shoulders, and designated emergency response routes.	All	Post-Crash Care	Engineering	Update roadway design standards for emergency access	N/A	Long-Term (6-8 years)	City of Jacksonville - Department TBD	Sheriff's Office; Jacksonville Fire and Rescue Department
			Conduct a gap analysis of existing emergency vehicle access routes in coordination with Jacksonville Fire and Rescue Department and Jacksonville Sheriff's Office to inform infrastructure investments.	All	Post-Crash Care	Engineering, Evaluation	Conduct emergency vehicle access gap analysis	Low	Mid-Term (4-5 years)	City of Jacksonville - Department TBD	Sheriff's Office; Jacksonville Fire and Rescue Department

Appendix D. Recommended Strategies and Actions

THEME	SAFETY PROBLEM	STRATEGY	ACTION	MODE	SAFE SYSTEM	5E'S	PROGRESS TRACKING	LEVEL OF COST	TIMELINE	LEAD AGENCY	PARTNER AGENCY
DESIGN SAFER STREETS	Unsafe street design lead to unsafe behavior and high severity crashes	Implement a Complete Streets mindset	Cross section evaluation to support Complete Streets	All	Safe Roads	Evaluation	Conduct 10 cross section evaluations to support Complete Streets along HIN	Low	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Draft and adopt a Green and Complete Streets Ordinance	All	Safe Roads	Engineering	Draft and adopt a Green and Complete Streets Ordinance	N/A	Immediate (1 year)	City of Jacksonville - Department TBD	
			Upgrade temporary plastic bollards in protected bike and pedestrian facilities with more durable infrastructure, such as cast-in-place or preformed concrete curbing	Pedestrian; Bicycle	Safe Roads	Engineering	Upgrade remporary plastic bollards with more durable ifnrastucture along the pedestrian and bicycle HIN	Low	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
		Implement projects identified on the Capital Projects List	Create dedicated expenditure line within the transportation operating budget for Vision Zero capital projects	All	Safe Roads	Evaluation	Create dedicated expenditure line for Vision Zero projects	N/A	Immediate (1 year)	City of Jacksonville - Department TBD	
			Implement projects identified on the Capital Projects List	All	Safe Roads	Engineering	Implement the top 5 projects on the Capital Projects List	Low-High	Long-Term (6-8 years)	City of Jacksonville - Department TBD	
	High operating speeds with high severity crashes citywide	Integrate Smart Surfaces and Green Infrastructure into roadway design	Partner with the Smart Surface Coalition (National League of Cities) to integrate Smart Surfaces and Green Infrastructure to City of Jacksonville	All	Safe Road Users, Safe Speeds, Safe Roads	Education	Establish Partnership	N/A	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Develop design standards and guidelines for incorporating smart surfaces and green infrastructure into traffic calming measures, using best practices	All	Safe Road Users, Safe Speeds, Safe Roads	Engineering	Develop a design standards and guidelines document	N/A	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Pilot green traffic calming projects along the HIN corridors by implementing green infrastucture in strategic locations to evaluate their safety and environmental benefits	All	Safe Road Users, Safe Speeds, Safe Roads	Engineering	Incorproate green infrastructure along 5 HIN corridors	Low	Long-Term (6-8 years)	City of Jacksonville - Department TBD	
			Monitor and evaluate safety outcomes by tracking changes in vehicle speeds, crash data, pedestrian and cyclist activity, and environmental impacts to refine and expand green infrastructure strategies.	All	Safe Road Users, Safe Speeds, Safe Roads	Evaluation	Monitor and evalaute the performance of the 5 HIN corridors with green infrasucture implementation	Low	Mid-Term (4-5 years)	City of Jacksonville - Department TBD	
			Develop a long-term Green Streets Policy	All	Safe Road Users, Safe Speeds, Safe Roads	Engineering, Education	Develop a long-term Green Streets Policy	N/A	Mid-Term (4-5 years)	City of Jacksonville - Department TBD	

Appendix D. Recommended Strategies and Actions

THEME	SAFETY PROBLEM	STRATEGY	ACTION	MODE	SAFE SYSTEM	5E'S	PROGRESS TRACKING	LEVEL OF COST	TIMELINE	LEAD AGENCY	PARTNER AGENCY
DESIGN SAFER STREETS	High operating speeds with high severity crashes citywide	Adopt 20-is-Plenty strategies	Adopt a city-wide policy that mandates a 20 mph speed limit on all residential roads	All	Safe Speeds	Engineering	Adopt the city-wide policy	N/A	Immediate (1 year)	City of Jacksonville - Department TBD	
			Conduct a speed management study on all residential roads for new 20 mph speed limit implementation to identify speed calming measures	All	Safe Speeds	Evaluation	Conduct a speed management study on residential roadways identified in 20-is-plenty	Low	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Install new 20 mph speed limit signs on residential streets	All	Safe Speeds	Engineering	Install new 20 mph speed limit signs on residential streets identified in 20-is-plenty along the HIN	Low	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Install speed calming measures where appropriate on residential streets for new 20 mph speed limit	All	Safe Speeds	Engineering	Install new speed calming measures on residential streets identified in 20-is-plenty along the HIN	Medium	Mid-Term (4-5 years)	City of Jacksonville - Department TBD	
			Initiate a public outreach program to educate and promote the new 20 mph policy	All	Safe Road Users	Education	Conduct 5 speed management educational campaigns (virtual or in-person) across the city	N/A	Immediate (1 year)	City of Jacksonville - Department TBD	Sheriff's Office
		Set appropriate target speeds for roadways	Establish a speed management and safety advisory committee	All	Safe Road Users, Safe Speeds	Education	Establish a speed management and safety advisory committee	N/A	Immediate (1 year)	City of Jacksonville - Department TBD	
			Develop an interactive database for the public to provide feedback on speeding concerns	All	Safe Road Users	Evaluation	Develop interactive speed database	N/A	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Conduct a speed management study along the HIN	All	Safe Roads, Safe Speeds	Engineering, Evaluation	Conduct a speed management study along the HIN	Low	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Conduct outreach for emergency response agencies to discuss a balance between speed reduction measures with efficient emergency response by implementing context-sensitive traffic calming solutions that enhance safety without significantly delaying emergency vehicles	All	Safe Roads, Safe Speeds, Post-Crash Care	Education	Conduct three outreach activities/meetings with emergency response agencies	N/A	Immediate (1 year)	City of Jacksonville - Department TBD	Sheriff's Office
			Implement traffic calming countermeasures in strategic areas to reduce speeds	All	Safe Roads, Safe Speeds	Engineering, Evaluation	Implement traffic calming along 10 corridors on the HIN identified in the speed management study	Medium	Mid-Term (4-5 years)	City of Jacksonville - Department TBD	
			Develop a sign implementation strategy for increasing posted speed sign density across the city	All	Safe Roads, Safe Speeds	Engineering	Develop a sign implementation strategy	N/A	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Establish a performance monitoring program of the speed reduction action plan	All	Safe Roads, Safe Speeds	Evaluation	Establish a performance monitoring program for the 20-is-Plenty and speed management study	N/A	Near-Term (2-3 years)	City of Jacksonville - Department TBD	

Appendix D. Recommended Strategies and Actions

THEME	SAFETY PROBLEM	STRATEGY	ACTION	MODE	SAFE SYSTEM	5E'S	PROGRESS TRACKING	LEVEL OF COST	TIMELINE	LEAD AGENCY	PARTNER AGENCY
PROTECTING PEDESTRIANS	Pedestrian visibility at signalized intersections and midblock crossings	Improve visibility at pedestrian crossings by removing parking and overgrown vegetation	Improve visibility at pedestrian crossings by removing parking and overgrown vegetation	Pedestrian	Safe Roads	Engineering	Improve visibility at 10 pedestrian crossing locations on the Pedestrian HIN	Low	Immediate (1 year)	City of Jacksonville - Department TBD	
		Implement high visibility crosswalks along the pedestrian HIN	Implement high visibility crosswalks along the pedestrian HIN	Pedestrian	Safe Roads, Safe Road Users	Engineering	Implement high visibility crosswalks along all Pedestrian HIN intersections	Low	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
		Increase visibility of crossing pedestrians at intersections and mid-block crossing through design strategies such as painted curbs, flex posts, and etc.	Increase visibility of crossing pedestrians at intersections and mid-block crossing through design strategies such as painted curbs, flex posts, and etc.	Pedestrian	Safe Roads, Safe Road Users	Engineering	Improve visibility at 10 midblock crossing locations along the pedestrian HIN	Medium	Immediate (1 year)	City of Jacksonville - Department TBD	
	Lack of consistent pedestrian sidewalks	Improve pedestrian sidewalks citywide	Develop a sidewalk master plan which identifies sidewalk gaps and analyzes individual neighborhoods for SNAPP projects	Pedestrian	Safe Roads, Safe Road Users	Engineering, Evaluation	Develop one sidewalk master plan	Low	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Conduct a sidewalk inventory and identify gaps in sidewalk network and prioritize improvements	Pedestrian	Safe Roads, Safe Road Users	Engineering, Evaluation	Create a sidewalk inventory and prioritize improvements	Low	Mid-Term (4-5 years)	City of Jacksonville - Department TBD	
			Close sidewalk gaps along pedestrian HIN	Pedestrian	Safe Roads, Safe Road Users	Engineering	Close all sidewalk gaps along the pedestrian HIN as identified in the sidewalk masterplan	Medium	Mid-Term (4-5 years)	City of Jacksonville - Department TBD	
			Implement new sidewalk network along pedestrian HIN	Pedestrian	Safe Roads, Safe Road Users	Engineering	Build 10 miles of new sidewalk network along the pedestrian HIN	Medium	Long-Term (6-8 years)	City of Jacksonville - Department TBD	

Appendix D. Recommended Strategies and Actions

THEME	SAFETY PROBLEM	STRATEGY	ACTION	MODE	SAFE SYSTEM	5E'S	PROGRESS TRACKING	LEVEL OF COST	TIMELINE	LEAD AGENCY	PARTNER AGENCY
PROTECTING PEDESTRIANS	Unsafe conditions near schools	Expand and institutionalize Safe Routes to School (SRTS) efforts	Establish a dedicated Safe Routes to School Coordinator position within the City's Transportation Planning Division	Pedestrian; Bicycle	Safe Roads, Safe Road Users	Evaluation	Establish a dedicated Safe Routes to School coordinator position	N/A	Immediate (1 year)	City of Jacksonville - Department TBD	Duval County School Board
			Develop and maintain a citywide SRTS assessment program in coordination with Duval County Public Schools	Pedestrian; Bicycle	Safe Roads, Safe Road Users	Evaluation	Develop a citywide SRTS assessment program	N/A	Near-Term (2-3 years)	City of Jacksonville - Department TBD	Duval County School Board
			Create a formal SRTS implementation plan that includes priority projects, potential funding sources, and a process for ongoing monitoring and evaluation	Pedestrian; Bicycle	Safe Roads, Safe Road Users	Evaluation, Engineering	Create a formal SRTS implementation plan	Low	Mid-Term (4-5 years)	City of Jacksonville - Department TBD	Duval County School Board
			Seek programmatic and infrastructure funding to support comprehensive SRTS assessments and implementation of safety improvements	Pedestrian; Bicycle	Safe Roads, Safe Road Users	Engineering	Apply for 2-3 fundign oppurtunities annually	N/A	Annually	City of Jacksonville - Department TBD	Duval County School Board
			COJ develop extensive Safe Routes to Schools outreach and education	All	Safe Road Users	Engineering	Develop outreach materials and conduct 5 outreach campaigns (virtual or in-person)	N/A	Near-Term (2-3 years)	City of Jacksonville - Department TBD	Duval County School Board
		Improve citywide school zone for consistency and safety	Revise the City's school zone policy to include middle and high schools (where appropriate), ensuring that all students, regardless of age, benefit from designated school zone protections.	All	Safe Road Users; Safe Roads	Evaluation	Revise the school zone policy	N/A	Near-Term (2-3 years)	City of Jacksonville - Department TBD	Duval County School Board
			COJ to develop and implement a school zones plan, making existing more robust and adding school zones	All	Safe Speeds, Safe Road Users	Engineering	Develop and implement a school zones plan at 10 schools	Low	Near-Term (2-3 years)	City of Jacksonville - Department TBD	Duval County School Board
			Enhance existing and new school zones with visible infrastructure, such as flashing beacons, standard school zone signage, and pavement markings, prioritizing locations where zones are currently only marked with in-roadway pavement marking (e.g., "SCHOOL ZONE" painted in-lane).	All	Safe Speeds, Safe Road Users	Engineering	Enhance existing school zones at 10 schools and implement visible infrastructure at all new school zones	Low	Mid-Term (4-5 years)	City of Jacksonville - Department TBD	Duval County School Board
			Make all signage consistent to familiarize COJ residents with school zones	All	Safe Road Users	Evaluation	Make all signage consistent at all school zones	Low	Mid-Term (4-5 years)	City of Jacksonville - Department TBD	Duval County School Board
			Establish a 15-mile per hour school zone speed limit	All	Safe Speeds, Safe Road Users	Enforcement	Establish the 15-mile per hour school zone speed limit at all schools	N/A	Near-Term (2-3 years)	City of Jacksonville - Department TBD	Duval County School Board

Appendix D. Recommended Strategies and Actions

THEME	SAFETY PROBLEM	STRATEGY	ACTION	MODE	SAFE SYSTEM	5E'S	PROGRESS TRACKING	LEVEL OF COST	TIMELINE	LEAD AGENCY	PARTNER AGENCY
NIGHTTIME VISIBILITY FOR SAFETY	Nighttime crashes at intersections	Improve nighttime visibility at intersections	Conduct a lighting study along the HIN intersections	All	Safe Roads	Engineering, Evaluation	Conduct a lighting study along the HIN	Low	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Retrofit existing high-pressure sodium intersection lighting with LED lighting	All	Safe Roads	Engineering	Retrofit all city intersection lighting with LED lighting	Low	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Implement new intersection lighting at HIN intersections with nighttime crash problems	All	Safe Roads	Engineering, Evaluation	Implement new intersection lighting along 10 HIN intersections	Medium	Long-Term (6-8 years)	City of Jacksonville - Department TBD	
			Install retroreflective backplates on signals at HIN intersections with nighttime crash problems	Vehicle; Motorcycle	Safe Roads	Engineering	Install retroreflective backplates along top 10 HIN intersections with a nighttime crash problem	Low	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Improve sign retro reflectivity	Vehicle; Motorcycle	Safe Roads	Engineering	Improve sign retro reflectivity at top 10 HIN intersections with a nighttime crash problem	Low	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
	Nighttime crashes involving pedestrians and bicyclists	Improve nighttime visibility for pedestrians and bicyclists	Conduct a Lighting Study along the Pedestrian and Bicycle HIN	Pedestrian; Bicycle	Safe Roads	Engineering, Evaluation	Conduct a Lighting Study along the pedestrian and bicycle HIN	Low	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Retrofit existing high-pressure sodium pedestrian level lighting with LED lighting	Pedestrian; Bicycle	Safe Roads	Engineering	Retrofit all City pedestrian level lighting with LED lighting	Low	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Prioritize implementation of new pedestrian level lighting along the Pedestrian and Bicycle HIN	Pedestrian; Bicycle	Safe Roads	Engineering	Implement pedestrian level lighting along 10 pedestrian and bicycle HINs	Medium	Long-Term (6-8 years)	City of Jacksonville - Department TBD	
			Implement crosswalk visibility enhancements at signalized intersections and midblock crossings	Pedestrian; Bicycle	Safe Roads	Engineering	Implement crosswalk visibility enhancements at 10 signalized intersections and 10 midblock crossings	Low	Near-Term (2-3 years)	City of Jacksonville - Department TBD	

Appendix D. Recommended Strategies and Actions

THEME	SAFETY PROBLEM	STRATEGY	ACTION	MODE	SAFE SYSTEM	5E'S	PROGRESS TRACKING	LEVEL OF COST	TIMELINE	LEAD AGENCY	PARTNER AGENCY
CYCLING WITH CONFIDENCE	Bicyclist getting struck by motorist in the roadway	Expand the active transportation network for people biking	Conduct a bicycle network inventory and identify gaps in bicycle network and prioritize improvements	Bicycle	Safe Roads	Engineering, Evaluation	Conduct a bicycle network inventory and identify gaps for prioritization	Low	Immediate (1 year)	City of Jacksonville - Department TBD	
			Expand the active transportation network for biking along the Bicycle HIN	Bicycle	Safe Roads, Safe Road Users	Engineering	Implement 10 new miles of bicycle network along the bicycle HIN	Medium	Mid-Term (4-5 years)	City of Jacksonville - Department TBD	
			Increase the amount of protected and buffered bike lane facilities or shared-use paths within the City	Bicycle	Safe Roads	Engineering	Increase the amount of protected and buffered bike lane facilities and share-use paths by 10 miles along the HIN	Medium	Mid-Term (4-5 years)	City of Jacksonville - Department TBD	
		Improve the existing bicycle network	Convert unbuffered bike lanes to protected or buffered bike facilities on HIN	Bicycle	Safe Roads	Engineering	Convert all unbuffered bike lanes to protected or buffered bike facilities on the bicycle HIN	Low	Mid-Term (4-5 years)	City of Jacksonville - Department TBD	
			Optimize signal timing to create gaps midblock and provide crossing opportunities for bicyclists along the corridor	Bicycle	Safe Roads, Safe Road Users	Evaluation, Engineering	Optimize signal timing along the bicycle HIN	Low	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
		Improve driveway safety	Conduct an access management study at high conflict locations along the Bicycle HIN	Bicycle	Safe Roads	Evaluation	Conduct an access management along the bicycle HIN	Low	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Implement driveway improvement with narrow driveways tighter radii and improved driveway definition	Bicycle	Safe Roads, Safe Speeds	Engineering	Improve driveways along 5 bicycle HIN corridors	Medium	Long-Term (6-8 years)	City of Jacksonville - Department TBD	
			Improve crosswalk visibility through pavement markings, green paint at conflict points, enhanced bike lane markings and surface materials	Bicycle	Safe Roads, Safe Road Users	Engineering	Improve crosswalk visibility at driveways for 10 bicycle HIN corridors	Low	Near-Term (2-3 years)	City of Jacksonville - Department TBD	

Appendix D. Recommended Strategies and Actions

THEME	SAFETY PROBLEM	STRATEGY	ACTION	MODE	SAFE SYSTEM	5E'S	PROGRESS TRACKING	LEVEL OF COST	TIMELINE	LEAD AGENCY	PARTNER AGENCY
CYCLING WITH CONFIDENCE	Bicyclist getting struck by motorist in the roadway	Conduct educational campaigns for bicycle safety	Provide safety education to bicyclists to slow down and yield to motorists at midblock locations	Bicycle	Safe Road Users	Education	Conduct 5 safety trainings and educational campaigns (virtual or in-person) across the city	N/A	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Create educational materials to remind motorists to look both ways and stop and yield before pulling out of the driveway	Bicycle	Safe Road Users	Education	Conduct 5 safety trainings and educational campaigns (virtual or in-person) across the city	N/A	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Conduct bicyclists safety education to reinforce bicyclists have same rights and responsibilities: wearing high visibility clothing, wearing a property fitted helmet, and taking over the travel lane if the bicycle lane or shoulder is too narrow	Bicycle	Safe Road Users	Education	Conduct 5 safety trainings and educational campaigns (virtual or in-person) across the city	N/A	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Conduct a driver safety education about Florida's 3-ft safe passing law, bicyclist having the same rights and dangers of distracted driving	Bicycle	Safe Road Users	Education	Conduct 5 safety trainings and educational campaigns (virtual or in-person) across the city	N/A	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
			Educate motorists to anticipate bicyclists at midblock locations and the dangers of speeding	Bicycle	Safe Road Users	Education	Conduct 5 safety trainings and educational campaigns (virtual or in-person) across the city	N/A	Near-Term (2-3 years)	City of Jacksonville - Department TBD	
		Conduct positive enforcement campaigns directed at bicyclists	Implement positive enforcement campaign directed at bicyclists about yielding before entering roadway and not making improper turns. Distribute bicycle lights as part of enforcement	Bicycle	Safe Road Users	Enforcement	Conduct 5 enforcement campaigns across the city	N/A	Near-Term (2-3 years)	City of Jacksonville - Department TBD	Sheriff's Office

Appendix D. Recommended Strategies and Actions

THEME	SAFETY PROBLEM	STRATEGY	ACTION	MODE
PROMOTE A CULTURE OF SAFETY	A culture of traveling by vehicles limits progress towards Vision Zero goals	Reduce vehicle miles traveled	Establish a goal of reducing vehicle miles traveled (VMT) by promoting transit and other alternatives to driving alone, especially for shorter trips on City Streets	All
	Lack of funds for safety projects	Prioritize funding for Vision Zero	Create dedicated expenditure line within the transportation operating budget for Vision Zero projects	All
			Create dedicated expenditure line within the transportation operating budget for pedestrian and bicycle infrastructure and safety projects	All
			Update planned capital improvement program to consider the HIN and identified capital projects	All
			Establish a permanent funding source for VZ program and align existing funding sources through joint budget requests.	All

SAFE SYSTEM	5E'S	PROGRESS TRACKING	LEVEL OF COST	TIMELINE	LEAD AGENCY	PARTNER AGENCY
Safe Road Users	Education	Establish a goal of reducing vehicle miles traveled (VMT) by 10% by 2045	N/A	Immediate (1 year)	City of Jacksonville - Department TBD	Jacksonville Transportation Authority
Safe Roads	Evaluation	Create dedicated expenditure line for Vision Zero projects	N/A	Immediate (1 year)	City of Jacksonville - Department TBD	
Safe Roads	Evaluation	Create dedicated expenditure line for Vision Zero projects	N/A	Immediate (1 year)	City of Jacksonville - Department TBD	
Safe Roads	Engineering	Update planned capital improvement program	N/A	Immediate (1 year)	City of Jacksonville - Department TBD	
Safe Roads	Evaluation	Establish a permanent funding source for VZ program	N/A	Immediate (1 year)	City of Jacksonville - Department TBD	

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APPENDIX E. FINAL CAPITAL PROJECTS LIST

Appendix E. Final Capital Projects List

PREVIOUS STUDIES/ PROJECTS	LOCATION	HIN MODE	PROPOSED IMPROVEMENT	COUNCIL DISTRICT #1	COUNCIL DISTRICT #2	CPAC #1	CPAC #2	UNDERSERVED COMMUNITY
CAPITAL IMPROVEMENT PLAN	Adam St and Forsyth St Two-Way	Motorcycle	Conversion to two-way street	7	N/A	1 URBAN CORE	N/A	Yes
	Arlington Rd Bicycle Improvements	Pedestrian; Bicycle	New bicycle lanes	1	N/A	2 GREATER ARLINGTON and BEACHES	N/A	Yes
	Arlington Road Bridge	Pedestrian; Bicycle	Design and repair to a short portion of the approach roadway and sidewalk north of the bridge on Arlington Road North	1	N/A	2 GREATER ARLINGTON and BEACHES	N/A	Yes
	Bay St Innovation Projects	Bicycle; Vehicle	The BayJax Innovation Corridor is a three-mile business, residential and entertainment segment of Bay Street in the heart of downtown Jacksonville, Florida	7	N/A	1 URBAN CORE	N/A	Yes
	Bowden Rd Bicycle Improvement	Pedestrian	This project will design, construct and perform inspection services for the construction of bicycle facilities along Bowden Road from Spring Park Road to Tiger Hole, a length of 1.5 miles, as prescribed in the Pedestrian and Bicycle Master Plan.	4	N/A	3 SOUTHEAST	N/A	Yes
	Broward Rd Widening	Vehicle	Roadway Improvements along Broward Road, starting at the intersection of Interstate Center Drive and Broward Road and running north approximately 1,250 feet. Will include the addition of travel lanes, a new bridge, roadway lighting, bicycle and pedestrian improvements, and the associated stormwater/drainage improvements.	8	N/A	6 NORTH	N/A	Yes
	Cedar Point and Sawpit Road Improvements	Pedestrian; Vehicle	Widening, milling and resurfacing Sawpit Road from Cedar Point to Shark Road.	2	N/A	6 NORTH	N/A	Yes
	Chaffe Rd Improvements	Bicycle	Design and construction to widen Chaffee Road from 2 lanes to 4 lanes with medians and auxiliary turn lanes from Normandy Blvd to I-10 as well as improvements identified in the NTPO study from Beaver Street to Old Plank Road	12	N/A	5 NORTHWEST	N/A	Yes
	Edgewood Ave US 17 to Cassat	Pedestrian; Motorcycle; Bicyce	This project will construct new bicycle improvement segments of Edgewood Avenue as described in the Mobility	7	N/A	5 NORTHWEST	N/A	Yes
TRANSPORTATION IMPROVEMENT PROGRAM	Emerald Trail S Line to Stonewall	Bicycle; Vehicle	East of Main Street, this segment will extend the Hogan's Creek Greenway along the creek corridor to the south of Duval Street, where the segment will create a loop connection on the east side of downtown with the Northbank Riverwalk and the TIAA Bank Field, Veterans Memorial Arena, and Baseball Grounds of Jacksonville sports venues.	7	N/A	1 URBAN CORE	N/A	Yes
	ST AUGUSTINE RD	Vehicle; Bicycle; Pedestrian	Sidewalk (funded construction)	5	N/A	3 SOUTHEAST	N/A	Yes

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PREVIOUS STUDIES/ PROJECTS	LOCATION	HIN MODE	PROPOSED IMPROVEMENT
BICYCLE PEDESTRIAN MASTER PLAN - RECTANGULAR RAPID FLASHING BEACONS (RRFB)	San Pablo Road & Central Drive	Bicycle	RRFB Installation
	San Pablo Road & Crystal Cove Drive	Bicycle	RRFB Installation
	San Pablo Road & Pablo Bay Drive	Bicycle	RRFB Installation
	Leonid Road & Gladwynne Road	Pedestrian	RRFB Installation
	Leonid Road & Dunn Avenue	Pedestrian	RRFB Installation
	Broward Road & Belleshore Circle	Vehicle	RRFB Installation
	Broward Road & Pinehurst Drive	Vehicle	RRFB Installation
	Old Kings Road & Bradford Road	Vehicle	RRFB Installation
	Old Kings Road & Wales Court	Vehicle	RRFB Installation
	Old Kings Road & Argentina Road	Motorcycle	RRFB Installation
	Spring Park Road & San Diego Road	Vehicle; Motorcycle	RRFB Installation
	Spring Park Road & Saint Nicholas Avenue	Vehicle; Motorcycle	RRFB Installation
	Spring Park Road & Adirof Road	Vehicle; Motorcycle	RRFB Installation
	Rogero Road & Columbine Drive	Vehicle; Motorcycle	RRFB Installation
	Rogero Road & Gamewell Road	Vehicle; Motorcycle	RRFB Installation
	Rogero Road & Commerce Street	Vehicle; Motorcycle	RRFB Installation
	Moncrief Road & Dean Avenue	Vehicle; Bicycle; Pedestrian	RRFB Installation
	Commonwealth Avenue & Palm Avenue	Bicycle; Vehicle	RRFB Installation
	East Bay Street & Liberty Street	Bicycle	RRFB Installation
	West Bay Street & Johnson Street	Vehicle	RRFB Installation
	Forsyth Street & Davis Street	Motorcycle	RRFB Installation
	Laura Street & Independent Drive	Motorcycle	RRFB Installation
	Wesconnett Boulevard & La Moya Avenue	Motorcycle	RRFB Installation
	Barnes Road & Knight Lane West	Motorcycle; Pedestrian	RRFB Installation
	Barnes Road & Knight Lane East	Motorcycle, Pedestrian	RRFB Installation

COUNCIL DISTRICT #1	COUNCIL DISTRICT #2	CPAC #1	CPAC #2	UNDERSERVED COMMUNITY
13	N/A	2 GREATER ARLINGTON and BEACHES	N/A	Yes
13	N/A	2 GREATER ARLINGTON and BEACHES	N/A	Yes
13	N/A	2 GREATER ARLINGTON and BEACHES	N/A	Yes
8	N/A	6 NORTH	N/A	Yes
8	N/A	6 NORTH	N/A	No
8	N/A	6 NORTH	N/A	Yes
8	N/A	6 NORTH	N/A	Yes
5	N/A	3 SOUTHEAST	N/A	Yes
5	N/A	3 SOUTHEAST	N/A	Yes
5	N/A	3 SOUTHEAST	N/A	Yes
5	N/A	3 SOUTHEAST	N/A	Yes
5	N/A	3 SOUTHEAST	N/A	Yes
1	N/A	2 GREATER ARLINGTON and BEACHES	N/A	Yes
1	N/A	2 GREATER ARLINGTON and BEACHES	N/A	Yes
1	N/A	2 GREATER ARLINGTON and BEACHES	N/A	Yes
10	N/A	5 NORTHWEST	N/A	Yes
9	N/A	5 NORTHWEST	N/A	Yes
7	N/A	1 URBAN CORE	N/A	Yes
7	N/A	1 URBAN CORE	N/A	Yes
7	N/A	1 URBAN CORE	N/A	Yes
7	N/A	1 URBAN CORE	N/A	Yes
9	N/A	4 SOUTHWEST	N/A	Yes
4	N/A	3 SOUTHEAST	N/A	Yes
4	N/A	3 SOUTHEAST	N/A	Yes

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PREVIOUS STUDIES/ PROJECTS	LOCATION	HIN MODE	PROPOSED IMPROVEMENT	COUNCIL DISTRICT #1	COUNCIL DISTRICT #2	CPAC #1	CPAC #2	UNDERSERVED COMMUNITY
BICYCLE PEDESTRIAN MASTER PLAN - BICYCLE NETWORK	TOWNSEND BLVD from ARLINGTON EXPY to MERRILL RD	Bicycle; Vehicle	SHARED LANE	1	N/A	2 GREATER ARLINGTON and BEACHES	N/A	Yes
	TOWNSEND BLVD from MERRILL RD to ARLINGTON EXPY	Bicycle; Vehicle	SHARED LANE	1	N/A	2 GREATER ARLINGTON and BEACHES	N/A	Yes
	KING ST from MCCOYS CREEK BLVD to EDISON AVE	Bicycle	SHARED LANE	9	N/A	5 NORTHWEST	N/A	Yes
	KING ST from EDISON AVE to MCCOYS CREEK BLVD	Bicycle	SHARED LANE	7	N/A	5 NORTHWEST	N/A	Yes
	KING ST from GILMORE ST to COLLEGE ST	Bicycle	SHARED LANE	7	N/A	5 NORTHWEST	N/A	Yes
	MONCRIEF RD from GOLFAIR BLVD to EDGEWOOD AVE W	Vehicle; Pedestrian; Bicycle	PROTECTED BIKE LANE	10	N/A	5 NORTHWEST	1 URBAN CORE	Yes
	MONCRIEF RD from EDGEWOOD AVE W to GOLFAIR BLVD	Vehicle; Pedestrian; Bicycle	PROTECTED BIKE LANE	10	N/A	5 NORTHWEST	1 URBAN CORE	Yes
	MONCRIEF RD from 13TH ST W to GOLFAIR BLVD	Vehicle; Pedestrian; Bicycle	BUFFERED BIKE LANE	10	7	1 URBAN CORE	N/A	Yes
	MONCRIEF RD from 34TH ST W to 13TH ST W	Vehicle; Pedestrian; Bicycle	BUFFERED BIKE LANE	10	7	1 URBAN CORE	N/A	Yes
	PEARL ST N from 1ST ST W to 39TH ST W	Vehicle; Pedestrian; Bicycle	BUFFERED BIKE LANE	7	10	5 NORTHWEST	N/A	Yes
	PEARL ST N from 39TH ST W to REVEREND HENRY T RHIM BLVD	Vehicle; Pedestrian; Bicycle	BUFFERED BIKE LANE	7	10	5 NORTHWEST	N/A	Yes
	MONCRIEF RD W from SOUTEL DR to EDGEWOOD AVE W	Vehicle; Pedestrian; Bicycle	PROTECTED BIKE LANE	10	N/A	5 NORTHWEST	N/A	Yes
	MONCRIEF RD W from EDGEWOOD AVE W to SOUTEL DR	Vehicle; Pedestrian; Bicycle	PROTECTED BIKE LANE	10	N/A	5 NORTHWEST	N/A	Yes
	SOUTEL DR from LEM TURNER RD to MONCRIEF RD W	Bicycle; Vehicle	UNBUFFERED BIKE LANE	10	N/A	5 NORTHWEST	N/A	Yes
	SOUTEL DR from MONCRIEF RD W to LEM TURNER RD	Bicycle; Vehicle	UNBUFFERED BIKE LANE	10	N/A	5 NORTHWEST	N/A	Yes
	BAY ST E from LIBERTY ST S to A PHILIP RANDOLPH BLVD	Bicycle	UNBUFFERED BIKE LANE	7	N/A	1 URBAN CORE	N/A	Yes
	BAY ST E from A PHILIP RANDOLPH BLVD to LIBERTY ST N	Bicycle	UNBUFFERED BIKE LANE	7	N/A	1 URBAN CORE	N/A	Yes

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PREVIOUS STUDIES/ PROJECTS	LOCATION	HIN MODE	PROPOSED IMPROVEMENT
BICYCLE PEDESTRIAN MASTER PLAN - BICYCLE NETWORK	45TH ST W from NEW KINGS RD to MONCRIEF RD	Bicycle	BUFFERED BIKE LANE
	45TH ST W from MONCRIEF RD to NEW KINGS RD	Bicycle	BUFFERED BIKE LANE
	MYRTLE AVE N from 33RD ST W to BEAVER ST W	Vehicle; Motorcycle; Pedestrian; Bicycle	BUFFERED BIKE LANE
	MYRTLE AVE N from BEAVER ST W to 33RD ST W	Vehicle; Motorcycle; Pedestrian; Bicycle	BUFFERED BIKE LANE
	BROADWAY AVE from EDGEWOOD AVE N to MCDUFF AVE N	Vehicle; Pedestrian; Bicycle	SHARED LANE
	BROADWAY AVE from MCDUFF AVE N to EDGEWOOD AVE N	Vehicle; Pedestrian; Bicycle	SHARED LANE
	EASTPORT RD from FAYE RD to ZOO PKWY	Vehicle; Bicycle	SHARED USE PATH
	RESLAWN DR from MONCRIEF RD W to PALMDALE ST	Bicycle	SHARED LANE
	RESLAWN DR from PALMDALE ST to MONCRIEF RD W	Bicycle	SHARED LANE
	FLORIDA AVE from DYAL ST to 1ST ST E	Bicycle	SHARED LANE
	FLORIDA AVE from 1ST ST E to DYAL ST	Bicycle	SHARED LANE
	BROADWAY AVE from MCDUFF AVE N to WESTBROOK RD	Vehicle; Pedestrian; Bicycle	SHARED LANE
	BROADWAY AVE from WESTBROOK RD to MCDUFF AVE N	Vehicle; Pedestrian; Bicycle	SHARED LANE
	BROADWAY AVE from LINE ST to ROBINSON AVE	Vehicle; Pedestrian; Bicycle	SHARED LANE
	BROADWAY AVE from ROBINSON AVE to LINE ST	Vehicle; Pedestrian; Bicycle	SHARED LANE
	ACORN ST from MCQUADE ST to STATE ST W	Bicycle	SHARED LANE
	ACORN ST from STATE ST W to MCQUADE ST	Bicycle	SHARED LANE

COUNCIL DISTRICT #1	COUNCIL DISTRICT #2	CPAC #1	CPAC #2	UNDERSERVED COMMUNITY
10	N/A	5 NORTHWEST	N/A	Yes
10	N/A	5 NORTHWEST	N/A	Yes
7	10	5 NORTHWEST	N/A	Yes
7	10	1 URBAN CORE	N/A	Yes
9	N/A	5 NORTHWEST	N/A	Yes
9	N/A	5 NORTHWEST	N/A	Yes
2	N/A	6 NORTH	N/A	Yes
10	N/A	5 NORTHWEST	N/A	Yes
10	N/A	5 NORTHWEST	N/A	Yes
7	N/A	1 URBAN CORE	N/A	Yes
7	N/A	1 URBAN CORE	N/A	Yes
9	N/A	5 NORTHWEST	N/A	Yes
9	N/A	5 NORTHWEST	N/A	Yes
9	N/A	5 NORTHWEST	N/A	Yes
9	N/A	5 NORTHWEST	N/A	Yes
7	N/A	5 NORTHWEST	N/A	Yes
7	N/A	5 NORTHWEST	N/A	Yes

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PREVIOUS STUDIES/ PROJECTS	LOCATION	HIN MODE	PROPOSED IMPROVEMENT	COUNCIL DISTRICT #1	COUNCIL DISTRICT #2	CPAC #1	CPAC #2	UNDERSERVED COMMUNITY
PREVIOUS CORRIDOR STUDIES	Moncrief Road Corridor Study (2024)	Vehicle; Motorcycle; Pedestrian; Bicycle	Proposed improvements include lane reductions with added medians, cycle tracks, and shared-use paths to enhance pedestrian and bicyclist safety. Key intersections will receive upgraded crosswalks, transverse green bicycle markings, and improved lighting. Several midblock crossings will be installed with pedestrian refuges, and bus stops will feature raised platforms for accessibility. Signalized intersections will be enhanced with upgraded traffic signals, painted bulb-outs, and targeted intersection redesigns to reduce conflicts between users.	10	N/A	5 NORTHWEST	1 URBAN CORE	Yes
	Rogero Road Corridor Study (2023)	Vehicle; Motorcycle	The study proposes a reallocation of roadway space to include two travel lanes, a center left-turn lane, protected bike lanes, and parking lanes. Crosswalk safety will be improved with special emphasis markings, stamped asphalt treatments, and transverse green bicycle markings. Raised curb bulb-outs with planters will be introduced at select intersections to create safer crossings for pedestrians and cyclists.	1	N/A	2 GREATER ARLINGTON and BEACHES	N/A	Yes
	Myrtle Avenue Corridor Study (2022)	Vehicle; Motorcycle; Pedestrian; Bicycle	Improvements focus on pedestrian and bicycle safety, including new midblock crossings, high-visibility crosswalks, pedestrian-scale lighting, and shared-use paths. The corridor will see intersection upgrades with protected left-turn signals, leading pedestrian intervals, and signal timing enhancements. Additional treatments include sidewalk widening, speed feedback signs, and potential roundabout evaluations to improve traffic flow and safety.	7	10	1 URBAN CORE	N/A	Yes
	Hodges Boulevard Traffic Study (2021)	Vehicle; Bicycle	Enhancements include signal retiming, upgraded crosswalk markings, and improved signage for better visibility. Key intersections will receive additional turn lanes, including dedicated right-turn bays and a second left-turn bay at major cross streets. A proposed on-ramp radius adjustment and median closure will improve traffic operations and reduce conflicts.	3	N/A	3 SOUTHEAST	2 GREATER ARLINGTON	Yes
	Parental Home Road Corridor Study (2021)	Vehicle	Proposed improvements include new high-visibility crosswalks, pedestrian signals, and rectangular rapid-flashing beacons at key locations. The corridor will incorporate a neighborhood traffic circle at a major intersection, a separated dual-track bike lane, and a shared-use path to enhance multimodal connectivity.	4	N/A	3 SOUTHEAST	N/A	Yes
	Chaffee Road Corridor Study (2020)	Motorcycle	The study recommends improving the existing two-lane roadway with a 12-foot shared-use path and a 5-foot sidewalk to enhance pedestrian and bicyclist accessibility without widening the roadway	12	N/A	5 NORTHWEST	N/A	Yes

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PREVIOUS STUDIES/ PROJECTS	LOCATION	HIN MODE	PROPOSED IMPROVEMENT
SUN Trail Program	Myrtle Avenue from Forest Street to S-Line Trailhead	Motorcycle; Bicycle	SUN Trailway ID 72931004 - Create a 12-foot shared-use non-motorized trail as part of the SUN Trail Program
	5th Street from Baldwin Trail trailhead at Imeson to KIP School/Emerald Trail	Pedestrian	SUN Trailway ID 72931003 - Create a 12-foot shared-use non-motorized trail as part of the SUN Trail Program
	Pedestrian bridge along S-Line Trail from 21st Street to Main Street	Pedestrian; Bicycle	SUN Trailway ID 72931005 - Create a 12-foot shared-use non-motorized trail as part of the SUN Trail Program

COUNCIL DISTRICT #1	COUNCIL DISTRICT #2	CPAC #1	CPAC #2	UNDERSERVED COMMUNITY
7	N/A	1 URBAN CORE	5 NORTHWEST	Yes
9	12	5 NORTHWEST	N/A	Yes
10	N/A	1 URBAN CORE	N/A	Yes

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Appendix E. Underserved Communities in City of Jacksonville

The final list of capital projects were identified by screening by Underserved Communities shown in the map below.

Legend

Underserved Community

