

Nassau County 2030 Comprehensive Plan

Transportation Element (T)

Goals, Objectives and Policies

Goal

Promote the development of a multi-modal County transportation system, which will provide for the safe and efficient movement of people and goods and the use of alternative modes of transportation.

OBJECTIVE T.01

The County will continue to maintain minimum acceptable Levels of Service for the County transportation system.

Policy T.01.01

The County shall use the most recent updated version of FDOT Quality/Level of Service Handbook definitions, or revisions thereof, for determining levels of service (LOS) for all roadway segments within the County transportation system.

Minimum Acceptable Level of Service for Roads

Road Classification	Minimum LOS		
	Rural	Transitioning to Urban	Urbanized
Limited Access (Freeways)			
4-lane	C	C	D
6-lane	C	C	D
8-lane	C	C	D
Principal Arterials			
2-lane	C	C	D
4-lane	C	C	D
6-lane	C	C	D
Minor Arterials			
2-lane	C	C	D
4-lane	C	C	D
6-lane	C	C	D
Collectors			
Major	C	C	D
Minor	C	C	D

Notes: 1. Level of service letter designations are defined in the FDOT 2013 Quality/Level of Service Handbook or in subsequent editions.

2. It is recognized that certain roadways (i.e., constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level of service may be sought pursuant to Section 120.542, Florida Statutes.

Policy T.01.02

All development proposals are to be reviewed prior to receipt of construction approval to ensure consistency with the goals, objectives and policies of this Plan, the adopted Mobility Plan and the Schedule of Capital Improvements.

OBJECTIVE T.02

The County shall develop, construct, and maintain a multi-modal transportation network, which is consistent with the existing and future land use patterns.

Policy T.02.01

Transportation improvement projects required for Nassau County will be completed in the priority order indicated and consistent with the adopted Mobility Plan and the Schedule of Capital Improvements.

Policy T.02.02

Proposed transportation improvement projects shall be evaluated, ranked, and added to the the adopted Mobility Plan and the Schedule of Capital Improvements based on the following guidelines:

- A) The project is needed to: protect the public health and safety; or, fulfill the county's legal commitment to provide facilities and services.
- B) The project is needed to: preserve or achieve full use of existing facilities; promote efficient use of existing facilities; or, prevent or reduce future maintenance or improvement costs.
- C) The project is needed to: provide service to developed areas lacking full service; or, promote in-fill development within existing urbanized areas.
- D) The project is needed to: provide service to development areas consistent with the Future Land Use Map and the Future Transportation Map Series as amended.

Policy T.02.03

The transportation improvements identified in the Mobility Plan for the ENCPA and its adopted Detailed Specific Area Plans (DSAPs) shall be included as long term (unfunded) needs on the Future Transportation Map Series (Map FTMS-11) and shall be considered by the County when it reviews and updates the adopted Mobility Plan and the Schedule of Capital Improvements.

Policy T.02.04

In addition to other funding sources, the County will fund transportation improvements identified in the adopted Nassau County Mobility Plan that are required to accommodate new growth as through collection of the adopted Mobility Fee (see Ordinance 2014-16, as amended),

Policy T.02.05

The County shall encourage the use of Transportation System Management (TSM) strategies to mitigate traffic impacts. This approach seeks to identify operational improvements that will enhance traffic flow, accessibility, and safety of the County transportation system through better management and operation of facilities. These may include, but are not limited to:

- A) Intelligent Transportation System (ITS) technologies
- B) Traffic signal timing optimization;
- C) Improved signage, lighting and pavement striping;

- D) New or improved acceleration/deceleration lanes and ramps;
- E) Removing /reconstructing geometric deficiencies such as weaving sections; sharp horizontal/vertical curves; or narrow lanes and shoulders;
- F) Grade separations;
- G) Data collection to monitor system performance;
- H) Emergency/special events management strategies.

OBJECTIVE T.03

The County shall maintain a program of protection and acquisition of rights of way for the major roadway network

Policy T.03.01

Minimum right of way shall be acquired as part of roadway improvement projects undertaken on existing segments of the major roadway network, unless such acquisition is determined to be unreasonable by the Board of County Commissioners because of cost or funding.

Policy T.03.02

A program shall be instituted in connection with development approvals, which promotes and encourages the dedication, preservation, or other protection of rights of way for the existing and future major roadway network as defined. In addition to the minimum right-of-way cross section, additional right-of-way for expanded intersections (and turn lanes and tapers where feasible) will be acquired, dedicated or preserved according to the Future Transportation Map Series Long-Term Needs Map (Map FTMS-11).

Policy T.03.03

Rights-of-Way for planned improvement projects shall be protected through negotiated purchase or right-of-way contribution through the development review process, or other right-of-way preservation mechanisms permitted through State law.

Policy T.03.04

Guidelines will be established in the Land Development Regulations to allow waivers to the right-of-way and road width standards as an incentive to encourage innovative design in mixed use or planned developments. For proposed development adjacent to arterial roadways, waivers will only be granted for the purpose for improving safety and access management.

Policy T.03.05

In recognition of the need to provide a parallel east-west corridor to support development within the East Nassau Community Planning Area, Nassau County and the landowner shall enter into a right-of-way reservation agreement. The execution of the right-of-way agreement shall be a condition of development approval. The roadway, within the right-of-way, shall be evaluated based upon level of service standards as determined by Nassau County.

OBJECTIVE T.04

The County shall encourage and promote the safe integration and utilization of bicycle and pedestrian movement on the County transportation system, within public facilities, commercial development, residential areas, recreational facilities, and other areas that allow public access.

Policy T.04.01

Bicycle and pedestrian facilities shall be incorporated into transportation improvement projects,. This shall include provision of paved shoulders and sidewalks on major roadway segments, especially those identified as part of the bicycle route network as designated on the Bicycle Route Network shown on Maps FTMS-7 and -8.

Policy T.04.02

The Amelia Island Trail, as shown on Map FTMS-8, shall be implemented by requiring developments to construct that section related to their development. Such development shall receive appropriate credit from recreation impact fees and mobility fees.

Policy T.04.03

The County shall continue to participate and coordinate with the North Florida TPO in the planning of regional bicycle and pedestrian paths.

Policy T.04.04

The County shall work with developers to establish an interconnected system for the safe, convenient and efficient movement of pedestrian and bicycle traffic.

Policy T.04.05

The County will consider and encourage, where feasible, greenways to link existing and proposed nature reserves, parks, cultural and historic sites with each other.

OBJECTIVE T.05

The County shall require that all developments and planned unit developments provide a circulation system which: provides adequate multi-modal access to the County transportation system.

Policy T.05.01

Encourage Circulation within Development. Development shall include features and provisions, which encourage internal automobile circulation, bicycle use, pedestrian movement, and other features to minimize utilization of the major roadway network.

Policy T.05.02

Consistency with Transportation System. The roadway and circulation systems of proposed developments should be developed in a manner consistent with the North Florida TPO and FDOT long term transportation plans.

Policy T.05.03

Access to Arterial and Collector Roadways. Development, which provides access directly to arterial and collector roadways shall be designed to:

- A) Provide adequate and safe entrance intersection(s) including turn lanes, acceleration/deceleration lanes, signalization, signage, and pavement marking as appropriate;
- B) Prevent the creation of hazardous traffic conditions, such as excessive curb cuts, which impede traffic flow.

Policy T.05.04

The County shall control the connections and access points of driveways and roads through land development regulations and recommendations to the FDOT concerning driveway permit applications. Land Development Regulations shall establish criteria for access road spacing consistent with FDOT Access Management Guidelines. In addition, the County shall request FDOT to purchase access rights for controlled access roads such as U.S. 301.

Policy T.05.05

All new developments, redevelopments and additions to existing developments shall make provisions for safe and convenient internal traffic flow and adequate off-street parking facilities for motorized and non-motorized vehicles as required in the Land Development Code.

Policy T.05.06

The following techniques shall be applied on a countywide basis to manage traffic access:

- A) Public roadways shall be classified according to function and planned, designed, and managed to preserve their functional integrity.

- B) Allowable levels of access shall be assigned to functionally classified roadways to preserve the safety and efficiency of these important transportation facilities.
- C) Direct access to major arterials and collectors shall be controlled to preserve the safety, efficiency, and character of the transportation route. Individual property access shall not be provided to arterial roadways where alternative access is available as defined in the LDR's.
- D) Raised medians shall be incorporated into the design of all arterial roadways with posted speeds of 45 mph or greater
- E) Driveway connections shall not be permitted in the functional area of the intersections of arterial or major collector roadways
- F) Signalized access points on arterial and major collector roadways shall not be approved where they substantially disrupt the ability to synchronize signals and maintain continuous traffic progression.
- G) Properties under the same ownership, consolidated for development or part of phased development plans shall be considered one property for the purposes of access control. Access points to such developments shall be the minimum necessary to provide reasonable access and not the maximum available for that property frontage.
- H) New residential subdivisions shall include an internal street layout that connects to the streets of surrounding developments unless constrained to accommodate travel demand between adjacent neighborhoods without the need to use the major thoroughfare system.

Policy T.05.07

The SR 200/A1A Access Management Overlay District is created. The SR 200/A1A Access Management Overlay District provides a further means for the County to manage development along SR 200/A1A. The purpose of this district is to reduce traffic congestion. Development that takes place within this district will be managed with the aim of protecting the public investment in the existing transportation system and reducing the need for expensive remedial measures. In addition, the polices of this overlay district will further the orderly layout and use of land, protect community character and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned division of land. This district is shown in map form as part of the Future Land Use Map Series. It lies generally within 1000 feet of each side of SR 200/A1A and stretches from Edwards Road (which is one mile west of the I-95 and SR 200/A1A interchange) to the Intracoastal Waterway. In addition to the policies in T.05.06 above, the following added policies shall also apply to development within this district: Nassau County shall continue to implement, through the LDC, the provisions of the A1A Access Management Overlay District. Nassau County shall consider, additional FDOT access management activities aimed at reducing congestion, and improving safety on SR 200/A1A.

OBJECTIVE T.06

The County will coordinate transportation activities with other local governments and agencies that have planning and implementation responsibilities-for transportation facilities.

Policy T.06.01

The County shall consult and communicate with adjacent local governments, and transportation entities such as the North Florida TPO, FDOT and JTA for proposed development that may have an impact on adjacent jurisdictions.

Policy T.06.02

The County will participate with the North Florida TPO in the update of the TPO's Long Range Transportation Plan and the Transportation Improvement Program.

Policy T.06.03

The County will coordinate the updating of the Schedule of Capital Improvements with the North Florida TPO's Transportation Improvement Program, FDOT's Five-Year Work Program, and the County's adopted Mobility Plan.

Policy T.06.04

When issuing any permit for access to any State Road in Nassau, the County shall document that it has followed the criteria and procedures for State Highway System Connection Permits in F.A.C. Rule 14-96. In addition, the County shall require the applicant, to acquire all necessary permits from FDOT.

OBJECTIVE T.07

The County shall protect ports, airports and related facilities from encroachment of incompatible land uses.

Policy T.07.01

The Land Development Code shall set standards for minimum setback distances, buffers and other methods to protect ports, airports and related facilities from encroachment by incompatible land uses.

Policy T.07.02

The County shall enforce height restrictions and encroachment limitations in the unincorporated portions of Nassau County surrounding the Fernandina Beach Municipal Airport and Hilliard Air Park.

OBJECTIVE T.08

The County shall assist private, non-profit, and public agencies in planning and implementing local and regional transit services in Nassau County.

Policy T.08.01

The County shall continue to work with the Nassau County Council on Aging and the Northeast Florida Regional Council to support the Transportation Disadvantaged Program.

Policy T.08.02

The County shall continue its coordination effort with the Nassau County Council on Aging, JTA and the North Florida TPO to assess options for transit service in Nassau County

Policy T.08.03

The County shall refer to the Nassau County Transit Study prepared by the North Florida TPO (2015) to coordinate efforts for planning and implementing transit options in Nassau County.

Policy T.08.04

The County will continue to work with JTA, North Florida TPO, FDOT and other transportation agencies to encourage and promote transit in the Northeast Florida region.