

Jacksonville Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Notes  
Hybrid Meeting  
August 1, 2024 @ 5:30 PM  
Ed Ball Building – 3<sup>rd</sup> Floor Conference Room  
214 N Hogan Street – Jacksonville FL

**Attendees:**

In-person: Peter Borenstein, Wiatt Bowers, Len Burroughs, Sherri Hartsell (COJ), Larry Roberts, Barry Cotter, Stephanie McCaffrey, Lauren Rushing, Matt Fall (COJ)

Virtual: Daniel Ashworth

Peter Borenstein moved to approve the July meeting minutes. Lauren Rushing seconded. Minutes were approved.

**I. Presentation and Discussion – Keyhole/Through Bicycle Lanes, Matt Fall, COJ Bicycle/Pedestrian Coordinator**

- There are many keyhole bicycle lanes throughout the City, often covering long distances along roadways with high posted speeds.
- Keyhole lanes typically place bicyclists between the through lanes and the right turn lane.
- Mr. Fall discussed several locations with long keyhole lanes, including Old St Augustine Road and San Jose Blvd. Mr Fall shared video footage of these locations with the BPAC. Many riders were observed using the sidewalk rather than the on-street keyhole lanes.
- Attendees discussed the inadequacy of current roadway design, as these lanes leave bicyclists vulnerable to high speed traffic.
- Attendees discussed design alternatives to keyhole lanes, and the possibility of the City adopting NACTO Guidance.
- Adopting NACTO Guidance was a recommendation of the [Mayor's Infrastructure Transition Committee \(Transportation Subcommittee\)](#) (2023).
- Mr. Fall recommended that attendees review FHWA's [Separated Bike Lanes on Higher Speed Roadways: A Toolkit and Guide](#) (June 2024)
- FDOT's Performance Targets do not address '**Bicycle Facility Type**', only the presence of a bicycle facility. Including a '**Bicycle Facility Type**' within FDOT's Performance Targets would be a meaningful step to improve bicycle facility quality and safety.
- Attendees discussed ways to advance the Mayor's Transition Committee Recommendations through the work of the Context Sensitive Streets Standards Committees and through engaging with their City Council members.

**II. Presentation and Discussion – SR13 (San Jose Blvd) at New Rose Creek - Bridge Replacement, Stephanie McCaffrey, BPAC Secretary**

- Ms. McCaffrey discussed FDOT's plans to replace an aging bridge structure on SR 13 at New Rose Creek. The project is currently in the design phase and is anticipated to be constructed in 2027/2028.
- The project scope includes replacing the entire bridge span. FDOT's current proposal includes replacing the existing typical section, which includes four travel lanes, 5-foot

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bicycle lanes and 5-foot sidewalks.

- The project is located a few blocks south of existing 7' wide buffered bicycle lanes that were added during a prior FDOT resurfacing project. The bridge is located in a commercial area with high levels of pedestrian and bicycle activity.
- Ms. McCaffrey presented a proposed typical section that included buffered bicycle lanes and wider sidewalks.
- Attendees discussed several design concepts to improve bicyclist and pedestrian safety at this location, including completely separating bicyclists from vehicle traffic either through a curb-separated bicycle lane or a shared use path.
- BPAC members intend to use recommendations from the discussion to inform an official comment letter to the FDOT Project Manager.
- BPAC members will review the FDOT's Multimodal Level of Service Standards for inclusion in the comment letter.

### **III. Discussion – Main Street Bridge Advocacy Update, Lauren Rushing, BPAC Vice-Chair**

- BPAC leadership met with CM with Jimmy Peluso in mid-July
- BPAC discussed the concept as part of a big picture vision for revitalizing downtown Jacksonville
- Next steps
  - Meet with CM Joe Carlucci
  - After meeting with CM Carlucci, meet with other organizations to develop support letters
  - Need to think about levels of asks
- Attendees discussed how the existing facility is only suitable for pedestrians. Limited space conflicts with the needs of people riding bikes and scooters.
- Historic Bridge Structure may limit potential for modifications.
- Attendees discussed the following design concepts/ideas:
  - One lane for bike/scooters
  - Reversible lanes
  - Options for soft/flexible concrete over grating to create a smoother surface- Chicago may have some examples
    - Slippery grates are an issue for runners
  - Repurposing lanes allows for an opportunity for more public space on the St Johns River. A wider shared use path could serve as a community space, not just a throughway, it can add to the fabric of downtown
  - Opportunity to implement re-design at the same time as the planned bridge closure.
- Attendees discussed the need to understand traffic patterns, through looking at historic traffic counts to understand the combined capacity for the Main Street and Acosta Bridges, and then determine how much excess capacity already exists.
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### **IV. Discussion – WDoR Update, Lauren Rushing, BPAC Vice-Chair**

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- Ms. Rushing provided an update on the status of planning for the World Day of Remembrance Event in mid-November.
- Attendees discussed filling out the Mayor's request form.
- Attendees discussed strategies to reach out to family members of victims
- A bicycle ride or walk after the event is still to be determined

**V. Discussion – Vision Zero Action Plan, Peter Borenstein, BPAC Chair and Matt Fall, COJ Bicycle/Pedestrian Coordinator**

- The City and the JTA are working on a joint Vision Zero Action Plan to improve traffic safety for all road users in Jacksonville.
- Peter Borenstein is a member of the Vision Zero Task Force which is involved in overseeing the development of the plan.
- There will be four Task Force meetings, the first meeting was held today, August 1.
- Mr. Borenstein provided a few highlights from the meeting, including a discussion of the draft High Injury Network.
- Mr Fall will share the presentation with BPAC for distribution to meeting attendees.

**Next meeting will be held on September 12.**

Meeting adjourned at 7:00 pm