BICYCLE & PEDESTRIAN ADVISORY COMMITTEE (BPAC)

November 7, 2024, Meeting
City of Jacksonville – Ed Ball Building – Room #3112

Photo Source: COJ, from bicycle rodeo event at Sallye B. Mathis Elementary School

ABOUT US

The BPAC educates, supports, promotes, & advocates for the needs of pedestrians & bicyclists throughout the City of Jacksonville

AGENDA

Jacksonville Bicycle and Pedestrian Advisory Committee (BPAC)	
Agenda for 11/07/2024 Meeting	
5:30 - 5:35 PM	Introductions and Adoption of Minutes
5:35 - 6:45 PM	**World Day of Remembrance Planning** Lauren Rushing, BPAC Vice Chair
6:45 – 7:00 PM	Wrap-up / Announcements / Next Meeting Info
	Adjourn

World Day of Remembrance

For Road Traffic Victims

WDR

OCTOBER UPDATE

- *PLEASE NOTE DATE CHANGE* **FRIDAY, NOVEMBER 15th @ 12PM (Noon)**
- Location remains at JWJ Park in Downtown Jax
- Speakers Confirmed:
  - Mayor Donna Deegan
  - Councilman Jimmy Peluso
  - Fred Jones (Haskell)
  - Drew Haramis (Founder of Angels for Allison); also co-hosting org

World Day of Remembrance

For Road Traffic Victims

WDR

- Coordinating with:
  - FDOT
  - JSO
  - Victims
- Reached out to JTA with request for Nat Ford
- Volunteers meeting held on September 24
- North Florida TPO providing graphic support
- Event promotion will begin ~ October 15th (Promotion toolkit for community partners)

National Association of City Transportation Officials

Designing Cities 2025

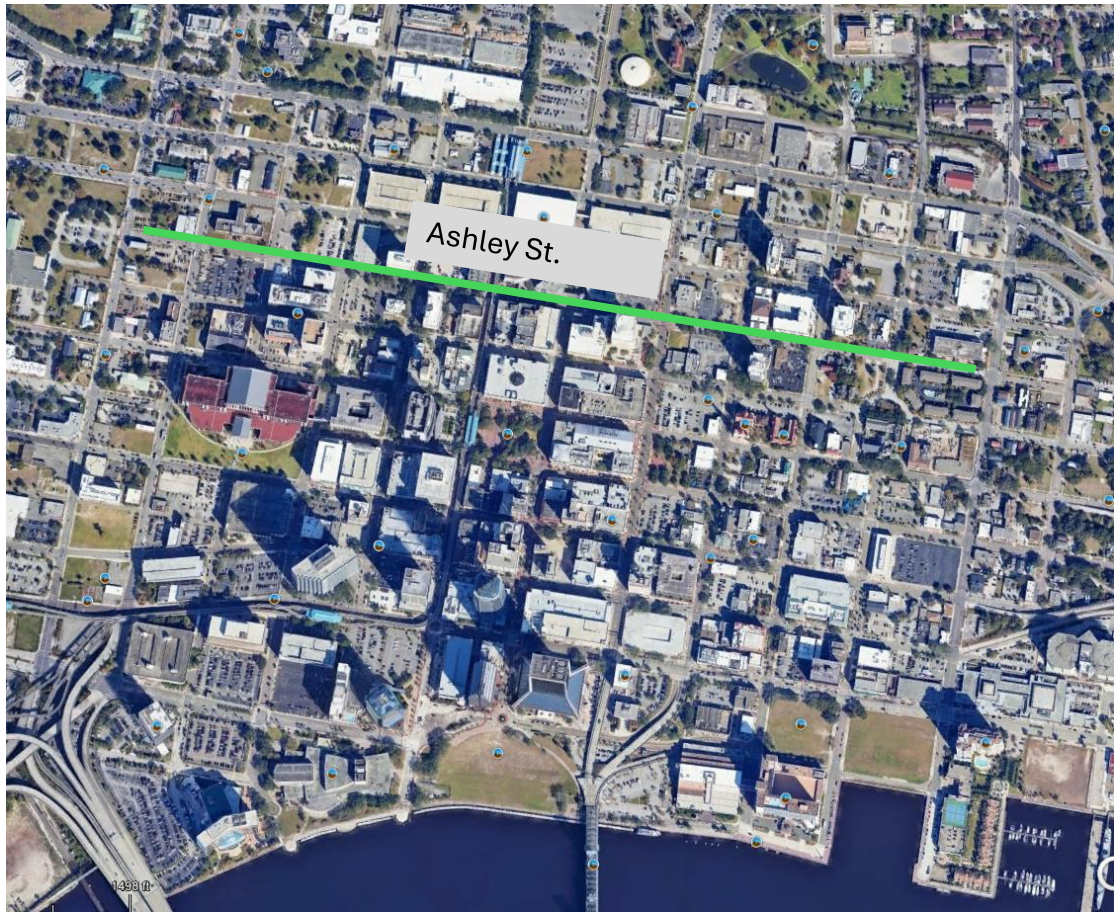
The annual NACTO Designing Cities Conference brings together over 1,000 people passionate about advancing the state of transportation in North American cities—engineers, planners, government agency leaders, elected officials, advocates, and other transportation professionals of all career levels.

2025 host: The District Department of Transportation

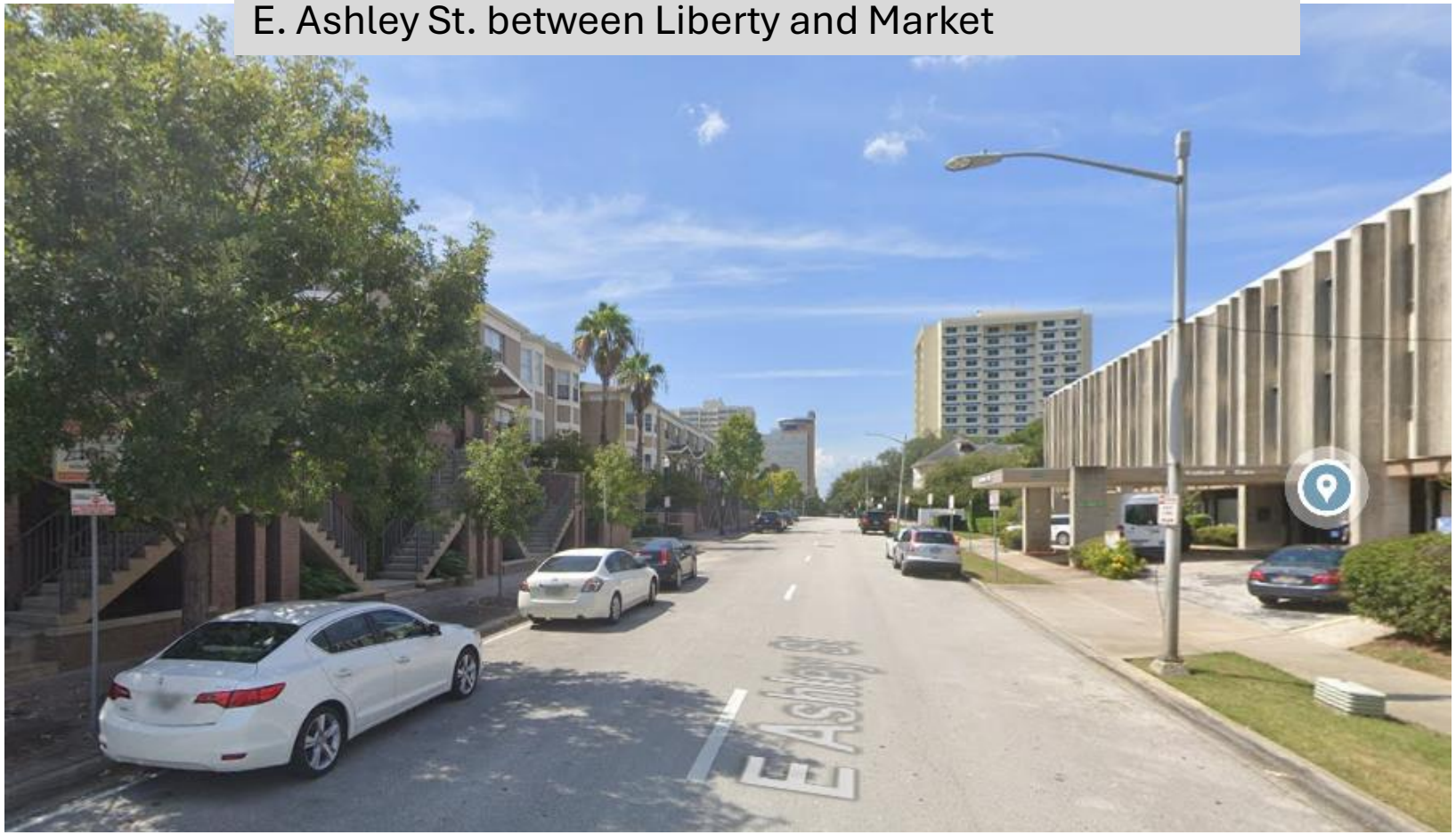
May 29-31, 2025
Washington, D.C.

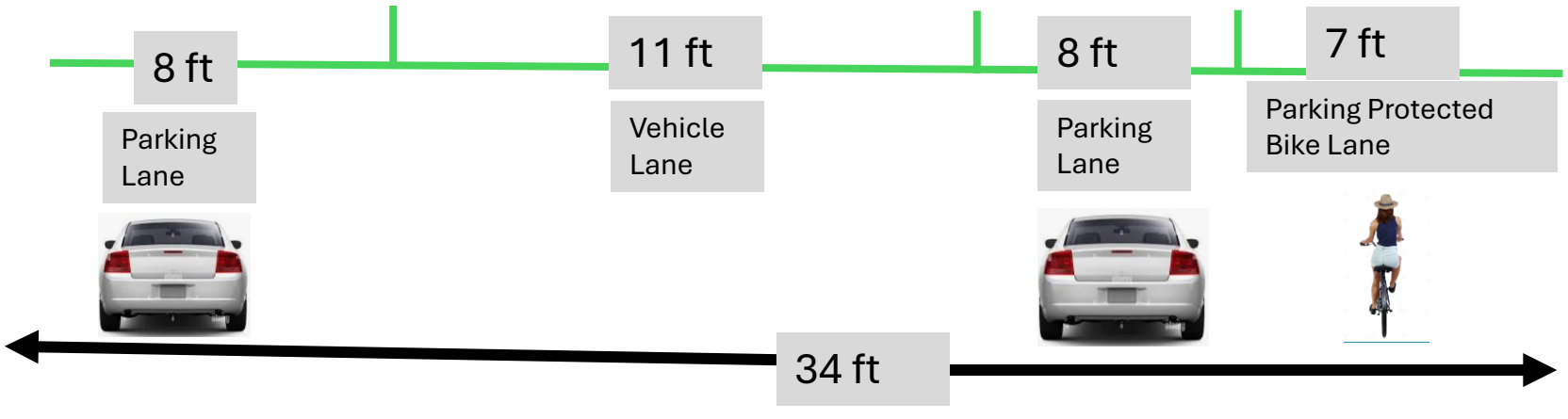
Resurfacing Opportunity:
E. Ashley St. from Jefferson St. to Washington

- Ashely St. will be resurfaced in FY25
- Opportunity to install high-quality bike facility for negligible cost
- Ashely St. is 1-way, 2 lanes, and ≈34ft wide
- The 2023 AADT was **only <u>654</u>**
- 1 lane can easily accommodate traffic
- Removing 1 lane allows a parking protected bike lane
- Would be LTS1 bike lane
- Can be installed with striping alone during resurfacing
- Would be a valuable connection because there are currently no east-west bike lanes downtown



E. Ashley St. between Liberty and Market

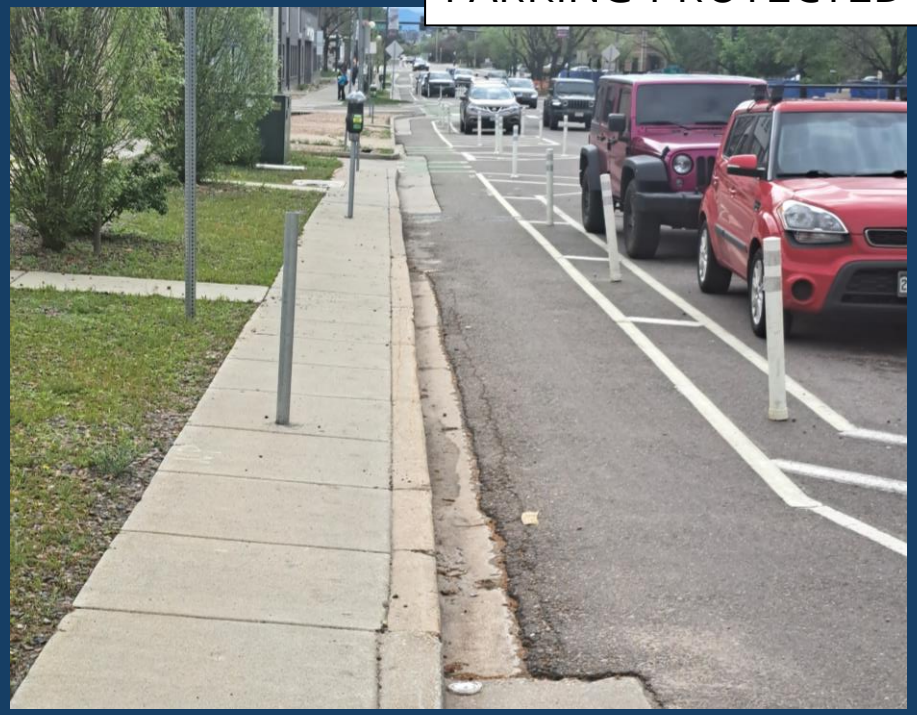


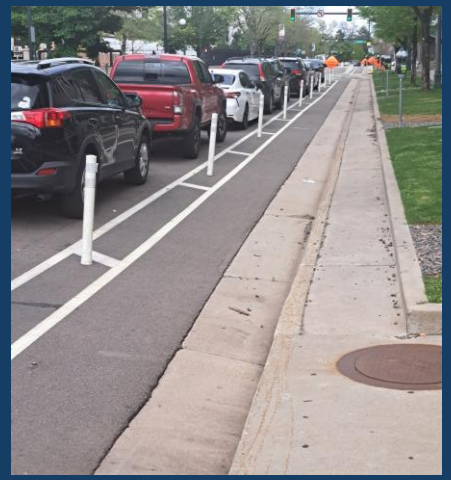


PARKING-PROTECTED BICYCLE LANES: EXAMPLES FROM OTHER CITIES AND DESIGN GUIDANCE

IMAGE FROM NACTO GUIDANCE

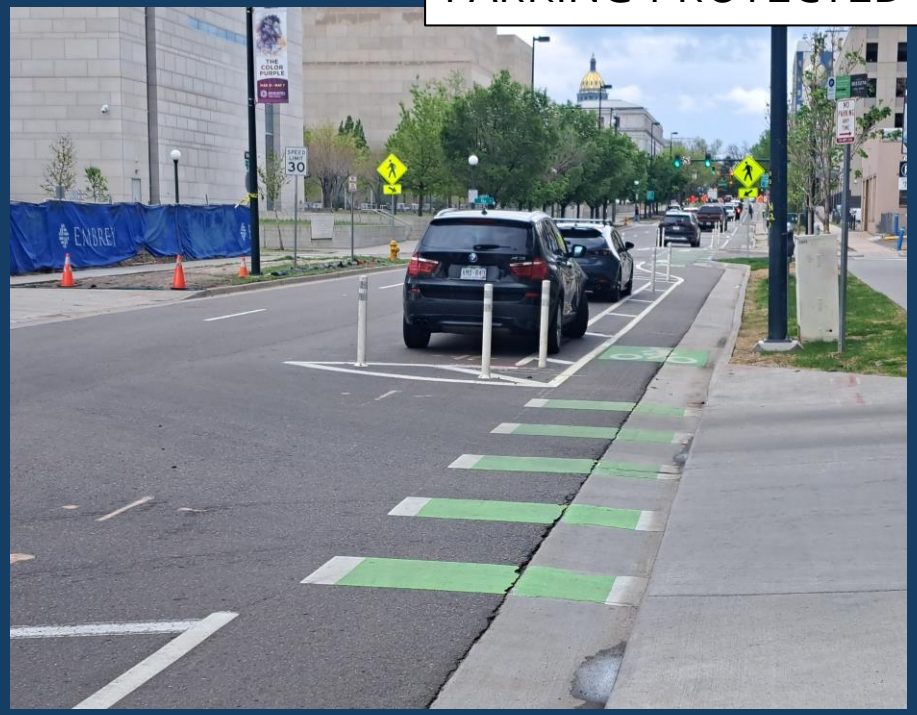
PARKING-PROTECTED BICYCLE LANES: EXAMPLES FROM OTHER CITIES

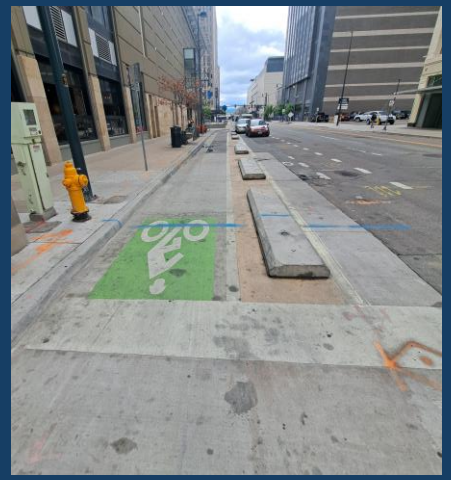


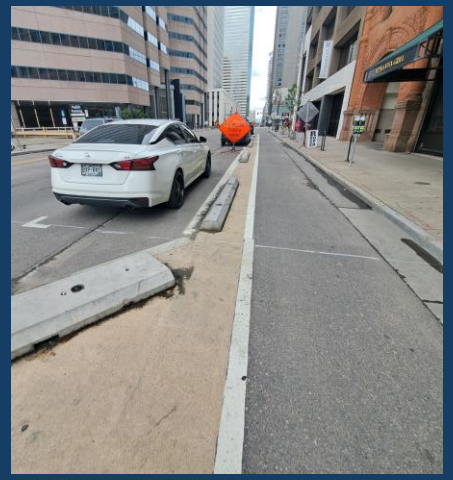


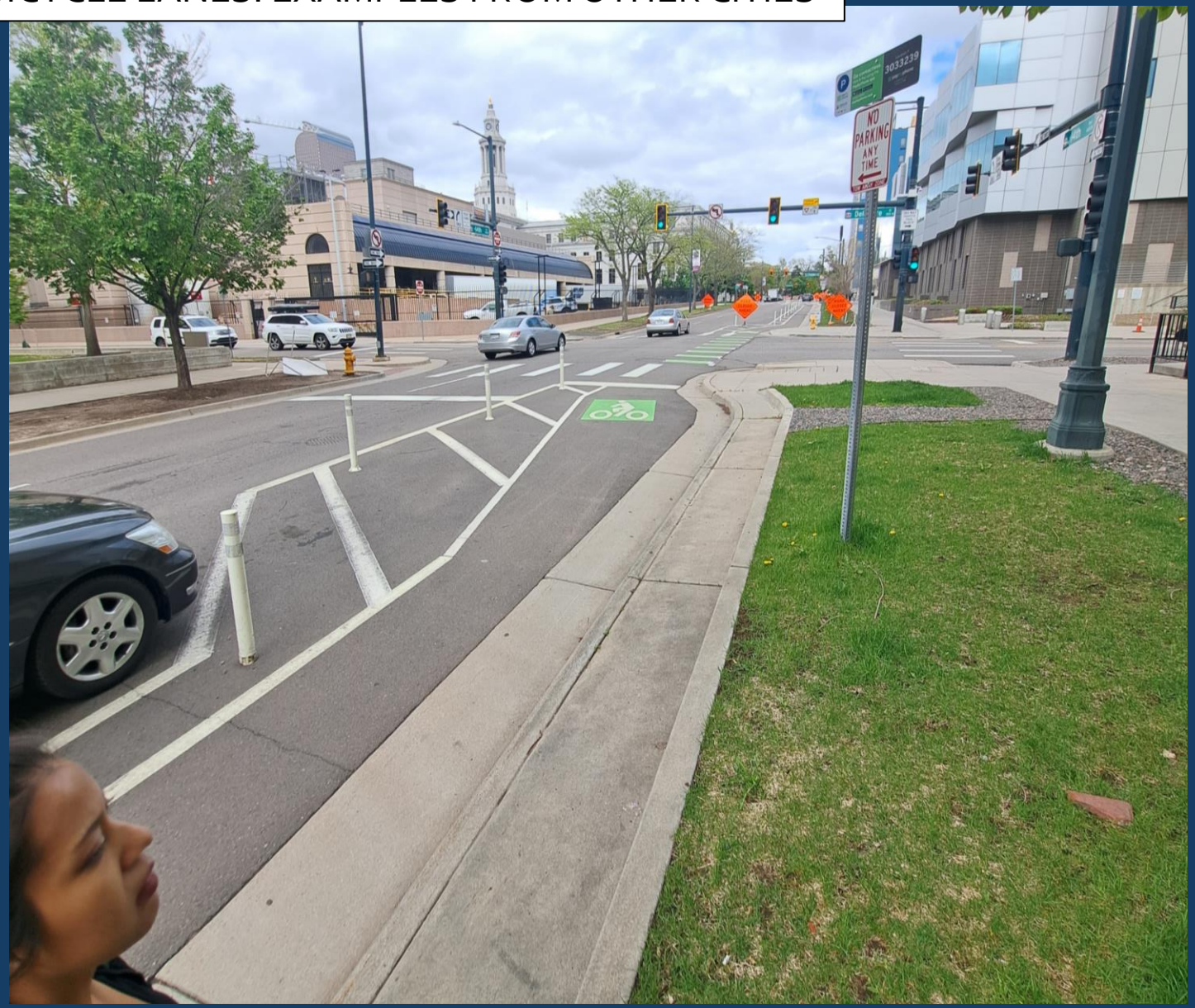
Denver, CO

PARKING-PROTECTED BICYCLE LANES: EXAMPLES FROM OTHER CITIES









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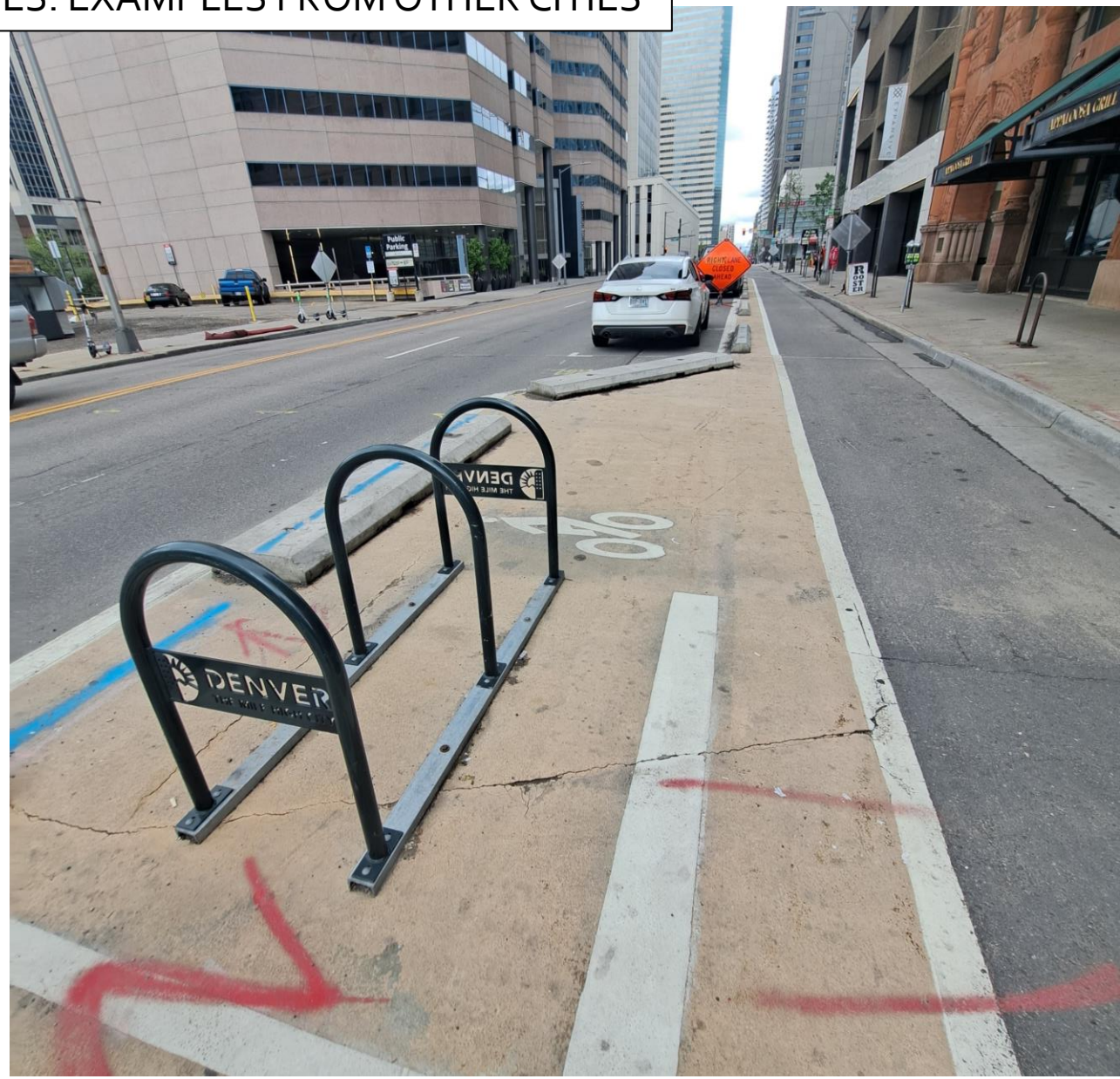

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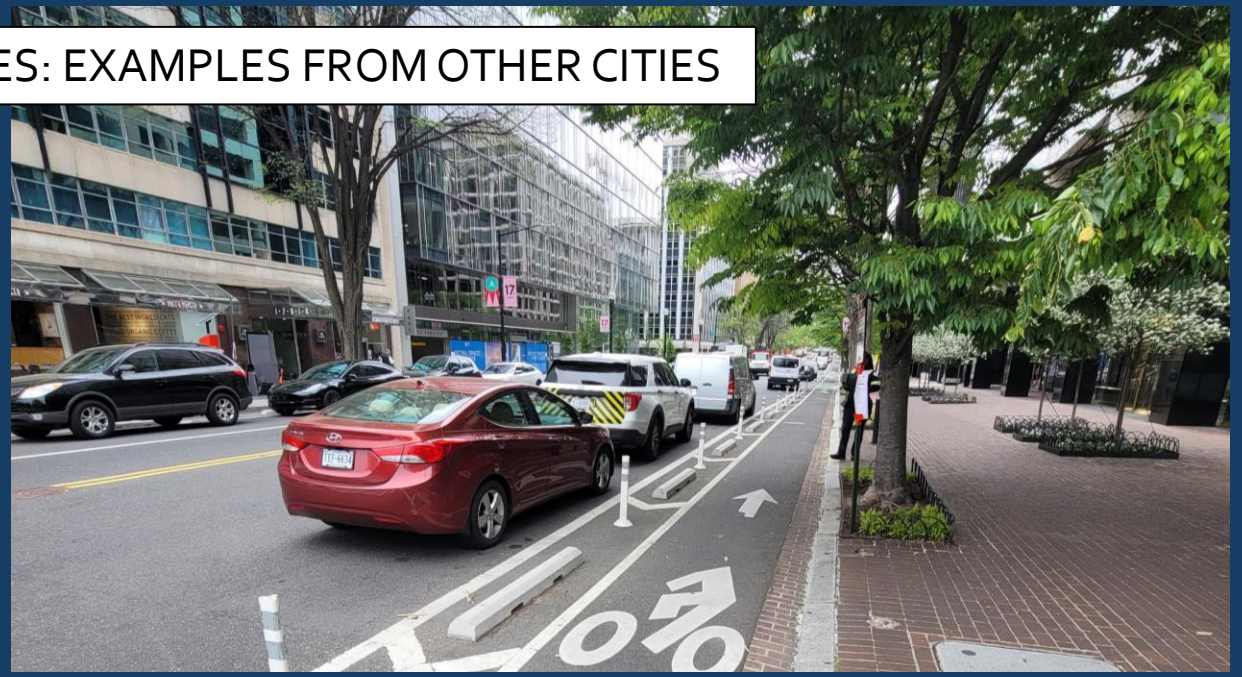

Washington, DC

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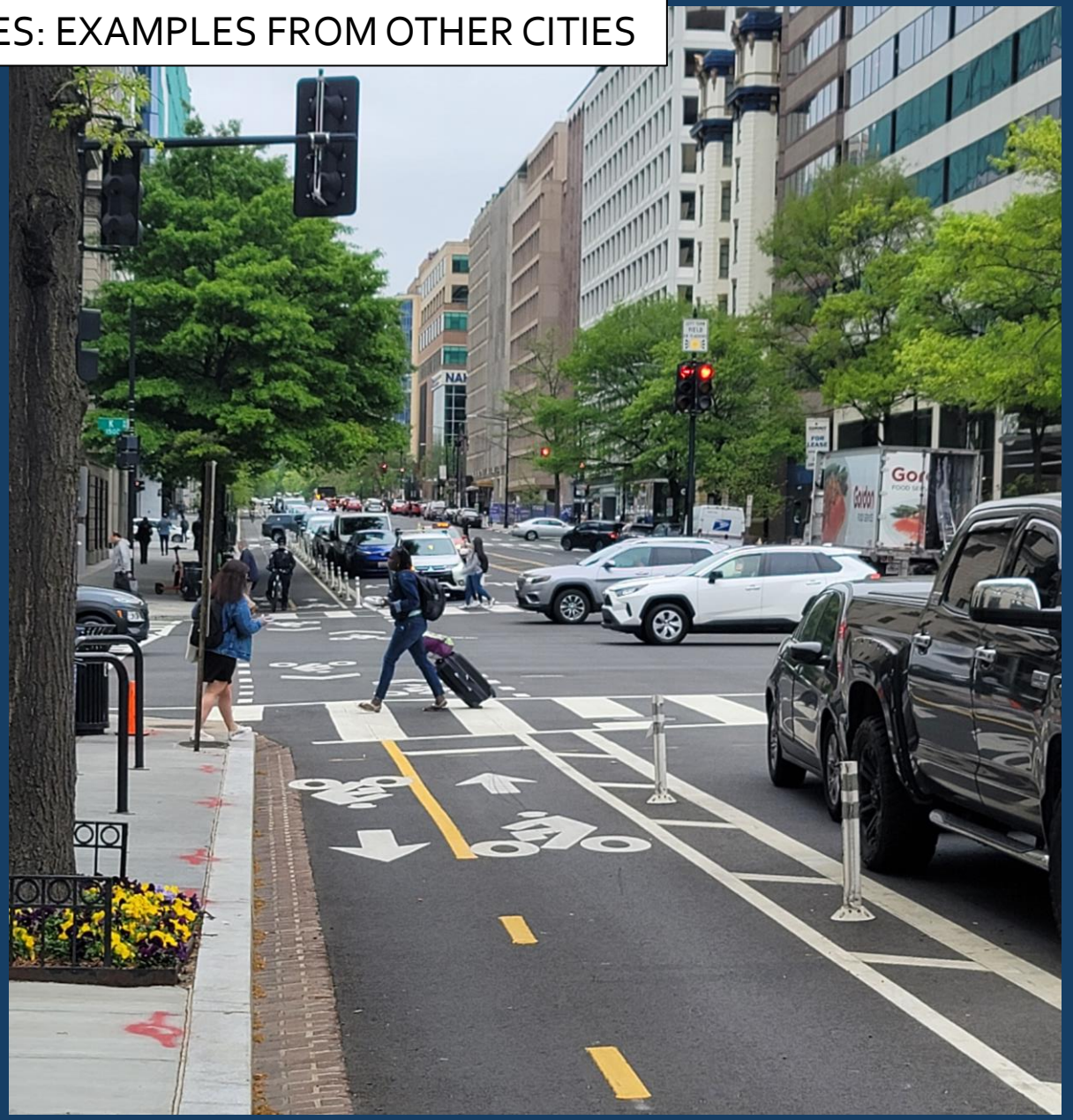

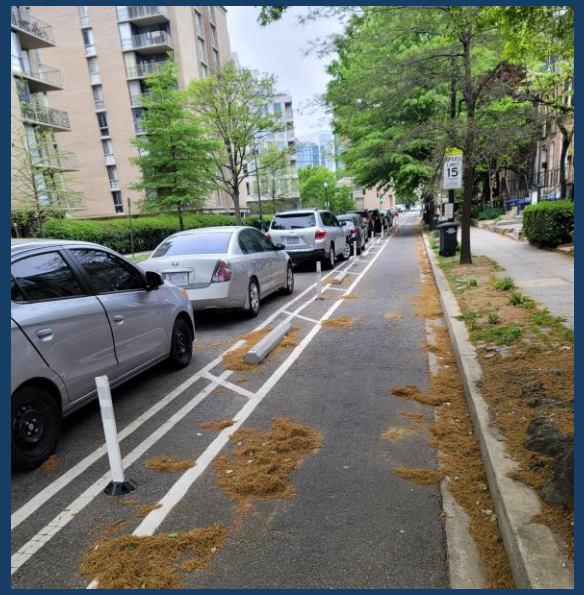

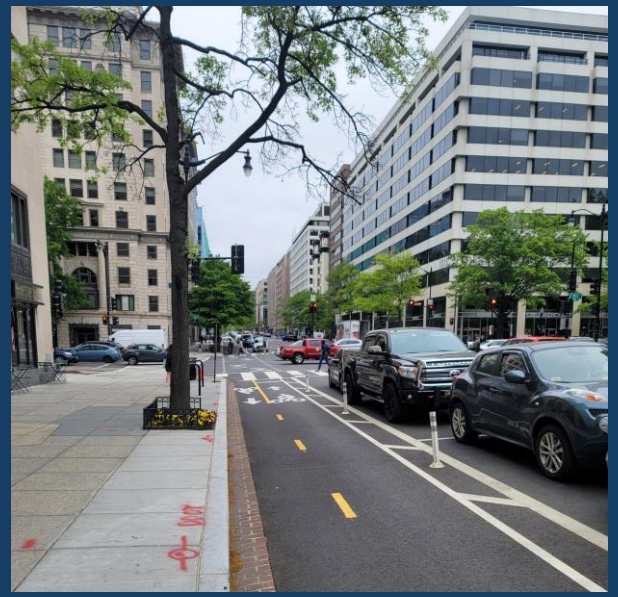

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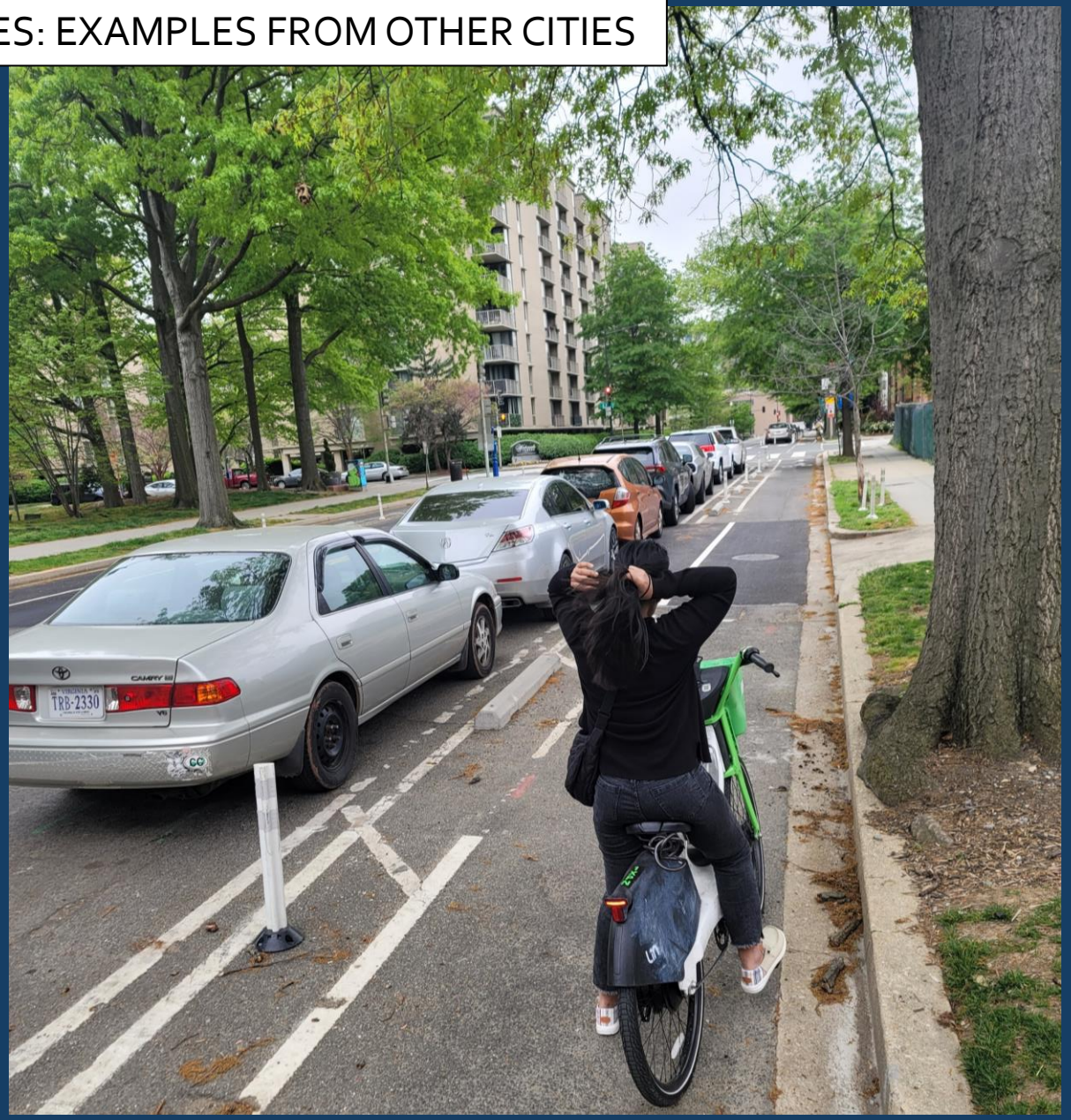

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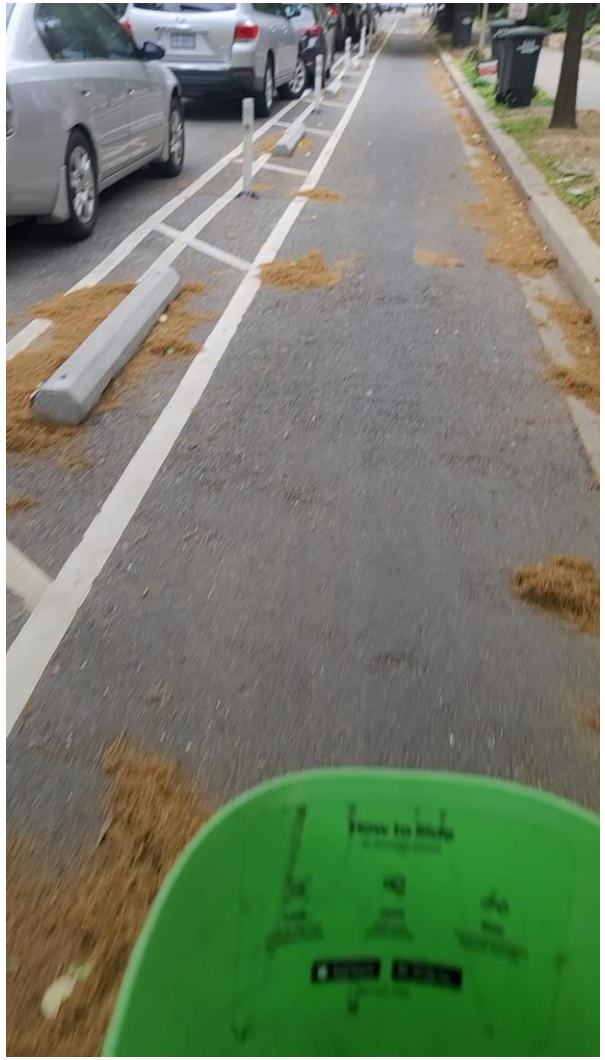

Washington, DC (VIDEO)

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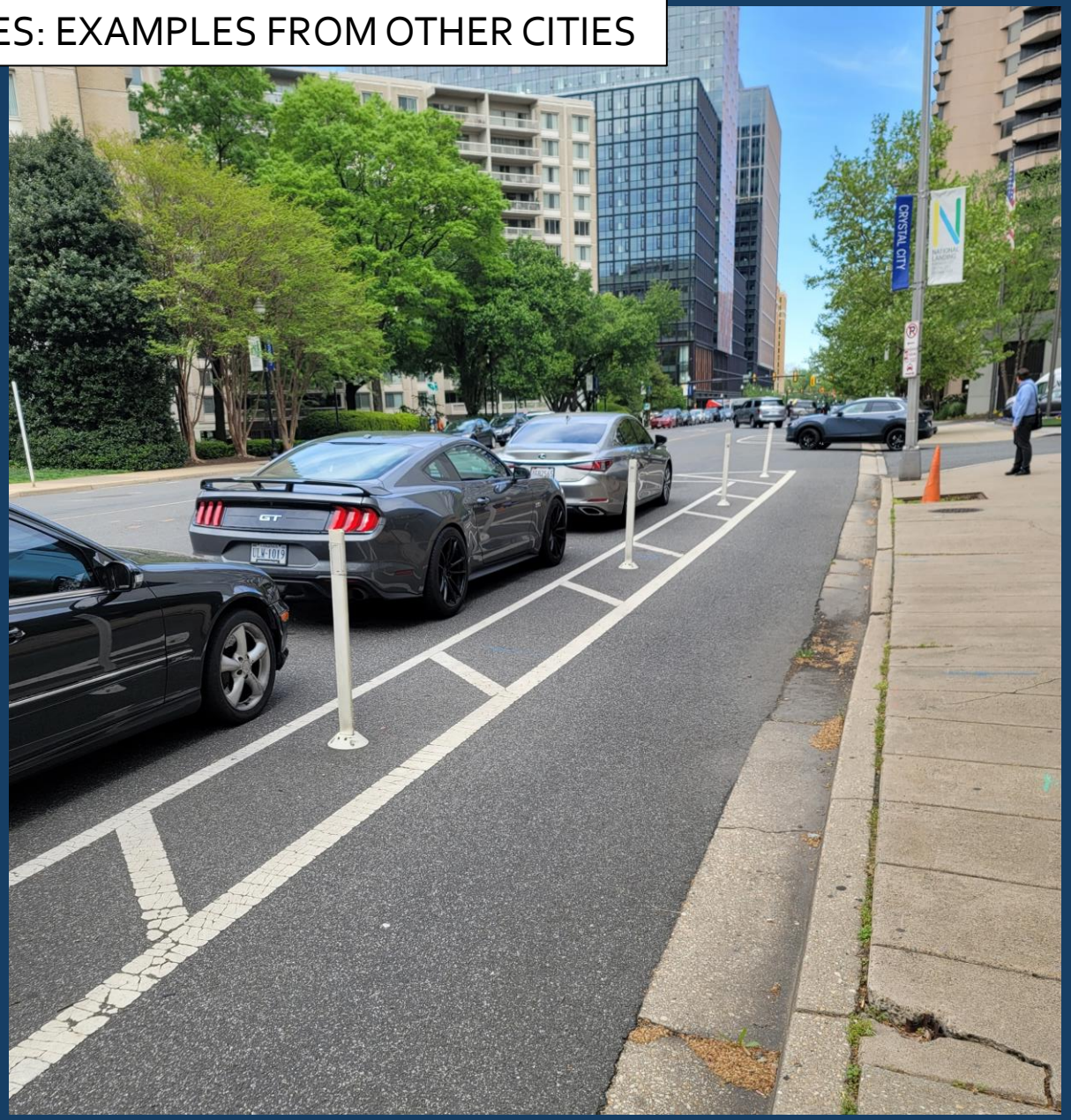

Crystal City, VA

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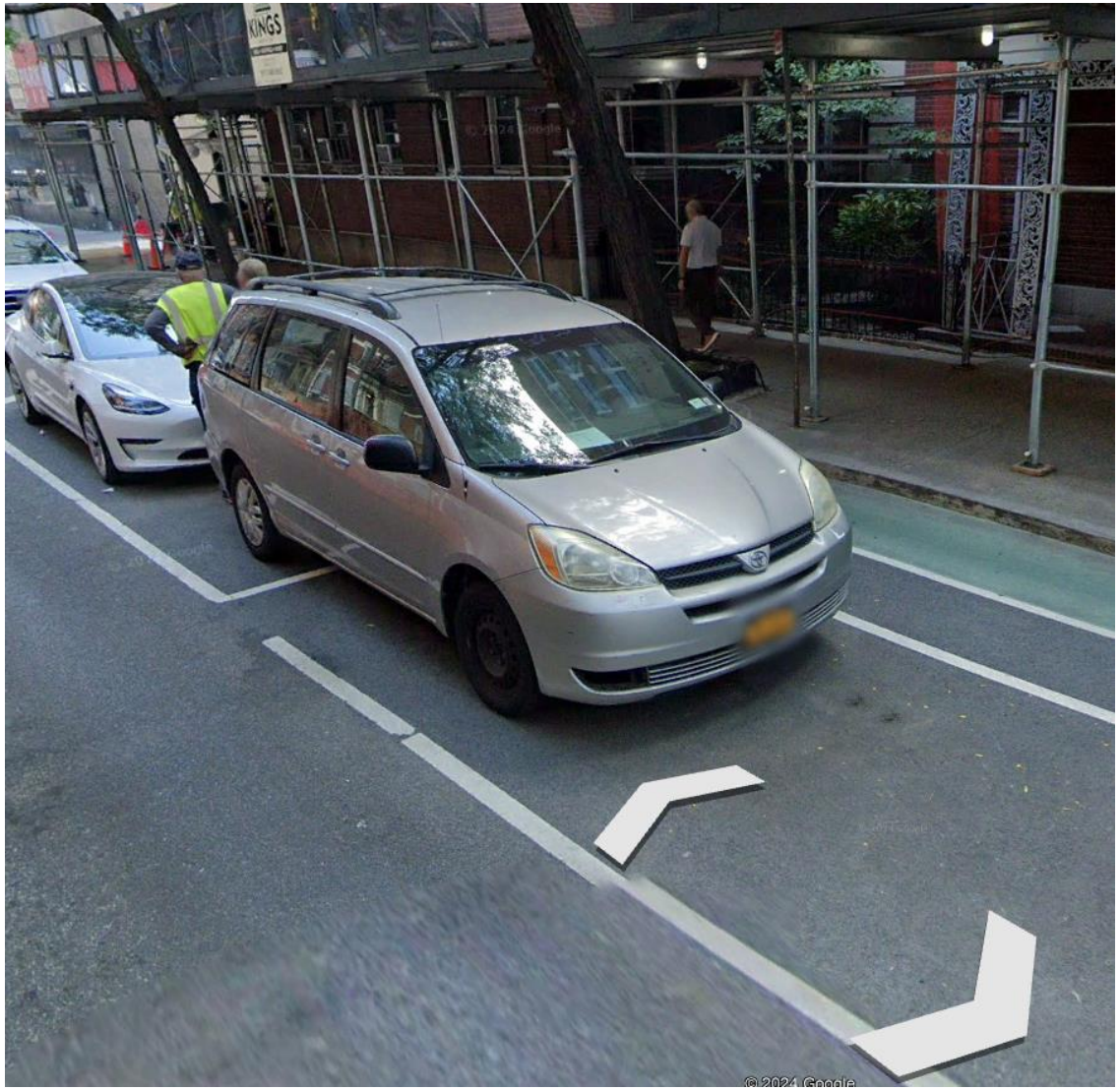
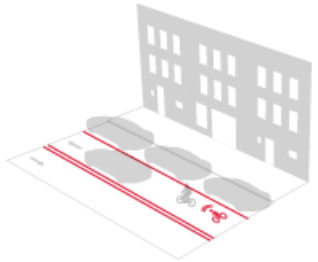
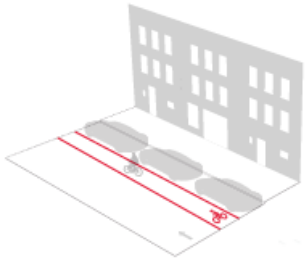
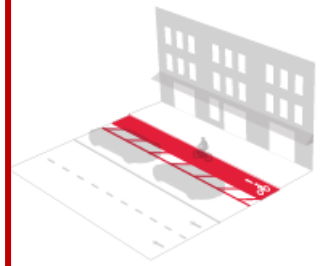
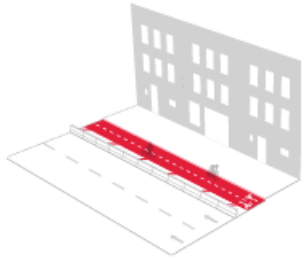
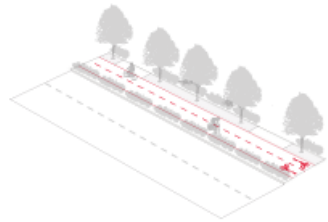


W 55th ST, MANHATTAN, NYC

PARKING-PROTECTED BICYCLE LANES: EXAMPLES FROM OTHER CITIES

W 55th ST, MANHATTAN, NYC

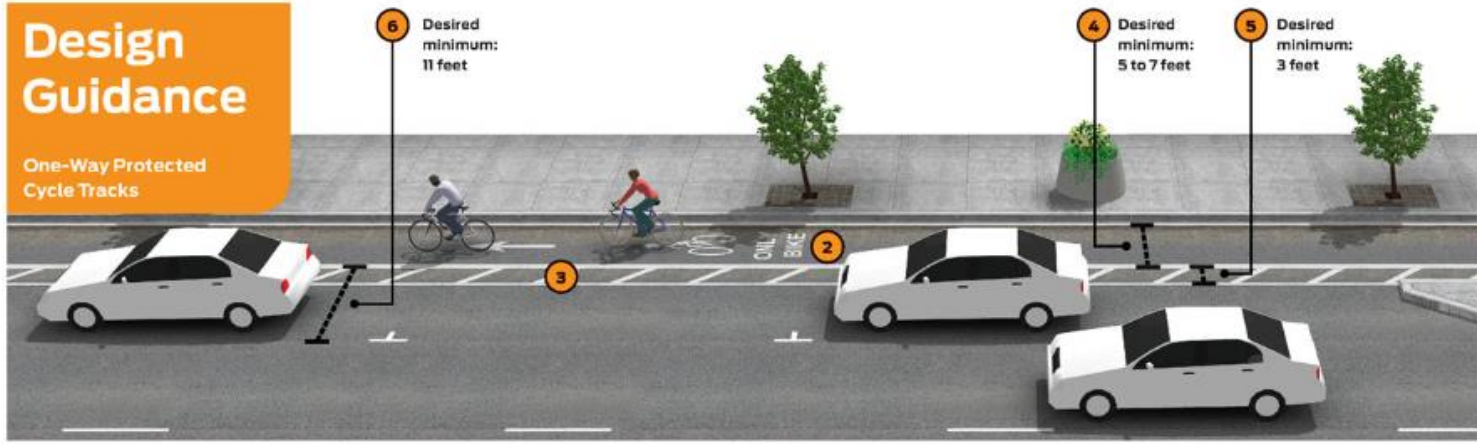
PARKING-PROTECTED BICYCLE LANES: DESIGN GUIDANCE: NYC DOT

	Shared Lane *Ex: 48th Street, Queens*	**Conventional Bike Lane** *Ex: Van Duzer Street, Staten Island*	**One-Way Protected Bike Lane** *Ex: 55th Street, Manhattan*	**Two-Way Protected Bike Lane** *Ex: Prospect Park West, Brooklyn*	**Grade-Separated Bike Lane** *Ex: Sands Street, Brooklyn*
					
Space Required	None	5-6' standard	4' min. lane + 3' min. buffer + 4' min. buffer if no maintenance plan (does not apply if parking-protected)	8' min. (4' min. each lane) + 3' min. buffer if no maintenance plan + 2' if protected by Jersey barrier	5' min. one-way, 8' min. two-way + buffer for edge treatments and any obstructions
Ideal Application	o One- or two-lane street o No excess road space o Connected to other bike facilities	o One- or two-lane street o Excess road space o Low potential for intrusion into bike lane	o Excess road space o Low-speed vehicular traffic o High potential for intrusion into bike lane	o Favorable edge conditions o Excess road space o Adjacent to parks and waterfront public spaces o Within industrial areas	o As part of a continuous "Greenway" o Adjacent to or through parks and waterfront public spaces
Advantages	o Clear, easy to follow bike route o Heightens driver awareness of cyclists o Preserves curbside access o Simple implementation	o Dedicated roadway space for cycling o Preserves curbside access o Simple implementation	o Protection for cyclists o Proven safety benefits for all modes o Enhanced pedestrian safety and comfort o Allows for pedestrian improvements like safety islands	o More spatially efficient than two separate one-way bike lanes o Enhanced visibility of cyclists o Enhanced access and circulation next to parks and public spaces o Safer passing for cyclists traveling at different speeds	o Greatest safety benefit to cyclists o Connects cycling facilities where on-street facilities are infeasible o Preserves curbside access
Disadvantages	o Does not provide dedicated roadway space for cycling o Cyclists not separated from traffic	o Vehicular intrusion remains possible o Cyclists have minimal separation from traffic o Perceived as less safe than protected lanes	o Parking impacts o Loading activity occurs across bike lane o Challenging to regulate floating parking o Bike signal timing may impact traffic o Maintenance plan required at ped. safety islands for lanes under 11' wide o Complex review and implementation	o Parking impacts o Bike signal timing may impact traffic o Requires turn controls or restrictions on a two-way street o Complex review and implementation	o Often requires capital reconstruction o Complex review and implementation
Green Pavement	o None	o Standard if lane is immediately adjacent to curb, especially in areas with high pedestrian volumes o Standard if lane is located between a travel lane and a turn lane ("pocket lane")	o Standard if there is high parking turnover; not recommended at locations with low turnover o Not used when protected by a permanent, continuous vertical element	o Preferred if lane is exclusive to cyclists and/or is in an area with high pedestrian volumes	o Not used when protected by a permanent, continuous vertical element (e.g., curb, Jersey barrier)
Intersection Treatments	o Chevrons to indicate bike facility	o Chevrons to indicate bike facility	o Turn restrictions may be needed at complex intersections o Shared crossing ("mixing zone"), separated crossing ("signal-protected turn"), or offset crossing ("protected intersection") to manage turning conflict o Chevrons to indicate bike facility	o Turn restrictions may be needed at complex intersections o Separated crossing ("signal-protected turn") or offset crossing ("protected intersection") to manage turning conflict o Chevrons to indicate bike facility	o Separated crossing ("signal-protected turn") or offset crossing ("protected intersection") to manage turning conflict o Chevrons to indicate bike facility

PARKING-PROTECTED BICYCLE LANES: DESIGN GUIDANCE: NACTO

Design Guidance

One-Way Protected Cycle Tracks



Required Features

(1) A cycle track, like a bike lane, is a type of preferential lane as defined by the MUTCD.[19]

(2) Bicycle lane word, symbol, and/or arrow markings (MUTCD Figure 9C-3) shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment.

(3) If pavement markings are used to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. Diagonal crosshatch markings may be placed in the neutral area for special emphasis. See MUTCD Section 3B.24. Raised medians or other barriers can also provide physical separation to the cycle track.

Recommended Features

(4) The minimum desired width for a cycle track should be 5 feet. In areas with high bicyclist volumes or uphill sections, the minimum desired width should be 7 feet to allow for bicyclists passing each other.[20]

(5) Three feet is the desired width for a parking buffer to allow for passenger loading and to prevent door collisions.[21]

(6) When using a parking protected pavement marking buffer, desired parking lane and buffer combined width is 11 feet to discourage motor vehicle encroachment into the cycle track.

(7) In the absence of a raised median or curb, the minimum desired with of the painted buffer is 3 ft. The buffer space should be used to locate bollards, planters, signs or other forms of physical protection.[22]

(8) Driveways and minor street crossings are a unique challenge to cycle track design. A review of existing facilities and design practice has shown that the following guidance may improve safety at crossings of driveways and minor intersections:

- If the cycle track is parking protected, parking should be prohibited near the intersection to improve visibility. The desirable no-parking area is 30 feet from each side of the crossing.[23]
- For motor vehicles attempting to cross the cycle track from the side street or driveway, street and sidewalk furnishings and/or other features should accommodate a sight triangle of 20 feet to the cycle track from minor street crossings, and 10 feet from driveway crossing.
- Color, yield lines, and "Yield to Bikes" signage should be used to identify the conflict area and make it clear that the cycle track has priority over entering and exiting traffic.[24]
- Motor vehicle traffic crossing the cycle track should be constrained or channelized to make turns at sharp angles to reduce travel speed prior to the crossing.

(9) Gutter seams, drainage inlets, and utility covers should be configured so as not to impede bicycle travel and to facilitate run-off.

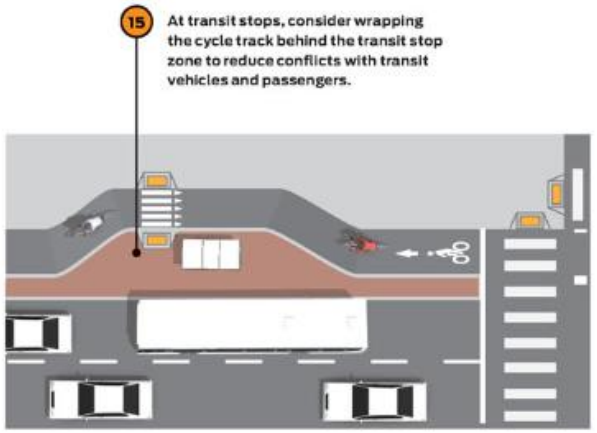
(10) Sidewalk curbs and furnishings should be used to prevent pedestrian use of the cycle zone.

(11) Cycle track width should be larger in locations where the gutter seam extends more than 12 inches from the curb.[25]

Optional Features

(12) Tubular markers may be used to protect the cycle track from the adjacent travel lane. The color of the tubular markers shall be the same color as the pavement marking they supplement.[26]

PARKING-PROTECTED BICYCLE LANES: DESIGN GUIDANCE: NACTO (continued)



(13) Cycle tracks may be shifted more closely to the travel lanes on minor intersection approaches to put bicyclists clearly in the field of view of motorists. See Cycle Track Intersection Approach for other methods of transitioning a cycle track to an intersection.[27]

(14) A raised median, bus bulb, or curb extension may be configured in the cycle track buffer area to accommodate transit stops. Bicyclists should yield to pedestrians crossing the roadway at these points to reach the transit stop.

(15) At transit stops, consider wrapping the cycle track behind the transit stop zone to reduce conflicts with transit vehicles and passengers. Bicyclists should yield to pedestrians in these areas. At intersection bus stops, an extended mixing zone may be provided with signage directing bicyclists to yield to buses and loading passengers.

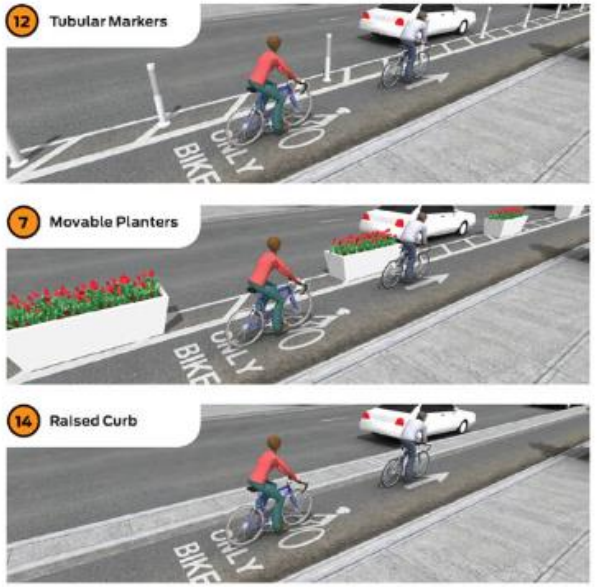
Cycle tracks may be configured on the left side of a one-way street to avoid conflicts at transit stops.

(16) A "Bike Lane" sign (MUTCD R3-17) may be used to designate the portion of the street for preferential use by bicyclists. A supplemental "No Cars" selective exclusion sign may be added for further clarification.

(17) "Bike Only" legend (MUTCD 3D.01) may be used to supplement the preferential lane word or symbol marking.[28]

(18) Colored pavement may be used to further define the bicycle space.

Alternate Protection Strategies




NEXT MEETING
ADJOURN