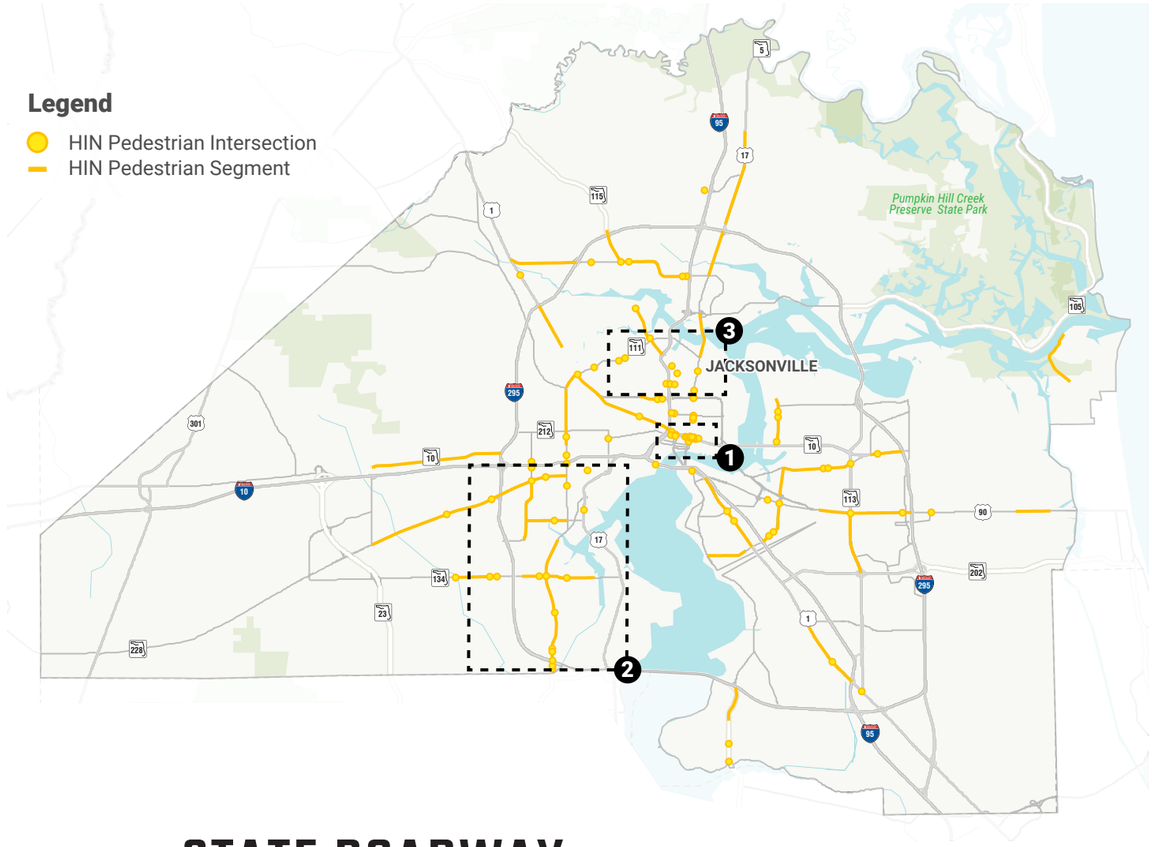
APPENDIX B. STATE ROAD HIGH INJURY NETWORK

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

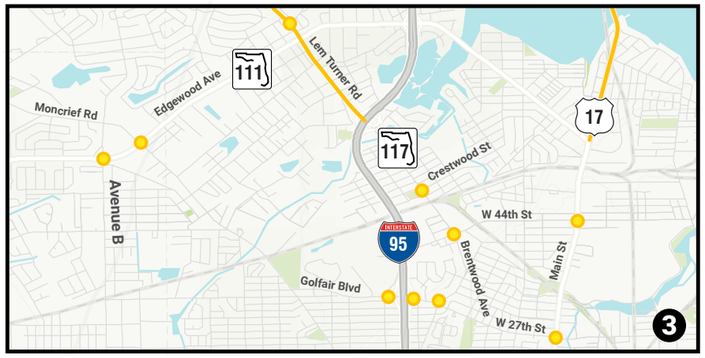
15% of Total Intersections

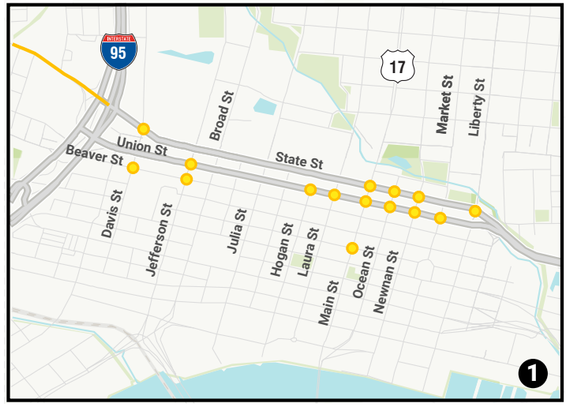
44 HIN Segments

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

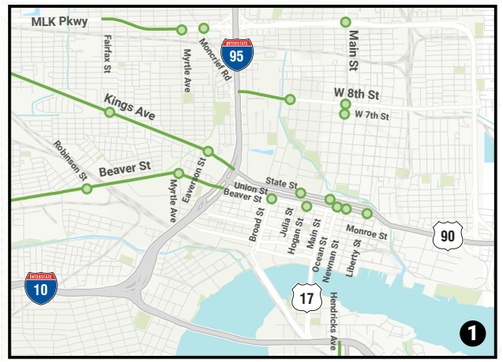
16% of Total Intersections

53 HIN Segments

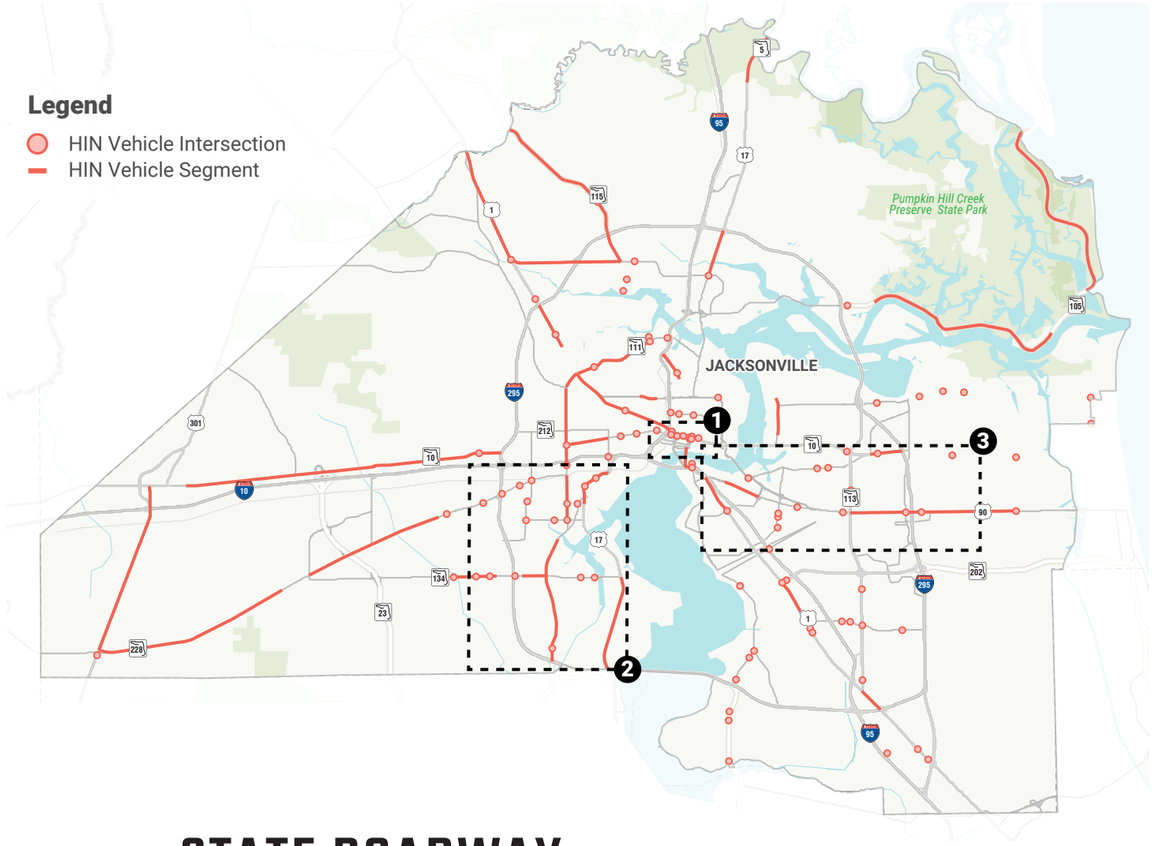
85% Fatal Crashes

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

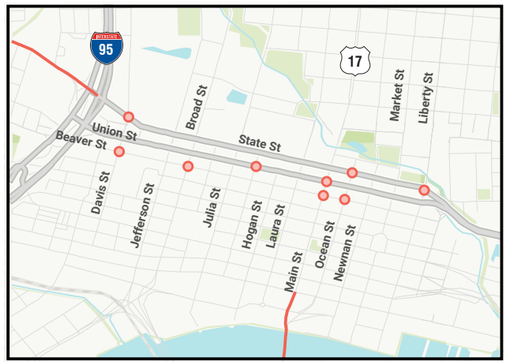
17% of Total Intersections

46 HIN Segments

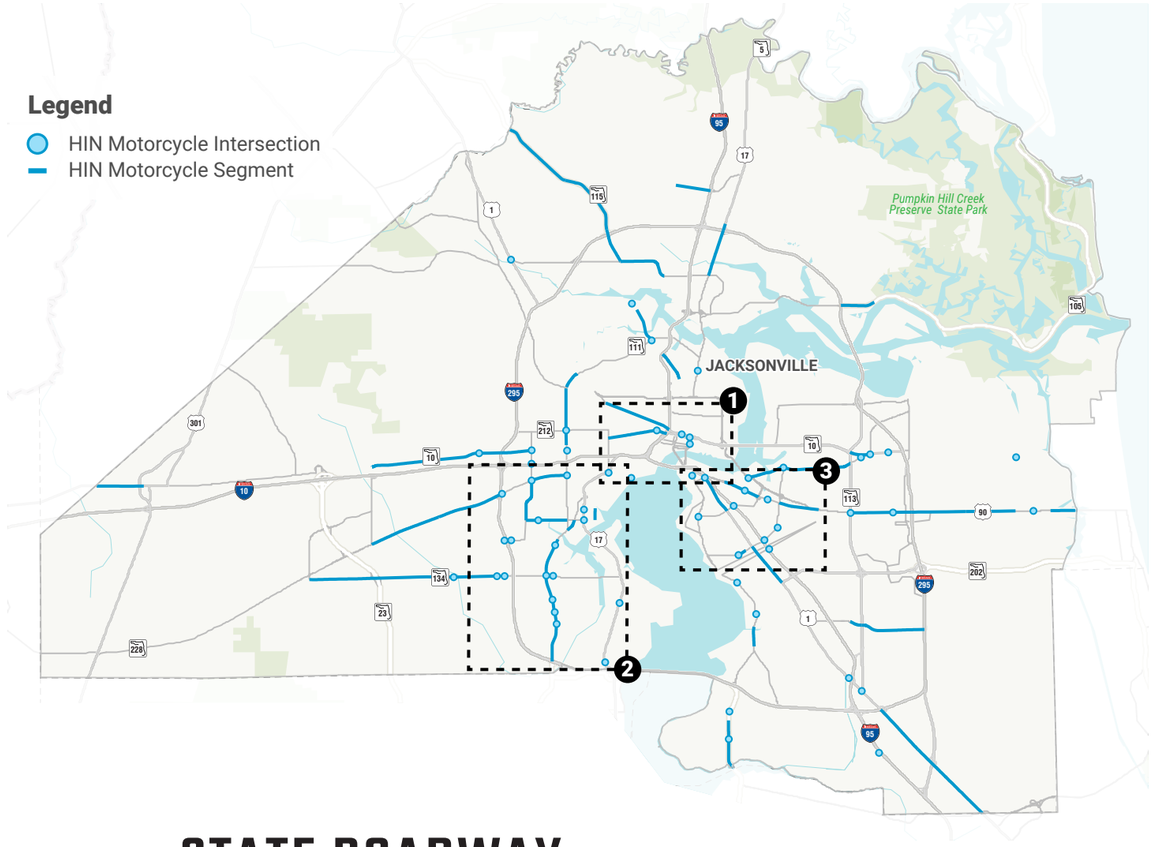
70% Fatal Crashes

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 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
			Improve crosswalk visibility through pavement markings, green paint at conflict points, enhanced bike lane markings and surface materials
		Conduct educational campaigns for bicycle safety	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	

Appendix D. Recommended Strategies and Actions

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

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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

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
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

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
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

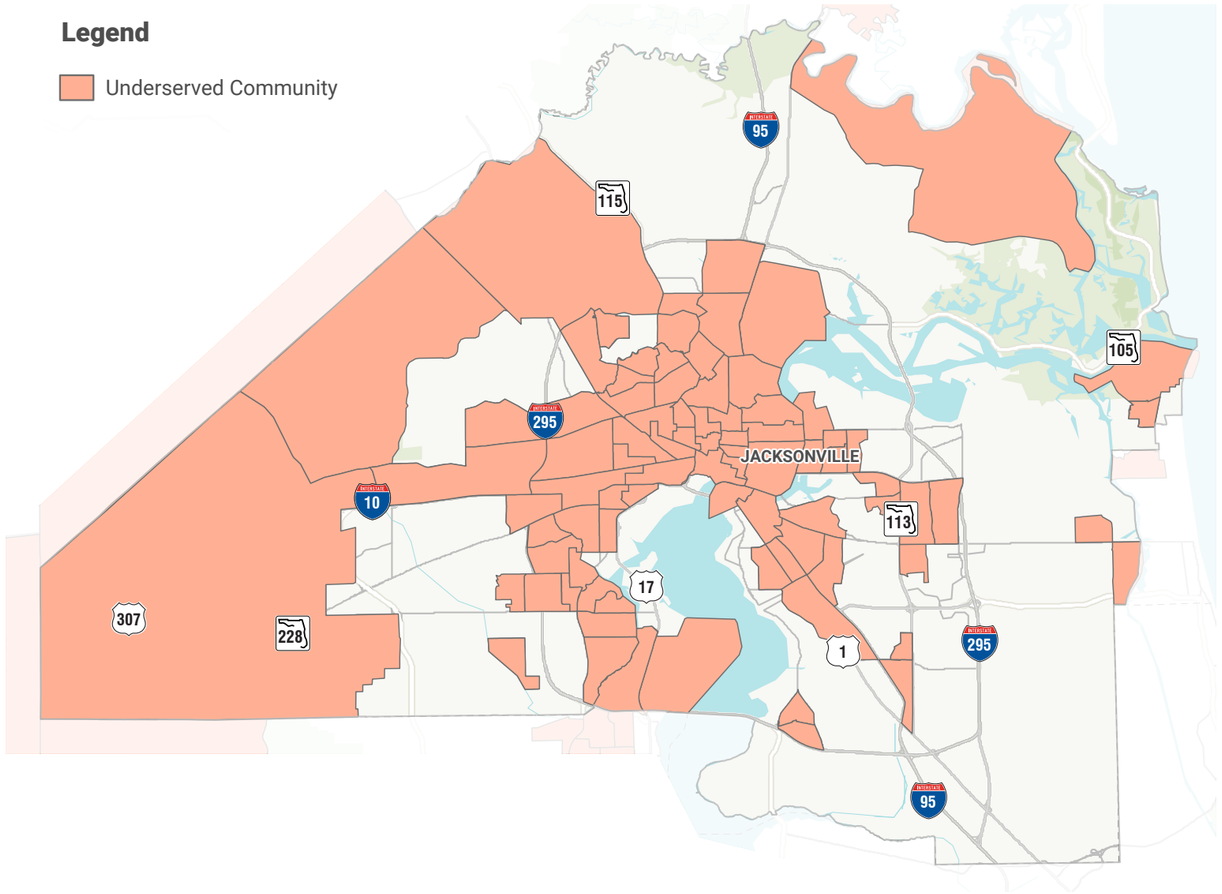
PREVIOUS STUDIES/ PROJECTS	LOCATION	HIN MODE	PROPOSED IMPROVEMENT	COUNCIL DISTRICT #1	COUNCIL DISTRICT #2	CPAC #1	CPAC #2	UNDERSERVED COMMUNITY
PREVIOUS CORRIDOR STUDIES	Moncrief Road Corridor Study (2024)	Vehicle; Motorcycle; Pedestrian; Bicycle	Proposed improvements include lane reductions with added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