

## 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. Only the top four (4) were considered for project ranking due to total project costs and ability to leverage additional funding to complete construction.

- JTA BJP
  1. Southside/Atlantic Intersection (Design Only) \*
  2. Blanding Intersection Improvements (Design Only)
  3. Tinseltown Intersections (SS Blvd./Touchton/Hogan/Gate) (Design Only) \*
  4. Atlantic Intracoastal West Intersection Improvements (Design Only) \*

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  5. US-17/Collins Road Interchange (Design Only)\*
  6. Atlantic Intracoastal West Intersection Improvements (Construction) \*
  7. Southside/Atlantic Intersection (Construction)
  8. Tinseltown Intersections (Construction)
  9. Beaver Street (McDuff to Cahoon)
  10. Blanding Intersection Improvements (Construction) [Replaced Blanding Widening]
  11. Cecil Field Connector (Brannan-Chaffee to Commerce Center)\*
  12. Matthews Bridge Replacement (Design Only)
  13. US-17/Collins Road Interchange (Construction)
  14. US-17/Eastport Road Interchange
  15. Bus Rapid Transit Right-of-Way

\* Projects identified "above the line" and funded pursuant to 2005-898
  
- City BJP (2011 Rankings)
  1. San Pablo Road (Beach to Atlantic)
  2. Kernan Blvd (Atlantic to McCormick)
  3. Crystal Springs (Ramona) Road Ph II (Hammond to Cahoon)
  4. Old St. Augustine/Greenland Intersection
  5. Kernan Blvd/UNF (JTB to Glen Kernan)
  6. Girvin Road (Atlantic to Wonderwood)

7. Cahoon Road (Lenox to Beaver)
8. McDuff & 5<sup>th</sup> Street Phase III
9. Old Middleburg Road (103<sup>rd</sup> to Argyle Forest)
10. Collins Road (Shindler to Old Middleburg)
11. Collins Road (Shindler to Westport)
12. Collins Road (Blanding to Pine Verde)
13. Parramore Road Extension (Parramore to Youngerman Circle)
14. Collins Road (Westport to Rampart)
15. Hartley Road (Old St. Augustine to San Jose)
16. Ricker Road (Old Middleburg to Morse)
17. Shindler Drive Phase II (Collins to 103<sup>rd</sup>)

Six (6) projects were included in the BJP State Partnership Program, but have since been transferred to FDOT for further funding and completion.

- Atlantic Blvd. / University Blvd. Improvements
- I-95/Butler Interchange
- Regency Intersection Improvements
- Southside Blvd. / Baymeadows Rd. Intersection Improvements
- US-1/Butler Blvd. Interchange
- University Blvd. / Beach Blvd. Intersection Improvements

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

- Alta Drive (I-295 South of Faye Road North to Burkit Lane)
- Chaffee Road (Normandy to Crystal Springs)
- Clark Road
- Countywide Transit Hubs
  - Beaches Express Park and Ride
  - Regency Transit Hub
- Eastport Road (Zoo Parkway to I-295)
- Florida Boulevard
- Myrtle Avenue Underpass Improvements
- 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.

### County-Wide Mobility Improvements

- Arlington Expressway Corridor (Regency to Mathews Bridge)
- Beach Blvd. (I-95 to Southside Blvd.)
- Blanding Blvd. Corridor (Clay/Duval Co Line to US 17)
- Dunn Avenue Corridor (I-295 to I-95)
- Edgewood (Cassat Ave to N. Main Street)
- Lem Turner (Downtown to I-295)
- Main Street Corridor (State to Clark Road)
- Moncrief/Myrtle/8<sup>th</sup> Street Corridor (Main to Myrtle)
- New Kings Road/US 1 Corridor (I-95 to MLK)
- Normandy/Cassat/Lenox Corridor (Normandy-I295 to Cassat-Edgewood to Blanding, Lenox-Normandy to Cassat)
- Philips Highway Corridor (I-95 to Southside Blvd.)
- University Blvd. Corridor (St. Augustine to Ft. Caroline)

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 (zones 1-10).
- 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 point lower than its predecessor. The minimum score for this category was 1.