City of St. Augustine
Comprehensive Plan 2040

Transportation and Mobility Element
Goals, Objectives and Policies

Note: Unless indicated proposed Goals, Objectives and Policies replace previously adopted.

July 2020

Transportation and Mobility Element

Goals, Objectives and Policies

Chapter 163.3177(6)(b) F.S.

Transportation and Mobility Summary

The new Transportation and Mobility Element of the Comprehensive Plan is a required element. The element is the chapter of the Comprehensive Plan that establishes the overall plan and framework for a long-term transportation network, addressing impacts of traffic, and establishing a program to encourage multiple modes of transportation for the City. It is the element that outlines all of the important issues to try to address traffic, livability, tourist volume, and a potential balance of modern transportation needs in an ancient city.

The Mobility Plan for the City of St. Augustine includes a range of options to manage vehicular traffic and congestion, reduce pressure and improve the transportation experience downtown, while simultaneously encouraging the use of multimodal transportation and other associated improvements.

Management strategies include establishing a park once environment, access to short and long-term parking that encourages the use of the existing historic district parking garage, and implementation of variable parking pricing to encourage the efficient use of the existing parking in the downtown area.

Downtown management also includes shared streets, pedestrian, bicycle and accessibility improvements, along with a potential circulator system.

Encouraging multimodal transportation includes developing peripheral parking facilities, which may be surface initially and/or garages, improving regional road, rail and trail connections, providing safe and connected facilities for pedestrian and bicycle usage, and utilizing water taxis on the City's waterways.

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Overall Goal

The City will encourage accessible, energy efficient, sustainable and economically viable transportation options that meet the needs of residents, employers, employees and visitors through a variety of innovative methods that are sensitive to the environmental, historical, and cultural resources of the City of St. Augustine.

Transportation

TME Goal 1Transportation

To maintain a coordinated multimodal transportation system which provides for the safe, efficient, and economical movement of people, goods, and services, which is consistent with the Future Land Use Plan, recognizes the impact resulting from sea level rise and higher, more intense rainfall, conserves energy, and protects the City's natural, cultural, and historical resources.

TME Objective 1.1

The City shall provide a safe, convenient and efficient motorized and nonmotorized transportation system. (Adopted June 2011 Ord. #2011-02)

TME Policy 1.1.1

The city may, as appropriate, encourage and incorporate policies as part of its transportation and mobility planning including, but not limited to the following:

- Transportation demand management programs;
- Transportation systems management programs;
- Revised parking standards and regulations;
- Transit services that may include community circulators, buses, autonomous transit vehicles and rail;
- Community bike share programs;
- Alternative vehicle shared-use paths for low speed vehicle types;
- Parking facilities, that also safely and conveniently accommodate pedestrian, bicycle, and transit accessibility and connectivity;
- “Complete streets” policies that consider all users of the transportation system by providing choices to make walking, bicycling, and riding transit, convenient, safe and attractive;
- Transit and pedestrian-oriented site design standards and regulations; and,

- Pedestrian, bicycle, and transit facility amenities and enhancements, such as landscaped and shaded routes and shelters.

TME Policy 1.1.2

Proposed roadway improvement projects shall be evaluated, ranked, and added to the improvement program based on the need to:

- Protect the public health and safety;
- Fulfill the City's legal commitment to provide facilities and services;
- Meet, maintain or enhance Quality of Service standards;
- Preserve or achieve full use of existing facilities;
- Promote efficient use of existing facilities;
- Prevent or reduce future maintenance or improvement costs;
- Provide service to development areas consistent with the Future Land Use Element and the Transportation and Mobility Element;
- Provide and facilitate partnerships for a community circulator or transit services; and
- Provide sidewalks and bike paths where none currently exist.

TME Policy 1.1.3

The City shall continue to use Florida Department of Transportation (FDOT) counts on all state facilities, and work with St. Johns County to collect traffic count data for County roadways within the City limits. The analysis of these counts will focus first on constrained facilities, then on segments nearing maximum level of service, and then on other roadways. The studies will be conducted using the methodology from the most recent version of FDOT Quality/Level of Service Handbook to provide an understanding of the volume of traffic moving in and through the city.

TME Policy 1.1.4

Continue to implement provisions of the adopted Mobility Plan related to traffic circulation (one-way and two-way streets), satellite parking areas, public transportation, and on-street parking.

TME Policy 1.1.5

Continue to maintain programs to license trams and other forms of paratransit. Continue to work with the Sunshine Bus Company and other providers to determine service routes that can provide enhanced mobility as an alternative to the single-occupant automobile. (Adopted June 2011 Ord. #2011-02)

TME Policy 1.1.6

The City shall continue to provide signage and traffic signals on City streets which conform with the Manual on Uniform Traffic Control Devices standards. The City shall continue to support both the St. Johns County and FDOT practice of providing signage and traffic signals on State

and County roadways in the City which conform with the Manual on Uniform Traffic Control Devices standards. (Adopted June 2011 Ord. #2011-02)

TME Policy 1.1.7

The City shall continue to consider the development of bicycle and pedestrian routes taking into consideration roadway widths, traffic volumes and accident rates, with the safety of the cyclists being the primary concern. (Adopted June 2011 Ord. #2011-02)

TME Policy 1.1.8

The City establishes the following priorities for transportation and roadway improvement projects:

1st priority projects which are needed to protect the public health and safety;

2nd priority projects which are needed to preserve or achieve full use of existing facilities, to promote efficient use of existing facilities, or to prevent or reduce future maintenance or improvement costs;

3rd priority projects which are needed to promote infill development and redevelopment; and

4th priority projects which are needed to provide facilities and services to new developments.

TME Objective 1.2

Protect existing and future rights-of-way from building encroachment, through the continued enforcement of the subdivision regulations, right-of-way permitting regulations and development regulations. (Adopted June 2011 Ord. #2011-02)

TME Policy 1.2.1

The City shall continue to enforce Chapter 23 of the City Code (subdivisions) which requires that all subdivisions platted in the future designate permanent rights-of-way providing access to each lot or parcel in the subdivision on the subdivision plat. The City shall continue to enforce the Right-of-Way permitting process established in Chapter 22 (streets, sidewalks, parks and miscellaneous public places) of the City Code which regulates connections and access points of driveways to roadways, the installation, repair or replacement of utilities and prohibits the construction of any buildings or structures in any public right-of-way. Connections to City roadways shall be regulated according to local standards. Connections to state roadways shall be regulated by FDOT standards. The City shall continue to enforce Chapter 28 of the City Code (zoning and on-site parking) which requires all structures and buildings to be constructed on private property, and which also establishes minimum required yards (setbacks) in the zoning districts associated with each land use classification. (Adopted June 2011 Ord. #2011-02)

TME Policy 1.2.2

For all new subdivisions and new developments requiring or providing public or private roadways, rights-of-way of sufficient width shall be provided for adequate stormwater management and utilities facilities, and to accommodate the Complete Street design standards as implemented in the Land Development Code.

TME Objective 1.3

The Transportation and Mobility Element system shall be consistent with and support the Future Land Use Plan as depicted on the Future Land Use Map series and all subsequent amendments.

TME Policy 1.3.1

The City shall continue to implement the adopted comprehensive plan by including all land development regulations governing the use of land in the City Code. All applications for development shall be subject to site plan review by the City. Site plan review shall consist of review of the development proposal for compliance with all applicable chapters of the City Code. (Adopted June 2011 Ord. #2011-02)

TME Policy 1.3.2

The City shall continue to maintain or improve existing pedestrian facilities at a minimum by: repairing and replacing sidewalks as needed, including handicap accessible curb cuts at crosswalks; continuing to provide benches for public seating in the Plaza, along the bayfront and other areas; and continuing to provide signs and maps directing pedestrians in the downtown area to public restrooms and other points of interest.

TME Policy 1.3.3

The City shall continue to discourage urban sprawl and encourage efficient, compact, infill and redevelopment within the existing “urban” area of the city including existing commercial corridors.

TME Policy 1.3.4

The City recognizes that certain roadway corridors will be congested, and that congestion will be addressed by means other than solely considering adding capacity for single occupant automobiles.

TME Policy 1.3.5

The City shall coordinate transportation planning with the Future Land Use Element to provide multi-modal transportation facilities which are adequate to accommodate the uses shown on the Future Land Use Map (FLUM). The City shall determine, on a case-by-case basis, if a proposed development is consistent with the Transportation and Mobility Element and the FLUM through the site plan review process.

TME Policy 1.3.6

The City may require new development and redevelopment to support alternative modes of transportation through such measures including, but not limited to, the provision of sidewalks, bikeways, transit stops or other facilities that support alternative modes of transportation, such as parking management systems and park-and-ride facilities.

TME Policy 1.3.7

The City may require developers of commercial property to provide for convenient and safe access to bicyclists and pedestrians and may provide a secure location for the storage of bicycles on-site.

TME Policy 1.3.8

The City shall revise its Land Development Code to ensure consistency with the policies contained in this Plan. Development review will ensure predictable evaluation criteria for assessing site plan design.

TME Policy 1.3.9

The City shall ensure that all new development and redevelopment is designed and required to: safely promote increased walking, bicycling, low speed alternative vehicles and a circulator or community transit use while reducing vehicle trip lengths and vehicle miles of travel, as outlined in the Future Land Use and Transportation and Mobility Elements of the Comprehensive Plan. This will also be implemented in the Land Development Code, and potentially funded through either collection of fees or improvements to the multi-modal transportation system that further the achievement of multi-modal performance measures established by the City's Mobility Plan.

TME Policy 1.3.10

The city shall further support pedestrian, bicycle, and a community circulator or transit use by:

- Considering an increase in residential density and non-residential intensity in locations that serve to help meet the goals of the Comprehensive Plan;

- Planning for an appropriate mix of residential, commercial, educational, recreational, institutional and other complimentary uses allowing residents and visitors to meet their daily needs more efficiently while minimizing travel distances;
- Requiring that sites be designed in a manner that provide safe, and convenient access for pedestrians, cyclists and circulator or transit users;
- Increasing sidewalk connectivity to reduce trip lengths and create a more walkable system of short blocks; and
- Providing complete streets that foster neighborhood connectivity to nearby commercial retail areas.

TME Objective 1.4

The city shall use design features such as wide sidewalks, street trees, on-street parking, narrow travel lanes, consolidation of driveways and turn lanes, traffic calming, prominent crosswalks, modest building setbacks, and signal timing, where feasible, to achieve more modest average vehicle speeds in order to create a more balanced and livable street system that supports transportation choice, energy efficiency, and enhanced quality of life.

TME Policy 1.4.1

The city shall consider adopting standards for constructing "context-sensitive" local streets that support walking, bicycling and a circulator or transit use while continuing to accommodate safe vehicular travel. "Context-sensitive" design recognizes that not all streets should be designed to move high-speed traffic, and that many local streets should be designed with a higher priority to calming traffic and promoting multi-modal transportation. Cross-sections will be designed to maximize rights-of-way to discourage excessive speeds, and provide on-street parking, bicycle lanes, and sidewalks. The city shall encourage FDOT and St. Johns County to apply these standards for streets within the city limits.

TME Policy 1.4.2

The multi-modal network shall be designed to avoid, minimize, and mitigate adverse impacts upon cultural, natural and historic resources and scenic quality during the siting, design, construction, operation, and maintenance of the transportation system. Use of the transportation system to enhance cultural, natural and historic resources and preserve neighborhood character and scenic quality shall be considered where possible.

TME Policy 1.4.3

Transportation facilities shall be located, designed, constructed, and maintained to avoid, minimize and mitigate adverse impacts to conservation and open space areas consistent with the Conservation and Coastal Management Element and the Recreation and Open Space Element of the Comprehensive Plan.

TME Policy 1.4.4

Appropriate conservation, arboricultural, and horticultural standards shall be used in the design, construction, and maintenance of transportation facilities in order to promote energy conservation, reduce heat-island effect, enhance the creation of corridors by connecting habitats, and providing the safe passage of wildlife, and improve scenic quality consistent with the Conservation and Coastal Management Element and the Recreation and Open Space Element of this Comprehensive Plan.

TME Policy 1.4.5

Traffic calming shall be used, where appropriate, to reduce the negative impacts of vehicle volume or speed on neighborhood streets and any streets that provide service to non-motorized travelers.

TME Policy 1.4.6

Intersections shall be designed to slow vehicular traffic and promote safe pedestrian crossing.

TME Policy 1.4.7

The city shall use street resurfacing projects as an opportunity to install or enhance sidewalks, bicycle lanes, raised medians, and brick or brick imprinted paver or painted crosswalks, where feasible. If not a city project, the city shall recommend that FDOT, St. Johns County, or private developers make such enhancements.

TME Policy 1.4.8

Future development or redevelopment shall make provisions for safe, convenient on-site traffic flow, adequate parking shall be provided and designed so as not to be a detriment to pedestrian, bicycle and circulator or transit access.

TME Objective 1.5

Coordinate the City's Transportation and Mobility Element plan with the plans and programs of the Florida Department of Transportation (FDOT) and St. Johns County.

TME Policy 1.5.1

The City shall continue to maintain staff level communication with the FDOT to keep informed of FDOT regulations, plans, schedules and activities concerning traffic signs and signals, roads,

bridges and access management related to the state highway system in the City limits. The City shall continue to maintain staff level communication with St. Johns County to keep informed of County regulations, plans, schedules and activities concerning traffic signs and signals, roads, bridges and access management related to County roads in the City limits.

TME Policy 1.5.2

Continue to improve the aesthetic appearance of the gateways into the City, such as West Castillo Drive through installation and maintenance of landscaping, street lighting and other appurtenances.

TME Policy 1.5.3

Maintain the present street pattern and restore colonial street widths where practical in the area bounded by Orange, Cordova, and St. Francis Streets and the bay front.

TME Policy 1.5.4

The City shall work with FDOT to limit the use of roadways other than San Marco Avenue, King Street, Avenida Menendez and the Bridge of Lions in the area of the City of St. Augustine National Register District(s) as arterials in the State highway system.

TME Policy 1.5.5

All traffic control signs, traffic signals, transformers, switching gear and related accessory equipment to be installed in the public right-of-way in locally designated historic preservation zoning districts shall be approved by the Historic Architectural Review Board (HARB).

TME Objective 1.6

The City recognizes that the use of gasoline creates a large portion of the greenhouse gas emissions and shall incorporate transportation strategies to address the reduction of these greenhouse gas emissions. The City shall identify and pursue strategies to reduce the vehicle miles traveled.
A) Establish locations for compact mixed-use development.
B) Increase opportunities for job creation proximate to higher density residential.
C) Facilitate future opportunities for transit-oriented developments.
D) The City shall encourage existing and new developments to be connected by roadways, bikeways, and pedestrian systems that encourage travel between neighborhoods and access to transit without requiring use of the major thoroughfare system. (Adopted June 2011 Ord. #2011-02)

TME Policy 1.6.1

The City shall employ Transportation System Management Strategies to protect the right-of-way, improve efficiency and enhance safety. The City will continue efforts to coordinate and participate in, when feasible, regional transportation studies which encourage and promote transit initiatives. The City will continue to work with St. Johns County, Jacksonville Transportation Authority (JTA), North Florida TPO, Northeast Florida Regional Council (NEFRC) and FDOT and other transportation agencies to educate and encourage transit in the region including rail and a possible commuter stop within the city limits.

TME Objective 1.7

The City shall take steps to improve its transportation system that protects the lives and property of its residents from the effects of natural disasters including high tide events, storm surge, flash floods, stormwater runoff and sea level rise.

TME Policy 1.7.1

When evaluating new development proposals or redevelopment proposals, the City will require developers to build in a manner that lessons risk to transportation public investments and private property, particularly in those areas identified in the Conservation and Coastal Management Element and the Coastal High Hazard Area shown in the Future Land Use Element map series.

Mobility

TME Goal 2 Mobility

Establish a coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, circulator and transit users, motorized vehicle users, rail and trail users, and is sensitive to the City of St. Augustine's natural, cultural, and historical resources.

TME Objective 2.1

The City shall provide a safe, convenient, connected, visible, and efficient multimodal transportation system. The measurable targets for this objective are based upon the establishment of multimodal quality of service standards for people walking, bicycling, riding transit, and driving.

TME Policy 2.1.1

The establishment of quality of service standards shall be used to periodically measure mobility provided within the City.

TME Policy 2.1.2

The quality of service standards shall be used for multimodal transportation planning to identify needed improvements for future updates of the Mobility Plan.

TME Policy 2.1.3

The quality of service standards shall also be used to develop multimodal capacities for projects included in the Mobility Plan that will serve as the basis for development of a Mobility Fee to be paid by new development and redevelopment with an increase in person travel demand.

TME Policy 2.1.4

The established quality of service standards maybe used for Complete Street Design and to establish requirements for new development and redevelopment to achieve for multimodal facilities internal to the project and along external on-site property boundaries.

TME Policy 2.1.5

The City adopts the following quality of service standards for streets and roads based upon posted speed limits that encourage slower vehicle speeds and creates a safer environment for people to walk, bicycle and access transit.

Posted Speed Limit	Street and Road Quality of Service Standard
15 MPH or less	A
20 MPH	B
25 MPH	C
30 MPH	D
35 MPH or greater	E

TME Policy 2.1.6

The City adopts the following quality of service standards for sidewalks, paths and trails that accommodate travel demand for people walking, jogging, running, skating, riding a bicycle, scooter or micromobility device based on the width of the facility and the type of physical separation from motor vehicle travel lanes. The land development code shall further define the types of physical separation.

Facility Type	Limited Separation	Street Trees	On-Street Parking	Landscape Buffer
Trail 12’ or wider	B	A	A	A
Path 10’	C	B	B	B
Path 8’	D	C	C	C
Sidewalk 7’ or less	E	D	D	D
The presence of two or more physical separation features, such as on-street parking and street trees would result in an increase in one letter grade. For example, a 10’ wide path with street trees and on-street parking would achieve a quality of service of “A”, a 5’ wide sidewalk with street trees and a landscape buffer would achieve a quality of service of “C”				

TME Policy 2.1.7

The City adopts the following quality of service standards for bike lanes that accommodate travel demand for people skating, riding a bicycle, scooter, skateboard, or micromobility device based on the width of the facility and either the level of physical separation from motor vehicle travel lanes, the visibility of the facility or the posted speed limit. The land development regulations shall further define the types of physical separation and pavement markings.

Facility Type	Limited	Protected	Buffered	Green	Posted Speed

	Separation			Lane	Limit
Bike lane 6’ or more	B	A	A	A	30 mph – A
Bike lane 5’	C	A	B	B	25 mph – B
Bike lane 4’	D	A	B	C	20 mph – C
Paved Shoulder	E	B	C	D	20 mph – D
The presence of a physical separation features, along with pavement markings and posted speed limits would result in an increase in one letter grade.					

TME Policy 2.1.8

The City adopts the following quality of service standards for transit based upon frequency of service. The service standards are only for roadways or corridors that feature transit service. The City may elect to establish target transit quality of service standards for public/private partnership proposals and during the annual capital improvements planning process.

Frequency of Service	Trolley	Bus	Streetcar	Aerial Tram
10 minutes or less	A	A	A	A
15 minutes	B	B	B	B
30 minutes	C	C	C	C
45 minutes	D	D	D	D
60 minutes	E	E	E	E

TME Goal 3 Mobility Planning

To enhance the quality of life for City residents and reduce congestion by (1) making it safer and more convenient for people to walk and bicycle, (2) creating a park once environment within the multimodal district for longer duration visits, and (3) developing innovative parking management strategies that improve access to local businesses and reduce the impact of non-city resident traffic on residential streets.

TME Objective 3.1

To develop and implement a 2040 Mobility Plan focused on the movement of people, the provision of multiple multimodal transportation options to move about the community, the pursuit of a park once environment for travel within the City's multimodal district for longer duration visits, and the development of a Mobility Fee, based upon the projects identified in the Mobility Plan, that allows for new development and redevelopment to equitably mitigate its impact to the multimodal transportation system.

TME Policy 3.1.1

The City will promote an interconnected, multimodal transportation system that transitions from a system focused on quickly moving motor vehicles toward a system that emphasizes the movement of people of all ages and abilities, whether those people choose to walk, bicycle, ride transit, drive a motor vehicle or use a new transportation mobility technology.

TME Policy 3.1.2

The Mobility Plan shall identify multimodal projects that include improvements, services, and programs for people walking, bicycling, riding transit, driving motor vehicles and utilizing new mobility technologies. The projects identified in the Mobility Plan shall be based upon existing demand and projected increases in personal travel demand by 2040, the mobility plan horizon year, from new development, redevelopment, tourism and the growing population in northeast Florida.

TME Policy 3.1.3

Mobility Plan projects within the City's multimodal district shall prioritize walking and bicycling and the provision of safe, visible, connected and convenient ADA compliant facilities to encourage people walking and bicycling.

TME Policy 3.1.4

The Mobility Plan shall promote a park once environment with parking garages located outside of the multimodal district for longer duration visits generally exceeding three or more hours. Surface parking lots maybe initially provided with the intent of constructing parking garages. The Mobility Plan shall include transit circulator routes and identify water taxi docks, for public and/or private water taxi service, that connect the parking garages to destinations within the multimodal district. As more parking spaces are located in parking garages along the periphery of the multimodal district and frequent multimodal transportation options are provided, longer duration visits may include visits of two or more hours in length.

TME Policy 3.1.5

The City shall evaluate opportunities to partner with private transit companies to provide services and shall also consider water taxi services, and new transit technology including autonomous microtransit vehicles and aerial tramways. The City shall maintain and expand programs to license transit providers and water taxi services, along with paratransit services. The City shall continue to work with the Sunshine Bus Company and other transit providers to determine service routes that can provide enhanced mobility.

TME Policy 3.1.6

The addition of motor vehicle capacity, turn lanes, or upgrades to enhance the flow of vehicles within the multimodal district shall be discouraged, accept for access improvements from US 1 to the Historic Downtown Parking Garage. Mobility Plan projects for motor vehicles shall be focused on the diversion of cut-through and regional traffic away from the multimodal district and onto US 1, SR 207, SR 312, and SR 16, with an emphasis on further diversion of trips away from US 1 and SR 207 once the SR 313 extension is completed.

TME Policy 3.1.7

The Mobility Plan projects shall further the multimodal quality of service standards established in TME Objective 1.1

TME Policy 3.1.8

The Mobility Plan projects may include, but are not limited to, sidewalks, paths, trails, bike lanes, protected bike lanes, buffered bike lanes, bicycle boulevards, bicycle racks, shared streets, speed reduction programs, shared-use multimodal lanes, flexible lanes, dedicated transit lanes, high-occupancy vehicle lanes, mobility hubs, pavement markings, traffic control devices, enhanced crosswalks, advanced warning systems, streetscape, hardscape, landscape, turn lanes, intersection improvements, safety improvements, roundabouts, bridges, transit stops, shelters, stations and pull-out bays, transit vehicles, and new motor vehicle travel lanes.

TME Policy 3.1.9

The Mobility Plan projects may include repurposing existing right-of-way from motor vehicle travel lanes to lanes for shared streets, dedicated transit facilities, high-occupancy lanes, protected bicycle facilities, flexible 15 MPH lanes, shared-use multimodal lanes, expansion of sidewalks, trails and paths, and the integration of green infrastructure.

TME Policy 3.1.10

The objectives and subsequent policies in the Transportation and Mobility Element related to Complete Streets, reduced fatalities and injuries of transportation system users and parking management are components of the overall Mobility Plan. Multimodal projects include those identified in the Mobility Plan and future multimodal projects developed under Complete Streets, safety programs, and parking management strategies.

TME Policy 3.1.11

The City establishes the following priorities for multimodal projects:

1st priority projects which are needed to protect the public health and safety;

2nd priority projects which are needed to preserve or achieve full use of existing facilities, to promote efficient use of existing facilities, or to prevent or reduce future maintenance or improvement costs;

3rd priority projects which are needed to promote infill development and redevelopment; and

4th priority projects which are needed to provide facilities and services to new developments.

TME Policy 3.1.12

Utility providers shall coordinate repairs, replacements and upgrade of utilities within public rights-of-way and publically accessible easements with the City to identify opportunities to incorporate the Mobility Plan, Complete Street, safety, and parking management multimodal projects into the utility projects.

TME Policy 3.1.13

Right-of-way use permits issued, renewed, or extended by the City shall include requirements that all utility projects within rights-of-way and easements be coordinated with the City to identify opportunities to incorporate the Mobility Plan, Complete Street, safety, and parking management multimodal projects.

TME Policy 3.1.14

The City shall coordinate resurface, restoration, and rehabilitation, collectively known as (3R) projects, with the County and the State to identify opportunities to incorporate the Mobility Plan, Complete Street, safety, and parking management multimodal projects with 3R projects.

TME Policy 3.1.15

The City shall require that all right-of-way use and access connection permits issued to new development and redevelopment of any land use include an evaluation of impacts to and opportunities to coordinate with the Mobility Plan, Complete Street, safety, and parking management multimodal projects with 3R projects.

TME Policy 3.1.16

The City shall coordinate with the County and the State on driveway and access connection permits to evaluate the impacts to and opportunities to coordinate with the Mobility Plan, Complete Street, safety, and parking management multimodal projects with 3R projects.

TME Policy 3.1.17

The City shall require all comprehensive plan amendments, rezonings, final development engineering plans and changes of land uses evaluate the impacts to and opportunities to coordinate with the Mobility Plan, Complete Street, safety, and parking management multimodal projects.

TME Policy 3.1.18

The City shall consider opportunities for public/private partnerships and for agreements with third parties and other local government entities to advance the Mobility Plan, Complete Street, safety and parking management projects; including the consideration of both front ending and reimbursement agreements, from lawfully available revenue sources, to advance multimodal projects.

TME Policy 3.1.19

The City shall account for sea level rise in the planning and design of the Mobility Plan, Complete Street, safety, and parking management multimodal projects.

TME Policy 3.1.20

The City shall evaluate the provision of safe routes to school in the planning and design of Mobility Plan, Complete Street, safety, and parking management multimodal projects.

TME Policy 3.1.21

A Mobility Fee is one source of revenue to fund the projects identified in the Mobility Plan. Gas, property and sales tax, CRA, County, State and Federal grants and funds, special assessments, higher education student fees, user fees, private party contributions, and parking revenues are all additional sources of revenue that are available to fund projects identified in the Mobility Plan. The City should consider opportunities to combine revenue sources, to the extent permissible, to advance the Mobility Plan, Complete Street, safety and parking management multimodal projects.

TME Policy 3.1.22

The Mobility Plan projects shall serve as the basis for development of a mobility fee. The Mobility Fee shall be a one-time assessment on new development or redevelopment that results in an increase in person travel demand. The Mobility Fee shall be required to meet the dual rational nexus test and shall be reasonably attributable to the person travel demand of new development, infill and redevelopment. Multimodal capacities based upon quality of service standards shall be established to ensure fees are reasonably assignable to the impacts of new development or redevelopment.

TME Policy 3.1.23

The Mobility Fee, consistent with Florida Statute, is intended to replace transportation concurrency and proportionate fair-share contributions, and would be provided in place of a road impact fee.

TME Policy 3.1.24

The Mobility Fee may include provisions to encourage and incentivize new development, infill and redevelopment within the multimodal district and targeted areas of the City. The Mobility Fee may also include provisions to encourage affordable, workforce housing, mixed-use, multimodal supportive development and desired land uses that increase employment and attract economic development consistent with Florida Statutes.

TME Policy 3.1.25

The Mobility Plan and Fee shall be re-evaluated and updated every five years. The Mobility Fee shall be indexed and adjusted for inflation on an annual basis.

TME Objective 3.2

The City shall develop context sensitive Complete Street policies within its Land Development Code. Complete Streets are designed to accommodate all users, including, but not limited to

motorists, cyclists, pedestrians, transit riders, and mobility impaired individuals. The quality of service standards established under Objective 1.1 may be utilized in the development of Complete Street design requirements.

TME Policy 3.2.1

Complete Street policies shall require that pedestrian, bicycle, transit, motorist and other anticipated users of a multimodal street are included in evaluation and design of street cross-sections based upon anticipated mobility and accessibility needs.

TME Policy 3.2.2

Complete Street policies shall address both travel along the street, as well as crossing the street mid-block and at intersections. The Complete Street policies shall address the need for more high visibility mid-block crosswalks that reduce crossing distances for people walking and bicycling and the use of advanced warning devices such as rectangular rapid reflective beacons (RRFB).

TME Policy 3.2.3

Complete Street policies shall be developed with the flexibility to ensure streets are designed in a context sensitive manner, based upon the existing and future environment in which the street is located.

TME Policy 3.2.4

Complete Street design requirements shall be based upon the premise that each street is unique in form and function and should avoid establishing standardized one-size fits all design requirements.

TME Policy 3.2.5

The Complete Street polices shall include street cross-sections that reduce travel lane widths and allow for innovative cross-sections such as shared streets, yield streets, bicycle priority streets and low speed local streets. Complete Street designs should minimize the width of motor vehicle travel lanes to the greatest extent feasible, while still providing access for emergency response and sanitation vehicles.

TME Policy 3.2.6

The Complete Street polices shall include allowances for reimaging and repurposing right-of-way from the movement of motor vehicles to the movement of people through the development of innovate concepts such as shared streets, bicycle priority streets, dedicated transit lanes, high-occupancy vehicles lanes, shared-use multimodal ways, low speed multimodal lanes, adding on-street parking and widening facilities for people walking, and for people bicycling where on-street facilities are not available.

TME Policy 3.2.7

Complete Street policies shall prioritize the provision of areas for people walking in the design of local streets through use of separated facilities where right-of-way is available. Where right-of-way is limited, shared streets or the use of pavement markings, signage, and vertical barriers where feasible, shall be prioritized to provide safe places for people to walk. Policies for facilities for people walking on collector and arterial roads shall emphasize the physical separation from motor vehicle travel lanes and the incorporation of streetscape, hardscape and landscape within that physical separation.

TME Policy 3.2.8

Complete Street policies for people bicycling should focus on innovative use of speed limits, pavement markings and signage to create safe and comfortable spaces for people bicycling on local streets in a mixed traffic environment. Policies for collector and arterial streets shall first evaluate the provision of protected, physically separated facilities for people on bicycles and allow for innovative use of vertical barriers to separate people on bikes from motor vehicle travel lanes. Where physical barriers are not feasible on collector and arterial roads, the buffering of facilities for people riding on bicycles shall be provided to the maximum extent feasible. For restricted right-of-way along collector and arterials, high visibility pavement markings shall be used on facilities for people bicycling where protected or buffered facilities cannot be provided. Sharrows for bicycles shall be prohibited from use on any road with a speed limit greater than 25 MPH. Where safe and visible facilities for people bicycling cannot be provided, sidewalk, paths or trails shall be designed to accommodate bicycles with high visibility crossings or a level, continuous facility treatment across driveways and intersecting roads and streets.

TME Policy 3.2.9

The Complete Street polices shall incorporate streetscape, hardscape, landscape, street trees, street lights and the integration of architectural features and art work within street and road right-of-way. The provision of shade for people walking and bicycling shall be incorporated into cross-sections to the maximum extent feasible.

TME Policy 3.2.10

Complete Street policies shall incorporate on-street parking, once safe, connected, visible, and convenient facilities for people walking and bicycling have been provided within the right-of-way. On-street parking should be provided on both sides of all streets and roads with speed limits of 35 MPH or slower where right-of-way is available, and spaces have been provided for people walking and bicycling. The width of on-street parking may vary and the use of drop curbs,

pavers, brick or other treatments other than asphalt is encouraged to visually delineate on-street parking areas and motor vehicle travel lanes.

TME Objective 3.3

The City will seek to improve the safety of the multimodal transportation system and reduce the number of traffic fatalities and severe injuries for all users of the transportation system on City streets, and County and State Roads within the City by 2040.

TME Policy 3.3.1

The City supports a multi-disciplinary approach to reduce the number of traffic fatalities and severe injuries that includes engineers, planners, law enforcement, fire rescue, public health representatives and other community stakeholders.

TME Policy 3.3.2

The City, in coordination with FDOT, St. Johns County and the North Florida Transportation Planning Organization (TPO) shall identify high collision locations, and identify appropriate operational and safety improvements for all users of the transportation system, with priority given to improvements for people walking, bicycling and riding transit.

TME Policy 3.3.3

The City shall consider development of a safety plan that integrates components of Engineering, Enforcement, Encouragement, Equity and Evaluation.

TME Policy 3.3.4

The City shall consider a neighborhood speed limit program that reduces posted speed limits on local residential streets to 15 MPH and 20 MPH, collector streets to 20 MPH and 25 MPH, and arterial roads to 25 MPH, 30 MPH and 35 MPH, depending upon the context, design and street network and innovative traffic calming techniques to encourage lower motor vehicle speeds and provide a safer environment for people to walk and bicycle through shared streets and bicycle priority streets.

TME Policy 3.3.5

The City shall consider a speed limit program for the Historic Districts that reduces posted speed limits on streets to 15 MPH, 20 MPH and a maximum of 25 MPH on collector streets and arterial roads, depending upon the context, design and land uses adjacent to the street network and the reduction in travel lane widths, the extension of curbs, the addition of high visibility enhanced

crosswalks, greater allowance of on-street parking and the development of shared streets and bicycle priority streets.

TME Objective 3.4

The City shall develop parking management strategies in the Land Development Code (LDC) that encourages park once environments, protect residential neighborhoods and provides sufficient on-site parking and maneuvering to meet the travel demands of the land-use for which the on-site parking is provided.

TME Policy 3.4.1.

The City will establish parking requirements for new development and redevelopment based on industry standards and the latest edition of the Institute of Transportation Engineers Trip Generation Manual.

TME Policy 3.4.2

The City will establish policies that allow for a private development to conduct a shared parking plan and program for mixed-use development and redevelopment.

TME Policy 3.4.3

The City shall encourage on-street parking on residential streets, collectors and arterials, where adequate right-of-way exists, to slow down traffic, provide greater separation between sidewalks and travel lanes, encourage infill and redevelopment, and accommodate new growth.

TME Policy 3.4.4

The City shall continue to acquire and require smaller emergency vehicles and sanitation vehicles to service residential neighborhoods to better navigate neighborhood streets with on-street parking on one or both sides of the street.

TME Policy 3.4.5

The City shall establish a program that permits a development to make a payment to in-lieu-of fee to the City instead of providing on-site parking once parking garages have been constructed that provide adequate parking to accommodate a fee in-lieu of program.

TME Policy 3.4.6

The City shall establish policies in the Land Development Code that encourage park once environments within the multimodal district and mixed-use developments.

TME Policy 3.4.7

The City shall explore the acquisition of underutilized retail parcels to establish high turn-over parking lots with maximum time limits of no more than two hours to serve commercial businesses within the historic districts that are not able to provide on-street parking or where on-street parking is removed on San Marco Avenue, Anastasia Boulevard and King Street. The parking lots shall employ dynamic parking technology to ensure the spaces are reserved to provide quick turnover to serve local businesses.

TME Policy 3.4.8

The City shall establish landscape requirements and green infrastructure requirements to address heat island impacts and stormwater run-off for private developments that construct parking lots that serve an attraction or a transit or tram service or for lease or fee payment parking.

TME Policy 3.4.9

The City shall establish access, design, circulation, landscape, buffering, screening, lighting, pavement, pervious pavement, and stormwater management design standards. The standards shall allow for innovations such as tandem parking, podium parking, compact parking and efficient drive aisle width requirements.

TME Policy 3.4.10

The City shall establish bicycle parking requirements for development and redevelopment. The City shall consider establishing scooter, moped and motorcycle parking requirements. The City may consider allowances for parking reductions for developments that provide bicycle, scooter and car sharing programs.

TME Policy 3.4.11

The City shall consider establishing drop-off, pick-up and loading requirements for deliveries, ride hailing services, shared mobility services and transit.

TME Policy 3.4.12

The City shall establish parking management strategies within the multimodal district that utilizes dynamic parking rates for events and peak season parking demands to encourage parking

once in either the Historic Parking Garage or in peripheral parking garages identified in the Mobility Plan. Strategies shall include the use of variable message technology on major corridors entering the multimodal district that provides real time information on the availability of parking and indicates the price for on-street parking and parking in the Historic Parking Garage. On-street parking shall charge the highest hourly rate during events and peak season to discourage visitors from congesting streets while searching for parking. On-street parking shall also include limited duration parking, typically two hours or less, to encourage higher turnover and improve access to local businesses.

TME Policy 3.4.13

The City shall establish a residential parking permit program that only allows on-street parking in certain neighborhoods to residents of the neighborhood. The maximum number of permits for each residential unit shall be limited. The program may provide a program where temporary visitor permits may be purchased. Visitors and short term rental visitors will be encouraged to park in garages and in periphery parking structures and lots.

TME Policy 3.4.14

All public and private parking garages with more than 250 parking spaces, shall be directly served by a four-lane divided road that provides direct access to US 1, SR 207, SR 16 and Anastasia Blvd. Four lane divided roads included on the Mobility Plan and programmed in the Capital Improvements Program shall meet the requirement that the parking structures are directly accessed by a four-lane divided road. No development order approvals shall be approved for a parking structure that does not have direct access to a four-lane divided road or where a four-lane divided road is included on the Mobility Plan and fully funded in the Capital Improvements Program.

TME Policy 3.4.15

The City shall consider the development of mobility hubs that help create park once environments and provide shared parking spaces for a variety of land uses that may not have available land to provide on-site parking to encourage infill, redevelopment and increased residential densities. Mobility hubs also serve as locations to provide pick-up and drop-off locations for transit, carpool and ride-hailing services and centralized areas to provide shared mobility programs such as car sharing, bicycles, electric bicycles and electric scooters. The City will evaluate multiple funding sources including the leasing of spaces by private development, federal and state grants, CRA funds, mobility fees and fees assessed on shared mobility programs.

TME Policy 3.4.16

The City may designate future transit oriented developments along future commuter rail corridors. To the greatest extent feasible, the City should evaluate opportunities for public private partnerships to locate parking garages within transit oriented developments in furtherance of creating a park once environment. The transit oriented developments shall be designed to

accommodate multimodal access and connectivity with the City's existing and planned multimodal improvements.

TME Objective 3.5

The City will establish access management, cross-access, and curbside management standards in the Land Development Code.

TME Policy 3.5.1

The City shall develop land development regulations for access management, driveway access reductions and design, cross-access connections that account for redevelopment and infill development of adjacent properties, internal vehicle circulation, vehicle queue storage and multimodal access to adjacent developments and existing roads and streets.

TME Policy 3.5.2

The City shall evaluate developing land development regulations for curbside management that includes drop-off and pick-up areas for ride hailing services, car/van pools and requirements for areas designated for bike share and car share, including provisions for electric charging of bikes, cars, and other new mobility technologies.

TME Policy 3.5.3

The City may consider the development of criteria for development to conduct site impact assessments to address access connections to the existing transportation system and connectivity between developments.

TME Objective 3.6

The City shall evaluate the establishment of requirements to regulate new mobility technologies, including rental vehicle services, ride hailing services, transportation network companies (TNC), mobility as a service (MaaS) providers, and car, bike and mobility sharing services as well as any existing or new mobility technology, system, program or service that operates within the City on publicly owned right-of-way and publicly accessible easements.

TME Policy 3.6.1

The City shall have the right to license, permit, and regulate the operations for mobility technology providers, systems and programs.

TME Policy 3.6.2

The City shall have the right to require data from mobility technology providers, systems and programs.

TME Policy 3.6.3

The City shall have the right to establish fees on mobility technology providers, systems and programs to offset the capital, operation and maintenance of the transportation system, including transit operations and mobility services and programs within the City that are utilized by such mobility technology providers, systems and programs.

TME Policy 3.6.4

The City shall evaluate the establishment of land development regulations and mobility strategies to regulate and control the curb of public and private right-of-way for drop-off and pick-up of users, deliveries and packages, parking, docking requirements, accessibility requirements, maintenance and operations, and dockless e-mobility transport devices, such as bicycles and scooters.