

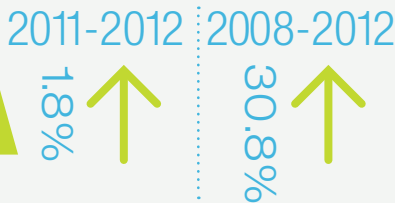
In 2013, the North Florida TPO completed a Congestion Management Process (CMP) that includes developing performance measures and a 2007-2011 trend analysis. The CMP identified congested corridors and recommended strategies and tactics to address them. The 2014 Annual Mobility Report includes the most recent 2012 data and examines mobility trends in the North Florida TPO planning boundary encompassing Clay, Duval, Nassau and St. Johns counties.

PERSON  
Miles Traveled



In 2012, the trend of declining vehicle usage continued with a 2.4 percent reduction in person miles traveled by automobile. Since 2008, automobile use has declined within the region by 5.7 percent. The decline in vehicle use is believed to be the result of the economic downturn, changing travel patterns associated with an aging population and generally reduced automobile dependence by younger drivers. According to the American Planning Association's 2014 National Poll, 81 percent of millennials and 77 percent of active boomers say "affordable and convenient alternatives to the car are at least somewhat important in deciding where to live and work."

The exception to this reduction is an increase in the truck miles traveled within the region. Over the last five years, truck traffic is down 16.4 percent overall, but had a 1.6 percent increase in 2012 compared to 2011, reflecting the beginning of the economic recovery.



Although transit use in North Florida continues to be less than 1 percent of all person travel miles, transit use continued to rise with a 1.8 percent annual increase from 2011 to 2012. Since 2008, transit use in the area has increased by 30.8 percent.

The region's infrastructure has expanded with the opening of 62 additional lane miles of highways between 2008 and 2012. These improvements included opening SR 9B from I-295 to US 1 and resulted in enhanced quality of travel within the region. Average speeds during the peak periods improved by 2.73 percent from 2008 to 2012 and 0.65 percent from 2011 to 2012. These average speeds resulted in a positive economic impact to the local economy of \$280 million per year.



Average Peak  
Period Speed



# LOOKING AHEAD

Travel is anticipated to increase in the region for the next five years due to the economic recovery and additional growth.

Travel demand is anticipated to return to pre-recession levels by 2018 requiring further transportation improvements.

A significant number of major projects to address system bottlenecks and add capacity to our transportation system are scheduled for travel by 2018 - 2020. These major projects listed below will continue to improve mobility for travelers in the region.

Facility	From	To	Improvement
<b>NEW ROADS</b>			
SR 23 First Coast Expressway	Blanding Boulevard	I-10	New Expressway
SR 9B	I-95	SR 5/US 1 Philips Highway	New Four Lane Road
Crawford Road	CR 121	US 301	New Two Lane Road
JIA Access Road	Airport Road	Pecan Park Road	New Four Lane Road
US 301	Baldwin Bypass		New Four Lane Road
<b>WIDENING PROJECTS</b>			
I-295	I-95	SR 202 J. T. Butler Boulevard	Add two express lanes
I-295 (Buchman Bridge)	SR 5/US 17 Park Street	SR 13 San Jose Boulevard	Add two express lanes
SR 21 Blanding Boulevard	CR 218	Allie Murray Road	Widen to six lanes
SR A1A/SR 200	I-95	Scott Road	Widen to six lanes
US 301	Baldwin	Callahan	Widen to four lanes
<b>INTERCHANGE PROJECTS</b>			
I-10	I-295		Interchange Modifications
I-10	SR 5/US 17 Roosevelt Boulevard		Interchange Modifications
I-10	Hammond Boulevard		New Interchange
I-10	I-295		Interchange Modifications
I-95	SR 202 J. T. Butler Boulevard		Interchange Modifications
I-95	I-295 North		Interchange Modifications
<b>MAJOR TRANSIT SERVICE</b>			
BRT Southwest Corridor	Downtown Jacksonville	Orange Park	Bus Rapid Transit (BRT)
BRT East Corridor	Downtown Jacksonville	Jacksonville Beach	Bus Rapid Transit (BRT)
BRT Southeast Corridor	Downtown Jacksonville	Avenues Mall	Bus Rapid Transit (BRT)
BRT North Corridor	Downtown Jacksonville	I-295	Bus Rapid Transit (BRT)

To read the full report and learn more about the Congestion Management Process and strategies to reduce congestion, please visit [www.northfloridatpo.com](http://www.northfloridatpo.com)

