

LOGT Project Identification and Prioritization

JTA initially developed a list of \$170m worth of candidate transportation projects at the request of Council President Gulliford. This list was distributed for discussion at a meeting at City Hall on February 20, 2014. At the meeting, JTA was asked to meet with the Public Works Department to develop a prioritized list of projects. JTA staff met with Public Works and received their list of prioritized projects. The JTA incorporated the City projects, updated supporting data and information and developed a ranked list of projects that includes these projects. With the additional of the City projects, the candidate project list total \$253m

The candidate project list for funding through the extension of the Local Option Gas Tax includes critical unfunded projects in the City and JTA's Better Jacksonville Work Program.

- JTA BJP
 - Arlington Intercoastal West Intersection Improvements
 - Blanding Intersection Improvements
 - Southside/Atlantic Intersection
 - Tinseltown Intersections (SS Blvd./Touchton/Hogan/Gate)
- City BJP
 - Collins Road (Westport to Ramparts)
 - Collins Road (Shindler to Westport)
 - Collins Road (Shindler to Old Middleburg)
 - Crystal Springs Road Ph II (Hammond to Cahoon)
 - Girvin Road (Atlantic to Wonderwood)
 - Hartley Road (Old St. Augustine to San Jose)
 - Kernan Blvd (Atlantic to McCormick)
 - Kernan Blvd/UNF (JTB to Glen Kernan)
 - McDuff & 5th Street Phase III
 - Old Middleburg Road (103rd to Branan Field)
 - Old St. Augustine/Greenland Intersection
 - Parramore Road Extension (Parramore to Youngerman Circle)
 - San Pablo Road (Beach to Atlantic)
 - Shindler Drive Phase II (Collins to 103rd)
 - Girvin Road,
 - Kernan Boulevard (Atlantic to McCormick)
 - Parramore Road extension

JTA
Additionally, projects have emerged in the 14 years since BJP that provide critical mobility, quality of life and economic development value.

- Beaches Express Park and Ride
- Clark Road

- Eastport Road (Zoo Pkwy to I-295)
- Florida Boulevard
- Regency Transit Hub
- Soutel Transit Hub

Lastly, JTA has identified key corridors where smaller scale mobility enhancements would improve multimodal connectivity, enhance the functionality of the roadway and provide benefits to transit, pedestrian and bicycle riders. These projects are on the most heavily travelled transit corridors and will be targeted for high frequency service under the Route Optimization initiative.

- Arlington Expressway Corridor
- Blanding Blvd. Corridor
- Dunn Avenue Corridor
- Moncrief/Myrtle Corridor
- New Kings Road/US1 Corridor
- Normandy/Cassat/Lenox Corridor
- Philips Highway Corridor
- University Boulevard
- Main Street Corridor

Project cost estimates have been updated for inflation and include contingency and project management costs.

Project Rankings

After compiling a list of all candidates, projects were scored in six technical categories, and ranked from highest to lowest total score to determine a ranking for available funding.

Projects were selected to ensure a high level of mobility value and geographic balance. Further consideration was given to project readiness as several projects have a significant design and right of way acquisition complete enabling more immediate construction activity.

Mobility improvement projects were identified based on transit ridership and plans to develop high frequency service along these corridors in JTA's Route Optimization Initiative. Typical corridor improvements include intersection improvements, sidewalks and bike lanes (on the corridor and connecting to it), landscaping, transit shelters and ITS improvements including transit signal priority.

Projects were reviewed for potential of acquiring additional state, federal, and private developer funding. Projects deemed to have this potential were given higher points under the "funding

leveragability” scoring criteria, considering the additional funding would allow more projects to be completed under the set funding level.

JTA staff received an initial list of BJP projects from the city, which included a Level of Service (LOS) category of A through F for each project. However, this list was not consistent with the most recent “Road Links Status Report” available through the City of Jacksonville’s Planning Department website. The most recent published COJ data was used. A score of 2.5 was assigned to the “Capacity/LOS” ranking for any project of which data was not available.

Consideration was given to whether or not a project involved a roadway in JEA’s priority work plan. JEA indicated it would use the LOGT priority list once established. Projects on state roads were limited to design only with the intent to work with FDOT to advance projects for future construction.

Rankings were derived based on total scoring from a project receiving a 1-4 in each of the six technical categories. The categories, scoring criteria and weighting for each is as follows:

- 1) Project Readiness – 20%
 - 4 = Design & right-of-way (R/W) completion at least 90% complete
 - 3 = Design and R/W completion at least 50% complete, but more work remaining in the other
 - 2 = Significant design in progress but less than 50% R/W, or only minor design and no R/W required
 - 1 = No design or design in progress and no R/W
- 2) BJP List/Mobility Plan - 15%
 - 4 = Projects included in the BJP list and assumed to be complete in the COJ Mobility Plan
 - 3 = Project not in BJP or Mobility Plan, but located on a Mobility Plan corridor
 - 2 = Mobility improvements on a JTA transit corridor
 - 1 = Project not on either list, and not on a mobility/transit corridor
- 3) Funding Leveragability – 10%
 - 4 = Project includes existing partial funding and potential to leverage state/federal/private funding
 - 3 = Project does not include existing funding, but has potential to leverage additional funding
 - 1 = Project not likely to leverage additional funding
- 4) Transit Ridership – 5%
 - 4 = Hubs and/or daily ridership of at least 100 daily riders
 - 3 = Daily ridership of 50-100

2 = Daily ridership of 30-49

1 = Daily ridership less than 30

5) Capacity/LOS – 25%

4 = Capacity used at least 90%

3 = Capacity used 75-89.99%

2.5 = Data Not Available

2 = Capacity used 60-74.99%

1 = Capacity used less than 60%

➤ Capacity used data was obtained from the latest “Road Links Status Report” on the COJ Planning Department website.

6) Geographic Priority – 25%

a. Geographic priority was scored based on a project’s ranking within a zone from the COJ Mobility Plan. The Mobility Plan includes zones 1-10. For the purposes of this analysis, zone 11 was added to separate and rank projects in the beaches areas.

b. Projects were ranked by highest initial score within each zone. The highest initial score within a zone received a geographic priority of 4, and each subsequent project within the zone received a score of 1 points lower than its predecessor. The minimum score for this category was 1.