

Jacksonville Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Notes
Hybrid Meeting
December 5, 2024 @ 5:30 PM
Ed Ball Building – 3rd Floor Conference Room
214 N Hogan Street – Jacksonville FL

Attendees:

In-person: Peter Borenstein (BPAC Chair), Lauren Rushing (BPAC Vice Chair), Matt Fall (COJ), Len Burroughs (NFBC), Steve Tocknell (NFBC), Lee Durban (COJ), Kelly Jones, Tanner Pletzke (citizen), Collin Moore (City of Neptune Beach), John Kalinowski (State Attorney's Office), Darren Hayes (citizen)

Virtual: Lauren Chappell (COJ Parks & Rec), Larry Roberts (JTC Running)

II. Presentation and Discussion – Traffic Calming Effects of Bicycle Lanes, Wiatt Bowers, Atkins Realis

Wiatt led a circulation and traffic calming study for the Nautilus neighborhood in Miami Beach where there were many speeding complaints. The study explored whether speeding was actually occurring and what traffic calming mechanisms, such as the presence of striped and painted bike lanes, would be most appropriate to slow vehicles. The study looked at OD data to determine if cut-thru traffic was occurring, peak period radar data, traffic counts, and intersection turning movement counts at on low-volume roads at several locations.

The default speed limit on unsigned roads in FL is 30 mph. While of 75% of residents in the neighborhood felt there was a speeding problem, the study found that, before implementing treatments, the average 72-hour speed at studied locations was between 21 and 27 mph. The study found 85th percentile speeds of 26-29 mph.

The study concluded that:

- 1) Speeds were consistent with posted speed limits
- 2) There wasn't a lot of cut-through traffic, inferring that the perceived speeding issues were destination traffic.
- 3) Both striped and green painted bike lanes have an impact on reducing traffic speeds

On 47th St, east of Michigan Ave, (~2,200; unmarked speed; 28-30 foot wide drive aisle) the study found an average of 27.5 mph prior to striping of a bike lane. After striped bike lanes, the average dropped to 26 mph. After painted bike lanes, the average speed dropped to 25 mph.

After the study was completed, traffic calming measures were implemented throughout the neighborhood including lane narrowing through bike lanes, mini roundabouts and raised crosswalks. The City of Miami Beach installed a roundabout at the intersection of Nautilus/Michigan/42st Street. The community was originally skeptical, so it started with a demonstration project. The roundabout was later constructed and has proven to improve functionality and traffic flow and slow vehicle speeds.

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Steve Tocknell mentioned taking a trip to Nashville and noticed their use of flexible delineators in the centerline as a traffic calming measure. They are also proactive about putting in mid-block crossings in places where they are not necessarily warranted by existing pedestrian volumes.

II. WDoR Recap and Advocacy Next Steps, Lauren Rushing, BPAC Vice Chair

Lauren Rushing gave a summary recap of Jacksonville first World Day of Remembrance for Road Traffic Victims indicating that it was a successful event. The program included remarks from the Mayor, CM Jimmy Peluso, JTA's Nat Ford, Fred Jones, and victim's friends and family. There were approximately 50 people in attendance and the event received media coverage from every news outlets, as well as national outlets.

Lauren solicited feedback on the event: successes, things that could be done better, and recommendations for next year.

Attendees praised the event, while offering constructive feedback.

Kelly Jones would love to organize a ride associated with the event next year from St. Augustine. Lauren also indicated that organizing a local, demonstration ride would be a great addition to the event.

Wiatt Bowers mentioned wanting to hold it next year on a weekend. Lauren seconded this idea. Other locations to consider are Memorial Park and Lift Every Voice and Sing Park. Along those lines, Lauren Rushing expressed interest in fostering a stronger focus on community advocates and victims. She emphasized the importance of fostering relationships with victims' groups and organizations throughout the year. John Kalinowski offered assistance, through his role in the State Attorney's Office, to connect BPAC with victims. John asked what kind of victims would be most appropriate. Lauren indicated that BPAC's interest is in shifting the focus from victim/driver behavior and toward road design and speed of vehicles as the most important factor in reducing traffic deaths and serious injuries.

Matt Fall questioned when planning for next year's event should begin. Lauren indicated that June of 2025 would be a good time to begin discussions on planning.

Steve Tocknell mentioned wanting to do an open streets event. This would likely be most appropriate as a separate event from WDoR, since such an event is more celebratory.

Peter expressed interest in involving law enforcement next year. Many attendees agreed that law enforcement is an important partner in reaching zero deaths. John Kalinowski also offered his help on this front to facilitate BPAC building a relationship with JSO.

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Lauren expressed the importance of also getting FDOT more involved in being part of the solution. Steve Tocknell mentioned the FDOT Community Traffic Safety Teams and suggested that BPAC might attend some of these meetings.

Tanner Pletzke mentioned that he only learned about the event on the morning of and was lucky to have made it. BPAC could think about a more sophisticated promotional strategy next year to get the word out to more people. Tanner suggested finding ways of allows residents/citizens to get involved in an easy way, perhaps my signing a petition or something similar. Peter Borenstein mentioned the North Florida YIMBY group. Lauren said she had been told there was an active group in Northeast Florida and suggested the BPAC should reach out to them.

Lauren Rushing brought attention to BPAC's Calls to Action for a Vision Zero Ordinance and for speed cameras to be installed in school zones. Lee Durbin said that installing speed cameras in school zones would be a massive effort and questioned the effectiveness of the cameras. BPAC agreed to do more research on the effectiveness and to explore weather this is a legitimate campaign to invest BPAC's time in. Matt Fall stated that the cameras are not a big monetary investment, because a third-party company makes the initial investment and the cost is paid back through the violations. Lee suggested that if there are enough violations to pay back the investment, then perhaps the speed cameras aren't working to slow vehicles. Colling Moore stated that the City of Neptune Beach passed an ordinance several months ago to install cameras at two schools in the City. He offered to do a presentation in the Spring to get BPAC more information.

Councilman Peluso is sponsoring an ordinance to allow speed cameras to be installed in school zones. Matt Fall offered to keep BPAC posted so that they can attend hearings and offer support for the ordinance. Lauren Rushing suggested that BPAC issue a Call To Action to ask people to write their councilmember in support of the ordinance.

III. Mayport Road (A1A) Complete Street Project, Peter Borenstein, BPAC Chair

Peter Borenstein presented and facilitated a discussion on an upcoming FDOT project on Mayport Rd.

In Fall 2026, FDOT is slated to begin a milling and resurfacing project on Mayport Road between Atlantic Blvd and Dutton Island Road West. The resurfacing will include a lane reduction from a 6-lane road to a 4-lane road. In the southbound direction, the new roadway configuration will include an on-street bike lane. In the northbound direction, the existing sidewalk is being widening to a shared-use path. The project proposes to reduce the speed limit to 30 to 35 mph depending on the location. The total estimated cost is \$~12 million. This segment of Mayport Road is part of the East Coast Greenway.

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Peter pointed out some issues with the design, particularly at the intersection of Mayport Rd and Atlantic Blvd. Issues highlighted include:

- Lanes accelerating into a pedestrian crosswalk when merging onto Atlantic Blvd from Mayport Rd going southbound
- Lack of safe transition from sidewalk to bike lane westbound lane merging onto Atlantic Blvd.
- Long keyhole lane between through lane and right turn lane going from southbound on Mayport Rd to westbound on Atlantic
- No conflict markings across intersections with cross streets
- On-street bike lane, no buffer?
- Conflict marking at cross streets
- Long distances between crossing locations
- Wide curb radii

BPAC indicated they would write a comment letter to FDOT. Comments are due on Dec 16.

Matt Fall suggested including the LDMP requirements for flared driveways.

Collin Moore stated that the City of Neptune Beach has been petitioning FDOT for this project for a long time and while there are improvements that could be made to the design, they are happy to finally be seeing the lane reduction come to fruition. He suggested that the letter should express support for the new lane reconfiguration. Collin has comments that he will send to BPAC for inclusion in the letter.

Collin also suggested the BPAC take a look at the Atlantic Beach Safety Action Plan and consider writing a comment letter.

I-10/I-95 project – BPAC will right a letter.

IV. Discussion/Rapid Fire

Kelly Jones brought attention to another FDOT project – the I-95 widening project from I-10 to Beaver Street. This project is recommending modifications to Forest St. This is a street that Kelly rides often and whose crossing provides an important connection into downtown Jax via Myrtle Ave. The project recommends an modification to the sidewalk and pedestrian crossing that would create an inconvenient and unsafe two-step crossing that is in conflict with Kelly's desired alignment based on his experience riding at this location

Kelly asked that BPAC write a letter to FDOT. BPAC agreed.

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I. Announcements

Next meeting has been pushed back due to the holidays and will take place on Thursday, January 16th.

Meeting adjourned at 7:08pm