CITY OF JACKSONVILLE

VISION ZERO ACTION PLAN

FINAL

July 2025

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Photo Sources: City of Jacksonville

A MESSAGE FROM THE MAYOR

Dear Friends,

It's with great pride that the City of Jacksonville is introducing this Vision Zero Action Plan—a bold and necessary step toward a safer, more connected future for every resident who travels our roadways. This action plan is not merely a policy document—it is a life-saving commitment, aligning with our administration's core priorities of infrastructure, public safety, and health. Our goal to eliminate all traffic fatalities and reduce serious injuries by 50% by 2035 is a reflection of our values and our belief that every resident deserves to move safely through this City, regardless of how they travel.

Jacksonville is ranked among the most dangerous U.S. cities for pedestrians. Between 2018 and 2023, there were nearly 200,000 crashes, with 921 fatalities and 2,770 serious injuries. Vulnerable road users like bicyclists, pedestrians, and motorcyclists continue to face disproportionate risk. These are not just statistics—they are our neighbors, friends, and loved ones. We must act with urgency and resolve.

The Vision Zero Action Plan prioritizes safety and smart investments. Guided by a Safe System Approach, the plan reflects the input of over 50 task force members, 80 recommended strategies, and extensive community engagement. It identifies a High Injury Network—the corridors and intersections where the most severe crashes occur—and recommends capital investments and projects in those areas for maximum impact. These investments are designed to reduce crashes through infrastructure upgrades, better lighting, safer street designs, and multimodal enhancements.

I am grateful for the dedication of the City's transportation professionals, community stakeholders, and national partners who have contributed to this plan. Let this be the decade of transformation for our City. Let's move forward—safely and boldly.

Sincerely,

Donna Deegan

Donna Deegan

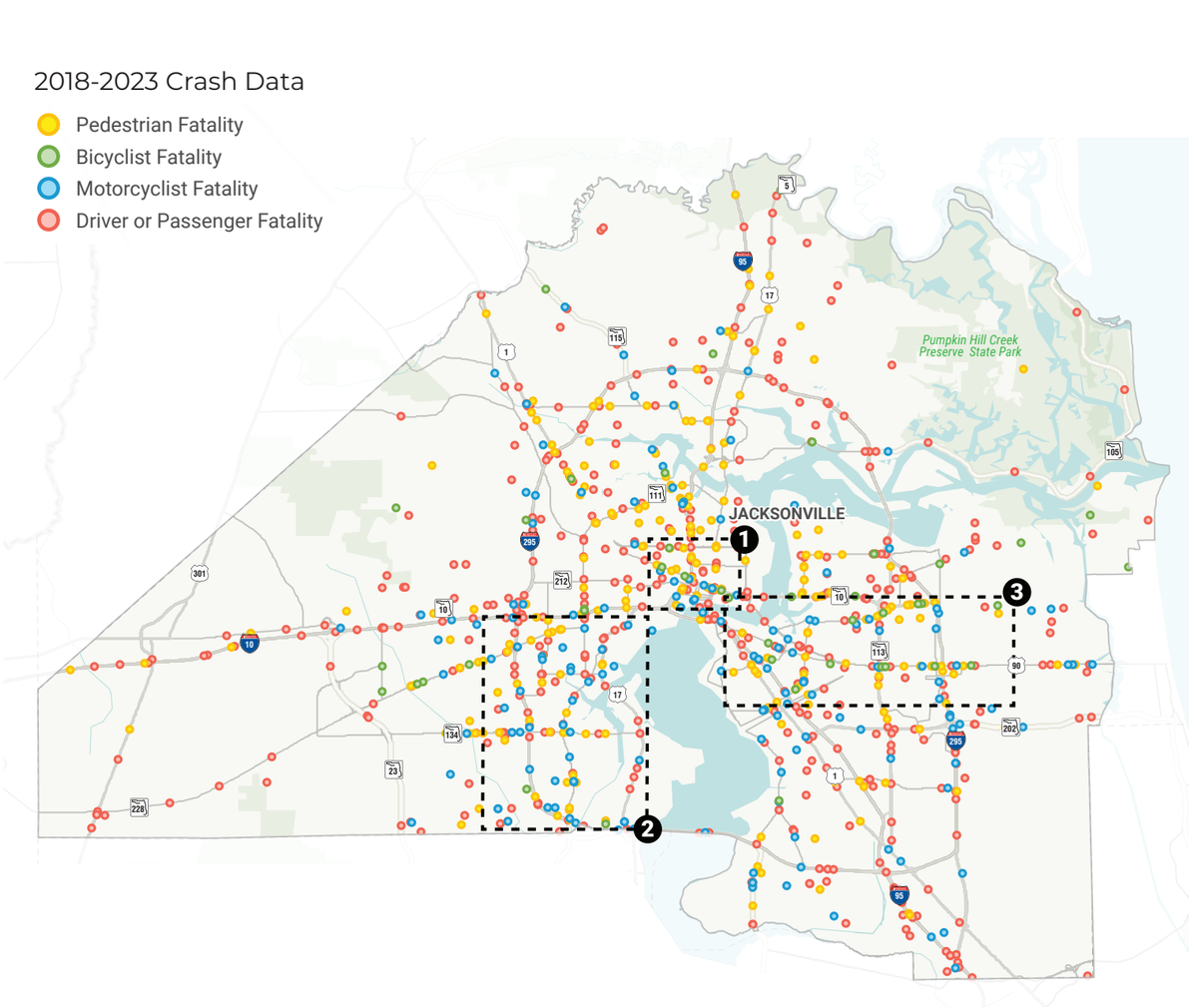
Mayor, City of Jacksonville

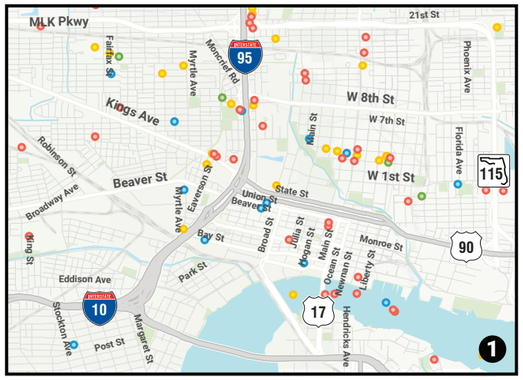
IN MEMORIAM

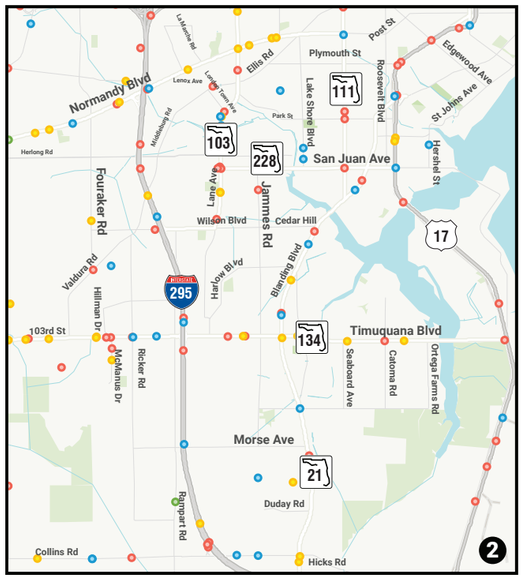
EVEN ONE IS TOO MANY.

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







CITY OF JACKSONVILLE

VISION ZERO OVERVIEW

196,453
TOTAL CRASHES
(2018-2023)

3,691
FATAL & SERIOUS INJURY CRASHES

921
FATAL CRASHES

2,770
SERIOUS INJURY CRASHES

17% OF TOTAL ***LOCAL ROADWAY SEGMENTS*** IDENTIFIED IN THE HIN

85% OF FATAL CRASHES

52% OF SERIOUS INJURY CRASHES

17% OF TOTAL ***LOCAL INTERSECTIONS*** IDENTIFIED IN THE HIN

86% OF FATAL CRASHES

59% OF SERIOUS INJURY CRASHES

63%
OF PEDESTRIAN CRASHES ARE CROSSING ROADWAY

60%
OF PEDESTRIAN CRASHES ARE NIGHTTIME CRASHES

44%
OF BICYCLE CRASHES ARE INTERSECTION RELATED

31%
OF BICYCLE CRASHES OCCUR ALONG ROADWAY WITH TRAFFIC

60%
OF VEHICLE CRASHES OCCURRED AT NIGHTTIME

24%
OF VEHICLE CRASHES INVOLVED INDIVIDUALS NOT WEARING SEATBELT OR PROPER OCCUPANT PROTECTION

62%
OF MOTORCYCLE FATAL CRASHES INVOLVED DRUGS AND/OR ALCOHOL

20%
OF MOTORCYCLE CRASHES WERE DUE TO SPEEDING AND/OR AGGRESSIVE DRIVING

GOAL TO ELIMINATE ALL TRAFFIC FATALITIES AND REDUCE SERIOUS INJURIES BY 50% BY 2035

AND NOW... IMPLEMENTATION & ACCOUNTABILITY

2 PUBLIC WORKSHOPS

52 TASK FORCE MEMBERS

54 STAKEHOLDERS

3 MEETINGS WITH THE TASK FORCE AND STAKEHOLDERS TO SHAPE THE VISION ZERO ACTION PLAN

2 SURVEYS CONDUCTED WITH 30 RESPONSES

DURING ACTION PLAN DEVELOPMENT

2 DASHBOARDS CREATED

21 RECOMMENDED STRATEGIES WITH ACTIONABLE ITEMS

25 PROPOSED DEMONSTRATION PROJECTS

80 PROPOSED CAPITAL PROJECTS TO SUPPORT VISION ZERO

15TH "MOST DANGEROUS"
RANKING FOR PEDESTRIANS NATIONWIDE

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 injured[1]. That's 42,000 lives lost, and thousands of loved ones left grieving. In Jacksonville alone, there were approximately 145 crash-related deaths in 2024[2]. 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.

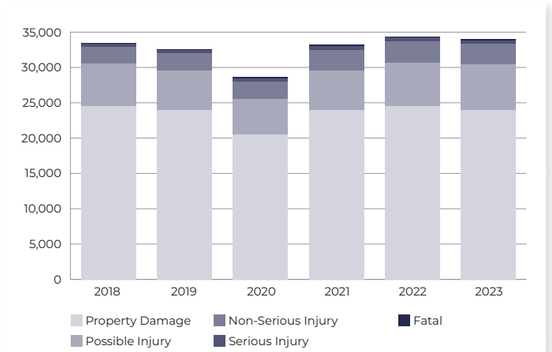
196,453 2018-2023 TOTAL CRASHES

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

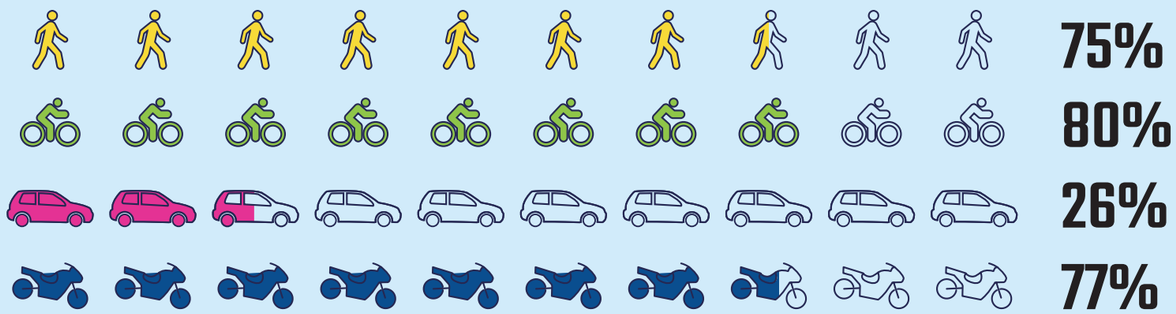
3,691 FATAL & SERIOUS INJURY CRASHES

921 FATAL CRASHES

2,770 SERIOUS INJURY CRASHES



PERCENT OF CRASHES INVOLVING FATAL AND SERIOUS INJURY BY MODE



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/

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.

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

VOICES OF JACKSONVILLE

52 TASK FORCE MEMBERS

54 STAKEHOLDERS

TWO PUBLIC OPEN HOUSES

TWO ONLINE SURVEYS

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

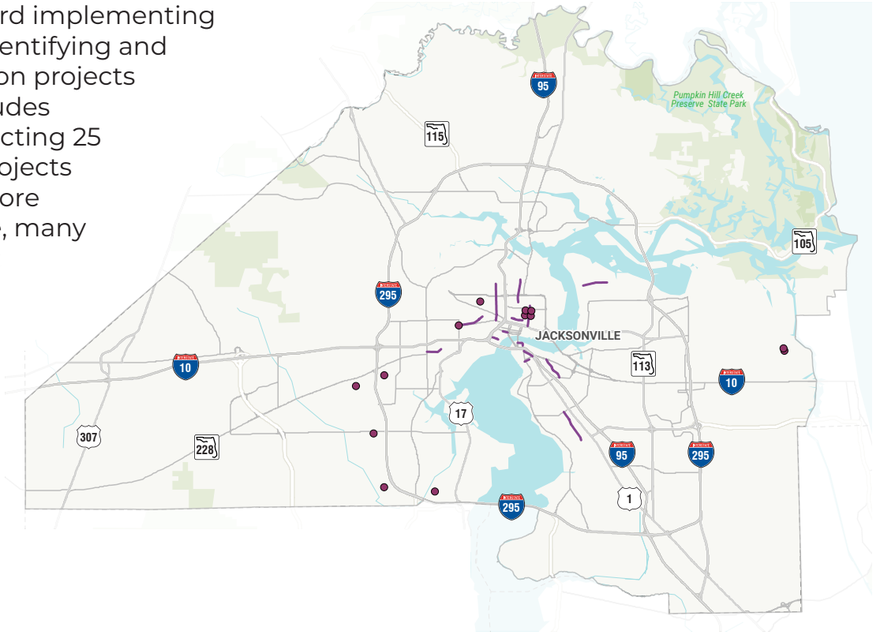
48 STRATEGIES — **THEMES AND SAFETY PROBLEMS LONG-LIST**

21 STRATEGIES — **RECOMMENDED STRATEGY LIST**

Demonstration Projects

An important step toward implementing Jacksonville's VZAP is identifying and advancing demonstration projects along the HIN. This includes prioritizing projects selecting 25 initial demonstration projects that can be delivered more rapidly and cost feasible, many of which align with past planning efforts.

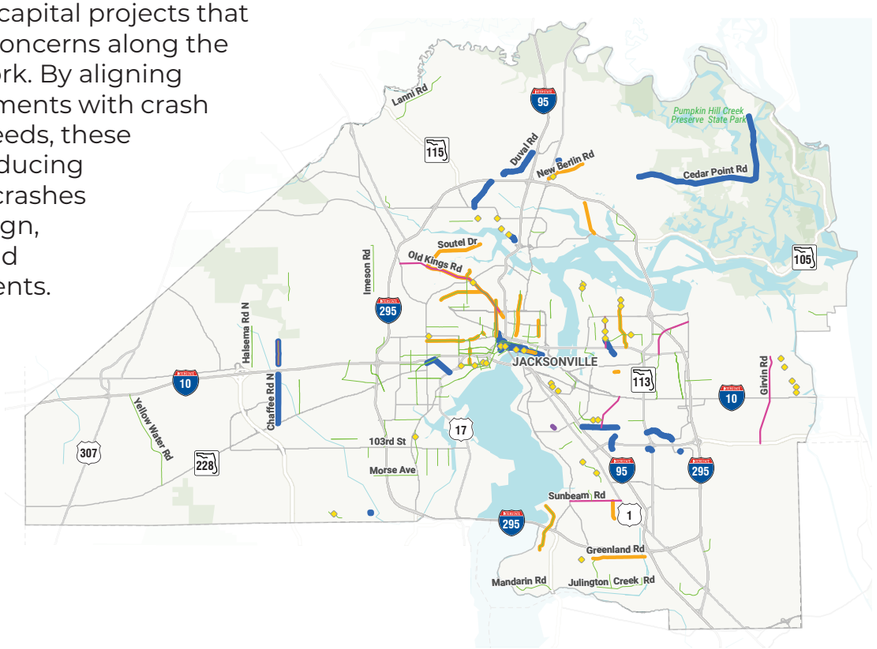
25 DEMONSTRATION PROJECTS



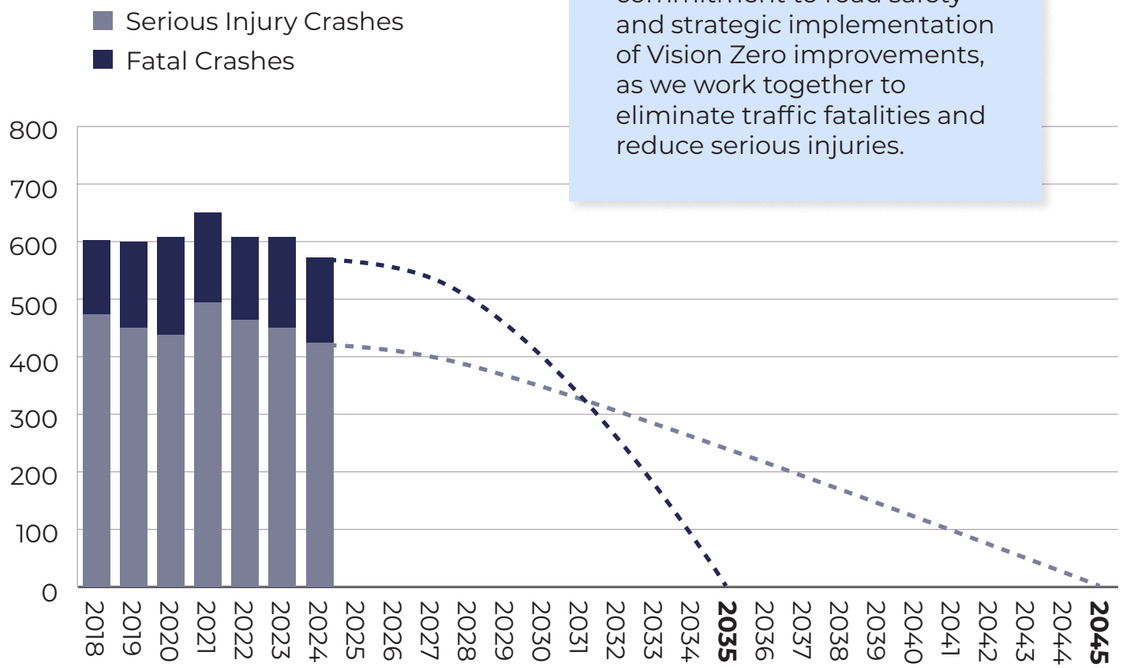
Capital Projects

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.

80 CAPITAL PROJECTS



VISION ZERO GOAL



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

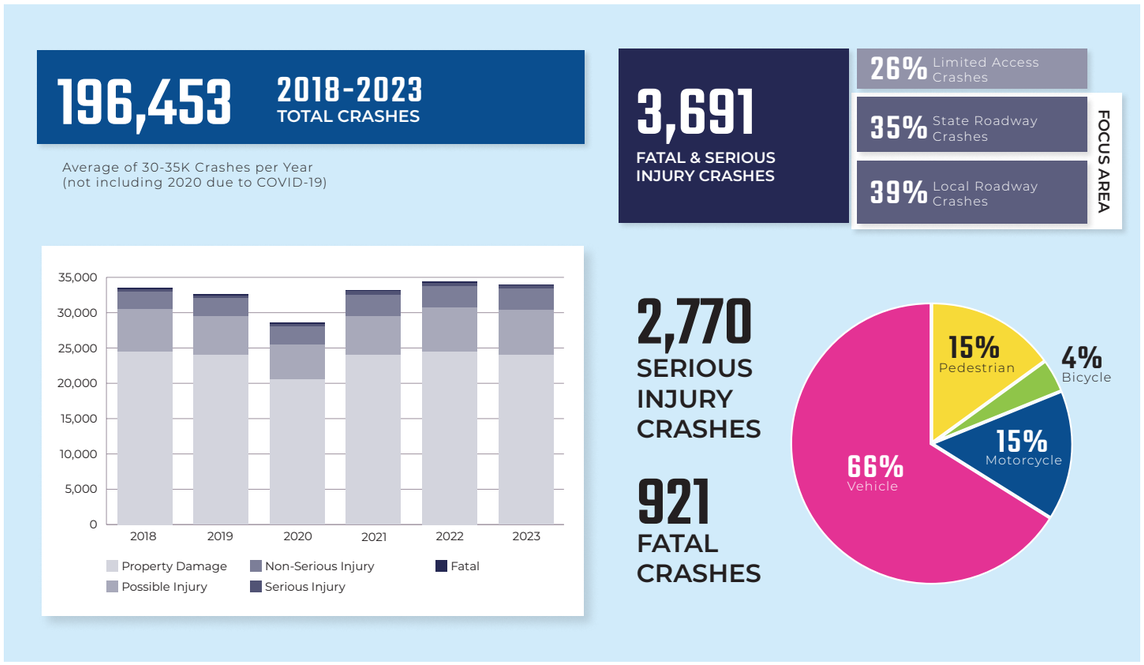
Motor vehicle fatalities remain one of the leading causes of death in the United States. The National Highway Traffic Safety Administration (NHTSA) estimates that 40,990 people died in traffic crashes in the United States in 2023[3]. These incidents have a lasting impact not only on the victims and their families but on the surrounding community. FDOT estimates that total cost to society for each crash is $10.9 million[4].

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.

CITYWIDE SAFETY TRENDS



Smart Growth America - Dangerous By Design 2024

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 pedestrians[5]. 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 pedestrians[6]. 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 years[6].

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

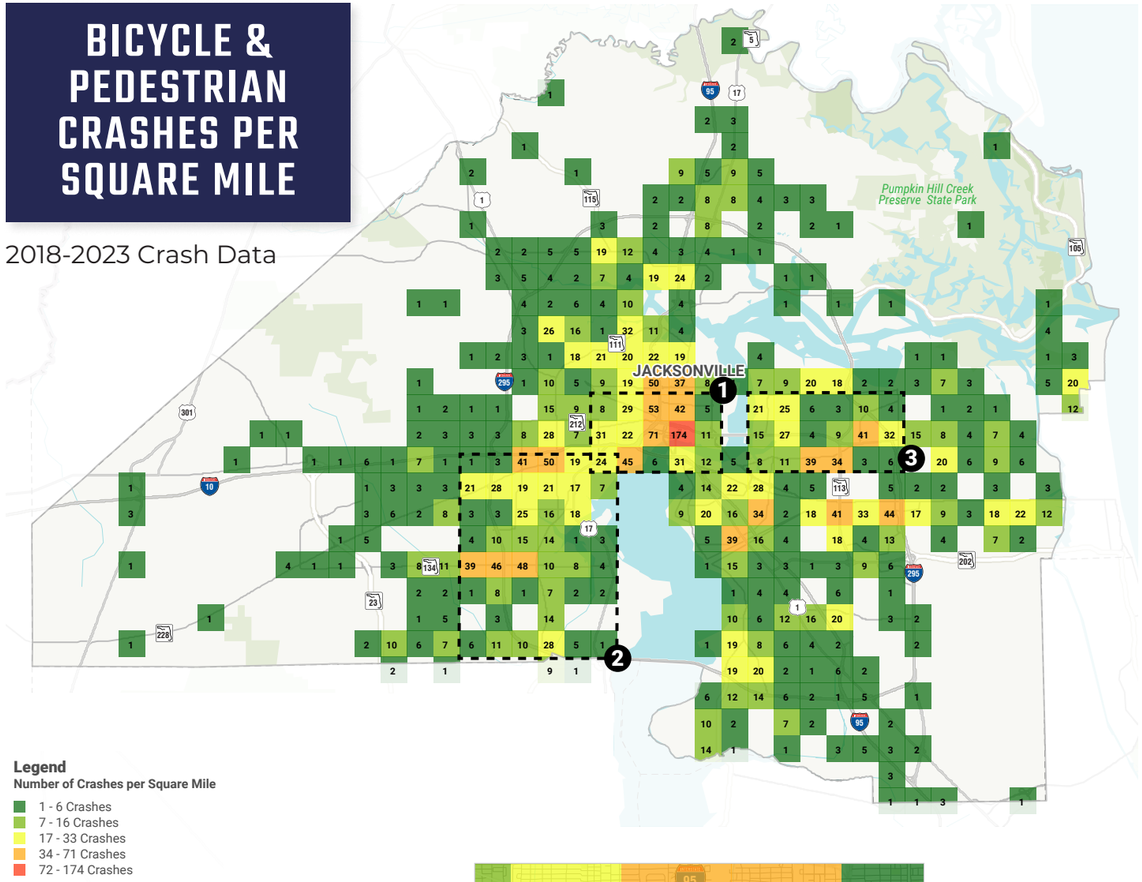
4 Florida Department of Transportation (FDOT). (2025). FDM 122 – Value of Life and Crash Costs (2025 Edition)

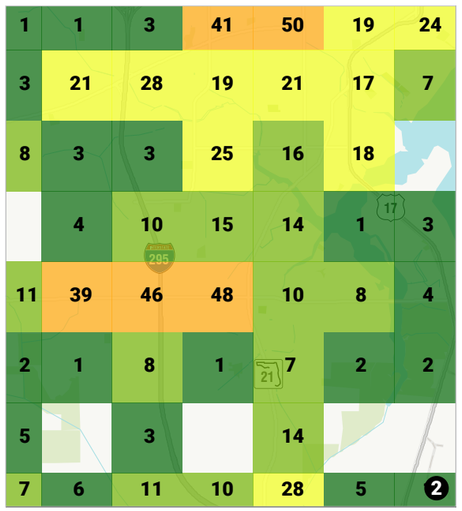
5 Smart Growth America. (2022). Dangerous by Design 2022. Retrieved from https://smartgrowthamerica.org/wp-content/uploads/2022/07/Dangerous-By-Design-2022-v3.pdf

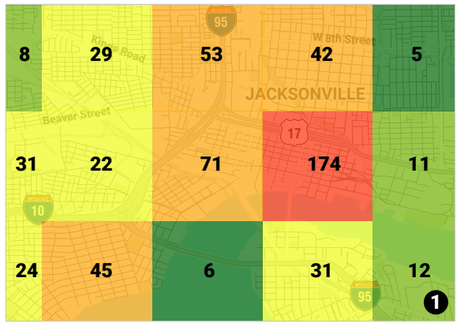
6 Smart Growth America. (2024). Dangerous by Design 2024. Retrieved from https://smartgrowthamerica.org/wp-content/uploads/2024/05/Dangerous-By-Design-2024_5.30.pdf

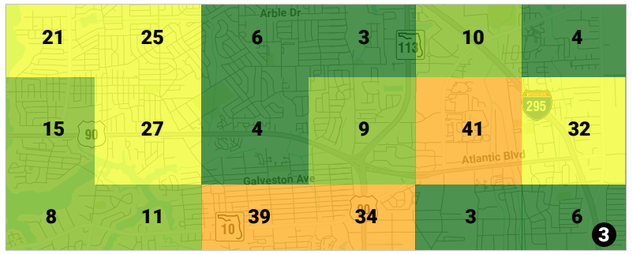
BICYCLE & PEDESTRIAN CRASHES PER SQUARE MILE

2018-2023 Crash Data









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.

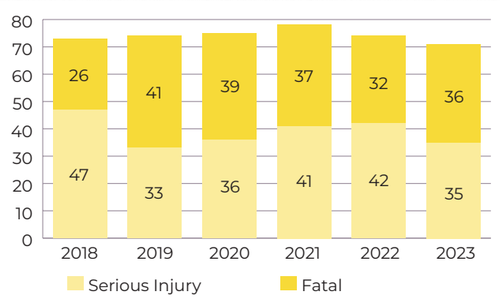
This highlights the urgent need for a comprehensive solution that makes the streets of Jacksonville safer for all travelers. The fatal and serious injury pedestrian and bicycle crashes per square mile in the City are shown on the left.

PEDESTRIAN FATAL & SERIOUS INJURY CRASHES

63%
ARE CROSSING ROADWAY

60%
ARE NIGHTTIME CRASHES

441
PEDESTRIAN CRASHES FATAL & SERIOUS INJURY

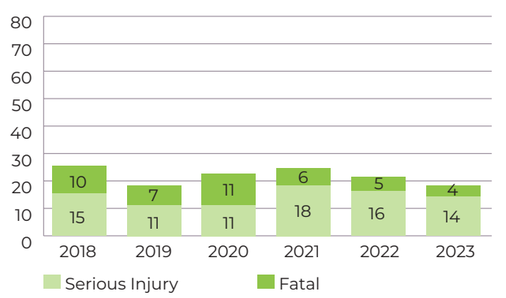


BICYCLE FATAL & SERIOUS INJURY CRASHES

44%
ARE INTERSECTION RELATED

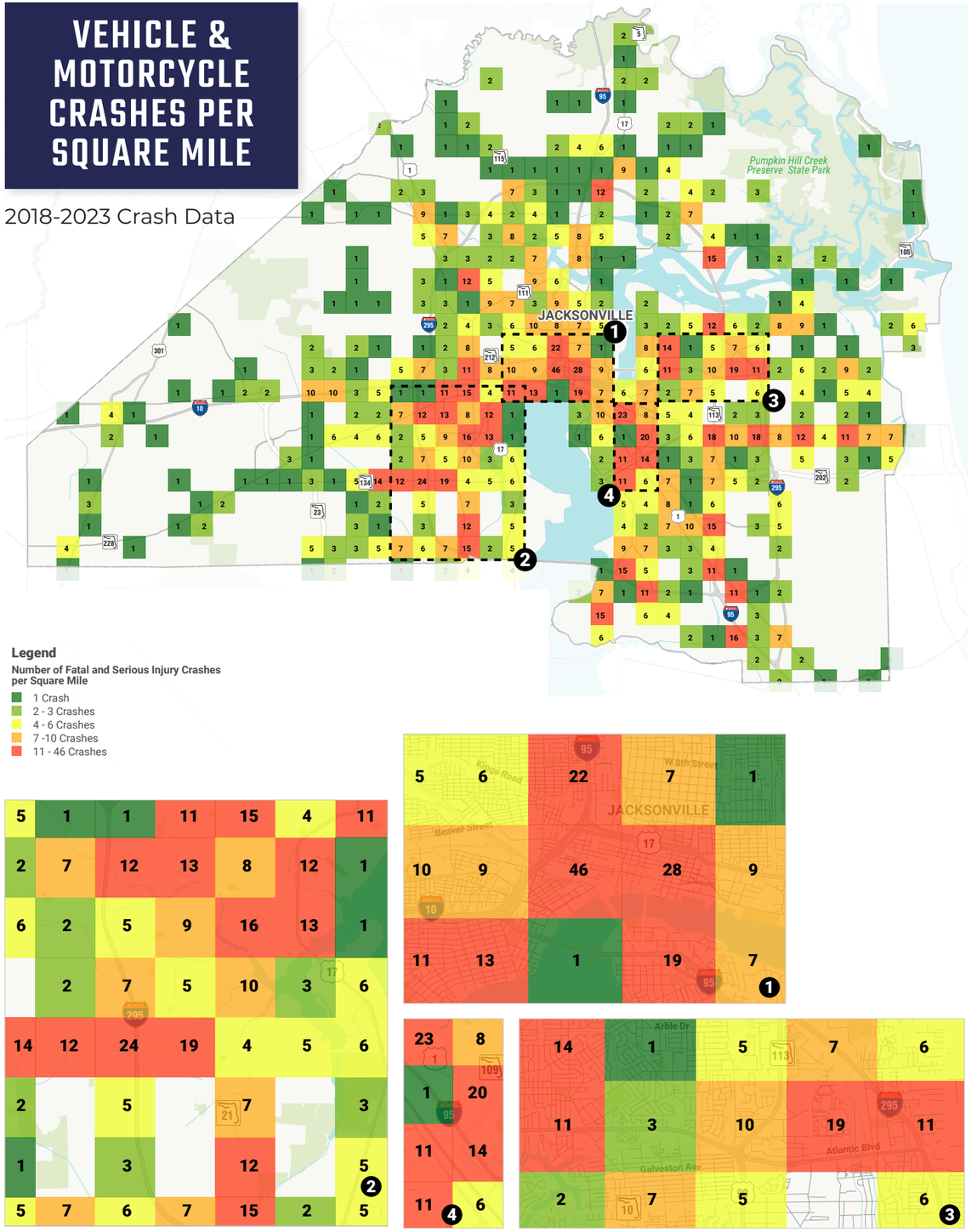
31%
CYCLING ALONG ROADWAY WITH TRAFFIC

128
BICYCLE CRASHES FATAL & SERIOUS INJURY



VEHICLE & MOTORCYCLE CRASHES PER SQUARE MILE

2018-2023 Crash Data



Legend

Number of Fatal and Serious Injury Crashes per Square Mile

- 1 Crash
- 2 - 3 Crashes
- 4 - 6 Crashes
- 7 -10 Crashes
- 11 - 46 Crashes

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

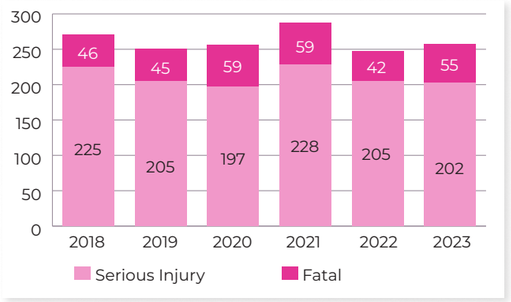
60%
ARE NIGHTTIME CRASHES

MOTORCYCLE FATAL & SERIOUS INJURY CRASHES

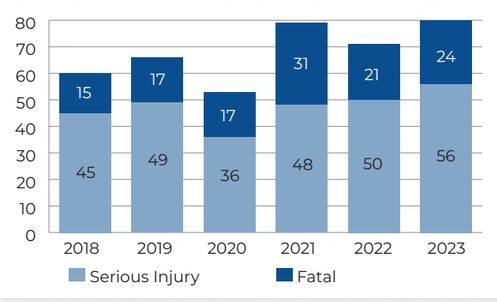
62%
FATAL CRASHES INVOLVED DRUGS AND/OR ALCOHOL

20%
WERE DUE TO SPEEDING AND/ OR AGGRESSIVE DRIVING

1,568
VEHICLE CRASHES FATAL & SERIOUS INJURY



409
MOTORCYCLE CRASHES FATAL & SERIOUS INJURY

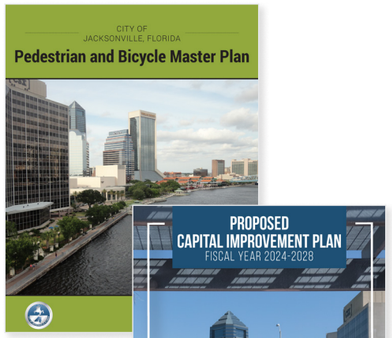


2.2 EXISTING PLANS

The new Jacksonville VZAP aligns with existing safety strategies, while launching a bolder, more robust era of roadway safety and crash prevention. 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.

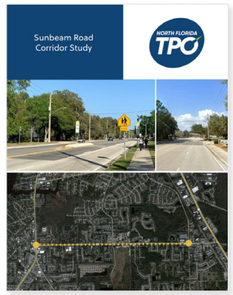
To support its commitment to improving the lives of its citizens, the City adopted the Capital Improvement Projects (CIP)[8], which includes funding sources for feasible financial projects.

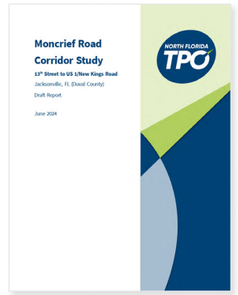


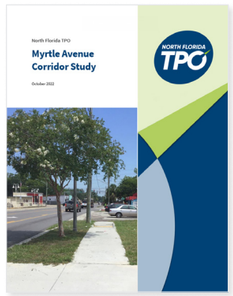
The City has also partnered with the North Florida Transportation Planning Organization (North Florida TPO) to study major corridors and find ways to make them safer, less congested, and more efficient for all road users. The goal was to create detailed plans that could help secure funding and start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

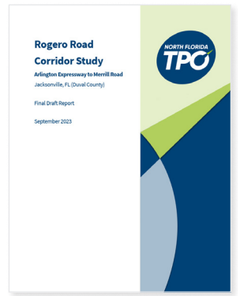
These studies include[9]:

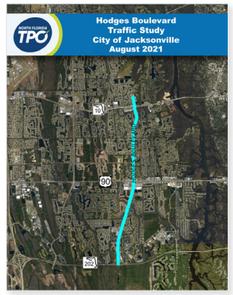
- Moncrief Road Corridor Study (2024)
- Sunbeam Road Corridor Study (2024)
- Rogero Road Corridor Study (2023)
- Myrtle Avenue Corridor Study (2022)
- 8th Street Corridor Study (2022)
- Hodges Boulevard Traffic Study (2021)
- Parental Home Road Corridor Study (2021)
- Chaffe Road Corridor Study (2020)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

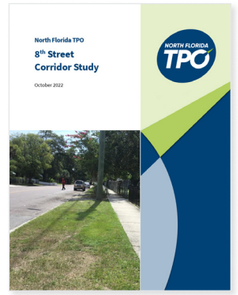


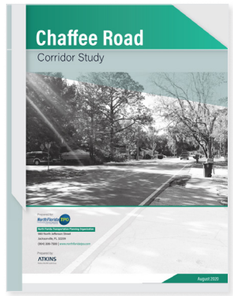












The North Florida TPO also developed the Transportation Improvement Program (TIP)[10], a list of road, transit, airport, seaport, bicycle, and pedestrian projects for the next five years. The list is based on the approved 2045 Long-Range Transportation Plan, priority project lists, requests from local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

THE BETTER JACKSONVILLE PLAN

TARGET ZERO
FATALITIES & 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.

CREATING SAFE SPACES

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.

Photo Source: Kittelson & Associates, Inc.

3. VOICES OF JACKSONVILLE

3.1 DEVELOPING THE ACTION PLAN

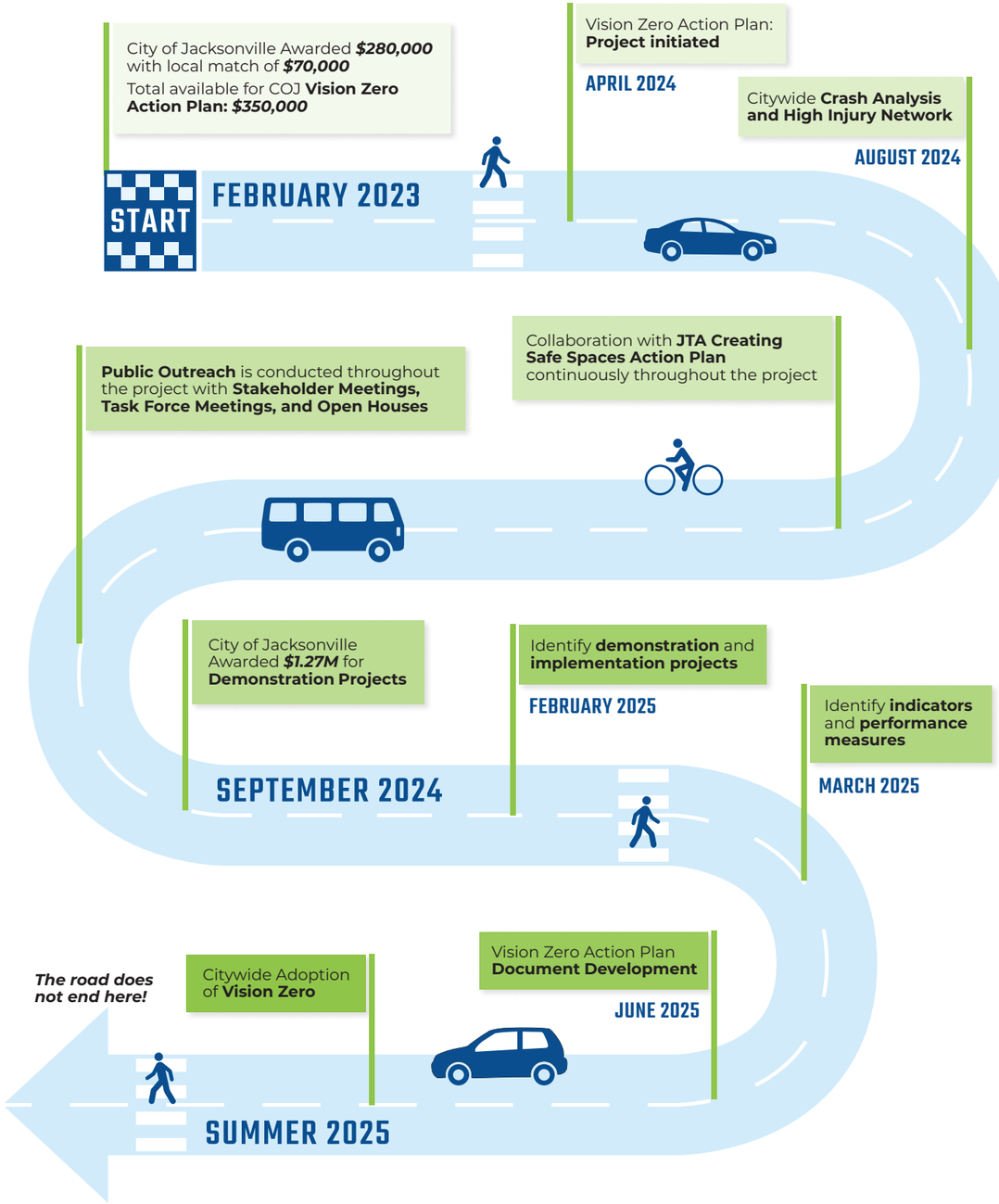
The City of Jacksonville's VZAP was developed through a structured, collaborative process. It began in February 2023 when the City secured $350,000 in funding, including a major federal grant matched with local contributions. Throughout the process, public input was key, with ongoing outreach to government 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



3.2 VISION ZERO TASK FORCE & STAKEHOLDER GROUP

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

TASK FORCE & STAKEHOLDER GROUP MEETINGS

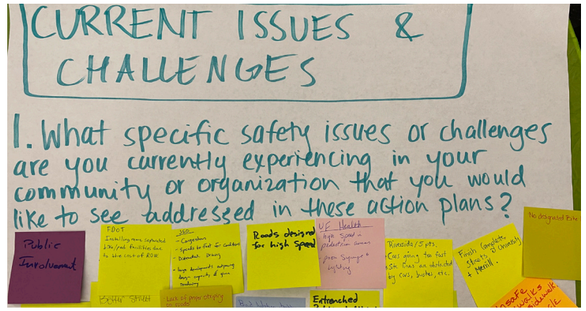


Photo Sources: Kittelson & Associates, Inc.

3.3 COMMUNITY ENGAGEMENT & OUTREACH

Throughout the development of Jacksonville's VZAP, the City actively engaged with the public to understand the challenges of traveling on our roads and to share updates on the Plan. Community feedback highlighted a strong desire for safer streets, with many residents positioning themselves as advocates for policies to eliminate roadway deaths and serious injuries. This shared commitment underscores the need for collective action. By working together, we can transform our roads into safer spaces for everyone.

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 the following three main avenues.***

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.

Photo Source: Kittelson & Associates, Inc.

Website

The City's Vision Zero website[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[14].

Online Surveys

The first survey was 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 second survey was active from February 2025 through May 2025, and allowed community members to share feedback on the proposed Vision Zero strategies, demonstration projects, and capital projects. 14 responses were collected, and community members shared that designing safety streets and the lack of consistent sidewalk was the top highest priority. Community members want to see demonstration projects and capital projects that creates safer intersections. 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.

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

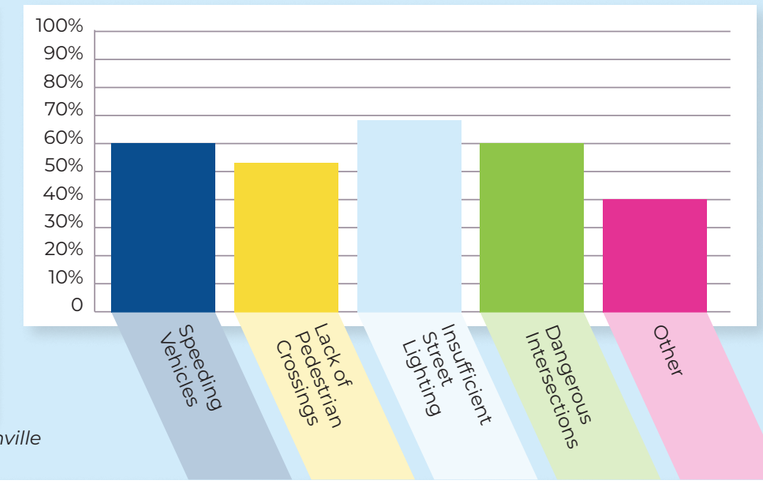
AREA OF PRIORITY
SCHOOL ZONES

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



TAKEAWAYS

- **Vision Zero Strategy:** Roadway designs/re-designs for safer streets
- **Demonstration Project:** Intersections that help calm traffic and separate users
- **Capital Project:** Safer Intersections
- **Strategy for effective VZAP Implementation:** Regular updates on project progress

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

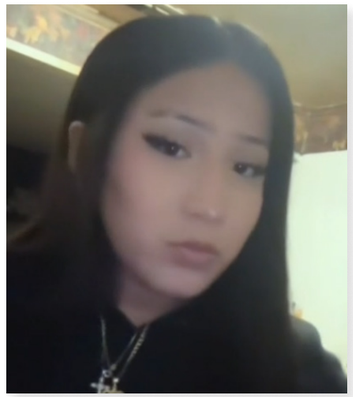
Photo Source: Fredrick Jones

3.5 STORIES

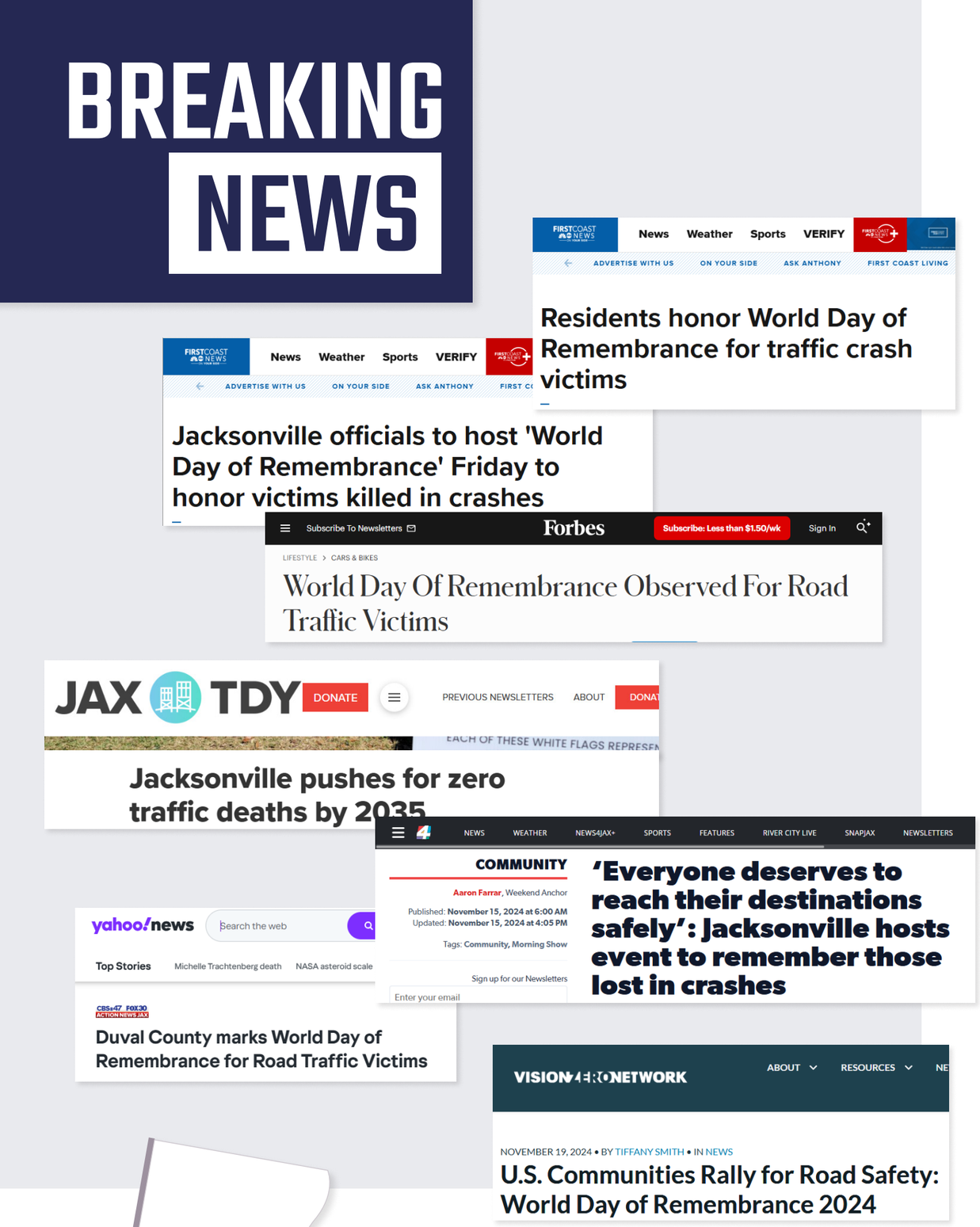
ALLISON HARAMIS

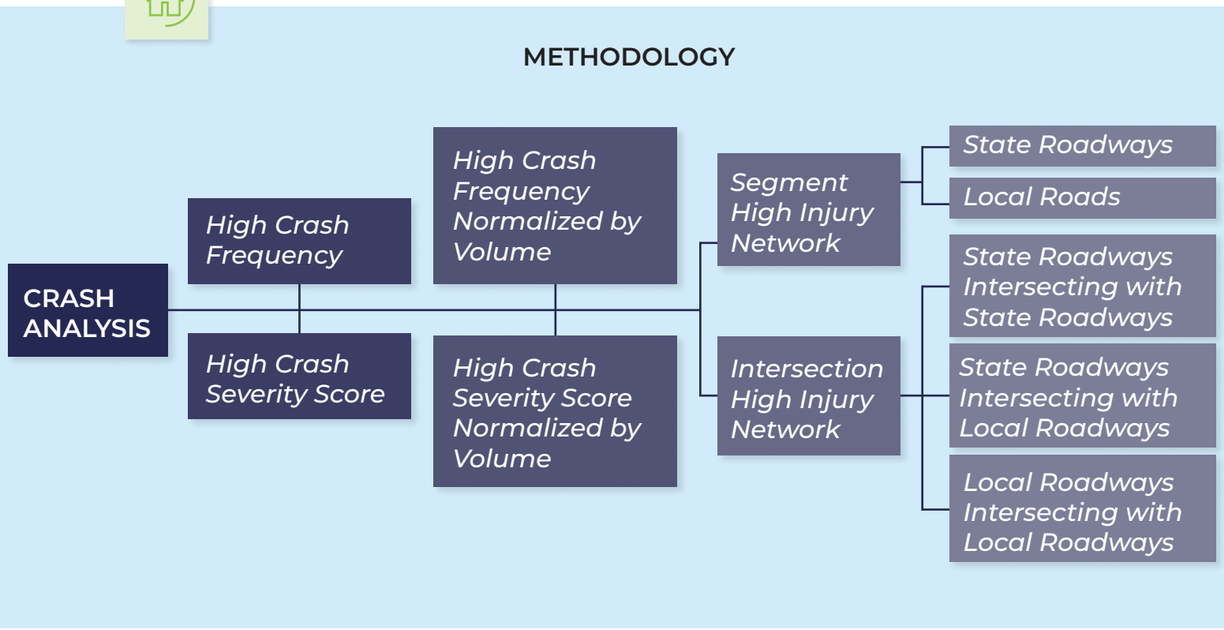
Allison was killed in a car crash in 2009 on her way home from school; she was only 15 years old. Her father Drew Haramis described his only daughter as a fun, loving, happy child who was a hard worker and had a passion for dancing. When Drew thinks of Allison, he says that she had the best laugh and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





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:

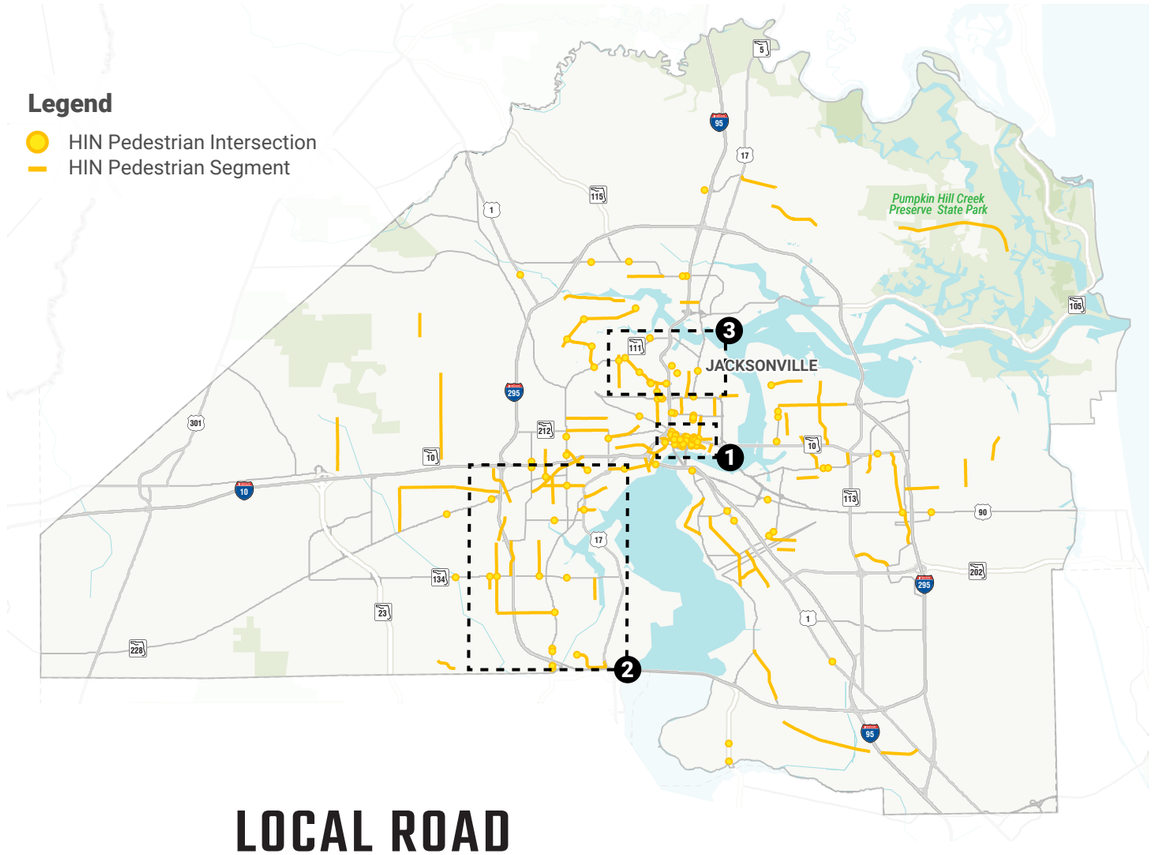
- State roads (excluding limited access)
- Local roads

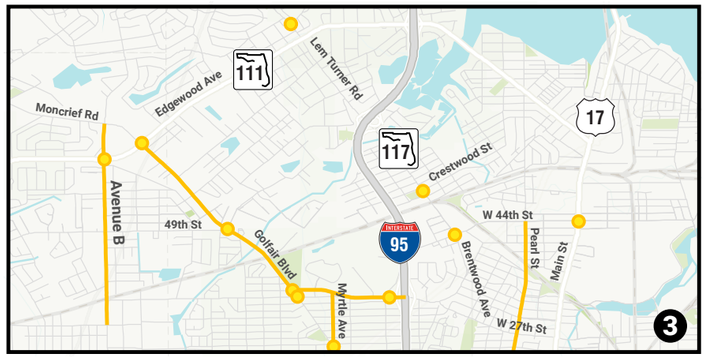
The intersection HINs were divided into the following categories:

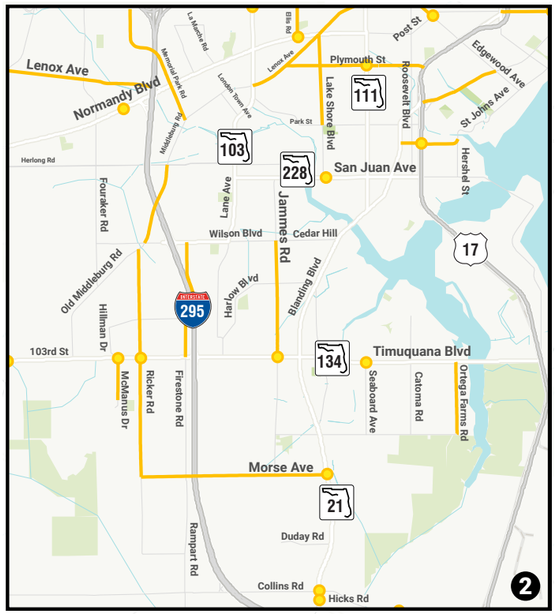
- State roads intersecting with state roads
- State roads intersecting with local roads
- Local roads intersecting with local roads

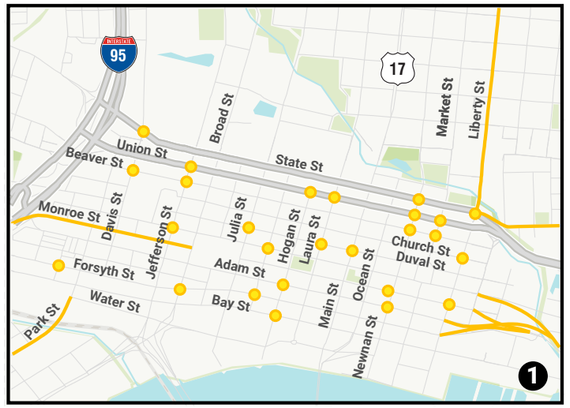
The following pages show the maps of the Local HIN, as well as the key statistics for the Local HIN. More details on the Local HIN can be found in ***Appendix A. Local Road High Injury Network***. The State HIN maps can be found in ***Appendix B. State Road High Injury Network*** and will be used to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

PEDESTRIAN HIGH INJURY NETWORKS - LOCAL ROAD SEGMENTS AND INTERSECTIONS









LOCAL ROAD HIGH INJURY NETWORK

PEDESTRIAN

101 HIN Intersections

76% Fatal Crashes

65% Serious Injury Crashes

15% of Total Intersections

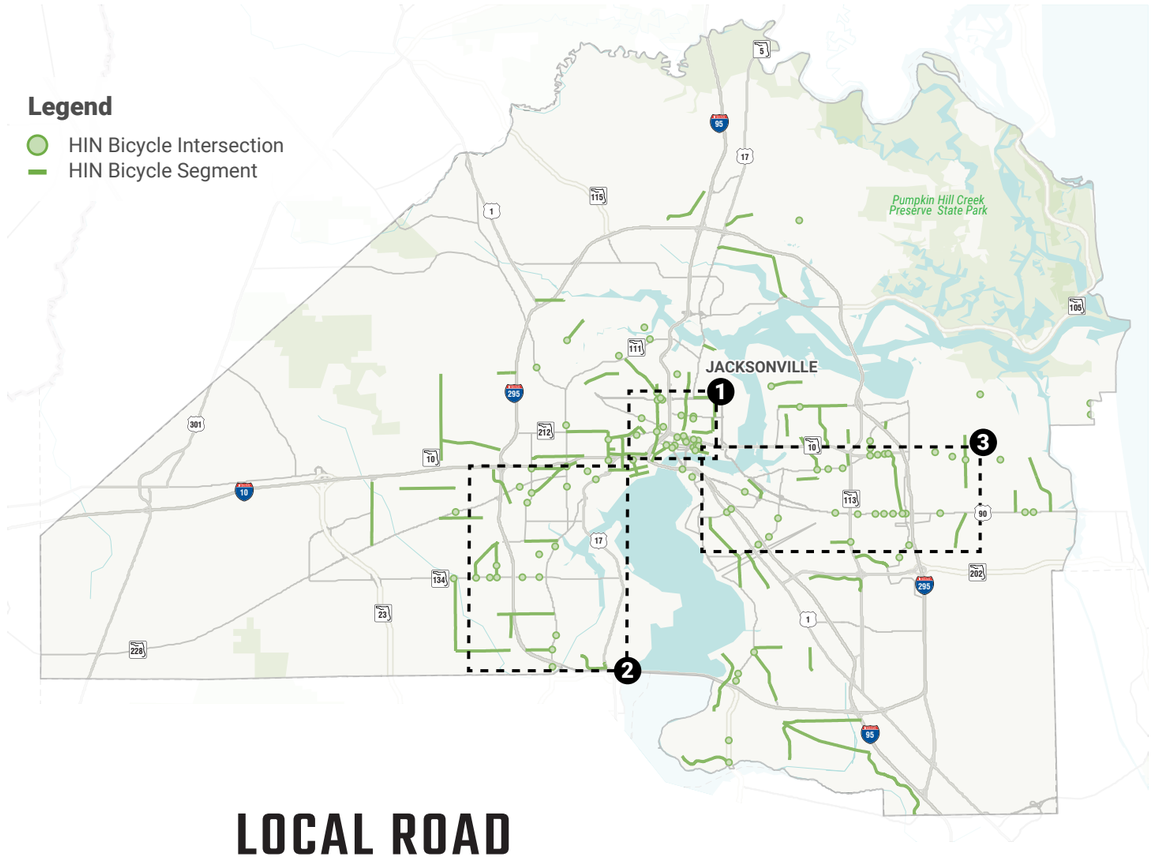
93 HIN Segments

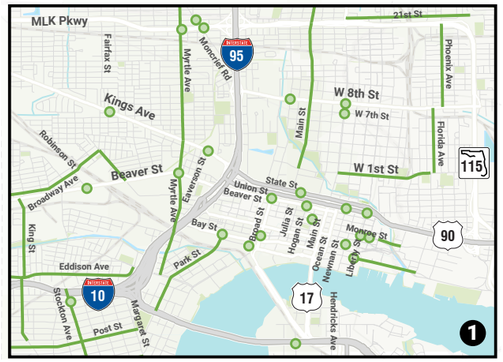
94% Fatal Crashes

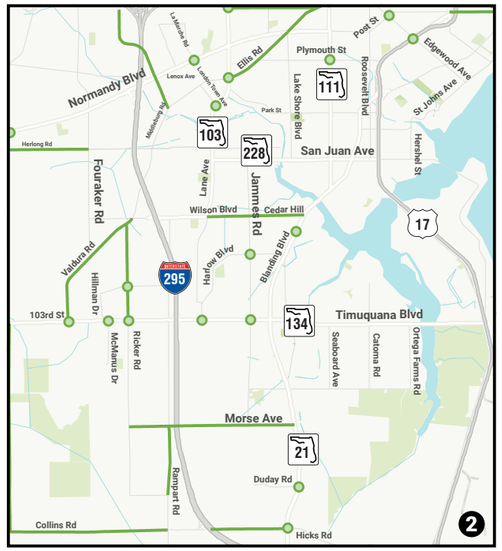
70% Serious Injury Crashes

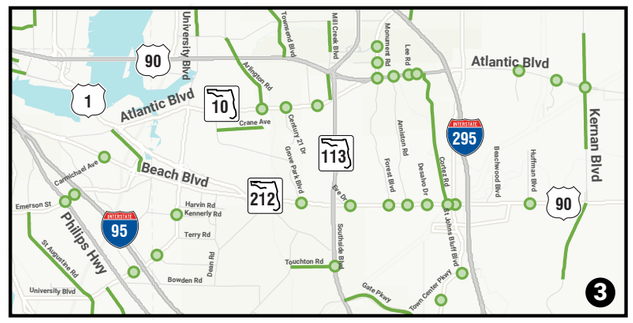
18% of Total Network Miles / **116** Miles

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

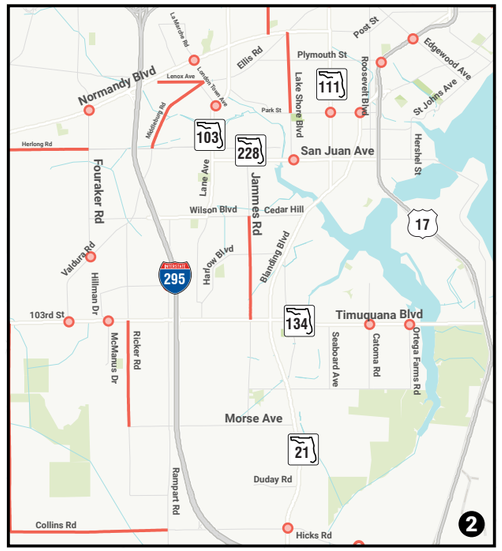
93 HIN Segments

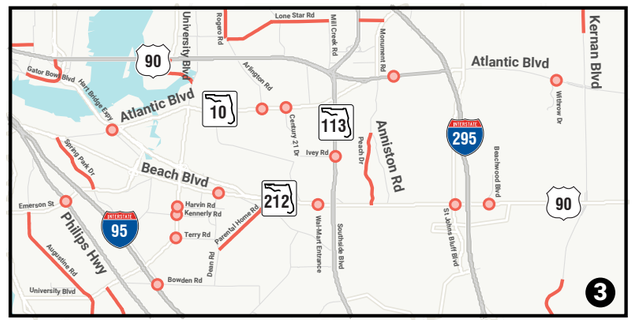
64% Fatal Crashes

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

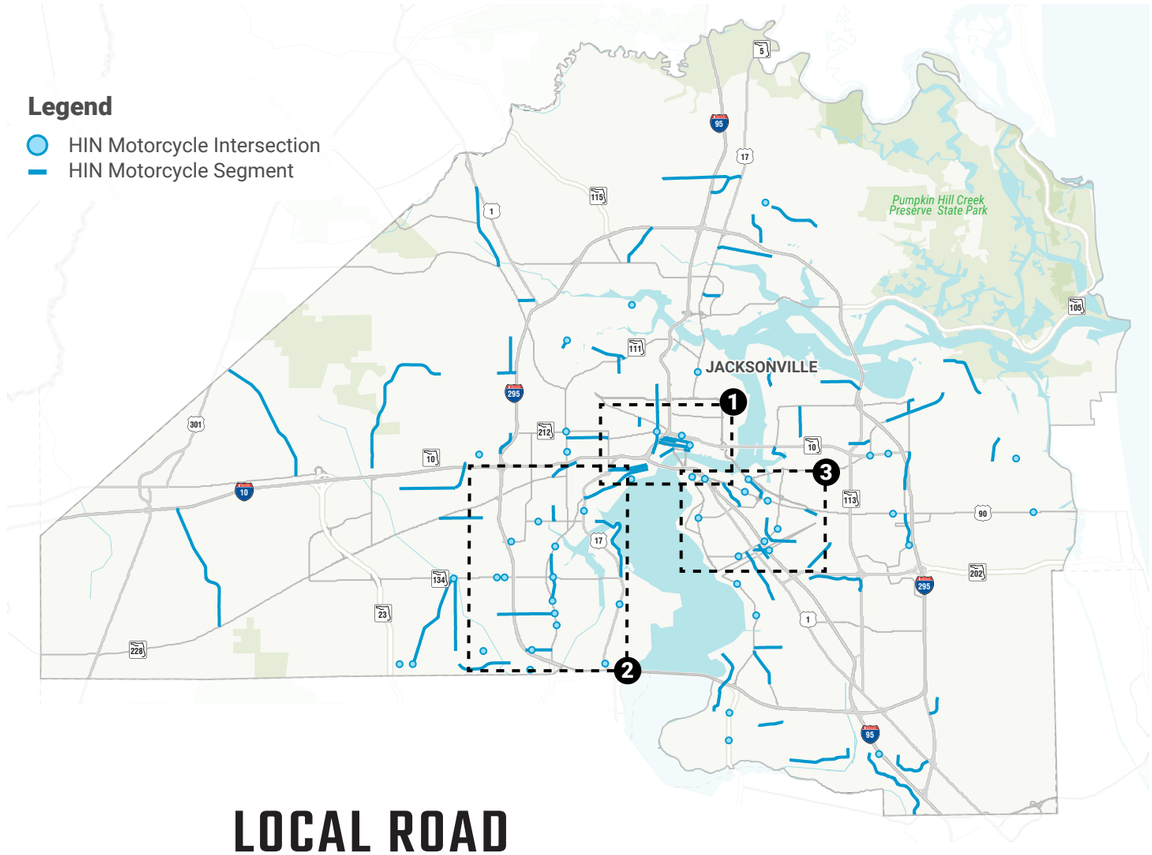
92 HIN Segments

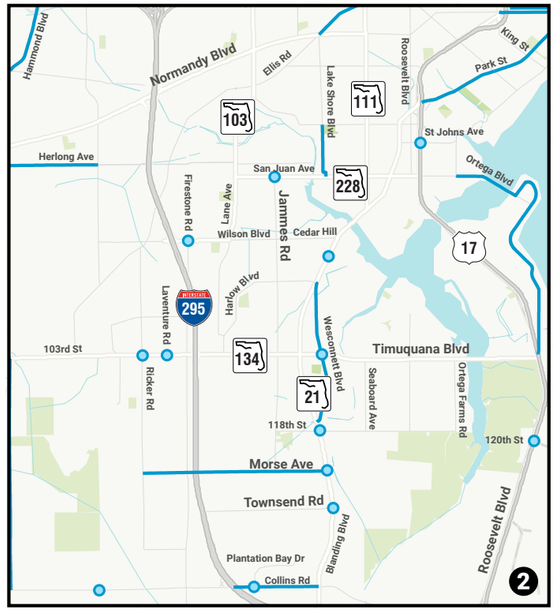
85% Fatal Crashes

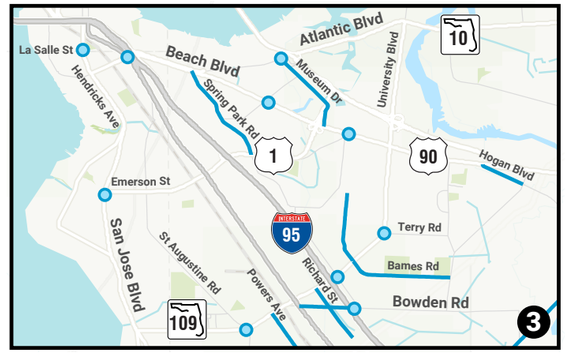
44% Serious Injury Crashes

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

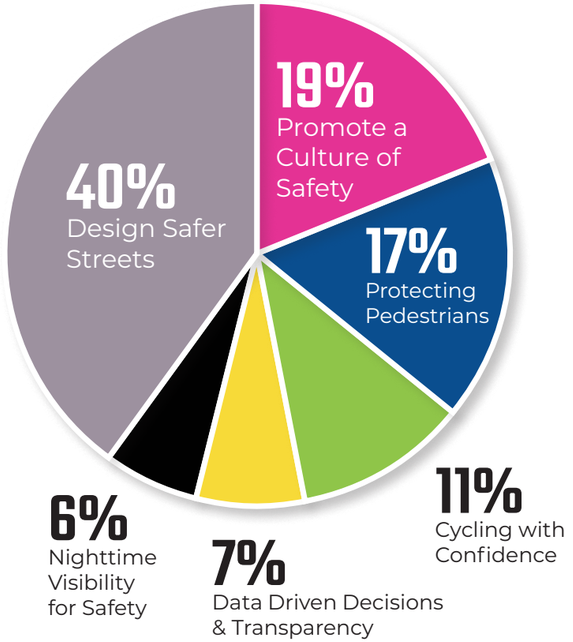
CYCLING WITH CONFIDENCE

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.

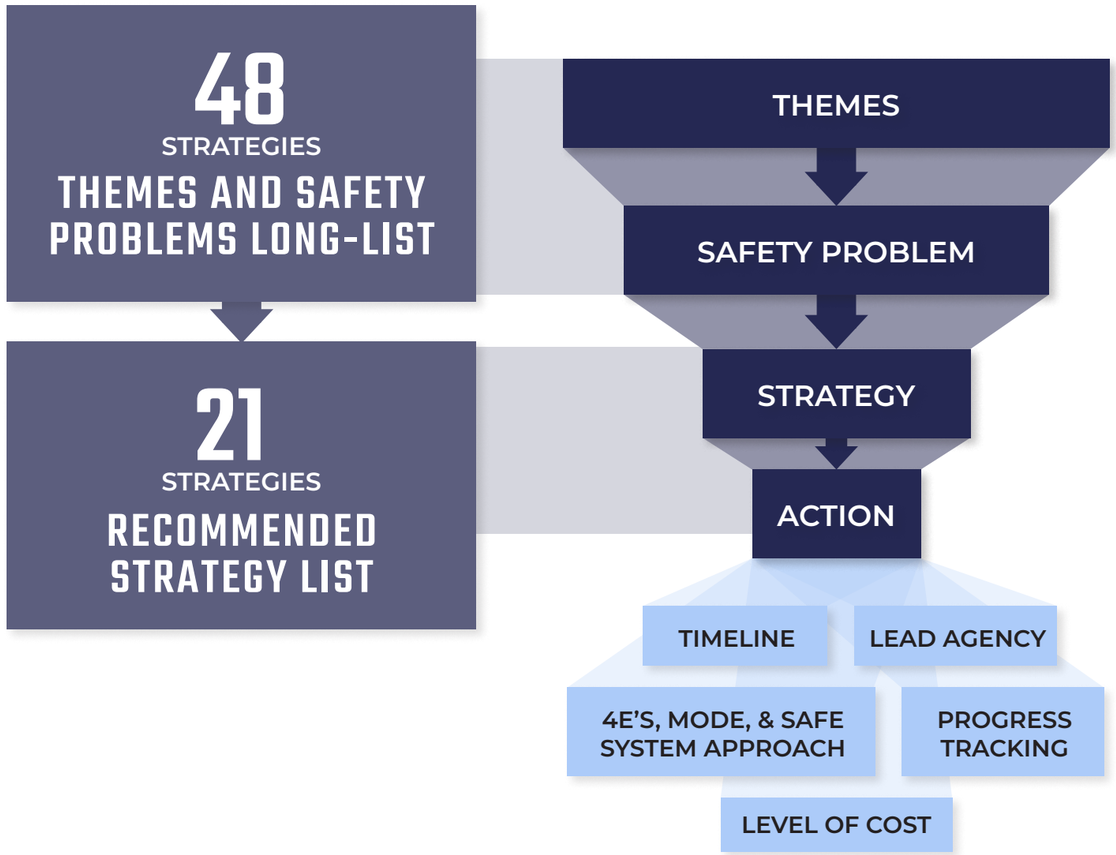


Table 1. *Recommended Strategy List*

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
		Set appropriate target speeds for roadways
PROTECTING PEDESTRIANS	Pedestrian visibility at signalized intersections and midblock crossings	Improve visibility at pedestrian crossings by removing parking and overgrown vegetation
		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.
	Lack of consistent pedestrian sidewalks	Improve pedestrian sidewalks citywide
	Unsafe conditions near schools	Improve citywide school zone for consistency and safety
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
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
PROMOTE A CULTURE OF SAFETY	A culture of traveling by vehicles limits progress towards Vision Zero goals	Reduce vehicle miles traveled
	Lack of funds for safety projects	Prioritize funding for Vision Zero

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	30 MPH	40 MPH
9 out of 10 pedestrians survive	5 out of 10 pedestrians survive	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

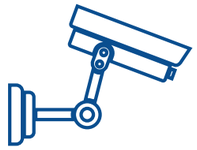
FHWA PROVEN SAFETY COUNTERMEASURE: HIGH-VISIBILITY CROSSWALK CAN

REDUCE PEDESTRIAN INJURY CRASHES UP TO 40%

Photo Source: City of Jacksonville Arlington RRFB

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 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.

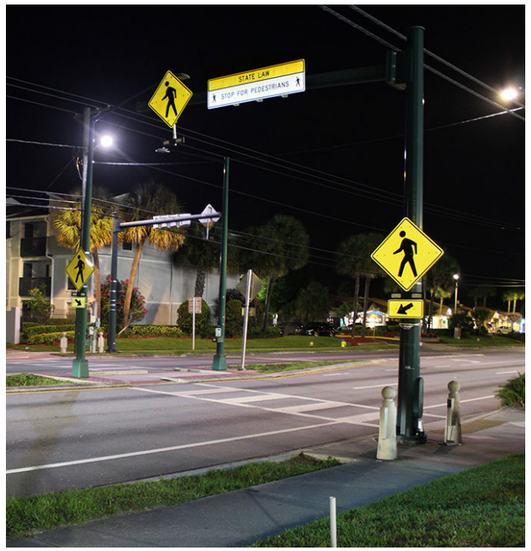


Photo Source: FDOT

60% OF PEDESTRIAN AND BICYCLE FATAL AND SERIOUS INJURY CRASHES

OCCURRED DURING NIGHTTIME

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.

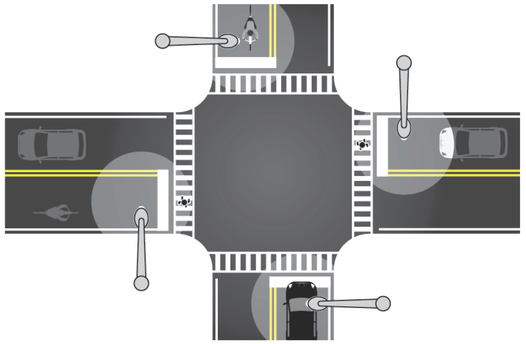


Photo Source: FHWA

55% OF ALL INTERSECTION FATAL AND SERIOUS CRASHES

OCCURRED AT AN INTERSECTION

INTERSECTION LIGHTING CAN

REDUCE NIGHTTIME CRASHES BY 12%

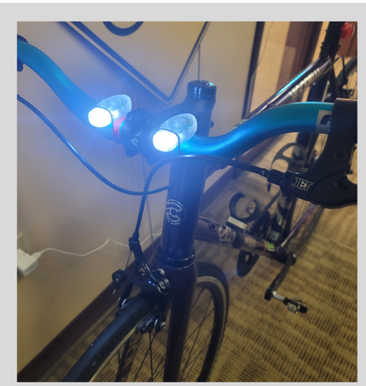


Photo Source: City of Jacksonville

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.

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. In addition to these infrastructure and behavioral challenges, the lack of secure bicycle parking is a commonly identified transportation barrier, limiting the practicality and appeal of bicycling for many users. Expanding protected bike lanes, improving roadway markings, installing secure bicycle parking, and increasing driver awareness through education campaigns are key strategies to creating a safer and more connected bicycling network.

BICYCLE LANE ADDITIONS CAN

REDUCE CRASHES UP TO 30-49%

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

REDUCE BICYCLE CRASHES UP TO 53%

Photo Source: City of Jacksonville, Florida Pedestrian and Bicycle MasterPlan

31% OF BICYCLE FATAL & SERIOUS INJURY CRASHES

OCCURRED CYCLING ALONG ROADWAY WITH TRAFFIC

Photo Source: Barry Kotter

Installing secure bicycle parking encourage more frequent use of safer routes in the bicycle network

Photo Source: City of Jacksonville

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*

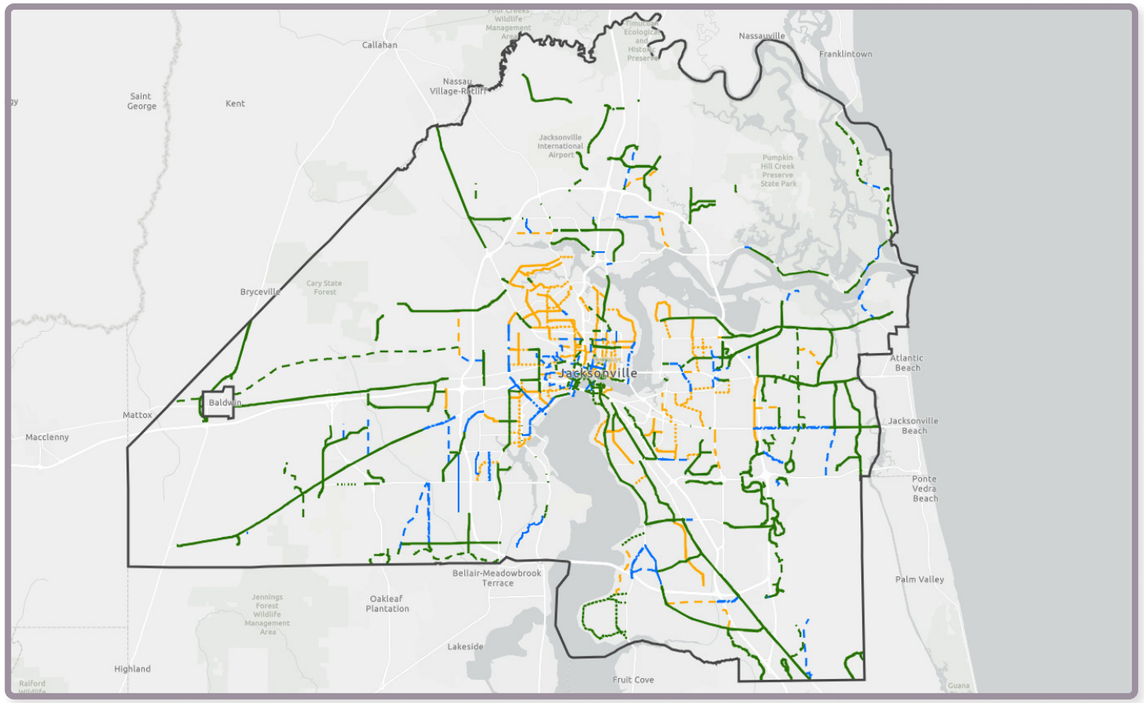


Photo Source: City of Jacksonville On-Street Bikeways and Trails Network

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
(established under the 2021 Bipartisan Infrastructure Law)

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.

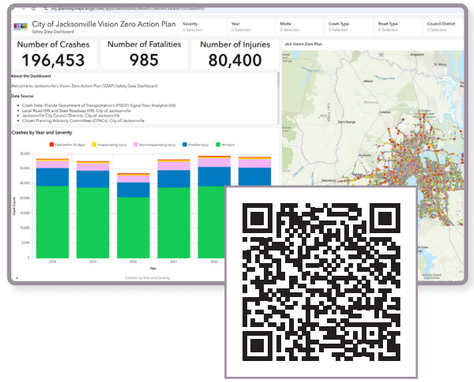
Two publicly available dashboards serve as essential tools for monitoring progress:

- 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

SAFETY DATA DASHBOARD



DEMONSTRATION AND CAPITAL PROJECTS DASHBOARD

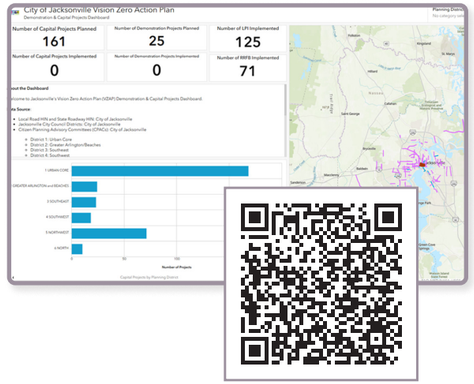
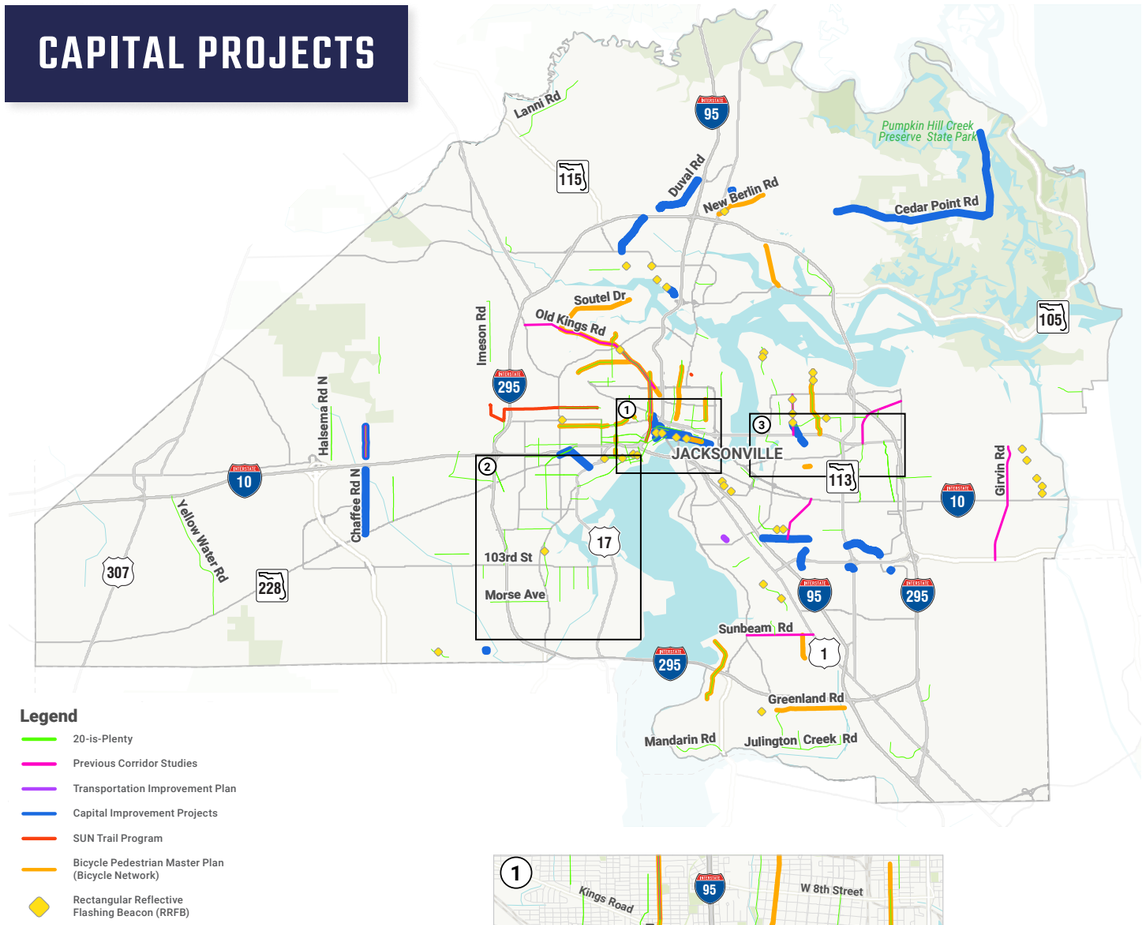


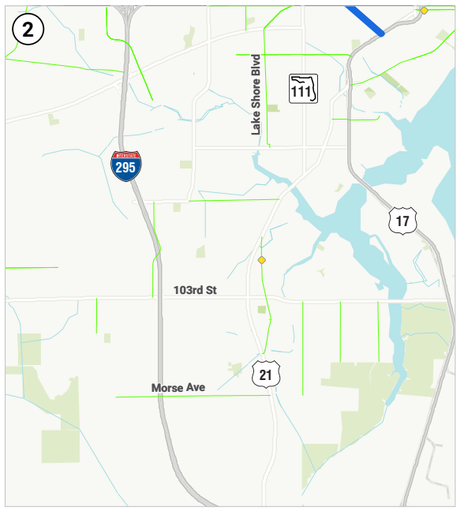
Photo Sources: City of Jacksonville

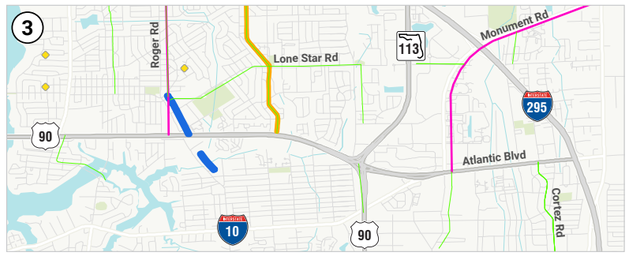
15 City of Jacksonville. Safety Data Dashboard. Available at: https://coj-planning.maps.arcgis.com/apps/dashboards/db6e8523e6c44c3f8a0d1353cdea9932

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

CAPITAL PROJECTS







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
- Active Transportation Infrastructure Investment Program

6. VISION ZERO PROJECTS

6.1 CAPITAL PROJECTS

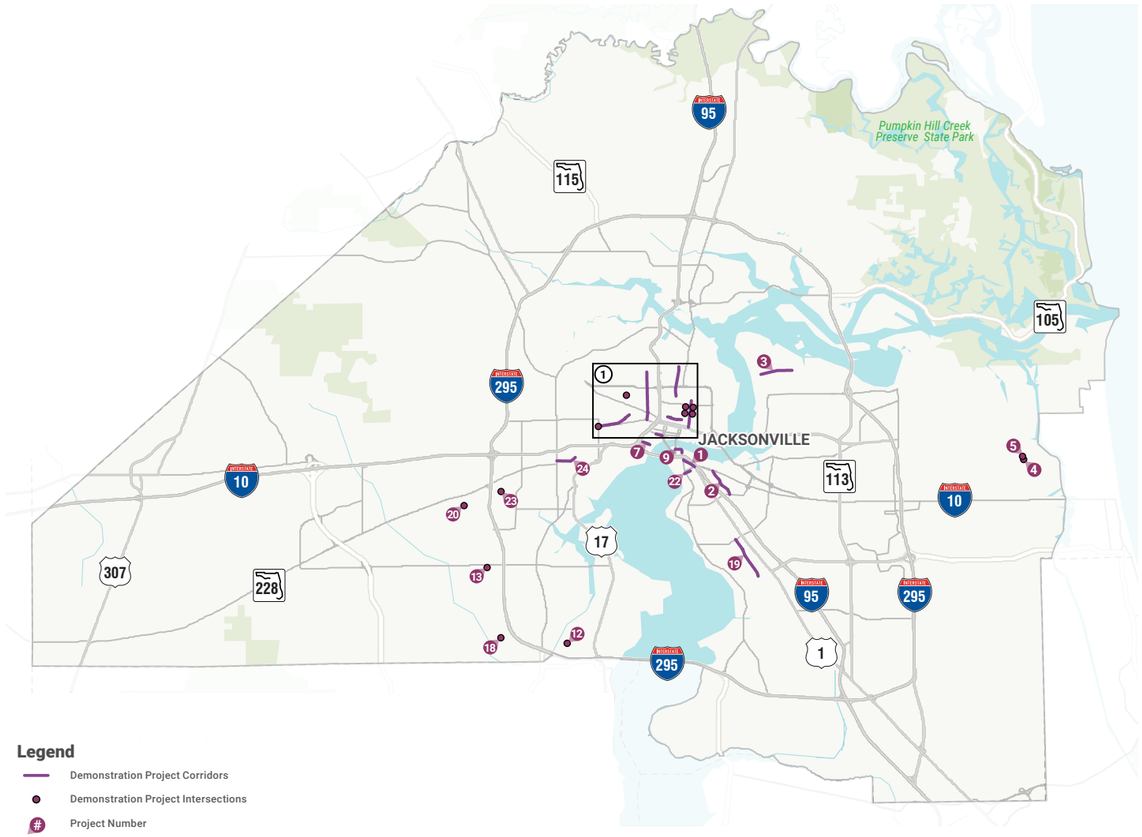
A key component of Jacksonville's VZAP is the strategic investment in capital projects that directly address safety concerns along the City's High Injury Network. By aligning infrastructure improvements with crash data and community needs, these projects will focus on reducing fatal and serious injury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

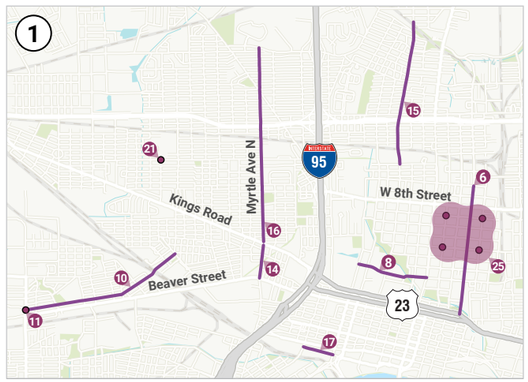
To develop the Capital Projects Long-List, the HIN was screened against existing and planned projects to identify a comprehensive list of safety-focused capital improvements. This process incorporated multiple planning efforts, including the Capital Improvement Plan, the Transportation Improvement Program, the 20-is-Plenty initiative, the Bicycle and Pedestrian Master Plan, the Florida Shared-Use Non-motorized (SUN) Trail program, the Active Transportation Infrastructure Investment 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***.

DEMONSTRATION PROJECTS





6.2 VISION ZERO DEMONSTRATION PROJECTS

The ultimate goal of the VZAP is implementation. An initial step toward accomplishing this goal is to prioritize existing City of Jacksonville Capital Improvements Projects and projects that have been identified in other planning efforts based on whether they occur on the HIN identified by this plan. Given that the timeline to fund, design, and construct these projects is so long, the VZAP also identifies demonstration projects, or cheaper, quick-build projects that can be expedited due to their lower cost and their low risk, temporary nature.

This planning effort identified 25 initial demonstration projects that could be funded by the current Safe Streets for All (SS4A) grant and subsequent grants and other funding sources. The list and descriptions of projects identified are included in the ***Appendix F. Proposed Demonstration Projects***, and the list in no way suggests an order or priority to the projects. Also, this is an initial phase of identified projects, and this list should not be construed as there being no other future demonstration projects, nor should neighborhoods and community organizations be discouraged from identifying other potential project ideas.

The first criterion used to select the demonstration projects was whether they occurred on the HIN identified in this VZAP. All but one of the proposed projects are on City maintained streets. For the identified projects not on the HIN, other factors contributed to the decision to include these projects. Another criterion for including a demonstration project on the list is if it was part of other planning efforts or along other designated trail corridors. Some of the listed projects were identified as priorities in the 2017 Bicycle & Pedestrian Master Plan, or they were part of or connecting to the Core-2-Coast Trail, Emerald Trail, or the FDOT Shared-Use Non-motorized (SUN) Trail corridors. A couple of projects located around street crossings at public schools were also identified by Blue Zones Jacksonville. Finally, great effort was made to identify projects in as many City Council Districts as possible, in order to get good exposure and representation into all parts of the City of Jacksonville.

25 DEMONSTRATION PROJETS IDENTIFIED

CITY OF JACKSONVILLE AWARDED $1.27M FOR DEMONSTRATION PROJECTS

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
Appendix F. Proposed Demonstration Projects

APPENDIX A. LOCAL ROAD HIGH INJURY NETWORK

Appendix A. Local Road High Injury Networks: Segments

ROADWAY	EXTENTS	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
110TH ST	ORTEGA FARMS BLVD TO WESCONNETT BLVD	4 SOUTHWEST	14				
1ST ST E	MAIN ST TO A P RANDOLPH BLVD	1 URBAN CORE	7				
21ST ST	MAIN ST TO PHOENIX AVE	1 URBAN CORE	10/7				
21ST STREET	TALLEYRAND AVE TO MLK PKWY	1 URBAN CORE	10/7				
44TH ST	MAIN ST N TO BUFFALO AVE	5 NORTHWEST	10				
45TH ST	NEW KINGS RD TO AVE B	5 NORTHWEST	10				
5TH ST	EDGEWOOD AVE TO MCDUFF AVE	5 NORTHWEST	9				
A.C. SKINNER PKWY	BELFORT RD TO SOUTHSIDE BLVD	3 SOUTHEAST	11				
A.P. RANDOLPH BLVD	BAY ST TO ARLINGTON EXPWY	1 URBAN CORE	7				
ACORN ST	W BEAVER ST TO W 1ST ST	5 NORTHWEST	7				
AIDEN RD	HUFFMAN BLVD TO SAINT JOHNS BLUFF RD S	2 GREATER ARLINGTON and BEACHES	4				
AIRPORT CENTER DR E	MAIN ST TO NEW BERLIN RD	6 NORTH	8/2				
ALTA DR	SR 9A TO NEW BERLIN RD	6 NORTH	2				
ARGYLE FOREST BLVD	SHINDLER DR TO OLD MIDDLEBURG RD	4 SOUTHWEST	14				
ARGYLE FOREST BLVD	CHESWICK OAK AVE TO RAMPART RD	4 SOUTHWEST	14				
ARLINGTON RD	ROGERO RD TO ARLINGTON EXPY	2 GREATER ARLINGTON and BEACHES	1				
ARLINGTON RD	ARLINGTON EXPY TO ATLANTIC BLVD	2 GREATER ARLINGTON and BEACHES	4/1				
ART MUSEUM DR	ATLANTIC BLVD TO BEACH BLVD	2 GREATER ARLINGTON and BEACHES	5				
ASSISI LN	MAYPORT RD TO SEAWAY ST	2 GREATER ARLINGTON and BEACHES	13				
AVENUE B	30TH ST TO 45TH ST	5 NORTHWEST	10				
AVENUE B	45TH ST TO MONCRIEF RD W	5 NORTHWEST	10				
BARNES RD	KENNERLY RD TO UNIVERSITY BLVD	3 SOUTHEAST	5				
BARNES RD	UNIVERSITY BLVD TO PARENTAL HOME RD	3 SOUTHEAST	5/4				
BARNETT ST	W BEAVER ST TO W 8TH ST	5 NORTHWEST/1 URBAN CORE	7				
BARTRAM PARK BLVD	OLD ST AUGUSTINE RD TO COUNTY LINE	3 SOUTHEAST	11/6				
BAY ST	A.P. RANDOLPH BLVD TO LIBERTY ST	1 URBAN CORE	7				
BAY ST	PARK ST TO MYRTLE AVE	1 URBAN CORE	7				
BAYMEADOWS RD E	BAYMEADOWS RD TO GATE PKWY	3 SOUTHEAST	11				
BELFORT RD	SOUTHPOINT PKWY TO TOUCHTON RD	3 SOUTHEAST	4				
BLAIR RD	NORMANDY BLVD TO CRYSTAL SPRINGS RD	5 NORTHWEST/4 SOUTHWEST	12				
BOULEVARD ST	8TH ST TO MLK PKWY	1 URBAN CORE	7				
BOWDEN RD	PHILIPS HWY TO I-95	3 SOUTHEAST	5/4				
BOWDEN RD	SOUTHPOINT PKWY TO PARENTAL HOME RD	3 SOUTHEAST	4				
BRADDOCK RD	SANDLE DR TO LEM TURNER RD	6 NORTH	8				
BROAD ST	STATE ST TO 8TH ST	1 URBAN CORE	7				

Appendix A. Local Road High Injury Networks: Segments

ROADWAY	EXTENTS	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
BROADWAY AVE	EDGEWOOD AVE TO MCDUFF AVE	5 NORTHWEST	9				
BROADWAY AVE	MCDUFF AVE TO ACORN ST	5 NORTHWEST	9/7				
BROWARD RD	BISCAYNE BLVD TO I-95	6 NORTH	8				
BUCKMAN ST	E 12TH ST TO TALLEYRAND AVE	1 URBAN CORE	10/7				
BUFFALO AVE	44TH ST TO LAWTON AVE	5 NORTHWEST	10				
BULLS BAY HWY	COMMONWEALTH AVE TO BEAVER ST	5 NORTHWEST	12				
CAPPER RD	LEM TURNER RD TO NORTH CAMPUS BLVD	6 NORTH	8				
CATOMA ST	118TH ST TO TIMUQUANA RD	4 SOUTHWEST	9/14				
CEDAR POINT RD	BONEY RD TO HORSESHOE CREEK	6 NORTH	2				
CESERY BLVD	ARLINGTON RD TO MAPLE LEAF DR	2 GREATER ARLINGTON and BEACHES	1				
CHAFFEE RD	OLD PLANK RD TO BEAVER ST	5 NORTHWEST	12				
CHAFFEE RD	BEAVER ST TO I-10	5 NORTHWEST	12				
CHAFFEE RD	CRYSTAL SPRINGS RD TO NORMANDY BLVD	5 NORTHWEST/4 SOUTHWEST	12				
CHURCH ST	I-95 TO MAIN ST	1 URBAN CORE	7				
CISCO DR	PRITCHARD RD TO NORTH OF GREEN THICKET LN	5 NORTHWEST	12				
CLARK RD	BROWARD RD TO MAIN ST	6 NORTH	8				
CLEVELAND RD	MONCRIEF RD TO EDGEWOOD AVE	5 NORTHWEST	10				
COLLEGE ST	WILLOW BRANCH AVE TO MARGARET ST	5 NORTHWEST	7				
COLLEGE ST	MARGARET ST TO ROSSELLE ST	5 NORTHWEST/1 URBAN CORE	7				
COLLINS RD	I-295 TO BLANDING BLVD	4 SOUTHWEST	14				
COLLINS RD	SHINDLER RD TO RAMPART RD	4 SOUTHWEST	14				
COLLINS RD	PINE VERDE TO ROOSEVELT BLVD	4 SOUTHWEST	14				
COMMODORE PT EXPY (SR 228)	LIBERTY ST TO HART BRIDGE	1 URBAN CORE	7				
COMMONWEALTH AVE	MCDUFF AVE TO EDGEWOOD AVE	5 NORTHWEST	9				
CORTEZ RD	BEACH BLVD TO ATLANTIC BLVD	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES	4/1				
CRANE AV	GLYNLEA RD TO ARLINGTON RD S	2 GREATER ARLINGTON and BEACHES	4				
CRAVEN RD	RATHBONE DR TO SUNBEAM RD	3 SOUTHEAST	5				
CRYSTAL SPRINGS RD	BLAIR RD TO HAMMOND BLVD	5 NORTHWEST	12				
DIVISION ST	MARTIN LUTHER KING JR PKWY TO W 30TH ST	5 NORTHWEST	10				
DUVAL RD	DUNN AVE TO I-295	6 NORTH	8				
DUVAL RD	BISCAYNE BLVD TO AIRPORT RD	6 NORTH	8				
DUVAL STATION RD	MAIN ST TO STARRATT RD	6 NORTH	8				
E DUVAL ST	PALMETTO ST TO CATHERINE ST	1 URBAN CORE	7				

Appendix A. Local Road High Injury Networks: Segments

ROADWAY	EXTENTS	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
E UNION ST	A PHILLIP RANDOLPH BLVD TO LIBERTY ST	1 URBAN CORE	7				
EASTPORT RD	MAIN ST TO FAYE RD	6 NORTH	8/2				
EASTPORT RD	FAYE RD TO ZOO PKWY/HECKSCHER DR	6 NORTH	2				
EDGEWOOD AVE	CASSAT AVE TO POST ST	5 NORTHWEST	9/7				
EDISON AVE	MCDUFF ST TO FOREST ST	5 NORTHWEST	9/7				
ELLIS RD	NORMANDY BLVD TO BEAVER ST	5 NORTHWEST	9				
FAIRFAX ST	MCQUADE ST TO KINGS RD	5 NORTHWEST/1 URBAN CORE	7				
FAYE RD	EASTPORT RD TO SR 9A	6 NORTH	2				
FIRESTONE RD	103RD ST TO WILEY RD	4 SOUTHWEST	9/14				
FIRST COAST TECH PKWY	KERNAN BLVD TO KERNAN BLVD	3 SOUTHEAST	3				
FITZGERALD STREET	CHEROKEE ST TO MCDUFF AVE	5 NORTHWEST	9				
FLORIDA AVE	1ST STREET TO 8TH STREET	1 URBAN CORE	7				
FOREST ST	MARGARET ST TO PARK ST	5 NORTHWEST/1 URBAN CORE	7				
FORSYTH ST	I-95 TO MAIN ST	1 URBAN CORE	7				
FORT CAROLINE RD	UNIVERSITY BLVD TO ROGERO RD	2 GREATER ARLINGTON and BEACHES	1				
FORT CAROLINE RD	TOWNSEND BLVD TO SR 9A	2 GREATER ARLINGTON and BEACHES	2/1				
FORT CAROLINE RD	MCCORMICK RD TO MONUMENT RD	2 GREATER ARLINGTON and BEACHES	2				
GATE PKWY	SOUTHSIDE BLVD TO TOWN CENTER PKWY	3 SOUTHEAST	4/3				
GATE PKWY	BURNT MILL RD TO I-295 E-BELT	3 SOUTHEAST	11				
GATOR BOWL BLVD	A PHILLIP RANDOLPH BLVD TO ARLINGTON EXPY	1 URBAN CORE	7				
GIRVIN RD	ASHLEY MELISSE BLVD TO ATLANTIC BLVD	2 GREATER ARLINGTON and BEACHES	3				
GOLFAIR BLVD	MONCRIEF RD TO I-95	5 NORTHWEST/1 URBAN CORE	10				
GRAN BAY PKWY	PHILLIPS HWY TO OLD ST AUGUSTINE RD	3 SOUTHEAST	11				
GREENLAND RD	OLD ST. AUGUSTINE RD TO COASTAL LANE	3 SOUTHEAST	11/6				
GREGORY DR	RICKER RD TO OLD MIDDLEBURG RD	4 SOUTHWEST	9				
HALSEMA RD	SOUTH OF NAS WHITEHOUSE TO BEAVER ST	5 NORTHWEST/4 SOUTHWEST	12				
HAMMOND BLVD	CRYSTAL SPRINGS RD TO DEVOE RD	5 NORTHWEST	12				
HAYDEN LAKES CIR	HOWARD RD TO HOWARD RD	6 NORTH	8				
HERLONG	OLD MIDDLEBURG RD N TO OUTPOST LN	4 SOUTHWEST	12/9				
HERLONG RD	NORMANDY BLVD TO FOURAKER RD	4 SOUTHWEST	12				
HIGHWAY AVE	LANE AVE TO CASSAT AVE	5 NORTHWEST	9				
HIGHWAY AVE	CASSAT AVE TO LUNA ST	5 NORTHWEST	9				

Appendix A. Local Road High Injury Networks: Segments

ROADWAY	EXTENTS	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
HILLMAN DR	WHEAT RD TO 103RD ST	4 SOUTHWEST	14				
HODGES BLVD	BEACH BLVD TO BENTWATER DR	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES	3				
HODGES BLVD	BENTWATER DR TO ATLANTIC BLVD	2 GREATER ARLINGTON and BEACHES	3				
HOGAN RD	BEACH BLVD TO PARENTAL HOME RD	3 SOUTHEAST	4				
HOOD LANDING RD	OLD ST. AUGUSTINE RD TO JULINGTON CREEK RD	3 SOUTHEAST	6				
HOOD RD	SHAD RD TO SUNBEAM RD	3 SOUTHEAST	6/5				
IMESON PARK BLVD	MAIN ST TO BUSCH DR	6 NORTH	2				
IMESON RD	PRITCHARD RD TO GARDEN ST	5 NORTHWEST	12				
INDEPENDENT DR	HOGAN ST TO NEWNAN ST	1 URBAN CORE	7				
JAMMES RD	WILSON BLVD TO 103RD ST	4 SOUTHWEST	9/14				
JAMMES RD	TOWNSEND RD TO MORSE AVE	4 SOUTHWEST	14				
JONES RD	GARDEN ST TO CISCO DR	5 NORTHWEST	12				
JONES RD	PRITCHARD RD TO BEAVER ST	5 NORTHWEST	12				
JULINGTON CREEK RD	HOOD LANDING RD TO OLD ST. AUGUSTINE RD	3 SOUTHEAST	6				
JUSTINA RD	MERRILL RD TO JACK RD	2 GREATER ARLINGTON and BEACHES	1				
KERNAN BLVD	MATTHEW UNGAR DR TO ATLANTIC BLVD	2 GREATER ARLINGTON and BEACHES	3/2				
KERNAN BLVD	BEACH BLVD TO GLEN KERNAN BLVD	3 SOUTHEAST	3				
KERNAN BLVD	GLEN KERNAN BLVD TO J T BUTLER BLVD	3 SOUTHEAST	3				
KERNAN BLVD	MCCORMICK RD TO MATTHEW UNGAR DR	2 GREATER ARLINGTON and BEACHES	3/2				
KERNAN BLVD	ALDEN RD TO ATLANTIC BLVD	2 GREATER ARLINGTON and BEACHES	4/3				
KING ST	COLLEGE ST TO BEAVER ST	5 NORTHWEST	9/7				
KING ST	EDISON AVE TO BEAVER ST	5 NORTHWEST	9/7				
LAKE SHORE BLVD	SAN JUAN AVE TO PARK ST	4 SOUTHWEST	9				
LAKE SHORE BLVD	PARK ST TO NORMANDY BLVD	4 SOUTHWEST	9				
LANE AVE	OLD KINGS RD TO 5TH ST	5 NORTHWEST	10/9				
LANNIE RD	LEM TURNER RD TO CEMETERY RD	6 NORTH	8				
LAWTON AVE	BUFFALO AVE TO MAIN ST	5 NORTHWEST	10				
LEE RD	LONE STAR RD TO MONUMENT RD	2 GREATER ARLINGTON and BEACHES	2				
LENOX AVE	CRYSTAL SPRINGS RD TO I-295	5 NORTHWEST	12				
LENOX AVE	MEMORIAL PARK RD TO OLD MIDDLEBURG RD	4 SOUTHWEST	9				
LENOX AVE	NORMANDY BLVD TO EDGEWOOD AVE	5 NORTHWEST/4 SOUTHWEST	9/7				
LENOX AVE	LANE AVE (EAST SIDE) TO NORMANDY BLVD	4 SOUTHWEST	9				
LENOX AVE	EDGEWOOD AVE TO LUNA ST	5 NORTHWEST	7				
LEONID RD	LEM TURNER RD TO DUNN AVE	6 NORTH	8				

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ROADWAY	EXTENTS	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
LIBERTY ST	STATE ST TO 8TH ST	1 URBAN CORE	7				
LIVE OAK DR	ATLANTIC BLVD TO FOREST BLVD	2 GREATER ARLINGTON and BEACHES	4				
LONE STAR RD	MILL CREEK RD TO ARLINGTON RD	2 GREATER ARLINGTON and BEACHES	1				
LORETTO RD	ALADDIN RD TO OLD ST AUGUSTINE RD	3 SOUTHEAST	6				
MANDARIN RD	ORANGE PICKER RD TO SAN JOSE BLVD	3 SOUTHEAST	6				
MARGARET ST	RIVERSIDE DR TO GILMORE ST	5 NORTHWEST/1 URBAN CORE	7				
MAX LEGGETT PKWY	AIRPORT CENTER DR TO MAIN ST	6 NORTH	8				
MCCOYS CREEK BLVD	FITZGERALD ST TO I-95	5 NORTHWEST	9/7				
MCDUFF AVE	I-10 TO COMMONWEALTH AVE	5 NORTHWEST	9				
MEMORIAL PARK RD	RAMONA BLVD TO OLD MIDDLEBURG RD	5 NORTHWEST/4 SOUTHWEST	12/9				
MERRILL RD	UNIVERSITY BLVD TO TOWNSEND BLVD	2 GREATER ARLINGTON and BEACHES	1				
MERRILL RD	HARTSFIELD RD TO SOUITHSIDE CONN (SR 113)	2 GREATER ARLINGTON and BEACHES	2/1				
MERRILL RD	TOWNSEND BLVD TO HARTSFIELD RD	2 GREATER ARLINGTON and BEACHES	1				
MILL CREEK RD	REGENCY SQUARE BLVD N TO LONE STAR RD	2 GREATER ARLINGTON and BEACHES	1				
MILL CREEK RD	ARLINGTON EXPY TO ATLANTIC BLVD	2 GREATER ARLINGTON and BEACHES	1				
MONCRIEF RD	MYRTLE AVE TO GOLFAIR BLVD	1 URBAN CORE	10				
MONCRIEF RD	GOLFAIR BLVD TO EDGEWOOD AVE	5 NORTHWEST/1 URBAN CORE	10				
MONCRIEF RD	SOUTEL DR TO CLEVELAND RD	5 NORTHWEST	10				
MONCRIEF RD	CLEVELAND RD TO EDGEWOOD AVE	5 NORTHWEST	10				
MONROE ST	I-95 TO BROAD ST	1 URBAN CORE	7				
MONUMENT RD	FORT CAROLINE RD TO MCCORMICK RD	2 GREATER ARLINGTON and BEACHES	2				
MONUMENT RD	MCCORMICK RD TO ST JOHNS BLUFF RD	2 GREATER ARLINGTON and BEACHES	2				
MONUMENT RD	ST JOHNS BLUFF RD TO LEE RD	2 GREATER ARLINGTON and BEACHES	2				
MORSE AVE	RICKER RD TO BLANDING BLVD	4 SOUTHWEST	14				
MT. PLEASANT RD	MONUMENT RD TO MCCORMICK RD	2 GREATER ARLINGTON and BEACHES	2				
MYRTLE AVE	FOREST ST TO KINGS RD	5 NORTHWEST/1 URBAN CORE	7				
MYRTLE AVE	KINGS RD TO GOLFAIR BLVD	1 URBAN CORE	10/7				
NEW BERLIN RD	MAIN ST TO PULASKI RD	6 NORTH	8				
NEW BERLIN RD	ALTA DR TO ZOO PKWY (SR 105)	6 NORTH	2				
NEW BERLIN RD	AIRPORT CENTER DR TO YELLOW BLUFF RD	6 NORTH	8/2				
OAK ST	MARGARET ST TO STOCKTON ST	5 NORTHWEST	7				
OAK ST	STOCKTON ST TO KINGS ST	5 NORTHWEST	7				
OLD KINGS RD	PLUMMER RD TO NEW KINGS RD (NORTH)	6 NORTH	8				
OLD KINGS RD	BAYMEADOWS RD TO NARANJA DR	3 SOUTHEAST	5				
OLD KINGS RD	NARANJA DR TO POWERS AVE	3 SOUTHEAST	5				

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ROADWAY	EXTENTS	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
OLD MIDDLEBURG RD	103RD ST TO WILSON BLVD	4 SOUTHWEST	12/9				
OLD MIDDLEBURG RD	HERLONG RD TO LENOX AVE	4 SOUTHWEST	9				
OLD MIDDLEBURG RD	WILSON BLVD TO HERLONG RD	4 SOUTHWEST	9				
OLD MIDDLEBURG RD	ARGYLE FOREST BLVD TO 103RD ST	4 SOUTHWEST	12/14				
OLD PLANK RD	OTIS RD TO JONES RD	5 NORTHWEST/4 SOUTHWEST	12				
OLD PLANK RD	JONES RD TO PICKETTVILLE RD	5 NORTHWEST	12				
OLD ST AUGUSTINE RD	I-95 TO PHILIPS HWY	3 SOUTHEAST	11				
OLD ST. AUGUSTINE RD	SAN JOSE BLVD TO HARTLEY RD	3 SOUTHEAST	6/5				
OLD ST. AUGUSTINE RD	HARTLEY RD TO LOSCO RD	3 SOUTHEAST	6				
OLD ST. AUGUSTINE RD	I-295 TO LORETTO RD	3 SOUTHEAST	6				
OLD ST. AUGUSTINE RD	LORETTO RD TO BARTRAM PARK BLVD	3 SOUTHEAST	6				
ORTEGA BLVD	SAN JUAN AVE TO ROOSEVELT BLVD	4 SOUTHWEST	7				
ORTEGA FARMS BLVD	TIMUQUANA RD TO 118TH ST	4 SOUTHWEST	9/14				
OTIS RD	NASSAU COUNTY LINE TO BEAVER ST	5 NORTHWEST/4 SOUTHWEST	12				
OWENS RD	YANKEE CLIPPER DR TO MAX LEGGETT PKWY	6 NORTH	8				
PARENTAL HOME RD	HOGAN RD TO DEAN RD	3 SOUTHEAST	4				
PARK ST	ROOSEVELT BLVD TO EDGEWOOD AVE	4 SOUTHWEST	7				
PARK ST	EDGEWOOD AVE TO MARGARET ST	5 NORTHWEST/4 SOUTHWEST	7				
PARK ST	MARGARET ST TO I-95	5 NORTHWEST/1 URBAN CORE	7				
PARK ST	I-95 TO WATER ST	1 URBAN CORE	7				
PEACH DR	BEACH BLVD TO FOREST BLVD	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES	4				
PEARL ST	44TH ST TO M.L. KING JR. PKWY	5 NORTHWEST/1 URBAN CORE	10				
PEARL ST	1ST ST TO MLK PKWY	1 URBAN CORE	10/7				
PECAN PARK RD	DIXIE CLIPPER DR TO ARNOLD RD	6 NORTH	8				
PHOENIX AVE	8TH ST TO M.L. KING JR. PKWY	1 URBAN CORE	7				
PICKETTVILLE RD	COMMONWEALTH AVE TO BEAVER ST	5 NORTHWEST	12				
PLUMMER GRANT RD	JULINGTON CREEK TO CARRIAGE CROSSING DR	3 SOUTHEAST	6				
PLUMMER RD	NASSAU COUNTY LINE TO OLD KINGS RD	6 NORTH/5 NORTHWEST	12/8				
PLYMOUTH ST	LENOX AVE TO ROOSEVELT BLVD (US17)	4 SOUTHWEST	9/7				
POST ST	MCDUFF AVE TO MARGARET ST	5 NORTHWEST/1 URBAN CORE	7				
POWERS AVE	UNIVERSITY BLVD TO OLD KINGS RD	3 SOUTHEAST	5				
PRICHARD RD	OLD PLANK RD TO COMMONWEALTH AVE	5 NORTHWEST	12				
PRICHARD RD	JONES RD TO COMMONWEALTH AVE	5 NORTHWEST	12				
PRITCHARD RD SIS CONN	IMESON RD TO SPORTSMANS CLUB RD	5 NORTHWEST	12/10				

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ROADWAY	EXTENTS	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
PULASKI RD	HOWARD RD TO NEW BERLIN RD	6 NORTH	8				
R G SKINNER/E TOWN PKWY	BEESON CT TO SR 9B	3 SOUTHEAST	11				
RAMONA BLVD	LANE AVE TO LENOX AVE	5 NORTHWEST	9				
RAMPART RD	PARK CITY DR TO MORSE AVE	4 SOUTHWEST	14				
REGENCY SQ BLVD N	MILL CREEK RD TO MONUMENT RD	2 GREATER ARLINGTON and BEACHES	1				
RESTLAWN DR	MONCRIEF RD TO PALMDALE ST	5 NORTHWEST	10				
RICHARD ST	UNIVERSITY BLVD TO BOWDENDALE AVE	3 SOUTHEAST	5				
RICKER RD	OLD MIDDLEBURG RD TO 103RD ST	4 SOUTHWEST	9/14				
RICKER RD	103RD ST TO MORSE AVE	4 SOUTHWEST	9/14				
RIVERSIDE AVE	FOREST BLVD TO WATER ST	1 URBAN CORE	7				
ROGERO RD	MERRILL RD TO ARLINGTON RD	2 GREATER ARLINGTON and BEACHES	1				
ROLLING RIVER BLVD	SR 104/ DUNN AVE TO RAPID RIVER DR	6 NORTH	8				
SAN JOSE BLVD	HENDRICKS AVE TO HENDRICKS AVE	3 SOUTHEAST	5				
SAN PABLO RD	BEACH BLVD TO OSPREY POINT DR	2 GREATER ARLINGTON and BEACHES	13				
SAN PABLO RD	BEACH BLVD TO WM DAVIS PKWY	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES	13/3				
SAN PABLO RD	OSPREY POINT DR TO ATLANTIC BLVD	2 GREATER ARLINGTON and BEACHES	13				
SCOTT MILL RD	BEAUCLERC RD TO MANDARIN RD	3 SOUTHEAST	6				
SEABOARD AVE	MORSE AVE TO 103RD ST	4 SOUTHWEST	9/14				
SHINDLER DR	103RD ST TO COLLINS RD	4 SOUTHWEST	14				
SOUTEL DR	MONCRIEF RD TO NEW KINGS RD	5 NORTHWEST	10				
SOUTEL DR	MONCRIEF RD TO NORFOLK BLVD	5 NORTHWEST	10				
SOUTEL DR	NORFOLK BLVD TO LEM TURNER RD	5 NORTHWEST	10/8				
SOUTHPOINT PKWY	BELFORT RD TO BOWDEN AVE	3 SOUTHEAST	4				
SPIRES AVE	SR 139/KINGS AVE TO W 13TH ST	5 NORTHWEST/1 URBAN CORE	10/7				
SPORTSMAN CLUB RD	PRITCHARD ROAD TO END	5 NORTHWEST	12				
SPRING PARK RD	ATLANTIC BLVD TO EMERSON ST	3 SOUTHEAST	5				
ST JOHNS AVE	BLANDING BLVD TO HERSCHEL ST	4 SOUTHWEST	7				
ST JOHNS BLUFF RD	BEACH BLVD TO TOWN CENTER PKWY	3 SOUTHEAST	4/3				
ST JOHNS BLUFF RD	FORT CAROLINE RD TO MONUMENT RD	2 GREATER ARLINGTON and BEACHES	2				
ST JOHNS BLUFF RD	ALDEN RD TO ATLANTIC BLVD	2 GREATER ARLINGTON and BEACHES	4/2				
ST. AUGUSTINE RD	EMERSON ST TO UNIVERSITY BLVD	3 SOUTHEAST	5				
ST. AUGUSTINE RD	UNIVERSITY BLVD TO SAN JOSE BLVD	3 SOUTHEAST	5				
STAPLES MILL DR	CRESWICK OAK AVE TO ARGYLE FOREST BLVD	4 SOUTHWEST	14				
STARRATT RD	DUNN CREEK RD TO YELLOW BLUFF RD	6 NORTH	8/2				

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ROADWAY	EXTENTS	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
STOCKTON ST	RIVERSIDE AVE TO IRENE ST	5 NORTHWEST	7				
SUNBEAM RD	SAN JOSE BLVD TO CRAVEN RD	3 SOUTHEAST	5				
SUNBEAM RD	CRAVEN RD TO PHILIPS HWY	3 SOUTHEAST	11/5				
TOLEDO RD	ST. AUGUSTINE RD TO POWERS AVE	3 SOUTHEAST	5				
TOUCHTON RD	BELFORT RD TO SOUTHSIDE BLVD	3 SOUTHEAST	4				
TOWNSEND BLVD	FORT CAROLINE RD TO MERRILL RD	2 GREATER ARLINGTON and BEACHES	1				
TOWNSEND BLVD	MERRILL RD TO ARLINGTON EXPY	2 GREATER ARLINGTON and BEACHES	1				
TREDINICK PKWY	MONUMENT RD TO SOUTHSIDE CONNECTOR	2 GREATER ARLINGTON and BEACHES	2/1				
TROUT RIVER BLVD	OLD KINGS RD TO NEW KINGS RD	6 NORTH	8				
TROUT RIVER BLVD	NEW KINGS RD TO SIBBALD RD	6 NORTH/5 NORTHWEST	10/8				
TROUT RIVER BLVD	SIBBALD RD TO LEM TURNER RD	5 NORTHWEST	10				
UNIVERSITY BLVD N	CESERY BLVD TO ARLINGTON EXPY	2 GREATER ARLINGTON and BEACHES	1				
UNIVERSITY BLVD N	FORT CAROLINE RD TO EDENFIELD RD	2 GREATER ARLINGTON and BEACHES	1				
W 25TH ST	CANAL ST TO NEW KINDS RD	5 NORTHWEST	10				
WESCONNETT BLVD	BLANDING BLVD TO BLANDING BLVD	4 SOUTHWEST	9/14				
WESTERN WAY	SOUTH OF WESTERN CIR TO BAYMEADOWS RD	3 SOUTHEAST	11				
WILSON BLVD	BLANDING BLVD TO LANE AVE	4 SOUTHWEST	9				
WINONA DR	MAIN ST TO WIGMORE ST	5 NORTHWEST/1 URBAN CORE	10				
YELLOW BLUFF RD	EAGLE BEND BLVD TO STARRATT RD	6 NORTH	8/2				
YELLOW WATER RD	NORMANDY BLVD TO I-10	4 SOUTHWEST	12				

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MAJOR STREET	SIDESTREET	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
103RD ST	SEABOARD AVE	4 SOUTHWEST	14				
103RD ST	LAVENTURA DR	4 SOUTHWEST	14				
103RD ST	CATOMA RD	4 SOUTHWEST	14				
103RD ST	ORTEGA FARMS BLVD	4 SOUTHWEST	14				
103RD ST	RICKER RD	4 SOUTHWEST	14				
103RD ST	JAMMES RD	4 SOUTHWEST	14				
103RD ST	VALDURA RD/OLD MIDDLE	4 SOUTHWEST	9				
103RD ST	WESCONNETT BLVD	4 SOUTHWEST	14				
103RD ST	OLD MIDDLEBURG RD	4 SOUTHWEST	12/14				
103RD ST	MCMANUS DR/HILLMAN	4 SOUTHWEST	14				
103RD ST	SCHINDLER DR	4 SOUTHWEST	14				
103RD ST	HARLOW BLVD	4 SOUTHWEST	14				
3RD ST N	THE WOODS DR/LOWES	2 GREATER ARLINGTON and BEACHES	3				
3RD ST N	ANNISTON RD	2 GREATER ARLINGTON and BEACHES	4				
3RD ST N	LIVE OAK DR/MONUMENT	2 GREATER ARLINGTON and BEACHES	1				
3RD ST N	CENTURY 21/ACME ST	2 GREATER ARLINGTON and BEACHES	4				
3RD ST N	DEBUTANTE DR/LEE RD	2 GREATER ARLINGTON and BEACHES	4				
3RD ST N	CARAVAN TRAIL	2 GREATER ARLINGTON and BEACHES	4				
3RD ST N	WITHROW DR	2 GREATER ARLINGTON and BEACHES	3				
3RD ST N	ARLINGTON RD	2 GREATER ARLINGTON and BEACHES	4				
3RD ST N	LEON RD	2 GREATER ARLINGTON and BEACHES	4				
3RD ST N	KERNAN BLVD	2 GREATER ARLINGTON and BEACHES	3				
3RD ST N	BEL-TEL RD	2 GREATER ARLINGTON and BEACHES	1				
3RD ST N	JOEANDY DR/HODGES BL	2 GREATER ARLINGTON and BEACHES	3				
3RD ST N	HIGHLAND AVE/ART MUS	2 GREATER ARLINGTON and BEACHES	5				
3RD ST N	SUTTON LAKES BLVD	2 GREATER ARLINGTON and BEACHES	3				
8TH ST	BOULEVARD AVENUE	1 URBAN CORE	7				
8TH ST	MARS ST/JAMES HALL DR	1 URBAN CORE	7				
8TH ST	DAVIS ROAD	1 URBAN CORE	7				
8TH ST	JEFFERSON STREET	1 URBAN CORE	7				
ADAMS ST	N JEFFERSON ST	1 URBAN CORE	7				
ADAMS ST (SR 228)	N MARKET ST	1 URBAN CORE	7				
AIRPORT CENTER DR E	AIRPORT CENTER DR	6 NORTH	2				
AIRPORT RD	DUVAL RD	6 NORTH	8				
ARGYLE FOREST BLVD	ARGYLE FOREST BLVD	4 SOUTHWEST	14				

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MAJOR STREET	SIDESTREET	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
ARGYLE FOREST BLVD	WESTPORT RD	4 SOUTHWEST	14				
ARGYLE FOREST BLVD	ARGYLE FOREST	4 SOUTHWEST	14				
ARGYLE FOREST BLVD	MERCHANTS WAY	4 SOUTHWEST	14				
ARLINGTON EXPY	N NEWNAN ST	1 URBAN CORE	7				
ARLINGTON EXPY	N MARKET ST	1 URBAN CORE	7				
ARLINGTON EXPY	N LIBERTY ST	1 URBAN CORE	7				
BAY ST	S LEE ST	1 URBAN CORE	7				
BAYMEADOWS RD	HAMPTON LANDING DR	3 SOUTHEAST	11				
BAYMEADOWS RD	BAYMEADOWS CIRCLE E	3 SOUTHEAST	11				
BAYMEADOWS RD	OLD BAYMEADOWS RD	3 SOUTHEAST	11				
BEACH BLVD	FOREST BLVD	3 SOUTHEAST	4				
BEACH BLVD	SPRING GLEN/OLD EMER	2 GREATER ARLINGTON and BEACHES	5				
BEACH BLVD	FCCJ/CENTRAL PKWY	3 SOUTHEAST	3				
BEACH BLVD	CARMICHAEL AVE	2 GREATER ARLINGTON and BEACHES	5				
BEACH BLVD	HUFFMAN BLVD	3 SOUTHEAST	3				
BEACH BLVD	SUNI PINES/PORTSIDE	3 SOUTHEAST	3				
BEACH BLVD	DISCOVERY WAY	3 SOUTHEAST	3				
BEACH BLVD	ST JOHNS BLUFF RD	3 SOUTHEAST	3				
BEACH BLVD	GROVE PARK BLVD	3 SOUTHEAST	4				
BEACH BLVD	DESALVO/COUNTRYSIDE	3 SOUTHEAST	4				
BEACH BLVD	CORTEZ/ST JOHNS SQ	3 SOUTHEAST	4				
BEACH BLVD	WAL-MART ENTRANCE	3 SOUTHEAST	4				
BEACH BLVD	BEACHWOOD BLVD	3 SOUTHEAST	3				
BEACH BLVD	EVE DR E/BARKLEY RD	3 SOUTHEAST	4				
BEACH BLVD	DEAN RD	3 SOUTHEAST	4				
BEACH BLVD	HODGES BLVD	3 SOUTHEAST	3				
BEACH BLVD	ANNISTON RD	3 SOUTHEAST	4				
BEAVER ST W	BROAD STREET	1 URBAN CORE	7				
BEAVER ST W	DAVIS STREET	1 URBAN CORE	7				
BEAVER ST W	CANAL / KING ST.	5 NORTHWEST	9				
BEAVER ST W	HOGAN STREET	1 URBAN CORE	7				
BEAVER ST W	JEFFERSON STREET	1 URBAN CORE	7				
BEAVER ST W	MCDUFF AVENUE	5 NORTHWEST	9				
BEAVER ST W	CAHOON ROAD	5 NORTHWEST	12				
BEAVER ST W	MYRTLE AVENUE	5 NORTHWEST	7				

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MAJOR STREET	SIDESTREET	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
BEAVER ST W	ROBINSON STREET	5 NORTHWEST	7				
BLANDING BLVD	118TH ST	4 SOUTHWEST	14				
BLANDING BLVD	ARGYLE FOREST BLVD	4 SOUTHWEST	14				
BLANDING BLVD	PARK ST	4 SOUTHWEST	7				
BLANDING BLVD	TOWNSEND RD	4 SOUTHWEST	14				
BLANDING BLVD	CEDAR HILLS/CONFEDER	4 SOUTHWEST	9				
BLANDING BLVD	COLLINS RD	4 SOUTHWEST	14				
BLANDING BLVD	DUCLAY RD	4 SOUTHWEST	14				
BLANDING BLVD	MORSE AVE	4 SOUTHWEST	14				
BLANDING BLVD	YOUNGERMAN CIRCLE	4 SOUTHWEST	14				
BLANDING BLVD	HICKS RD	4 SOUTHWEST	14				
BRENTWOOD AVE	BROWARD RD	6 NORTH	8				
BRENTWOOD AVE	PALMDALE ST	5 NORTHWEST	10				
BRENTWOOD AVE	TERRELL RD	6 NORTH	8				
BRENTWOOD AVE	ADV WARNING	5 NORTHWEST	10				
BRENTWOOD AVE	CRESTWOOD ST	5 NORTHWEST	10				
BRENTWOOD AVE	LAKE FOREST BLVD	5 NORTHWEST	10				
BRENTWOOD AVE	PROSPECT ST	5 NORTHWEST	8				
BRENTWOOD AVE	BASSETT RD/RIVERVIEW	5 NORTHWEST	8				
BRENTWOOD AVE	44TH ST/MALL ENT	5 NORTHWEST	10				
BRENTWOOD AVE	CAPPER RD	6 NORTH	8				
BROAD ST	W FORSYTHE ST	1 URBAN CORE	7				
BROAD ST	W ADAMS ST	1 URBAN CORE	7				
BUSCH DR	HARTS RD	6 NORTH	8				
BUSCH DR	NORTH CAMPUS BLVD	6 NORTH	8				
BUSCH DR	DUVAL RD	6 NORTH	8				
BUSCH DR	PINE ESTATES DRIVE E	6 NORTH	8				
BUSCH DR	REGENCY DR	6 NORTH	8				
CASSAT AVE	EDGEWOOD AVE	5 NORTHWEST	9				
CASSAT AVE	FIRST ST	5 NORTHWEST	9				
CASSAT AVE	MONCRIEF RD	5 NORTHWEST	10				
CASSAT AVE	PLYMOUTH ST	4 SOUTHWEST	7				
CASSAT AVE	COMMONWEALTH AVE	5 NORTHWEST	9				
CASSAT AVE	PARK ST	4 SOUTHWEST	7				
CASSAT AVE	BROADWAY AVE	5 NORTHWEST	9				

Appendix A. Local Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
CASSAT AVE	AVE B	5 NORTHWEST	10				
CASSAT AVE	HIGHWAY AVE	5 NORTHWEST	9				
CASSAT AVE	SMYRNA AVE	5 NORTHWEST	10				
CASSAT AVE	CR 213/LENOX AVE	5 NORTHWEST	7				
CASSAT AVE	CLEVELAND ST	5 NORTHWEST	10				
CHAFFEE RD	72270191 EB OFF	5 NORTHWEST	12				
CHURCH ST	W DUVAL ST	1 URBAN CORE	7				
COLLINS RD	WESTPORT RD	4 SOUTHWEST	14				
COLLINS RD	APT ENT	4 SOUTHWEST	14				
COLLINS RD	OGTEGA BLUFF PKWY	4 SOUTHWEST	14				
COMMANDORE POINT EXP	MYRTLE AVE	1 URBAN CORE	7				
COMMANDORE POINT EXP	MONCRIEF RD	1 URBAN CORE	7				
COMMANDORE POINT EXP	PHOENIX AVE EB RAMP	1 URBAN CORE	7				
COMMODORE PT EXPY (SR 228)	N WASHINGTON ST	1 URBAN CORE	7				
E DUVAL ST	E DUVAL ST	1 URBAN CORE	7				
EMERSON ST	SR126 EMERSON STREET	3 SOUTHEAST	5				
EMERSON ST	COPPER CIRCLE WEST	3 SOUTHEAST	5				
FIRESTONE RD	MELVIN RD	4 SOUTHWEST	9				
FORSYTH ST	FORSYTH ST	1 URBAN CORE	7				
FORSYTH ST	LAVILLA CENTER DR	1 URBAN CORE	7				
GOLFAIR BLVD	32ND ST W	1 URBAN CORE	10				
GOLFAIR BLVD	72020090 SB ON	1 URBAN CORE	10				
HARLOW BLVD	HARLOW BLVD	4 SOUTHWEST	9				
HARTSFIELD RD	HARTSFIELD RD	2 GREATER ARLINGTON and BEACHES	1				
HECKSCHER DR	NEW BERLIN RD	6 NORTH	2				
HOGAN ST	HOGAN ST	1 URBAN CORE	7				
HOGAN ST	HOGAN ST	1 URBAN CORE	7				
I-10 ROOSEVELT CONN	PLYMOUTH ST/FCCJ ENT	4 SOUTHWEST	7				
I-10 ROOSEVELT CONN	COLLINS RD	4 SOUTHWEST	14				
I-10 ROOSEVELT CONN	EDGEWOOD AVE RAMP	4 SOUTHWEST	7				
I-10 ROOSEVELT CONN	ST. JOHNS AVE	4 SOUTHWEST	7				
I-10 ROOSEVELT CONN	120TH ST	4 SOUTHWEST	14				
I-95 NB TO BOWDEN RD	RAMP TO BOWDEN RD	3 SOUTHEAST	4				
I-95 NB TO OSA	RAMP TO OLD ST AUGUS	3 SOUTHEAST	11				

Appendix A. Local Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
I-95 SB TO OSA RD	RAMP TO OLD ST AUGUS	3 SOUTHEAST	6				
J T BUTLER BLVD	BONNEVAL RD	3 SOUTHEAST	11				
JEFFERSON ST	N JEFFERSON ST	1 URBAN CORE	7				
JULIA ST	DUVAL ST	1 URBAN CORE	7				
JULIA ST	JULIA ST	1 URBAN CORE	7				
KINGS AVE	HENDRICKS AVE/SR-13	1 URBAN CORE	5				
KINGS AVE	ATLANTIC BLVD	3 SOUTHEAST	5				
LANE AVE S	STUART STREET	5 NORTHWEST	9				
LANE AVE S	LONDONTOWN LANE	4 SOUTHWEST	9				
LANE AVE S	LENOX AVENUE	4 SOUTHWEST	9				
LANE AVE S	RAMONA BLVD.	5 NORTHWEST	9				
LAURA ST	LAURA ST	1 URBAN CORE	7				
LAURA ST	LAURA ST N	1 URBAN CORE	7				
LIBERTY ST	E MONROE ST	1 URBAN CORE	7				
LIBERTY ST	E BAY ST	1 URBAN CORE	7				
LIBERTY ST	E ASHLEY ST	1 URBAN CORE	7				
MARKET ST	BEAVER ST	1 URBAN CORE	7				
MAYPORT RD	DUTTON ISLAND	2 GREATER ARLINGTON and BEACHES	13				
MAYPORT RD	BUCCANEER/FAIRWAY	2 GREATER ARLINGTON and BEACHES	13				
MAYPORT RD	ASSISSI RD	2 GREATER ARLINGTON and BEACHES	13				
MCCORMICK RD	FT. CAROLINE W CONN.	2 GREATER ARLINGTON and BEACHES	2				
MCCORMICK RD	FT. CAROLINE E CONN.	2 GREATER ARLINGTON and BEACHES	2				
MCCORMICK RD	MONUMENT RD	2 GREATER ARLINGTON and BEACHES	2				
MCCORMICK RD	MT. PLEASANT RD	2 GREATER ARLINGTON and BEACHES	2				
MCCORMICK RD	KERNAN BLVD	2 GREATER ARLINGTON and BEACHES	2				
MCDUFF AVE	ROSSELLE ST	5 NORTHWEST	7				
MONCRIEF RD	W 34TH ST	1 URBAN CORE	10				
MONCRIEF RD	MONCRIEF RD	1 URBAN CORE	10				
MONCRIEF RD	MONCRIEF RD	5 NORTHWEST	10				
MONCRIEF RD	MONCRIEF RD	5 NORTHWEST	10				
MONCRIEF RD	CLEVELAND RD	5 NORTHWEST	10				
MONCRIEF RD	SOUTEL DR	5 NORTHWEST	10				
MONUMENT RD	MONUMENT RD	2 GREATER ARLINGTON and BEACHES	1				
MONUMENT RD	MONUMENT RD	2 GREATER ARLINGTON and BEACHES	1				
MYRTLE AVE	MYRTLE AVE	1 URBAN CORE	10				

Appendix A. Local Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
N MAIN ST	CHURCH ST	1 URBAN CORE	7				
NEW BERLIN RD	DUNN CREEK RD	6 NORTH	2				
NEW KINGS RD	N DAVIS ST	1 URBAN CORE	7				
NEW KINGS RD	MONCRIEF RD	5 NORTHWEST	10				
NEW KINGS RD	FAIRFAX ST	5 NORTHWEST	7				
NEW KINGS RD	FLAG ST	5 NORTHWEST	7				
NEW KINGS RD	TROUT RIVER BLVD	6 NORTH	8				
NEW KINGS RD	EAVERSON ST	1 URBAN CORE	7				
NEW KINGS RD	N PEARL ST	1 URBAN CORE	7				
NEW KINGS RD	FIRE STATION ENT.	6 NORTH	8				
NEW KINGS RD	MID BLOCK PED SCHOOL	5 NORTHWEST	7				
NEW KINGS RD	N JULIA ST	1 URBAN CORE	7				
NEWNAN ST	US-17/N NEWNAN ST	1 URBAN CORE	7				
NEWNAN ST	N NEWNAN ST	1 URBAN CORE	7				
NEWNAN ST	BEAVER ST	1 URBAN CORE	7				
OLD KINGS RD	PRITCHARD RD W	5 NORTHWEST	10				
OLD MIDDLEBURG RD	OLD MIDDLEBURG RD	4 SOUTHWEST	9				
PALM AVE	GARY ST	3 SOUTHEAST	5				
PEARL ST	W DUVAL ST	1 URBAN CORE	7				
POST ST	KING ST	5 NORTHWEST	7				
POST ST	HAMMOND BLVD	4 SOUTHWEST	12				
POST ST	NORMANDY VILLAGE	4 SOUTHWEST	9				
POST ST	LAMARCHE DR/WAL-MART	4 SOUTHWEST	9				
POST ST	FOURAKER RD/CAHOON R	4 SOUTHWEST	9				
POST ST	LAMPLIGHTER LN	4 SOUTHWEST	12				
POST ST	ELLIS RD	5 NORTHWEST	9				
POST ST	EDGEWOOD AVE	5 NORTHWEST	7				
PRUDENTIAL DR	LORETTA RD	3 SOUTHEAST	6				
PRUDENTIAL DR	PALL MALL DR	3 SOUTHEAST	6				
PRUDENTIAL DR	SAN CLERC/HILLIARD	3 SOUTHEAST	5				
PRUDENTIAL DR	LA SALLE ST	3 SOUTHEAST	5				
PRUDENTIAL DR	ST AUGUSTINE RD	3 SOUTHEAST	5				
PRUDENTIAL DR	SANTA BARBARA ST	3 SOUTHEAST	5				
PRUDENTIAL DR	ORANGE PICKERS RD W	3 SOUTHEAST	6				
PRUDENTIAL DR	OLD ST AUGUSTINE/KMA	3 SOUTHEAST	6				

Appendix A. Local Road High Injury Networks: Intersections

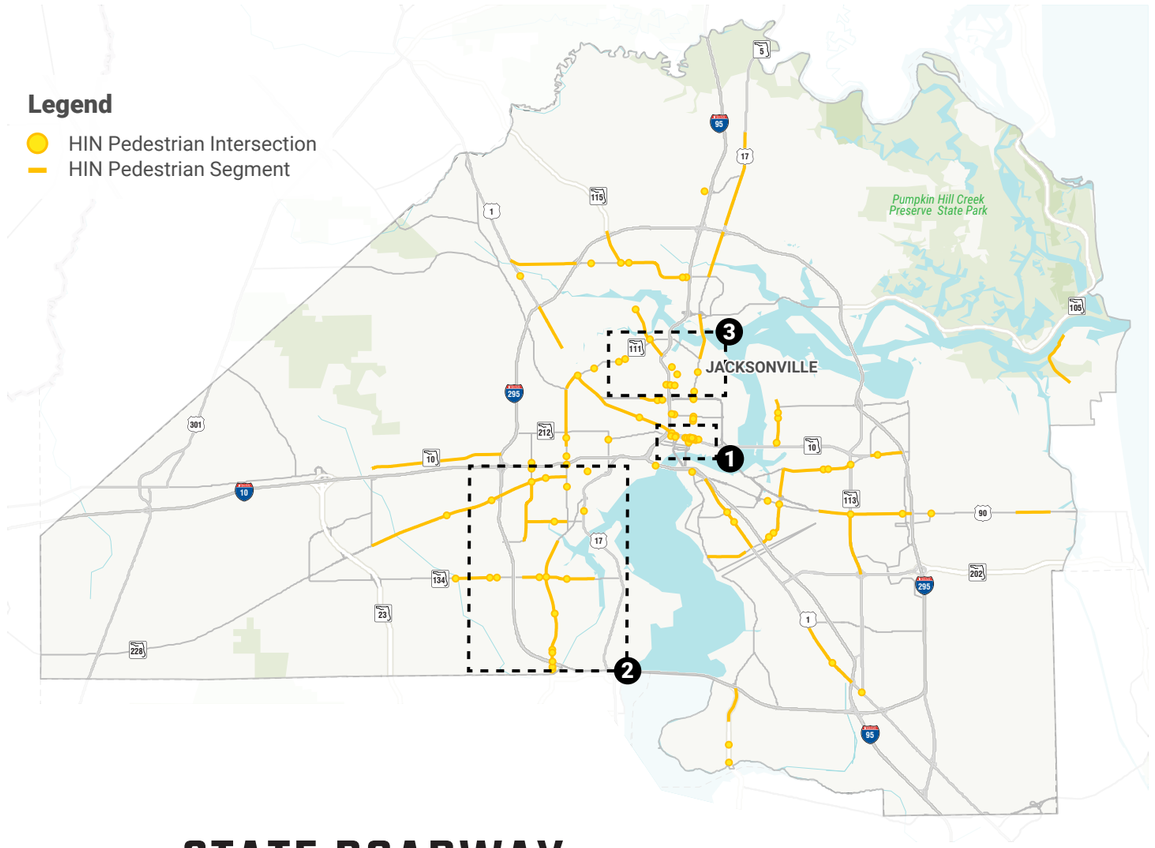
MAJOR STREET	SIDESTREET	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
PRUDENTIAL DR	JULINGTON CREEK RD	3 SOUTHEAST	6				
PRUDENTIAL DR	HARTLEY RD	3 SOUTHEAST	6				
PRUDENTIAL DR	RICKY RD	3 SOUTHEAST	6				
PRUDENTIAL DR	GREENRIDGE RD	3 SOUTHEAST	5				
PRUDENTIAL DR	MARBON RD	3 SOUTHEAST	6				
PRUDENTIAL DR	GARY ST	3 SOUTHEAST	5				
PRUDENTIAL DR	OAK BLUFF LN	3 SOUTHEAST	6				
PRUDENTIAL DR	NIRA ST	3 SOUTHEAST	5				
RICKER RD	MELVIN RD	4 SOUTHWEST	9				
ROGERO RD	SPRINKLE DR N	2 GREATER ARLINGTON and BEACHES	1				
ROGERO RD	MERRILL RD	2 GREATER ARLINGTON and BEACHES	1				
S MAIN ST	US-1A/SR-126/EMERSON	3 SOUTHEAST	5				
S MAIN ST	BAYMEADOWS WAY	3 SOUTHEAST	11				
S MAIN ST	WAL-MART ENTRANCE	3 SOUTHEAST	5				
S MAIN ST	GRAN BAY PARKWAY	3 SOUTHEAST	11				
S MAIN ST	FREEDOM CROSSING TRL	3 SOUTHEAST	11				
S MAIN ST	OLD ST AUGUSTINE/ALP	3 SOUTHEAST	11				
S MAIN ST	SHAD RD	3 SOUTHEAST	11				
SAN JUAN AVE	JAMMES ROAD	4 SOUTHWEST	9				
SAN JUAN AVE	LAKESHORE BLVD.	4 SOUTHWEST	9				
SAN MARCO BLVD	GARY ST	3 SOUTHEAST	5				
SOUTEL DR	NORFOLK BLVD	5 NORTHWEST	10				
SOUTHSIDE BLVD	N LIBERTY ST	1 URBAN CORE	7				
SOUTHSIDE BLVD	TOUCHTON RD	3 SOUTHEAST	4				
SOUTHSIDE BLVD	N NEWMAN ST	1 URBAN CORE	7				
SOUTHSIDE BLVD	AVENUES MALL/MALABAR	3 SOUTHEAST	11				
SOUTHSIDE BLVD	IVEY RD	2 GREATER ARLINGTON and BEACHES	4				
SOUTHSIDE BLVD	DEERWOOD PARK	3 SOUTHEAST	11				
STOCKTON ST	NELSON ST	5 NORTHWEST	7				
TOWN CENTER PKWY	SHOPPING ENT	3 SOUTHEAST	3				
TOWN CENTER PKWY	UNF DR	3 SOUTHEAST	3				
TOWNSEND BLVD	MERRILL RD	2 GREATER ARLINGTON and BEACHES	1				
UNIVERSITY BLVD	SHOP CTR/MT CARMEL	3 SOUTHEAST	4				
UNIVERSITY BLVD	LAKE LUCINA DR	2 GREATER ARLINGTON and BEACHES	1				
UNIVERSITY BLVD	RICHARD ROAD	3 SOUTHEAST	5				

Appendix A. Local Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
UNIVERSITY BLVD	KENNERLY ROAD	3 SOUTHEAST	4				
UNIVERSITY BLVD	BARNES ROAD	3 SOUTHEAST	4				
UNIVERSITY BLVD	FOUNTAIN LKE/JU DORM	2 GREATER ARLINGTON and BEACHES	1				
UNIVERSITY BLVD	TERRY RD / BENEY RD.	3 SOUTHEAST	4				
UNIVERSITY BLVD	LOS SANTOS	2 GREATER ARLINGTON and BEACHES	1				
UNIVERSITY BLVD	HARVIN RD	3 SOUTHEAST	4				
UNIVERSITY BLVD	SPRING PARK ROAD	3 SOUTHEAST	5				
UNIVERSITY BLVD	OLD ST. AUGUSTINE RD	3 SOUTHEAST	5				
UNIVERSITY BLVD N	UNIVERSITY BLVD	2 GREATER ARLINGTON and BEACHES	1				
US-301	SR-228	4 SOUTHWEST	12				
W UNION ST	HOGAN ST	1 URBAN CORE	7				
W UNION ST	N LAURA ST	1 URBAN CORE	7				
W UNION ST	N JEFFERSON ST	1 URBAN CORE	7				
W UNION ST	N JULIA ST	1 URBAN CORE	7				
WATER ST	WATER ST	1 URBAN CORE	7				
WATER ST	EIGHTH ST	1 URBAN CORE	7				
WATER ST	SEVENTH ST	1 URBAN CORE	7				
WATER ST	TWENTY-FIRST ST	1 URBAN CORE	7				
WATER ST	SIXTH ST	1 URBAN CORE	7				
WATER ST	RIVERSIDE PARK PLACE	1 URBAN CORE	7				
WATER ST	KING ST	5 NORTHWEST	7				
WATER ST	MONROE ST	1 URBAN CORE	7				
WATER ST	FORTY-FOURTH ST	5 NORTHWEST	10				
WILSON BLVD	FIRESTONE RD	4 SOUTHWEST	9				

APPENDIX B. STATE ROAD HIGH INJURY NETWORK

Appendix B. State Road High Injury Networks: Pedestrian Maps



STATE ROADWAY HIGH INJURY NETWORK

PEDESTRIAN

93 HIN Intersections

78% Fatal Crashes

67% Serious Injury Crashes

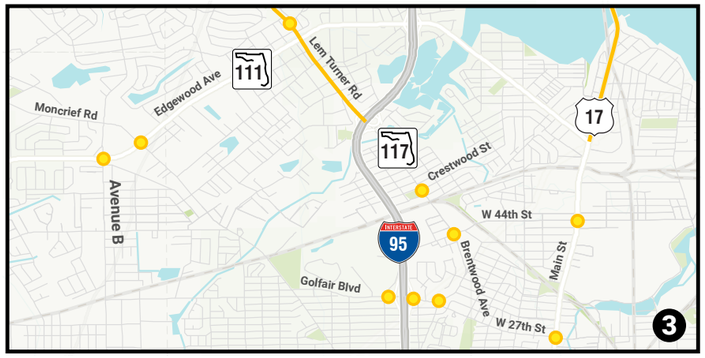
15% of Total Intersections

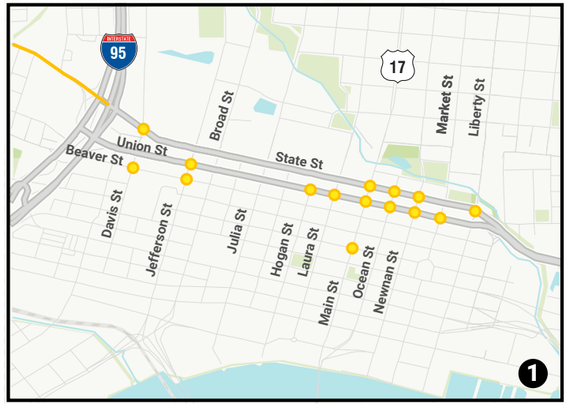
44 HIN Segments

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

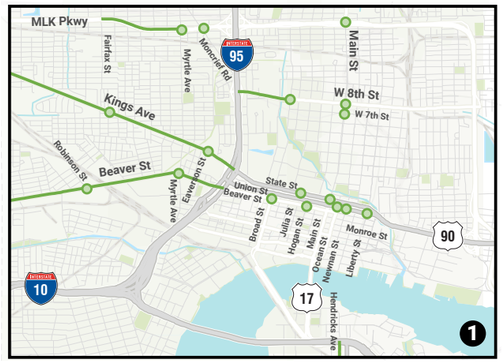
16% of Total Intersections

53 HIN Segments

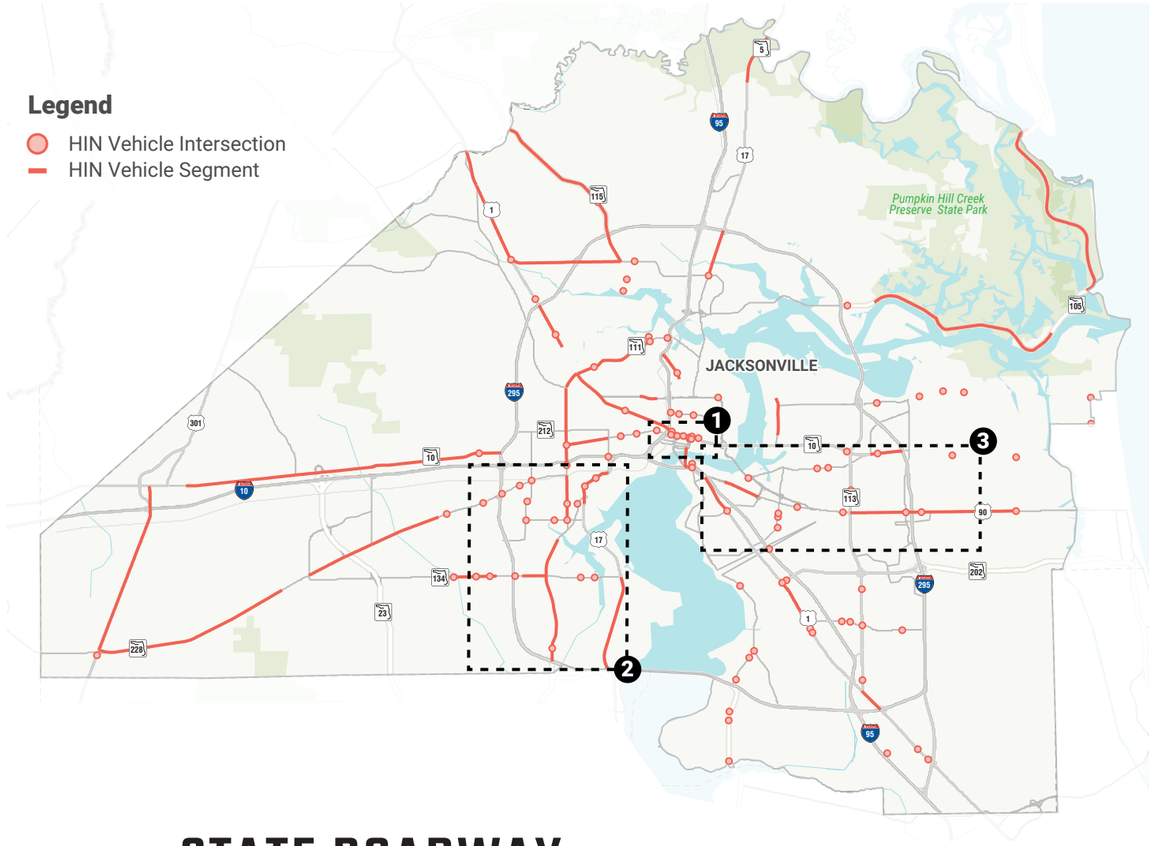
85% Fatal Crashes

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

87% Fatal Crashes

47% Serious Injury Crashes

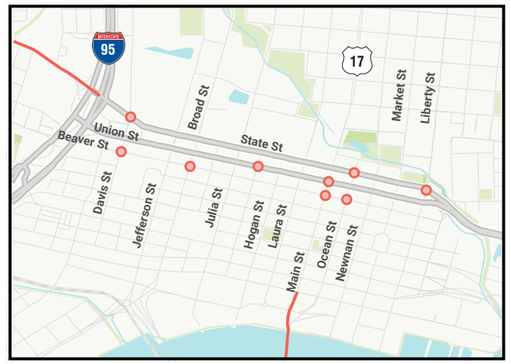
17% of Total Intersections

46 HIN Segments

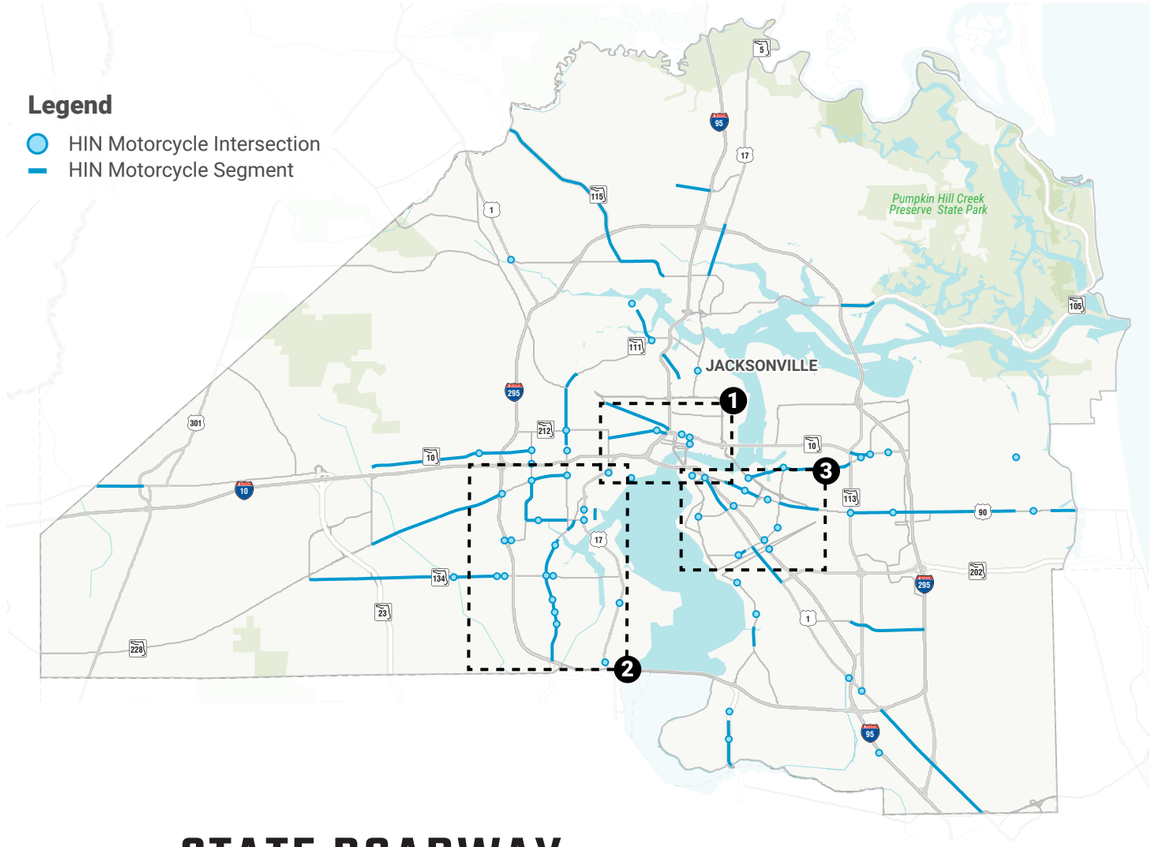
70% Fatal Crashes

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	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
103RD ST (SR 134)	NEW WORLD AVE TO BRANAN FIELD-CHAFFEE RD (SR 23)	4 SOUTHWEST	12				
103RD ST (SR 134)	SHINDLER DR TO RICKER RD	4 SOUTHWEST	12/9/14				
103RD ST (SR 134)	BRANAN FIELD-CHAFFEE RD (SR 23) TO SHINDLER DR	4 SOUTHWEST	12/14				
103RD ST (SR 134)	RICKER RD TO I-295	4 SOUTHWEST	9/14				
103RD ST (SR 134)	HARLOW BLVD TO BLANDING BLVD (SR 21)	4 SOUTHWEST	9/14				
AIRPORT RD (SR 102)	CITY CENTER BLVD TO INTERNATIONAL AIRPORT BLVD (SR 243)	6 NORTH	8				
ARLINGTON EXPY (SR 10A)	SOUTHSIDE BLVD TO REGENCY MALL ENTRANCE	2 GREATER ARLINGTON and BEACHES	4/1				
ATLANTIC BLVD (SR 10)	ST. JOHNS BLUFF RD TO GIRVIN RD	2 GREATER ARLINGTON and BEACHES	3/2				
ATLANTIC BLVD (SR 10)	MONUMENT RD TO SR 9A	2 GREATER ARLINGTON and BEACHES	4/1				
ATLANTIC BLVD (SR 10)	SOUTHSIDE BLVD (SR 115) TO MONUMENT RD	2 GREATER ARLINGTON and BEACHES	4/1				
ATLANTIC BLVD (SR 10)	SOUTHSIDE BLVD (SR 115) TO UNIVERSITY BLVD (SR 109)	2 GREATER ARLINGTON and BEACHES	4/1				
ATLANTIC BLVD (SR 10)	HART BRIDGE EXPY TO UNIVERSITY BLVD (SR 109)	2 GREATER ARLINGTON and BEACHES	5/1				
BAYMEADOWS RD (SR 152)	SOUTHSIDE BLVD (SR 115) TO I-295 EAST BELTWAY/SR 9A	3 SOUTHEAST	11				
BAYMEADOWS RD (SR 152)	OLD BAYMEADOWS RD TO SOUTHSIDE BLVD (SR 115)	3 SOUTHEAST	11				
BEACH BLVD (SR 212)	UNIVERSITY BLVD 9SR 109) TO HART EXPY (SR 228)	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES	4				
BEACH BLVD (SR 212)	HART EXPY (SR 228) TO SOUTHSIDE BLVD	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES	4				
BEACH BLVD (SR 212)	SOUTHSIDE BLVD TO SR 9A	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES	4/3				
BEACH BLVD (SR 212)	SR 9A TO KERNAN BLVD	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES	4/3				
BEACH BLVD (SR 212)	KERNAN BLVD TO HODGES BLVD	3 SOUTHEAST	4/3				
BEACH BLVD (SR 212)	ATLANTIC BOULEVARD TO EMERSON HWY (SR 26)	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES	5				
BEACH BLVD (SR 212)	HODGES BLVD TO SAN PABLO PKWY	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES	13/3				
BEACH BLVD (SR 212)	SAN PABLO PKWY TO INTERCOASTAL WWY	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES	13				

Appendix B. State Road High Injury Networks: Segments

ROADWAY	EXTENTS	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
BEAVER ST W/US 90 (SR 10)	NASSAU COUNTY LINE TO W CITY LIMIT OF BALDWIN	4 SOUTHWEST	12				
BEAVER ST W/US 90 (SR 10)	CHAFFEE RD TO I-295	5 NORTHWEST	12				
BEAVER ST W/US 90 (SR 10)	LANE AVE TO EDGEWOOD AVE	5 NORTHWEST	9				
BEAVER ST W/US 90 (SR 10)	EDGEWOOD AVE TO MCDUFF AVE	5 NORTHWEST	9				
BEAVER ST W/US 90 (SR 10)	MCDUFF AVE TO I-95	5 NORTHWEST/1 URBAN CORE	9/7				
BEAVER ST W/US 90 (SR 10)	OTIS RD TO CHAFFEE RD	5 NORTHWEST/4 SOUTHWEST	12				
BEAVER ST W/US 90 (SR 10)	I-295 TO LANE AVE	5 NORTHWEST	12/9				
BEAVER ST/US 90 (SR 10)	EAST CITY LIMIT OF BALDWIN TO OTIS RD	4 SOUTHWEST	12				
BLANDING BLVD (SR 21)	I-295 TO 103RD ST (SR 134)	4 SOUTHWEST	14				
BLANDING BLVD (SR 21)	103RD ST (SR 134) TO CEDAR PARK LN	4 SOUTHWEST	9/14				
BLANDING BLVD (SR 21)	CASSAT AVE (SR 111) TO SAN JUAN BLVD	4 SOUTHWEST	9				
CASSAT AVE (SR 111)	SAN JUAN AVE (SR 128) TO NORMANDY BLVD (SR 228)	4 SOUTHWEST	9/7				
CASSAT AVE (SR 111)	I-10 TO BEAVER ST (EDGEWOOD AVE JCT)	5 NORTHWEST	9				
DUNN AVE (SR 104)	NEW KINGS RD TO I-295	6 NORTH	8				
DUNN AVE (SR 104)	I-295 TO LEM TURNER RD	6 NORTH	8				
DUNN AVE (SR 104)	LEM TURNER RD TO BISCAYNE BLVD	6 NORTH	8				
DUNN AVE (SR 104)	BISCAYNE BLVD TO I-95	6 NORTH	8				
EDGEWOOD AVE (SR 111)	BEAVER ST (US 90/SR 10) TO NEW KINGS RD (US 1/US 23)	5 NORTHWEST	10/9				
EDGEWOOD AVE (SR 111)	NEW KINGS RD (US 1/US 23) TO LEM TURNER RD (SR 115)	5 NORTHWEST	10				
EMERSON ST (SR 126)	ST. AUGUSTINE RD TO PHILIPS HWY	3 SOUTHEAST	5				
EMERSON ST (SR 126)	I-95 TO EMERSON ST EXPY	3 SOUTHEAST	5				
HECKSCHER DR (SR 105)	BLOUNT ISLAND BLVD TO SR A1A (FERRY SLIP)	6 NORTH	2				
HECKSCHER DR (SR 105/A1A)	TALBOT STATE PARK TO NASSAU CO. LINE	6 NORTH	2				
HECKSCHER DRIVE (SR 105)	I-295/SR 9A TO BLOUNT ISLAND BLVD	6 NORTH	2				
HERSCHEL ST (SR 211)	SAN JUAN AVE (SR 128) TO GERALDINE AVE	4 SOUTHWEST	7				
KINGS AVE (SR 139)	I-95 TO OLD KINGS RD	5 NORTHWEST/1 URBAN CORE	10/7				
LANE AVE (SR 103)	SAN JUAN AVE (SR 128) TO NORMANDY BLVD	5 NORTHWEST/4 SOUTHWEST	9				
LANE AVE (SR 103)	WILSON BLVD (SR 208) TO SAN JUAN AVE (SR 128)	4 SOUTHWEST	9				
LEM TURNER RD (SR 115)	GERALD RD TO NASSAU COUNTY LINE	6 NORTH	8				
LEM TURNER RD (SR 115)	I-295 TO GERALD RD	6 NORTH	8				
LEM TURNER RD (SR 115)	DUNN AVE TO I-295	6 NORTH	8				
LEM TURNER RD (SR 115)	EDGEWOOD AVE WEST (SR 111) TO I-95	5 NORTHWEST	10				
LEM TURNER RD (SR 115)	EDGEWOOD AVE W (SR 111) TO SOUTEL DR	5 NORTHWEST	10/8				

Appendix B. State Road High Injury Networks: Segments

ROADWAY	EXTENTS	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
MAIN ST/US 17 (SR 5)	FROM TO EXIST RAMP @ I-95/SR 5 TO BAY ST	1 URBAN CORE	7/5				
MAIN ST/US 17 (SR 5)	YELLOW BLUFF RD TO NASSAU COUNTY LINE	6 NORTH	8/2				
MAIN ST/US 17 (SR 5)	BUSCH DR (SR 104) TO SR 9A	6 NORTH	8/2				
MAIN ST/US 17 (SR 5)	NEW BERLIN RD TO PECAN PARK RD	6 NORTH	8				
MAIN ST/US 17 (SR 5)	TALLULAH AVE (SR 111) TO HECKSCHER DR	6 NORTH/5 NORTHWEST	10/8/2				
MAIN ST/US 17 (SR 5)	STATE ST TO EAST 8TH ST	1 URBAN CORE	7				
MAIN ST/US 17 (SR 5)	SR 9A TO NEW BERLIN RD	6 NORTH	8				
MAYPORT RD (SR 101 / A1A)	SR A1A TO NAS MAYPORT	2 GREATER ARLINGTON and BEACHES	13				
MAYPORT RD (SR A1A)	MAYPORT RD TO WONDERWOOD RD	2 GREATER ARLINGTON and BEACHES	13				
MAYPORT RD (SR A1A)	DUTTON ISLAND RD TO AIA/MAPYPORT RD	2 GREATER ARLINGTON and BEACHES	13				
MAYPORT RD/OCEAN ST (SR A1A)	WONDERWOOD RD TO BROAD ST	2 GREATER ARLINGTON and BEACHES	13				
MLK PKWY/20TH ST EXPY (SR 15)	N MYRTLE ST TO FAIRFAX ST	1 URBAN CORE	10/7				
NEW KINGS RD/US 1 (SR 15)	SOUTEL DR TO I-295	6 NORTH/5 NORTHWEST	10				
NEW KINGS RD/US 1 (SR 15)	OLD KINGS RD N TO NASSAU COUNTY LINE	6 NORTH	8				
NEW KINGS RD/US 1 (SR 15)	OLD KINGS RD S TO EDGEWOOD AVE	5 NORTHWEST	10				
NEW KINGS RD/US 1 (SR 15)	DUNN AVE (SR 104) TO OLD KINGS RD N	6 NORTH	8				
NORMANDY BLVD (SR 228)	US 301 TO JAX EQUESTRIAN CENTER	4 SOUTHWEST	12				
NORMANDY BLVD (SR 228)	LANE AVE TO CASSAT AVE	5 NORTHWEST/4 SOUTHWEST	9/7				
NORMANDY BLVD (SR 228)	CHAFFEE RD (SR 23) TO HERLONG RD	5 NORTHWEST/4 SOUTHWEST	12				
NORMANDY BLVD (SR 228)	I-295 TO LANE AVE	5 NORTHWEST/4 SOUTHWEST	12/9				
NORMANDY BLVD (SR 228)	HERLONG RD TO I-295	5 NORTHWEST/4 SOUTHWEST	12/9				
NORMANDY BLVD (SR 228)	NEW WORLD AVE TO CHAFFEE RD (SR 23)	4 SOUTHWEST	12				
NORWOOD AVE (SR 117)	ALDER ST TO I-95	5 NORTHWEST	10				
PHILIPS HWY (SR 5)	ST. JOHNS COUNTY LINE TO OLD ST AUGUSTINE RD	3 SOUTHEAST	11				
PHILIPS HWY (SR 5)	UNIVERSITY BLVD TO EMERSON ST	3 SOUTHEAST	5				
PHILIPS HWY (SR 5)	EMERSON ST TO ATLANTIC BLVD (AT I-95)	3 SOUTHEAST	5				
PHILIPS HWY (SR 5)	BAYMEADOWS RD TO J TURNER BUTLER BLVD (SR 202)	3 SOUTHEAST	11/5				
PHILIPS HWY (SR 5)	J TURNER BUTLER BLVD (SR 202) TO UNIVERSITY BLVD	3 SOUTHEAST	11/5				

Appendix B. State Road High Injury Networks: Segments

ROADWAY	EXTENTS	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
PHILIPS HWY (SR 5)	SR 9A TO SOUTHSIDE BLVD	3 SOUTHEAST	11				
PHILIPS HWY (SR 5)	OLD ST AUGUSTINE RD TO SR 9A	3 SOUTHEAST	11				
PHILLIPS HWY (SR 5)	I-95 TO BAYMEADOWS RD	3 SOUTHEAST	11				
ROOSEVELT BLVD (SR 15)	EDGEWOOD AVE TO MCDCUFF AVE	5 NORTHWEST/4 SOUTHWEST	7				
ROOSEVELT BLVD (SR 15)	CLAY COUNTY LINE TO TIMUQUANA RD (SR 134)	4 SOUTHWEST	7/14				
ROOSEVELT BLVD (SR 15)	PARK ST TO EDGEWOOD AVE	4 SOUTHWEST	7				
SAN JOSE BLVD (SR 13)	ST. JOHNS COUNTY LINE TO LORETTO RD	3 SOUTHEAST	6				
SAN JOSE BLVD (SR 13)	I-295 TO SUNBEAM RD (CR 116)	3 SOUTHEAST	6/5				
SAN JOSE BLVD (SR 13)	SUNBEAM RD (CR 116) TO BAYMEADOWS RD (SR 152)	3 SOUTHEAST	6/5				
SAN JOSE BLVD (SR 13)	LORETTO RD TO I-295	3 SOUTHEAST	6				
SAN JOSE BLVD (SR 13)	UNIVERSITY BLVD (SR 109) TO EMERSON ST (SR 126)	3 SOUTHEAST	5				
SAN JUAN AVE (SR 128)	LANE AVE (SR 103) TO CASSAT AVE (SR 111)	4 SOUTHWEST	9/7				
SOUTH US 301 (SR 200)	NORMANDY BLVD (SR 228) TO I-10	4 SOUTHWEST	12				
SOUTH US 301 (SR 200)	S. CITY LIMIT (580' S OF LYONS LN) TO SR 10 (US 90)	4 SOUTHWEST	12				
SOUTHSIDE BLVD (SR 115)	BAYMEADOWS RD TO J TURNER BUTLER BLVD	3 SOUTHEAST	11				
SOUTHSIDE BLVD (SR 115)	J TURNER BUTLER BLVD TO BEACH BLVD	3 SOUTHEAST	11/4/3				
TIMUQUANA RD (SR 134)	BLANDING BLVD (SR 21) TO ORTEGA FARMS BLVD	4 SOUTHWEST	9/14				
UNIVERSITY BLVD N (SR 109)	ARLINGTON EXPY (SR 10A) TO ARLINGTON RD	2 GREATER ARLINGTON and BEACHES	1				
UNIVERSITY BLVD N (SR 109)	ARLINGTON RD TO JUSTINA TERRACE	2 GREATER ARLINGTON and BEACHES	1				
UNIVERSITY BLVD S (SR 109)	I-95 TO BEACH BLVD	3 SOUTHEAST/2 GREATER ARLINGTON and BEACHES	5/4				
UNIVERSITY BLVD S (SR 109)	HART BRIDGE EXPY TO ATLANTIC BLVD (SR 10)	2 GREATER ARLINGTON and BEACHES	5/4				
UNIVERSITY BLVD W (SR 109)	SAN JOSE BLVD TO ST. AUGUSTINE RD	3 SOUTHEAST	5				
UNIVERSITY BLVD W (SR 109)	ST. AUGUSTINE RD TO POWERS AVE	3 SOUTHEAST	5				

Appendix B. State Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
103RD ST	I-295 NB OFF RAMP	4 SOUTHWEST	14				
103RD ST	SEABOARD AVE	4 SOUTHWEST	14				
103RD ST	RICKER RD	4 SOUTHWEST	14				
103RD ST	LAVENTURA DR	4 SOUTHWEST	14				
103RD ST	CATOMA RD	4 SOUTHWEST	14				
103RD ST	ORTEGA FARMS BLVD	4 SOUTHWEST	14				
103RD ST	JAMMES RD	4 SOUTHWEST	14				
103RD ST	VALDURA RD/OLD MIDDLE	4 SOUTHWEST	9				
103RD ST	WESCONNETT BLVD	4 SOUTHWEST	14				
103RD ST	OLD MIDDLEBURG RD	4 SOUTHWEST	12/14				
103RD ST	MCMANUS DR/HILLMAN	4 SOUTHWEST	14				
103RD ST	SCHINDLER DR	4 SOUTHWEST	14				
103RD ST	HARLOW BLVD	4 SOUTHWEST	14				
3RD ST N	REGENCY SQUARE ENT	2 GREATER ARLINGTON and BEACHES	4				
3RD ST N	SR-109/UNIVERSITY BL	2 GREATER ARLINGTON and BEACHES	5				
3RD ST N	THE WOODS DR/LOWES	2 GREATER ARLINGTON and BEACHES	3				
3RD ST N	ANNISTON RD	2 GREATER ARLINGTON and BEACHES	4				
3RD ST N	LIVE OAK DR/MONUMENT	2 GREATER ARLINGTON and BEACHES	1				
3RD ST N	CARAVAN TRAIL	2 GREATER ARLINGTON and BEACHES	4				
3RD ST N	LEON RD	2 GREATER ARLINGTON and BEACHES	4				
3RD ST N	KERNAN BLVD	2 GREATER ARLINGTON and BEACHES	3				
3RD ST N	BEL-TEL RD	2 GREATER ARLINGTON and BEACHES	1				
3RD ST N	CENTURY 21/ACME ST	2 GREATER ARLINGTON and BEACHES	4				
3RD ST N	DEBUTANTE DR/LEE RD	2 GREATER ARLINGTON and BEACHES	4				
3RD ST N	WITHROW DR	2 GREATER ARLINGTON and BEACHES	3				
3RD ST N	ARLINGTON RD	2 GREATER ARLINGTON and BEACHES	4				
3RD ST N	SUTTON LAKES BLVD	2 GREATER ARLINGTON and BEACHES	3				
3RD ST N	JOEANDY DR/HODGES BL	2 GREATER ARLINGTON and BEACHES	3				
3RD ST N	HIGHLAND AVE/ART MUS	2 GREATER ARLINGTON and BEACHES	5				
8TH ST	I-95 SB OFF RAMP	1 URBAN CORE	7				
8TH ST	BOULEVARD AVENUE	1 URBAN CORE	7				
8TH ST	MARS ST/JAMES HALL DR	1 URBAN CORE	7				
8TH ST	DAVIS ROAD	1 URBAN CORE	7				
8TH ST	JEFFERSON STREET	1 URBAN CORE	7				
AIRPORT RD	DUVAL RD	6 NORTH	8				

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MAJOR STREET	SIDESTREET	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
ARLINGTON EXPY	SR 5/US 17/N MAIN ST	1 URBAN CORE	7				
ARLINGTON EXPY	US-1/SR-5/N OCEAN ST	1 URBAN CORE	7				
ARLINGTON EXPY	N MARKET ST	1 URBAN CORE	7				
ARLINGTON EXPY	N LIBERTY ST	1 URBAN CORE	7				
ARLINGTON EXPY	N NEWNAN ST	1 URBAN CORE	7				
BAYMEADOWS RD	SR 115/SOUTHSIDE BLVD	3 SOUTHEAST	11				
BAYMEADOWS RD	SR5/US1/PHILLIPS HWY	3 SOUTHEAST	11				
BAYMEADOWS RD	HAMPTON LANDING DR	3 SOUTHEAST	11				
BAYMEADOWS RD	BAYMEADOWS CIRCLE E	3 SOUTHEAST	11				
BAYMEADOWS RD	OLD BAYMEADOWS RD	3 SOUTHEAST	11				
BEACH BLVD	72040330 NB OFF	3 SOUTHEAST	4				
BEACH BLVD	SR-109/UNIV BLVD	3 SOUTHEAST	4				
BEACH BLVD	FOREST BLVD	3 SOUTHEAST	4				
BEACH BLVD	FCCJ/CENTRAL PKWY	3 SOUTHEAST	3				
BEACH BLVD	SUNI PINES/PORTSIDE	3 SOUTHEAST	3				
BEACH BLVD	HUFFMAN BLVD	3 SOUTHEAST	3				
BEACH BLVD	DISCOVERY WAY	3 SOUTHEAST	3				
BEACH BLVD	GROVE PARK BLVD	3 SOUTHEAST	4				
BEACH BLVD	SPRING GLEN/OLD EMER	2 GREATER ARLINGTON and BEACHES	5				
BEACH BLVD	WAL-MART ENTRANCE	3 SOUTHEAST	4				
BEACH BLVD	BEACHWOOD BLVD	3 SOUTHEAST	3				
BEACH BLVD	ST JOHNS BLUFF RD	3 SOUTHEAST	3				
BEACH BLVD	DESALVO/COUNTRYSIDE	3 SOUTHEAST	4				
BEACH BLVD	EVE DR E/BARKLEY RD	3 SOUTHEAST	4				
BEACH BLVD	DEAN RD	3 SOUTHEAST	4				
BEACH BLVD	CORTEZ/ST JOHNS SQ	3 SOUTHEAST	4				
BEACH BLVD	CARMICHAEL AVE	2 GREATER ARLINGTON and BEACHES	5				
BEACH BLVD	HODGES BLVD	3 SOUTHEAST	3				
BEACH BLVD	ANNISTON RD	3 SOUTHEAST	4				
BEAVER ST W	SR 111/EDGEWOOD AVE	5 NORTHWEST	9				
BEAVER ST W	CANAL / KING ST.	5 NORTHWEST	9				
BEAVER ST W	MCDUFF AVENUE	5 NORTHWEST	9				
BEAVER ST W	BROAD STREET	1 URBAN CORE	7				
BEAVER ST W	CAHOON ROAD	5 NORTHWEST	12				
BEAVER ST W	DAVIS STREET	1 URBAN CORE	7				

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MAJOR STREET	SIDESTREET	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
BEAVER ST W	MYRTLE AVENUE	5 NORTHWEST	7				
BEAVER ST W	HOGAN STREET	1 URBAN CORE	7				
BEAVER ST W	JEFFERSON STREET	1 URBAN CORE	7				
BEAVER ST W	ROBINSON STREET	5 NORTHWEST	7				
BLANDING BLVD	SR 134/103RD ST	4 SOUTHWEST	9				
BLANDING BLVD	I-295 NB OFF RAMP	4 SOUTHWEST	14				
BLANDING BLVD	118TH ST	4 SOUTHWEST	14				
BLANDING BLVD	ARGYLE FOREST BLVD	4 SOUTHWEST	14				
BLANDING BLVD	CEDAR HILLS/CONFEDER	4 SOUTHWEST	9				
BLANDING BLVD	PARK ST	4 SOUTHWEST	7				
BLANDING BLVD	COLLINS RD	4 SOUTHWEST	14				
BLANDING BLVD	TOWNSEND RD	4 SOUTHWEST	14				
BLANDING BLVD	DUCLAY RD	4 SOUTHWEST	14				
BLANDING BLVD	MORSE AVE	4 SOUTHWEST	14				
BLANDING BLVD	HICKS RD	4 SOUTHWEST	14				
BLANDING BLVD	YOUNGERMAN CIRCLE	4 SOUTHWEST	14				
BRENTWOOD AVE	SR 115/LEM TURNER RD	6 NORTH	8				
BRENTWOOD AVE	SR 111/EDGEWOOD AVE	5 NORTHWEST	10				
BRENTWOOD AVE	BROWARD RD	6 NORTH	8				
BRENTWOOD AVE	PALMDALE ST	5 NORTHWEST	10				
BRENTWOOD AVE	TERRELL RD	6 NORTH	8				
BRENTWOOD AVE	ADV WARNING	5 NORTHWEST	10				
BRENTWOOD AVE	LAKE FOREST BLVD	5 NORTHWEST	10				
BRENTWOOD AVE	CRESTWOOD ST	5 NORTHWEST	10				
BRENTWOOD AVE	44TH ST/MALL ENT	5 NORTHWEST	10				
BRENTWOOD AVE	PROSPECT ST	5 NORTHWEST	8				
BRENTWOOD AVE	BASSETT RD/RIVERVIEW	5 NORTHWEST	8				
BRENTWOOD AVE	CAPPER RD	6 NORTH	8				
BUSCH DR	HARTS RD	6 NORTH	8				
BUSCH DR	NORTH CAMPUS BLVD	6 NORTH	8				
BUSCH DR	DUVAL RD	6 NORTH	8				
BUSCH DR	PINE ESTATES DRIVE E	6 NORTH	8				
BUSCH DR	REGENCY DR	6 NORTH	8				
CASSAT AVE	SR 128/SAN JUAN AVE	4 SOUTHWEST	9				
CASSAT AVE	SR-21/BLANDING BLVD	4 SOUTHWEST	9				

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MAJOR STREET	SIDESTREET	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
CASSAT AVE	SR 111/CASSAT AVE	5 NORTHWEST	7				
CASSAT AVE	SR 111/EDGEWOOD AVE	5 NORTHWEST	10				
CASSAT AVE	I-10 EB OFF RAMP	5 NORTHWEST	7				
CASSAT AVE	BUNKER HILL BLVD	5 NORTHWEST	10				
CASSAT AVE	EDGEWOOD AVE	5 NORTHWEST	9				
CASSAT AVE	CR 213/LENOX AVE	5 NORTHWEST	7				
CASSAT AVE	FIRST ST	5 NORTHWEST	9				
CASSAT AVE	MONCRIEF RD	5 NORTHWEST	10				
CASSAT AVE	PLYMOUTH ST	4 SOUTHWEST	7				
CASSAT AVE	COMMONWEALTH AVE	5 NORTHWEST	9				
CASSAT AVE	PARK ST	4 SOUTHWEST	7				
CASSAT AVE	BROADWAY AVE	5 NORTHWEST	9				
CASSAT AVE	AVE B	5 NORTHWEST	10				
CASSAT AVE	CLEVELAND ST	5 NORTHWEST	10				
CASSAT AVE	HIGHWAY AVE	5 NORTHWEST	9				
CASSAT AVE	SMYRNA AVE	5 NORTHWEST	10				
COMMANDORE POINT EXP	MYRTLE AVE	1 URBAN CORE	7				
COMMANDORE POINT EXP	MONCRIEF RD	1 URBAN CORE	7				
COMMANDORE POINT EXP	PHOENIX AVE EB RAMP	1 URBAN CORE	7				
EMERSON ST	I-95 NB OFF RAMP	3 SOUTHEAST	5				
EMERSON ST	SR126 EMERSON STREET	3 SOUTHEAST	5				
EMERSON ST	COPPER CIRCLE WEST	3 SOUTHEAST	5				
GOLFAIR BLVD	I-95 NB OFF RAMP	1 URBAN CORE	10				
GOLFAIR BLVD	SR-122/GOLFAIR BLVD	5 NORTHWEST	10				
GOLFAIR BLVD	72020090 SB ON	1 URBAN CORE	10				
HECKSCHER DR	NEW BERLIN RD	6 NORTH	2				
I-10 ROOSEVELT CONN	EDGEWOOD AVE RAMP	4 SOUTHWEST	7				
I-10 ROOSEVELT CONN	PLYMOUTH ST/FCCJ ENT	4 SOUTHWEST	7				
I-10 ROOSEVELT CONN	COLLINS RD	4 SOUTHWEST	14				
I-10 ROOSEVELT CONN	120TH ST	4 SOUTHWEST	14				
I-10 ROOSEVELT CONN	ST. JOHNS AVE	4 SOUTHWEST	7				
I-95 NB TO BOWDEN RD	RAMP TO BOWDEN RD	3 SOUTHEAST	4				
I-95 NB TO OSA	RAMP TO OLD ST AUGUS	3 SOUTHEAST	11				
I-95 SB TO OSA RD	RAMP TO OLD ST AUGUS	3 SOUTHEAST	6				
J T BUTLER BLVD	BONNEVAL RD	3 SOUTHEAST	11				

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MAJOR STREET	SIDESTREET	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
KINGS AVE	HENDRICKS AVE/SR-13	1 URBAN CORE	5				
KINGS AVE	ATLANTIC BLVD	3 SOUTHEAST	5				
LANE AVE S	SR 103/LANE AVE	5 NORTHWEST	9				
LANE AVE S	I-10 WB OFF RAMP	5 NORTHWEST	9				
LANE AVE S	SR 228/NORMANDY BLVD	5 NORTHWEST	9				
LANE AVE S	SR 128/SAN JUAN AVE	4 SOUTHWEST	9				
LANE AVE S	STUART STREET	5 NORTHWEST	9				
LANE AVE S	LONDONTOWN LANE	4 SOUTHWEST	9				
LANE AVE S	RAMONA BLVD.	5 NORTHWEST	9				
LANE AVE S	LENOX AVENUE	4 SOUTHWEST	9				
MAYPORT RD	DUTTON ISLAND	2 GREATER ARLINGTON and BEACHES	13				
MAYPORT RD	BUCCANEER/FAIRWAY	2 GREATER ARLINGTON and BEACHES	13				
MAYPORT RD	ASSISSI RD	2 GREATER ARLINGTON and BEACHES	13				
MCCORMICK RD	FT. CAROLINE W CONN.	2 GREATER ARLINGTON and BEACHES	2				
MCCORMICK RD	FT. CAROLINE E CONN.	2 GREATER ARLINGTON and BEACHES	2				
MCCORMICK RD	MONUMENT RD	2 GREATER ARLINGTON and BEACHES	2				
MCCORMICK RD	MT. PLEASANT RD	2 GREATER ARLINGTON and BEACHES	2				
MCCORMICK RD	KERNAN BLVD	2 GREATER ARLINGTON and BEACHES	2				
MCDUFF AVE	I-10 WB OFF RAMP	5 NORTHWEST	9				
MCDUFF AVE	I-10 EB OFF RAMP	5 NORTHWEST	7				
MCDUFF AVE	SR15A/US1A/ROOSEVELT	5 NORTHWEST	7				
MCDUFF AVE	ROSSELLE ST	5 NORTHWEST	7				
N MAIN ST	SR-10/E BEAVER ST	1 URBAN CORE	7				
N MAIN ST	SR 5/US 17/N MAIN ST	1 URBAN CORE	7				
N MAIN ST	CHURCH ST	1 URBAN CORE	7				
NEW KINGS RD	DUNN AVE	6 NORTH	8				
NEW KINGS RD	MONCRIEF RD	5 NORTHWEST	10				
NEW KINGS RD	N DAVIS ST	1 URBAN CORE	7				
NEW KINGS RD	FAIRFAX ST	5 NORTHWEST	7				
NEW KINGS RD	FLAG ST	5 NORTHWEST	7				
NEW KINGS RD	TROUT RIVER BLVD	6 NORTH	8				
NEW KINGS RD	EAVERSON ST	1 URBAN CORE	7				
NEW KINGS RD	N PEARL ST	1 URBAN CORE	7				
NEW KINGS RD	FIRE STATION ENT.	6 NORTH	8				
NEW KINGS RD	MID BLOCK PED SCHOOL	5 NORTHWEST	7				

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MAJOR STREET	SIDESTREET	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
NEW KINGS RD	N JULIA ST	1 URBAN CORE	7				
POST ST	I-295 NB OFF RAMP	4 SOUTHWEST	9				
POST ST	HAMMOND BLVD	4 SOUTHWEST	12				
POST ST	LAMARCHE DR/WAL-MART	4 SOUTHWEST	9				
POST ST	NORMANDY VILLAGE	4 SOUTHWEST	9				
POST ST	FOURAKER RD/CAHOON R	4 SOUTHWEST	9				
POST ST	EDGEWOOD AVE	5 NORTHWEST	7				
POST ST	ELLIS RD	5 NORTHWEST	9				
POST ST	LAMPLIGHTER LN	4 SOUTHWEST	12				
PRUDENTIAL DR	LORETTA RD	3 SOUTHEAST	6				
PRUDENTIAL DR	PALL MALL DR	3 SOUTHEAST	6				
PRUDENTIAL DR	SAN CLERC/HILLIARD	3 SOUTHEAST	5				
PRUDENTIAL DR	LA SALLE ST	3 SOUTHEAST	5				
PRUDENTIAL DR	ORANGE PICKERS RD W	3 SOUTHEAST	6				
PRUDENTIAL DR	ST AUGUSTINE RD	3 SOUTHEAST	5				
PRUDENTIAL DR	SANTA BARBARA ST	3 SOUTHEAST	5				
PRUDENTIAL DR	OLD ST AUGUSTINE/KMA	3 SOUTHEAST	6				
PRUDENTIAL DR	JULINGTON CREEK RD	3 SOUTHEAST	6				
PRUDENTIAL DR	GREENRIDGE RD	3 SOUTHEAST	5				
PRUDENTIAL DR	HARTLEY RD	3 SOUTHEAST	6				
PRUDENTIAL DR	MARBON RD	3 SOUTHEAST	6				
PRUDENTIAL DR	GARY ST	3 SOUTHEAST	5				
PRUDENTIAL DR	OAK BLUFF LN	3 SOUTHEAST	6				
PRUDENTIAL DR	NIRA ST	3 SOUTHEAST	5				
PRUDENTIAL DR	RICKY RD	3 SOUTHEAST	6				
S MAIN ST	I-95 SB OFF RAMP	3 SOUTHEAST	11				
S MAIN ST	SR 5/US 1/PHILLIPS HWY	3 SOUTHEAST	11				
S MAIN ST	SR 202/JTB BLVD	3 SOUTHEAST	11				
S MAIN ST	BAYMEADOWS WAY	3 SOUTHEAST	11				
S MAIN ST	WAL-MART ENTRANCE	3 SOUTHEAST	5				
S MAIN ST	GRAN BAY PARKWAY	3 SOUTHEAST	11				
S MAIN ST	FREEDOM CROSSING TRL	3 SOUTHEAST	11				
S MAIN ST	OLD ST AUGUSTINE/ALP	3 SOUTHEAST	11				
S MAIN ST	SHAD RD	3 SOUTHEAST	11				
S MAIN ST	US-1A/SR-126/EMERSON	3 SOUTHEAST	5				

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MAJOR STREET	SIDESTREET	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
SAN JUAN AVE	SR15, ROOSEVELT BLVD	4 SOUTHWEST	7				
SAN JUAN AVE	JAMMES ROAD	4 SOUTHWEST	9				
SAN JUAN AVE	LAKESHORE BLVD.	4 SOUTHWEST	9				
SOUTHSIDE BLVD	SR 10/US 90/ATLANTIC	2 GREATER ARLINGTON and BEACHES	4				
SOUTHSIDE BLVD	SR 5/N OCEAN ST	1 URBAN CORE	7				
SOUTHSIDE BLVD	TOUCHTON RD	3 SOUTHEAST	4				
SOUTHSIDE BLVD	N NEWMAN ST	1 URBAN CORE	7				
SOUTHSIDE BLVD	AVENUES MALL/MALABAR	3 SOUTHEAST	11				
SOUTHSIDE BLVD	IVEY RD	2 GREATER ARLINGTON and BEACHES	4				
SOUTHSIDE BLVD	DEERWOOD PARK	3 SOUTHEAST	11				
SOUTHSIDE BLVD	N LIBERTY ST	1 URBAN CORE	7				
SR-10A	MILL CREEK RD	2 GREATER ARLINGTON and BEACHES	1				
SR-A1A	SR A1A	2 GREATER ARLINGTON and BEACHES	13				
SR-A1A	WONDERWOOD DR	2 GREATER ARLINGTON and BEACHES	13				
UNIVERSITY BLVD	SHOP CTR/MT CARMEL	3 SOUTHEAST	4				
UNIVERSITY BLVD	KENNERLY ROAD	3 SOUTHEAST	4				
UNIVERSITY BLVD	BARNES ROAD	3 SOUTHEAST	4				
UNIVERSITY BLVD	LAKE LUCINA DR	2 GREATER ARLINGTON and BEACHES	1				
UNIVERSITY BLVD	RICHARD ROAD	3 SOUTHEAST	5				
UNIVERSITY BLVD	FOUNTAIN LKE/JU DORM	2 GREATER ARLINGTON and BEACHES	1				
UNIVERSITY BLVD	TERRY RD / BENEY RD.	3 SOUTHEAST	4				
UNIVERSITY BLVD	LOS SANTOS	2 GREATER ARLINGTON and BEACHES	1				
UNIVERSITY BLVD	HARVIN RD	3 SOUTHEAST	4				
UNIVERSITY BLVD	SPRING PARK ROAD	3 SOUTHEAST	5				
UNIVERSITY BLVD	OLD ST. AUGUSTINE RD	3 SOUTHEAST	5				
US-301	SR-228	4 SOUTHWEST	12				
W UNION ST	HOGAN ST	1 URBAN CORE	7				
W UNION ST	N LAURA ST	1 URBAN CORE	7				
W UNION ST	N JEFFERSON ST	1 URBAN CORE	7				
W UNION ST	N JULIA ST	1 URBAN CORE	7				
WATER ST	SR 10/BEAVER ST	1 URBAN CORE	7				
WATER ST	SR104/163/DUNN/BUSCH	6 NORTH	2				
WATER ST	RAMP TO MLK SB	1 URBAN CORE	7				
WATER ST	TWENTY-SEVENTH ST	1 URBAN CORE	10				
WATER ST	RAMP TO MLK NB	1 URBAN CORE	7				

Appendix B. State Road High Injury Networks: Intersections

MAJOR STREET	SIDESTREET	PLANNING DISTRICT	COUNCIL DISTRICT	VEHICLE HIN	MOTORCYCLE HIN	PEDESTRIAN HIN	BICYCLE HIN
WATER ST	FORTY-FOURTH ST	5 NORTHWEST	10				
WATER ST	TWENTY-FIRST ST	1 URBAN CORE	7				
WATER ST	SIXTH ST	1 URBAN CORE	7				
WATER ST	RIVERSIDE PARK PLACE	1 URBAN CORE	7				
WATER ST	EIGHTH ST	1 URBAN CORE	7				
WATER ST	SEVENTH ST	1 URBAN CORE	7				
WATER ST	KING ST	5 NORTHWEST	7				
WATER ST	MONROE ST	1 URBAN CORE	7				
WILSON BLVD	I-295 SB OFF RAMP	4 SOUTHWEST	9				
WILSON BLVD	FIRESTONE RD	4 SOUTHWEST	9				

APPENDIX C. THEMES AND SAFETY PROBLEMS LONG-LIST

Appendix C. Themes and Safety Problems Long-List

THEME	SAFETY PROBLEM	STRATEGY	ACTION
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
			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.
		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.
			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
		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.
			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.
		Implement a Complete Streets mindset	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
		Implement projects identified on the Capital Projects List	Create dedicated expenditure line within the transportation operating budget for Vision Zero capital projects
			Implement projects identified on the Capital Projects list
	Lack of trust or understanding of road safety designs	Conduct demonstration projects for safer streets	Create a quick-build toolkit
			Conduct demonstration projects identified on the Demonstration Projects List
	Poor maintenance creates safety hazards	Implementing proactive maintenance to eliminate hazards and enhance roadway safety.	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	ACTION
DESIGN SAFER STREETS	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
			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 infrastructure 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 20-is-Plenty strategies	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
		Set appropriate target speeds for roadways	Conduct a speed management study along the HIN
			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
			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
			Implement modified speed cushions to reduce vehicle speeds on local and neighborhood streets while minimizing delay for emergency response vehicles

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
		Provide safety when it comes to conflict between right-turning vehicles and crossing pedestrian	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
			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 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
		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.
	Pedestrian getting struck by a through motorist at midblock locations while crossing a roadway	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
			Upgrade existing midblock crossings with high visibility crossings, pedestrian refuge islands, advance stop or yield markings, or raised crossings along the Pedestrian HIN
		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	Evaluate roadways along the pedestrian HIN to determine candidate roadways for redesign
			Implement road diet or narrow travel lanes
		Conduct targeted education for improved safety of pedestrian at midblock locations	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
		Conduct targeted enforcement at midblock crossing locations	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
			Expand LPI Implementation to all Pedestrian HIN intersections
			Provide safety education to pedestrian on using LPI and emphasize the importance of looking back for a motorist turning left or right before crossing
		Upgrade traffic signals with accessible pedestrian signals	Evaluate and upgrade traffic signals on the Pedestrian HIN with of accessible pedestrian signals
		Update traffic signals to default to pedestrian recall and exclusive pedestrian phases	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
	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
			Conduct a sidewalk inventory and identify gaps in sidewalk network and prioritize improvements
			Close sidewalk gaps along Pedestrian HIN
			Implement new sidewalk network along pedestrian HIN
	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
			Develop and maintain a citywide SRTS assessment program in coordination with Duval County Public Schools
			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
		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.
			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	ACTION
NIGHTTIME VISIBILITY FOR SAFETY	Nighttime crashes at intersections	Improve nighttime visibility at intersections	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
	Nighttime crashes involving pedestrians and bicyclists	Improve nighttime visibility for pedestrians and bicyclists	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
	Nighttime roadway departure crashes	Improve nighttime visibility along roadway segments	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	ACTION
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
			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
			Install secure bicycle parking at access points to low-stress walking and biking facilities such as parks, greenways, and multi-use trails
		Improve the existing bicycle network	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
		Improve driveway safety	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
		Conduct educational campaigns for bicycle safety	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 property 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
		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 visibility at signalized intersections and midblock	Improve visibility at signalized intersections or midblock	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
	Bicyclist getting struck in signalized intersection	Implement signalization improvements	Implement bicycle signals along the bicycle HIN
			Optimize signal timings and add bicycle activation to the traffic signal with bicycle detector pavement markings
		Improve existing signalized intersections	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
		Redesign signalized intersections for bicycle safety	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	ACTION
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	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
		Foster a collaborative, unified safety culture by aligning local, regional, and state transportation safety initiatives through ongoing interagency coordination	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.
		Establish an ongoing Vision Zero monitoring committee	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
	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
	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	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
		Communicate to the public on safety initiatives	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	ACTION
PROMOTE A CULTURE OF SAFETY	Lack of funds for safety projects	Prioritize funding for Vision Zero	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.
	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	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
	Inconsistent enforcement of posted speed limits contributes to excessive operating speeds and high crash severity and frequency	Targeted enforcement for lower speeds	Partner with the Jacksonville Sheriff's Office to create a residential speed enforcement plan
			Conduct targeted speed enforcement along the HIN
		Implement speed enforcement cameras around schools and school buses	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	ACTION
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	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
		Leverage smart technologies and regional innovation initiatives to reduce emergency response times	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.
	Opportunity to strengthen cross-agency collaboration	Establish a multi-disciplinary task force to foster collaboration and streamline efforts to address roadway safety challenges.	Establish a multi-departmental and multiagency committee to review crashes on City roads and potential solutions.
	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	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
	Lack of accessible, consistent, and transparent data	Build and maintain a centralized data platform for crash data, ensuring easy access, transparency, and consistent reporting	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
	Limited evaluation of safety project effectiveness	Establish a before-and-after analysis framework to evaluate the impact of safety improvements and guide future strategies	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

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 temporary plastic bollards with more durable infrastructure 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 infrastructure in strategic locations to evaluate their safety and environmental benefits	All	Safe Road Users, Safe Speeds, Safe Roads	Engineering	Incorporate 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 evaluate the performance of the 5 HIN corridors with green infrastructure 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 were 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	
			Initiative 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

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	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	
			Implement modified speed cushions to reduce vehicle speeds on local and neighborhood streets while minimizing delay for emergency response vehicles	All	Safe Roads, Safe Speeds, Post-Crash Care	Engineering, Emergency Response	Implement modified speed cushions along 5 corridors on the HIN identified in the speed management study	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
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 funding opportunities 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	
			Install secure bicycle parking at access points to low-stress walking and biking facilities such as parks, greenways, and multi-use trails	Bicycle	Safe Roads	Engineering	Install 10 new secure bicycle parking along the active bicycle network	Low	Near-Term (2-3 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	

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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	SAFE SYSTEM	5E'S	PROGRESS TRACKING	LEVEL OF COST	TIMELINE	LEAD AGENCY	PARTNER AGENCY
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	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
	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	Safe Roads	Evaluation	Create dedicated expenditure line for Vision Zero projects	N/A	Immediate (1 year)	City of Jacksonville - Department TBD	
			Create dedicated expenditure line within the transportation operating budget for pedestrian and bicycle infrastructure and safety projects	All	Safe Roads	Evaluation	Create dedicated expenditure line for Vision Zero projects	N/A	Immediate (1 year)	City of Jacksonville - Department TBD	
			Update planned capital improvement program to consider the HIN and identified capital projects	All	Safe Roads	Engineering	Update planned capital improvement program	N/A	Immediate (1 year)	City of Jacksonville - Department TBD	
			Establish a permanent funding source for VZ program and align existing funding sources through joint budget requests.	All	Safe Roads	Evaluation	Establish a permanent funding source for VZ program	N/A	Immediate (1 year)	City of Jacksonville - Department TBD	

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
	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
TRANSPORTATION IMPROVEMENT PROGRAM	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	COUNCIL DISTRICT #1	COUNCIL DISTRICT #2	CPAC #1	CPAC #2	UNDERSERVED COMMUNITY
BICYCLE PEDESTRIAN MASTER PLAN - RECTANGULAR RAPID FLASHING BEACONS (RRFB)	San Pablo Road & Central Drive	Bicycle	RRFB Installation	13	N/A	2 GREATER ARLINGTON and BEACHES	N/A	Yes
	San Pablo Road & Crystal Cove Drive	Bicycle	RRFB Installation	13	N/A	2 GREATER ARLINGTON and BEACHES	N/A	Yes
	San Pablo Road & Pablo Bay Drive	Bicycle	RRFB Installation	13	N/A	2 GREATER ARLINGTON and BEACHES	N/A	Yes
	Leonid Road & Gladwynne Road	Pedestrian	RRFB Installation	8	N/A	6 NORTH	N/A	Yes
	Leonid Road & Dunn Avenue	Pedestrian	RRFB Installation	8	N/A	6 NORTH	N/A	No
	Broward Road & Belleshore Circle	Vehicle	RRFB Installation	8	N/A	6 NORTH	N/A	Yes
	Broward Road & Pinehurst Drive	Vehicle	RRFB Installation	8	N/A	6 NORTH	N/A	Yes
	Old Kings Road & Bradford Road	Vehicle	RRFB Installation	5	N/A	3 SOUTHEAST	N/A	Yes
	Old Kings Road & Wales Court	Vehicle	RRFB Installation	5	N/A	3 SOUTHEAST	N/A	Yes
	Old Kings Road & Argentina Road	Motorcycle	RRFB Installation	5	N/A	3 SOUTHEAST	N/A	Yes
	Spring Park Road & San Diego Road	Vehicle; Motorcycle	RRFB Installation	5	N/A	3 SOUTHEAST	N/A	Yes
	Spring Park Road & Saint Nicholas Avenue	Vehicle; Motorcycle	RRFB Installation	5	N/A	3 SOUTHEAST	N/A	Yes
	Spring Park Road & Adirolf Road	Vehicle; Motorcycle	RRFB Installation	5	N/A	3 SOUTHEAST	N/A	Yes
	Rogero Road & Columbine Drive	Vehicle; Motorcycle	RRFB Installation	1	N/A	2 GREATER ARLINGTON and BEACHES	N/A	Yes
	Rogero Road & Gamewell Road	Vehicle; Motorcycle	RRFB Installation	1	N/A	2 GREATER ARLINGTON and BEACHES	N/A	Yes
	Rogero Road & Commerce Street	Vehicle; Motorcycle	RRFB Installation	1	N/A	2 GREATER ARLINGTON and BEACHES	N/A	Yes
	Moncrief Road & Dean Avenue	Vehicle; Bicycle; Pedestrian	RRFB Installation	10	N/A	5 NORTHWEST	N/A	Yes
	Commonwealth Avenue & Palm Avenue	Bicycle; Vehicle	RRFB Installation	9	N/A	5 NORTHWEST	N/A	Yes
	East Bay Street & Liberty Street	Bicycle	RRFB Installation	7	N/A	1 URBAN CORE	N/A	Yes
	West Bay Street & Johnson Street	Vehicle	RRFB Installation	7	N/A	1 URBAN CORE	N/A	Yes
	Forsyth Street & Davis Street	Motorcycle	RRFB Installation	7	N/A	1 URBAN CORE	N/A	Yes
	Laura Street & Independent Drive	Motorcycle	RRFB Installation	7	N/A	1 URBAN CORE	N/A	Yes
	Wesconnett Boulevard & La Moya Avenue	Motorcycle	RRFB Installation	9	N/A	4 SOUTHWEST	N/A	Yes
	Barnes Road & Knight Lane West	Motorcycle; Pedestrian	RRFB Installation	4	N/A	3 SOUTHEAST	N/A	Yes
	Barnes Road & Knight Lane East	Motorcycle, Pedestrian	RRFB Installation	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	COUNCIL DISTRICT #1	COUNCIL DISTRICT #2	CPAC #1	CPAC #2	UNDERSERVED COMMUNITY
BICYCLE PEDESTRIAN MASTER PLAN - BICYCLE NETWORK	45TH ST W from NEW KINGS RD to MONCRIEF RD	Bicycle	BUFFERED BIKE LANE	10	N/A	5 NORTHWEST	N/A	Yes
	45TH ST W from MONCRIEF RD to NEW KINGS RD	Bicycle	BUFFERED BIKE LANE	10	N/A	5 NORTHWEST	N/A	Yes
	MYRTLE AVE N from 33RD ST W to BEAVER ST W	Vehicle; Motorcycle; Pedestrian; Bicycle	BUFFERED BIKE LANE	7	10	5 NORTHWEST	N/A	Yes
	MYRTLE AVE N from BEAVER ST W to 33RD ST W	Vehicle; Motorcycle; Pedestrian; Bicycle	BUFFERED BIKE LANE	7	10	1 URBAN CORE	N/A	Yes
	BROADWAY AVE from EDGEWOOD AVE N to MCDUFF AVE N	Vehicle; Pedestrian; Bicycle	SHARED LANE	9	N/A	5 NORTHWEST	N/A	Yes
	BROADWAY AVE from MCDUFF AVE N to EDGEWOOD AVE N	Vehicle; Pedestrian; Bicycle	SHARED LANE	9	N/A	5 NORTHWEST	N/A	Yes
	EASTPORT RD from FAYE RD to ZOO PKWY	Vehicle; Bicycle	SHARED USE PATH	2	N/A	6 NORTH	N/A	Yes
	RESTLAWN DR from MONCRIEF RD W to PALMDALE ST	Bicycle	SHARED LANE	10	N/A	5 NORTHWEST	N/A	Yes
	RESTLAWN DR from PALMDALE ST to MONCRIEF RD W	Bicycle	SHARED LANE	10	N/A	5 NORTHWEST	N/A	Yes
	FLORIDA AVE from DYAL ST to 1ST ST E	Bicycle	SHARED LANE	7	N/A	1 URBAN CORE	N/A	Yes
	FLORIDA AVE from 1ST ST E to DYAL ST	Bicycle	SHARED LANE	7	N/A	1 URBAN CORE	N/A	Yes
	BROADWAY AVE from MCDUFF AVE N to WESTBROOK RD	Vehicle; Pedestrian; Bicycle	SHARED LANE	9	N/A	5 NORTHWEST	N/A	Yes
	BROADWAY AVE from WESTBROOK RD to MCDUFF AVE N	Vehicle; Pedestrian; Bicycle	SHARED LANE	9	N/A	5 NORTHWEST	N/A	Yes
	BROADWAY AVE from LINE ST to ROBINSON AVE	Vehicle; Pedestrian; Bicycle	SHARED LANE	9	N/A	5 NORTHWEST	N/A	Yes
	BROADWAY AVE from ROBINSON AVE to LINE ST	Vehicle; Pedestrian; Bicycle	SHARED LANE	9	N/A	5 NORTHWEST	N/A	Yes
	ACORN ST from MCQUADE ST to STATE ST W	Bicycle	SHARED LANE	7	N/A	5 NORTHWEST	N/A	Yes
	ACORN ST from STATE ST W to MCQUADE ST	Bicycle	SHARED LANE	7	N/A	5 NORTHWEST	N/A	Yes

Appendix E. Final Capital Projects List

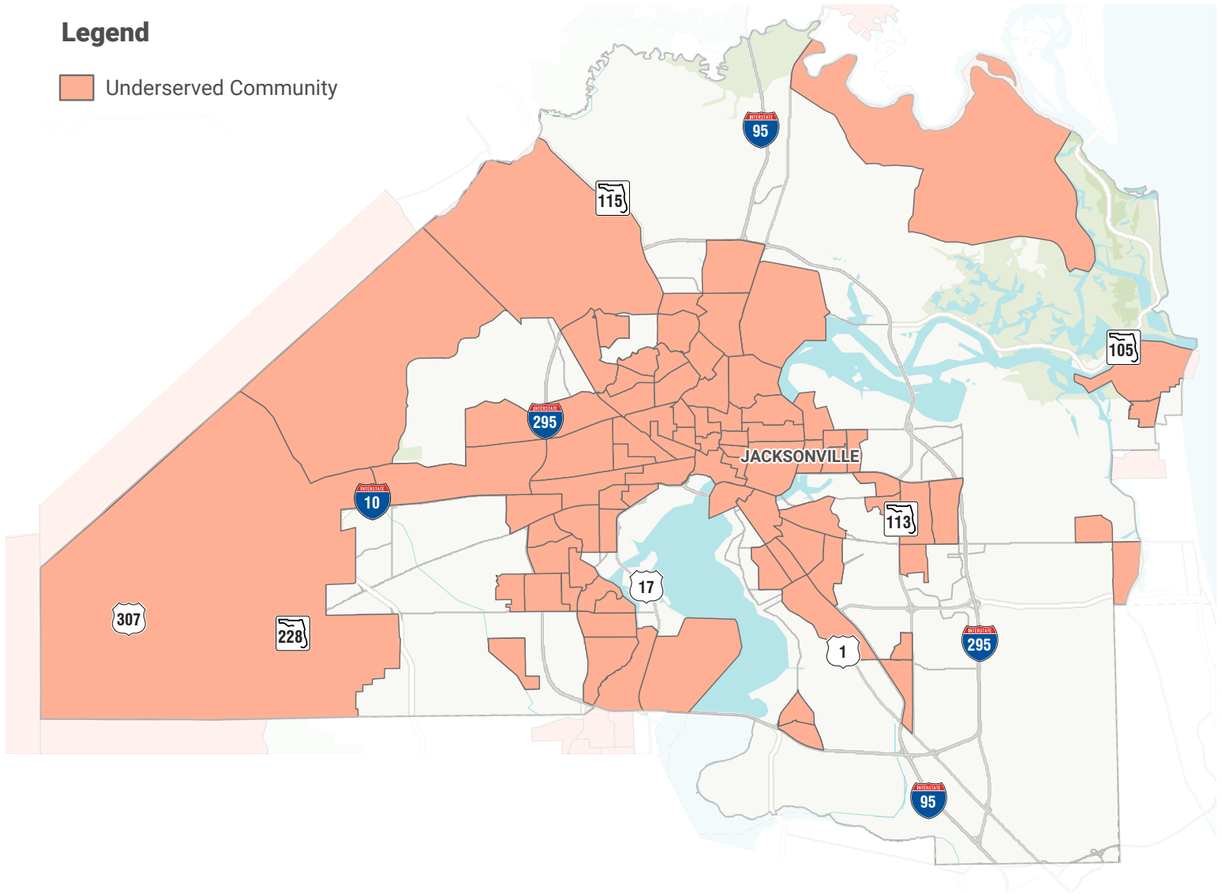
PREVIOUS STUDIES/ PROJECTS	LOCATION	HIN MODE	PROPOSED IMPROVEMENT	COUNCIL DISTRICT #1	COUNCIL DISTRICT #2	CPAC #1	CPAC #2	UNDERSERVED COMMUNITY
PREVIOUS CORRIDOR STUDIES	Moncrief Road Corridor Study (2024)	Vehicle; Motorcycle; Pedestrian; Bicycle	Proposed improvements include lane reductions with added 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

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
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	7	N/A	1 URBAN CORE	5 NORTHWEST	Yes
	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	9	12	5 NORTHWEST	N/A	Yes
	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	10	N/A	1 URBAN CORE	N/A	Yes
ACTIVE TRANSPORTATION INFRASTRUCTURE INVESTMENT PROGRAM	From the S-Line north trailhead to connect with the Moncrief Trail	Pedestrian; Bicycle; Vehicle	A shared-use path (trail) segment connecting the existing trail network: the S-Line portion of the Emerald Trail to Moncrief Trail	10	N/A	5 NORTHWEST	N/A	Yes

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.



APPENDIX F. PROPOSED DEMONSTRATION PROJECTS

Appendix F. Proposed Demonstration Projects

PROJ #	PROJECT NAME	PROJECT TYPE	PROJECT LOCATION	OWNED / MAINTAINED	HIGH INJURY NETWORK	COUNCIL DISTRICT	ESTIMATED MATERIALS
1	Kings Avenue (SR-5)	Protected Bike Lane	Nira Street to Atlantic Boulevard	FDOT	No	5	Striping & delineators, has to be MUTCD/FDM standard
2	Spring Park Road	Protected Bike Lane	Atlantic Boulevard to Emerson Street	COJ	Yes - Local HIN	5	Striping, delineators, wheel stops or armadillos, green conflict markings
3	Fort Caroline Road	Protected Bike Lane	University Boulevard to Rogero Road	COJ	Yes - Local HIN	1	Striping, delineators, wheel stops or armadillos, green conflict markings
4	San Pablo & Las Brisas Way	Intersection	Alimacani Elementary School	COJ	Yes - Local HIN	13	RRFB, refuge island, signage, striping
5	San Pablo Road	Decorative Crossing	River City Science Academy	COJ	Yes - Local HIN	13	RRFB, refuge island, signage, striping
6	Liberty Street	Other	10th street to State Street	COJ	Yes - Local HIN	7	Remove center stripe, intersection daylighting, striped parking bays on alternating sides for chicane effect, or allow parking on both sides to make into a yield street.
7	Forest Street	Protected Bike Lane	Myrtle Avenue to Riverside Avenue	COJ	No	7	Green paint, Qwick Kurb or TreeTop delineators, Parking blocks
8	1st Street	Protected Bike Lane	Jefferson Street to Main Street	COJ	Yes - Local HIN	7	Striping, delineators, wheel stops or armadillos, green conflict markings
9	Riverplace Boulevard	Protected Bike Lane	S Main St to Prudential Dr	COJ	No	5	Green hex patterned or solid surface treatment within existing sidewalk-level bike lane to differentiate between bike lane and sidewalk for pedestrians.
10	Broadway Avenue	Other	McDuff Avenue to Acorn Street	COJ	Yes - Local HIN	9	Striping, bumpouts, advisory lanes, set up as bicycle boulevard
11	McDuff Avenue & Broadway Avenue	Decorative Crossing	Intersection of two HIN Streets	COJ	Yes - Local HIN	9	Striping, decorative crosswalks and/or bumpouts.
12	Collins Road & Whispering Pines	Intersection	Ortega Hills	COJ	Yes - Local HIN	14	Crosswalks, striping, signage.
13	Ricker Road south of 103rd Street	Other	La Casa Prima Apartments	COJ	Yes - Local HIN	14	Sidewalk extensions, RRFBs, crosswalks, signage.
14	Myrtle Avenue	Protected Bike Lane	Kings Road to Beaver Street	COJ	Yes - Local HIN	7	Striping, delineators, wheel stops or armadillos, green conflict markings
15	Pearl Street	Protected Bike Lane	S-Line to 12th Street	COJ	Yes - Local HIN	10	Striping, delineators, wheel stops or armadillos, green conflict markings
16	Myrtle Avenue	Protected Bike Lane	Golfair Boulevard to Kings Road	COJ	Yes - Local HIN	10	Striping, delineators, wheel stops or armadillos, green conflict markings
17	Water Street	Protected Bike Lane	Park Street to N Jefferson Street	COJ	Yes - Local HIN	7	Striping, delineators, wheel stops or armadillos, green conflict markings
18	Collins and Rampart	Protected Intersection	Collins Road and Rampart Road	COJ	Yes - Local HIN	14	Striping, curb extensions, vertical delineation, striping, daylighting, green paint
19	Powers Avenue	Protected Bike Lane	University Ave to Old Kings Rd	COJ	Yes - Local HIN	4	Protected bike lanes, medians, ped refuge areas, green pain in bike lanes,
20	Herlong Road	Decorative Crossing	Herlong Rd and Monteu Rd intersection	COJ	Yes - Local HIN	12	Paint, bollards, signage, gateway yield to peds signage, striping
21	W 13th Street	Decorative Crossing	Crosswalks between Pullman Ave and Fairfax St	COJ	No	10	Decorative crossings (existing crosswalks), painted curb extensions, vertical elements.
22	Alford Place	Other	San Marco Boulevard to Belote Place	COJ	No	5	Bumpouts, curb extensions, pinch points with paint or pavement surface treatment, striping, signage.
23	Old Middleburg Road N	Protected Intersection	Memorial Park Rd and Old Middleburg Rd N	COJ	Yes - Local HIN	5	Paint, bollards, signage, gateway yield to peds signage, striping
24	Kerle St	Other	Kerle St, from Edgewood to Cassat	COJ	No	7	Advisory bicycle-pedestrian lanes / shoulders, both sides of Kerle
25	Springfield Traffic Circles	Intersection	4th & Hubbard, 7th & Hubbard, 4th & Walnut, 7th & Walnut	COJ	No	7	Striping, quick curb, bollards/delineators, signage

Appendix F. Demonstration Projects Narratives

1. KINGS AVENUE (SR-5)

Kings Avenue (SR-5) is a proposed location for buffered or separated bike lanes from Nira Street to Atlantic Boulevard (SR-10). This improvement was identified because it provides a crucial link to extend the Core-2-Coast Trail, and it connects to an existing trail that exists on Nira Street. Kings Avenue is not on the High Injury Network (HIN). Since this is an FDOT street, recommendations must be coordinated with the agency. Additionally, the improvements will likely have to be Manual of Uniform Traffic Control Devices (MUTCD) and FDOT Florida Design Manual (FDM) standard markings and control devices. As of 2024, FDOT does not allow artistic treatments within the right-of-way on the State Route system.

2. SPRING PARK ROAD

Another important segment for the Core-2-Coast Trail is Spring Park Road from Atlantic Boulevard (SR-10) to Emerson Street (SR-126). This street is on the local HIN for both vehicle and motorcycle crashes. Buffered bicycle lanes have recently been installed from Spring Park Elementary School south to the Ripley Avenue intersection. Demonstration level projects along this corridor could explore extending the bike lanes north and/or south, adding vertical elements such as delineators or wheel stops in the lane buffers, or curb extensions in some of the problem intersections along this corridor to tighten curb radii to slow turn speeds.

3. FORT CAROLINE ROAD

Fort Caroline Road in the Arlington area of Jacksonville is on both the local HIN for people walking and bicycling. This street is currently five lanes and according to online traffic data from FDOT carries about 13,000 vehicles per day, making it a good candidate for lane repurposing. Fort Caroline also connects adjacent lane repurposing projects that are already identified or in progress on University Boulevard and Rogero Road. The proposal for this segment of Fort Caroline Road is buffered or separated bicycle lanes through restriping and addition of delineators, wheel stops, and other appropriate and quick-build vertical elements.

4. SAN PABLO ROAD & LAS BRISAS WAY

A potential crossing improvement project would near be the Las Brisas Way intersection with San Pablo Road. San Pablo Road is on the local HIN for people bicycling. The Las Brisas Way intersection provides a great opportunity to provide additional visibility to a recently installed crosswalk just north of the intersection between a significant cluster of residential homes and the Alimacani elementary School and the adjacent school park. The crosswalk already has a raised, grassed median refuge, so color treatment could be added to the crosswalk. Other visibility improvements such as RRFBs could be explored if not included on the recently constructed JTA complete streets project for San Pablo Road.

5. SAN PABLO ROAD

Another crossing improvement opportunity on San Pablo Road is an existing mid-block crossing of San Pablo at the drive entrances for River City Science Academy and Alimacani Elementary School. This could be an opportunity for a decorative crossing, a decorative median refuge of the existing gored-out median, or a decorative ”intersection” between the school driveways.

6. LIBERTY STREET

Liberty Street in Springfield is a local collector with yellow double centerline striping and on-street parking allowed on the west side for most of its length between 10th Street and State Street. It is also on the pedestrian HIN. Potential improvements for Liberty could be removing the centerline striping, allowing or striping parking on both sides of the street for a yield street condition, and targeted bumpouts or curb extensions to daylight intersections and to slow turning movements at intersections.

7. FOREST STREET

Forest Street is an oversized arterial between the Brooklyn District of downtown and Riverside. Lane reallocations have been conceptually proposed on Forest Street in the past. The segment of Forest north of Park Street is on the local HIN for people walking, and it makes important connections between other existing and programmed bicycle infrastructure and trails projects on Myrtle Avenue, Park Street, and Riverside Avenue. Forest Street north of Myrtle Avenue, and Myrtle Avenue are both identified as FDEP trail and FDOT SUN trail opportunities or priorities. As Forest Street crosses Riverside Avenue, it turns into Alfred duPont Place which provides connectivity and trailhead parking for the Northbank Riverwalk. The segment of Forest Street between Myrtle Avenue and Riverside Avenue could involve a tactical lane repurposing for separated bicycle lanes or a separated cycle track delineated with striping, flexible posts or bollards, wheel stops, and decorative color treatments.

8. 1ST STREET WEST

1st Street West is one of several streets in the old Sugar Hill and Hansontown neighborhoods west of Springfield that were widened to four lanes during urban renewal of both areas. The segment from Jefferson Street to the west to North Main Street (US-1, US-17) to the east is four lanes with turn lanes at intersections, and the street squeezes to two lanes with on-street parking along the frontage of historic Bethel Baptist Church. Though not on the HIN, 1st Street makes important connections to existing bicycle lanes on 1st Street east of Main Street. Wider sections of 1st Street could be buffered or separated bicycle lanes, with striped lanes or sharrows where the street narrows at Bethel Baptist. Intersection and crossing improvements could occur along the corridor, especially where other HIN streets cross it, namely Pearl Street and Broad Street.

9. RIVERPLACE BOULEVARD

Riverplace Boulevard was a five to three lane complete streets project constructed in 2019 from the Main Street overpass on the west end to Prudential Drive (SR-5, SR-13) on the east end. The redesigned street features a lush landscape, contemporary site furnishings, on-street parking bays contained within raised and planted bumpouts, wider sidewalks, and sidewalk-level bike lanes. The proposed demonstration project for Riverplace Boulevard is to add a colored pavement treatment to the 5' wide bike lanes for their visibility and clarity of use by people bicycling versus people walking. Based on available budget, the color application could involve traffic paint, Street Bond pavement treatment, or Endurablend cement pavement coating.

10. BROADWAY AVENUE

Broadway Avenue from McDuff Avenue to Acorn Street could serve as a bicycle boulevard or neighborhood greenway that parallels Beaver Street (US-90). This segment of Broadway is on the local HIN for people walking, bicycling, and driving. This street could serve as a valuable connection corridor between the Baldwin Rail Trail, future segments of the Emerald Trail, and the Emerald Trail S-line. Improvements on this street could involve striping, curb extensions, bumpouts, and pinch points with color pavement or artistic treatments, and other traffic calming techniques such as chicanes or traffic circles.

11. MCDUFF AVENUE & BROADWAY AVENUE

A potential crossing improvement at the intersection of McDuff Avenue and Broadway Avenue would be a good candidate with both streets being on the HIN. The are three convenience retail stores on the west side of McDuff, and most of the land use east of McDuff is residential, and there are not marked crossings or wheelchair ramps directed across McDuff until you get to the traffic lights at Beaver Street to the south or Commonwealth Avenue to the north.

12. COLLINS ROAD & WHISPERING PINES DRIVE

The intersection of Collins Road and Whispering Pines Drive is an intersection of concern due to it being a local HIN intersection for pedestrians, and the lack of marked crosswalks. This signalized intersection in the Ortega Hills neighborhood could be improved for people walking by providing four legs of crosswalks around the intersection, along with adding pedestrian signals to the traffic light.

13. RICKER ROAD SOUTH OF 103RD STREET

Ricker Road is on the local HIN for people wanking and driving. A few hundred feet south of 103rd Street (SR-134) is the La Casa Prima Apartments on the east side of Ricker Road, and a retail/commercial center on the west side. There are also two JTA bus stops on either side of the street here with incomplete sidewalk connectivity. In addition to completing the sidewalk network, a midblock crossing between the bus stops that lines up with the driveway of the commercial center would be beneficial to pedestrians and transit users in this area. This project could also be an implementation item for the JTA Creating Safe Spaces Action Plan that is occurring synonymously with the COJ Vision Zero Action Plan work.

14. MYRTLE AVENUE: KINGS ROAD TO BEAVER STREET

This segment of Myrtle Avenue is a low volume, wide street that makes an important trail connection with the Emerald Trail S-Line segment. Myrtle Avenue is on the local HIN for bicyclists and has been studied by the North Florida Transportation Planning Organization (TPO) for corridor improvements. Additionally, Myrtle Avenue is identified as both an FDEP trail and FDOT SUN trail opportunity or priority. Because of the width of this segment, Myrtle Avenue can be restriped as buffered or separated bicycle lanes or a separated cycle track. Eventually, improvements can be extended to the south for connections to the Emerald Trail McCoys Creek segment and into Brooklyn and Riverside.

15. PEARL STREET

Pearl Street from the Emerald Trail S-Line north segment (between Ivy Street and 39th Street) would provide additional connectivity for the Emerald Trail. Pearl Street is on the local HIN for people walking, bicycling, and driving, so slowing and calming traffic is needed on this corridor. Pearl Street could be restriped with buffered or separated bike lanes, or if the center double yellow stripe is removed, Pearl Street could possibly accommodate a separated cycle track. The materials used could be striping, delineators/flexible bollards, wheel stops and green conflict markings.

16. MYRTLE AVENUE: GOLFAIR BOULEVARD TO KINGS ROAD

Myrtle Avenue north of Kings Road is on the local HIN for all mode users, so slowing and calming traffic is a priority on this corridor. There are a series of spot medians between MLK Jr. Parkway (US-1) and 7th Street West. This corridor was also studied by the North Florida TPO for a cycle track and sidepath. The proposed demonstration project would be separated bicycle lanes via striping, delineators or flexible bollards, and wheel stops. Where the medians occur along Myrtle Avenue the separated lanes could become advisory lanes. The transition back and forth between lane types could create a chicane effect along the corridor that could help calm traffic. If the project budget is constrained, other ideas could be shortening the project or to pick a handful of targeted intersections along the corridor to tighten intersection space and turning radii with corner curb extensions.

17. WATER STREET

Water Street is an unnecessarily wide street downtown, four lanes with a median with center turn lanes. The street connects the downtown core to the Emerald Trail LaVilla link in front of the Prime Osbourne Convention Center. Prior concepts from the LaVilla Neighborhood Redevelopment Strategy Plan envisioned a lane repurposing for separated bicycle lanes. Additionally, the City of Jacksonville has drafted an internal concept that looks at a widened median with bike lanes in the center, or a median greenway. The latter option seems to be the favored direction. A demonstration project can explore taking out the turn lanes and inside lanes for separated bicycle lanes and linear park space. Ultimately, improvements can be made further east connecting to the Emerald Trail's Hogan Street segment and the Riverfront Plaza park.

18. COLLINS ROAD AND RAMPART ROAD

This intersection provides a rare opportunity where existing bike lanes on City-owned streets intersect each other, thus providing an opportunity for a demonstration protected intersection. Collins Road west of the Rampart intersection is on the local HIN for bicyclists and drivers. The proposed project is to tighten the intersection corner radii with curb extensions, while looking at potentially removing a turn lane from the lesser traveled Rampart Road legs of the intersection for more buffer space. The bicycle lanes will be routed through and merge with each other within the curb extension bumpouts, separated from vehicular traffic while in the intersection, similar to a Dutch intersection.

19. POWERS AVENUE

Powers Avenue between University Boulevard and Old Kings Road is on the local HIN for people walking, bicycling, and driving, suggesting a need for priority attention. If traffic could be calmed along Powers Avenue, it could serve as a lower stress north-south bicycle and pedestrian alternative to Philips Highway (US-1). The existing five-lane street width could be reduced to three lanes with separated bicycle lanes, spot medians, targeted crossings, and green bicycle lane conflict markings.

20. HERLONG ROAD

The Herlong Road decorative crossing is a project identified by Blue Zones Jacksonville near Normandy Village Elementary School near the Monteau Road intersection. Herlong Road is on the HIN for people bicycling, driving, and riding motorcycles. The intent of the project is to dress up the existing crossing with an artistic crosswalk treatment to bring attention to the crossing.

21. 13TH STREET WEST

13th Street West is another decorative crossings project identified by Blue Zones Jacksonville between Pullman Avenue and Fairfax Street at Susie E. Tolbert Elementary School. 13th Street is not on the HIN, but Spires Avenue is on the HIN for people bicycling. The intent is to add color or artistic treatments to the existing crosswalks at Pullman Avenue, Spires Street, and Fairfax Street to make the crossing more visible and attractive, and to help create pride and a sense of place for these blocks around the school.

22. ALFORD PLACE

Alford Place was a project identified by the San Marco Preservation Society (SMPS) as an alternative and lower stress bicycle and pedestrian corridor from San Marco Square across Hendricks Avenue to Publix, and over to Fletcher Park on the east end where the San Marco Preservation Hall is located. Though Alford Place is not on the local HIN, the recent opening of the San Marco Publix and the added townhome and multifamily residential development in the area, SMPS saw that there was an increased need for a safer way to get around San Marco by foot and bicycle. The project was on the City CIP list but was removed last year. Alford Place could be designed as a bicycle boulevard, neighborhood greenway, or a slow street with striping, curb extensions and pinch points, chicanes, decorative crosswalks and intersections, and signage.

23. OLD MIDDLEBURG ROAD NORTH

The Old Middleburg Road North and Memorial Park Road intersection is another opportunity for a demonstration protected intersection, since bicycle lanes exist or will soon exist on all four legs of the intersection. Because these two streets meet at an acute angle, there is ample opportunity to tighten up the intersection corner radii with striped curb extensions that the bicycle lanes will route through.

24. KERLE STREET

Kerle Street in the Murray Hill neighborhood has been identified as a potential candidate for advisory shoulders or set up as an edge lane street. This segment of the street runs from the mixed-use commercial district along Edgewood Avenue west to Cassat Avenue (SR-111). In this area, Kerle Street does not have sidewalks, and in addition to connecting to the Edgewood Avenue district, there is also a City of Jacksonville community center that houses the Murray Hill Arts Center, and Four Corners Park. This project would remove the existing yellow double centerline striping and adding dashed advisory shoulders. Kerle Street is not on the HIN, but Edgewood Avenue that connects to it is on the local pedestrian HIN.

25. SPRINGFIELD TRAFFIC CIRCLES

City of Jacksonville's Transportation Engineering department has recently been doing engagement with the Springfield neighborhood to provide some traffic calming solutions to combat perceived speeding issues in the neighborhood. Hubbard Street and Walnut Street have been identified for potential traffic circles at the 4th Street and 7th Street intersections. Though not on the local HIN, both Hubbard and Walnut Streets are wider compared to other residential streets in the neighborhood, being 40+ feet wide curb to curb, while most of the other residential streets in Springfield are 30-32 feet wide. The improvements proposed for these traffic circles can include striping, artistic treatments within the circles and surrounding bumpouts, wheel stops, delineators, traffic control signage, and planters/pots.

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