

# Bicycle & Pedestrian Advisory Committee (BPAC)

8/3/2023

Ed Ball Building, Third Floor Conference  
Room #3112



Photo Credit: Barry Cotter

# About Us

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





## Bicycle and Pedestrian Advisory Committee (BPAC)

### Agenda for 08/03/2023 Meeting

5:30 - 5:45 PM

Introductions and Adoption of Minutes

5:45 - 6:15 PM

**Presentation: SORBA Jax Update on “Jeremy’s Hill” along Sunbeam Road**  
Todd Addicott, President, Southern Off-Road Bicycle Association  
Jacksonville Chapter (SORBA Jax)

6:15 - 6:45 PM

**Presentation: Citywide Speed Reduction Study Update**  
Chris Schoenig, AICP, Transportation Planner – Engineering Services,  
Atkins Consultants

6:45 - 6:55 PM

Rapid Fire Topics / Announcements

6:55 - 7:00 PM

Wrap-up / Next Meeting Info

Adjourn

JEREMY'S HILL AT  
ATERRO  
RECREATIONAL  
PARK

*Located at:*

*4520 Sunbeam Rd*

*Jacksonville Florida*

*32257*

Built by:





- **Jeremy's Hill Trail System at Aterro Recreational Park by SORBA Jax**

- Hello, and thank you for taking the time to read about our organization and the current project we are working to fund located in the middle of town at 4520 Sunbeam Rd and Craven Rd (32257). I will start off with a good explanation of who we are and how we came to exist.

- SORBA Jax is a chapter of the Southern Off Road Bicycle Association and helps ensure that public lands offer fun challenging, and sustainable off-road biking opportunities. Our chapter works closely with the City of Jax, Clay County, and Saint Johns County to help maintain trails at Hanna Park, Tillie Fowler Park, Bulls Bay Preserve, Black Creek Preserve, and Nocatee Preserve. We are one of fifty chapters that make up the organization. SORBA Jax is a 501c3 organization made up of 100% volunteers. All donations are tax deductible.



- SORBA Jax has been asked to help develop a 100+ acre former landfill site in the middle of the city of Jacksonville with the owner so that the public can use the land for mountain biking, running, walking, and general recreation. This land has approximately 65 feet of elevation gain and is an exciting addition of trails for us flatlanders in Florida. This trail program will also open opportunities for our chapter to be able to work with more kids and build programs for the younger generation to learn something new about biking. We are working with the state of Florida and have been designated as part of the Florida Greenways trail program. The land will be open for no fee public use and SORBA Jax will be the manager of the trail systems under an agreement with the landowner. SORBA Jax has been working with several outside partners on the professional layout of the trail system. We have already cut the first loop of the trail (approx. 3.4 miles), a gravity/flow trail and we will begin the cutting of the walking/running trail that will parallel the lower mountain bike loop on the outside of the mountain bike loop (approx. 3 miles) as funds allow. Our goal is to work closely with the local running club to make sure the needs of runners will also be met. We are planning approximately 10 miles of mountain bike trails and 3-4 miles of running trails. The running trail will be built 6 foot wide and have a crushed limestone surface. The mountain bike trails will be a variety of surfaces, to include natural earth, repurposed concrete on site, crushed limestone, wood features, large rock imported, and others determined by the design team. We will have all level of trails, with difficult features and bypass routes for everyone's enjoyment.



- I have also been working with community leaders and business owners to develop a youth cycling program to be located at this site. This will include bikes for kids to use, camps, training programs, beginner level races for kids to get a start without big pressure of the typical race, and a mobile trailer to take bikes to other locations on field trips.
- This project is estimated to cost approximately \$425,000 and this includes an equipment purchase of \$100,000 to be used for the build and continued maintenance by SORBA Jax. The trail system cost is to cover design, materials, and required outside labor as needed. Most labor is to be volunteer based, as will the continued maintenance. The property will also include several community areas for social gathering, picnicking, and space for hosting running and biking events. This will include picnic tables, material to level and prepare areas, signage throughout the park for ease of finding your way, and extensive signage at the trailhead and kiosk for information. Our equipment needs are a skid steer at \$55,000, a mini excavator at \$35,000, (2) 40 ft shipping container at \$6000, and several attachments for the skid steer for an additional \$15,000. This equipment would be stored on-site, but also used for all SORBA-Jax projects and save us tens of thousands annually for rentals and freedom to build as desired. We are looking for corporate and private donations to help fund this project. We have other projects that are flagged and ready to build, but materials and equipment have been a big holdback. This project and the equipment purchased will help move an additional 35 miles of trails within our area to move towards the building stage.



- We have many options including possible naming rights of the trail system, corporate advertising at the trail, advertising on our social media, and event sponsorship.
- The total amount of funds required to build and continue to maintain for the foreseeable future is \$425,000.
- We hope to repurpose this land in a wonderful way and build a premier recreational park for the community of Jacksonville to use free of charge.
- Please reach out to me directly to discuss how you can help.

Thanks,

Todd Addicott  
President  
SORBA Jax  
904-422-0498

[Todd.Addicott@sorbajax.org](mailto:Todd.Addicott@sorbajax.org)





The Jacksonville Track Club has committed to a donation of \$220,000 for the design, equipment, and construction of a walking/running trail at Aterro Recreational Park.

This trail will be 100% volunteer built by SORBA Jax.



The Trek Foundation has committed to a donation of \$155,000 for the design and construction of the mountain bike trails at Aterro Recreational Park.

This trail will be 100% volunteer built by SORBA Jax.









3D

- \*Red Trail is Current MTB (Approx 3 Miles)
- \*Orange Trail is Planned Running (Approx 3 Miles)
- \*Purple Trail is Planned MTB (Approx 6 Miles)









Earth  
Charter  
INTERNATIONAL



Trail  
Trust  
A Fox Factory Initiative

PROV·3·N  
PERFORMANCE

CHAMPION  
BRANDS



JACKSONVILLE  
ORTHOPAEDIC  
INSTITUTE

TREK  
JACKSONVILLE



TABULA  
RASA  
BREWING



SHOTT  
PERFORMANCE



Red Rooster  
PROPERTY MANAGEMENT







Thank you for the opportunity to show you the amazing project that we are building for our bicycle and pedestrian community in Jacksonville.





**SORBA JAX**  
SOUTHERN OFFROAD BICYCLE ASSOCIATION

# BOYS & GIRLS CLUBS TRAIL TUNE-UP



- VOLUNTEERS NEEDED
- SUNDAY, JULY 30
- 8AM-12PM
- 191 PECAN STREET
- BAXTER LUTHER FACILITY











VIDEOS:

[youtube.com/@PMStudios904](https://youtube.com/@PMStudios904)

# 20 is Plenty

Bringing Safety to our Neighborhoods



**ATKINS**

Member of the SNC-Lavalin Group

# Overview of the Study

The City of Jacksonville seeks to reduce the speed limit on its residential streets. The major objective of this study is to predict the results of lowering the residential citywide speed limit from 30mph to 20mph.



## Literature Review

Case studies of other municipalities



## NACTO Review

Review of NACTO-City Limits



## Policy/Guideline Review

Review of state statutes, local policies, and guidance documents



## Data Analysis

Analysis of speed limits of residential streets and crash data



## Next Steps

Ideas to consider moving forward





# Project Timeline

Literature review of studies, campaigns, and NACTO guidelines

Review of national, state, and local statutes and policies

Public Outreach

Analysis of lowering residential speed limits

Recommendations and Cost/Benefit Analysis





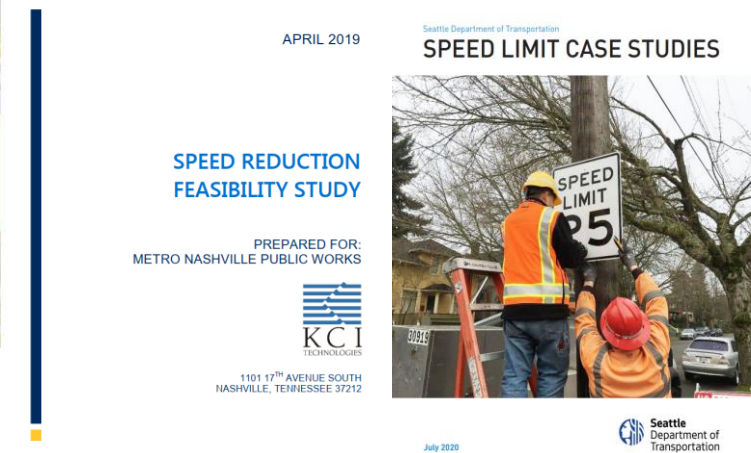
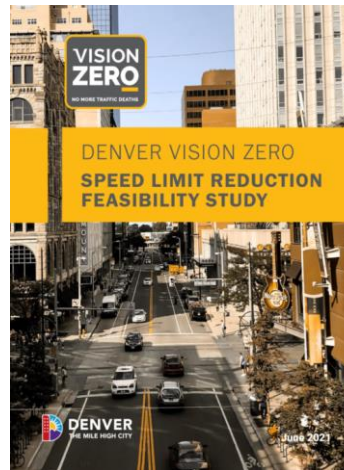
SPEED  
LIMIT  
20



# Literature Review

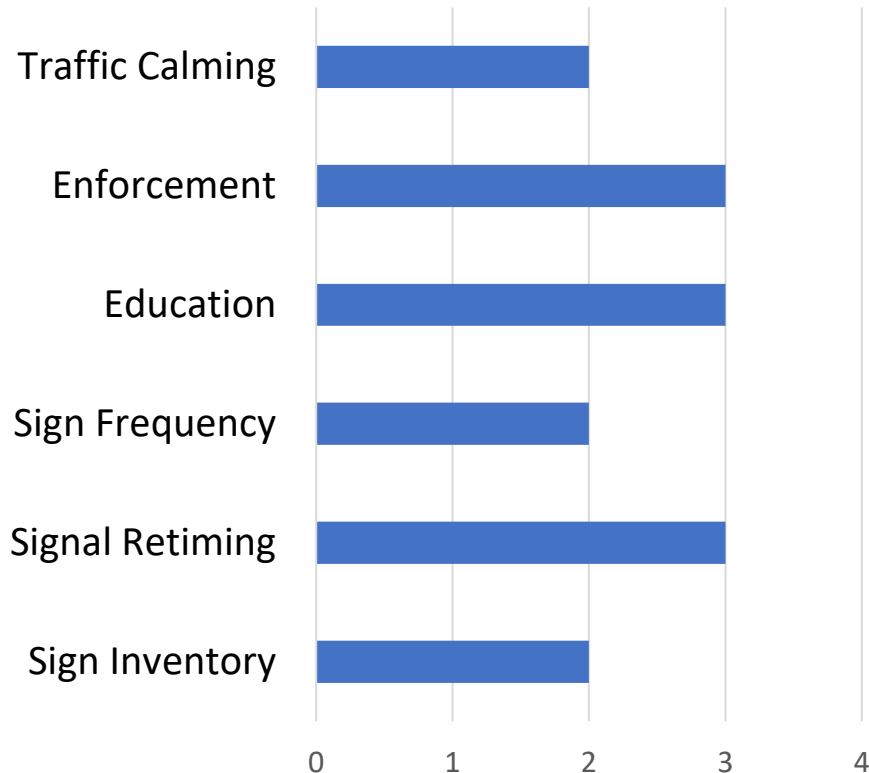
# Studies and Campaigns Reviewed

- Purpose: provide a general understanding of common practices where speed reduction has been implemented on a national scale.
- Result: Analyze how other speed reduction studies and campaigns have worked on a national scale and develop an understanding of the common challenges, recommendations, and next steps.
- Four (4) studies and four (4) campaigns were reviewed.
- Studies: Denver, Colorado; Nashville, Tennessee; Seattle, Washington; and Saint Paul, Minnesota.
- Campaigns: Eugene, Oregon; Tigard, Oregon; Tacoma, Washington; and Montgomery County, Maryland.



# Studies and Campaigns Overview

## Study Recommendations



## Campaign Key Findings

- The campaigns that were analyzed provided residents with the option to display signs encouraging the reduction in speed.
- Crash data has shown there is a significant improvement regarding pedestrian survivability during a crash when drivers are traveling at 20 MPH instead of 25 MPH.
- Traveling at higher speeds will narrow your field of vision as you drive, making it more difficult to see and react to people on or near the roadway.
- Campaigns were the result of local ordinances being passed that lowered the default residential speed limit.
- Most campaigns were associated with Vision Zero policies that cities had adopted.

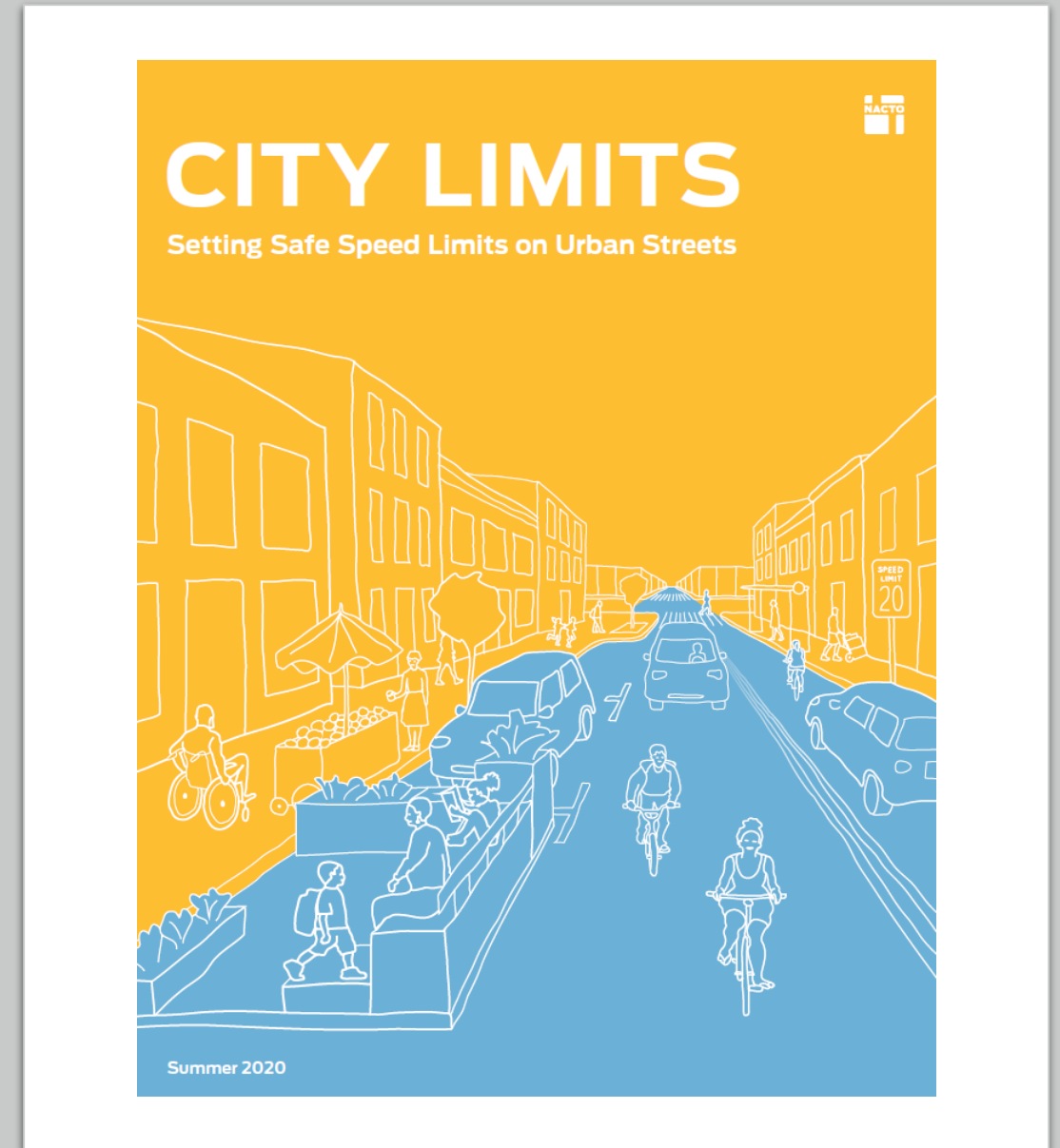


# NACTO Review



# NACTO- City Limits

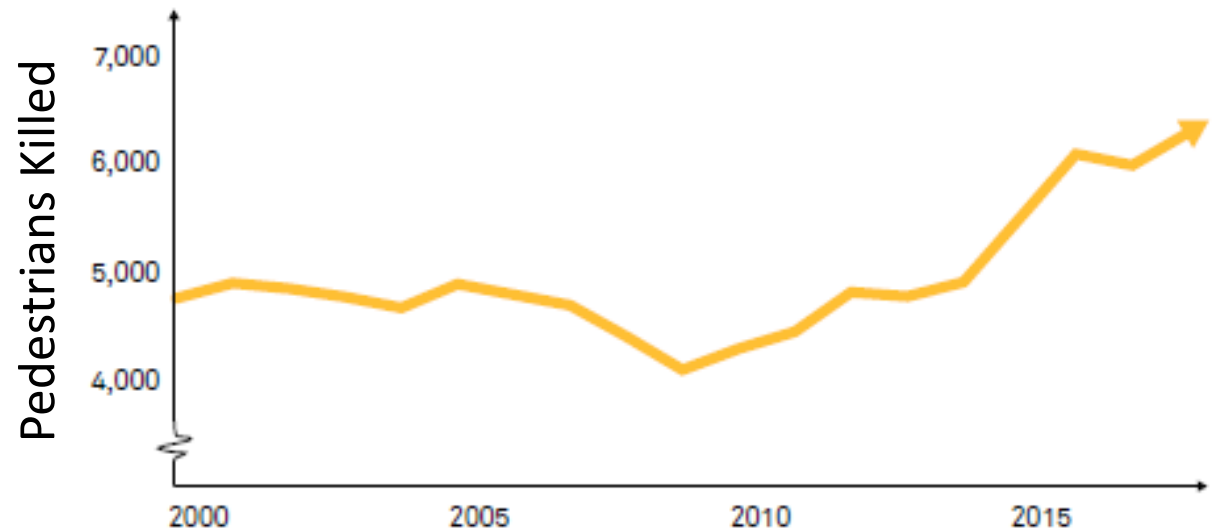
- NACTO stands for the National Association of City Transportation Officials.
- There are six (6) member cities within the state of Florida. They include Miami, Miami Beach, Fort Lauderdale, Orlando, Tampa, and St. Petersburg.
- Three main tools for setting speed limits on urban streets: setting default speed limits, slow zones, and setting corridor speed limits on major streets.



# Challenge

- People decide how fast to drive based on both the street's design and cues such as the posted speed and other drivers' speeds.
- Leads to an increase of pedestrian fatalities

## Pedestrian Fatalities

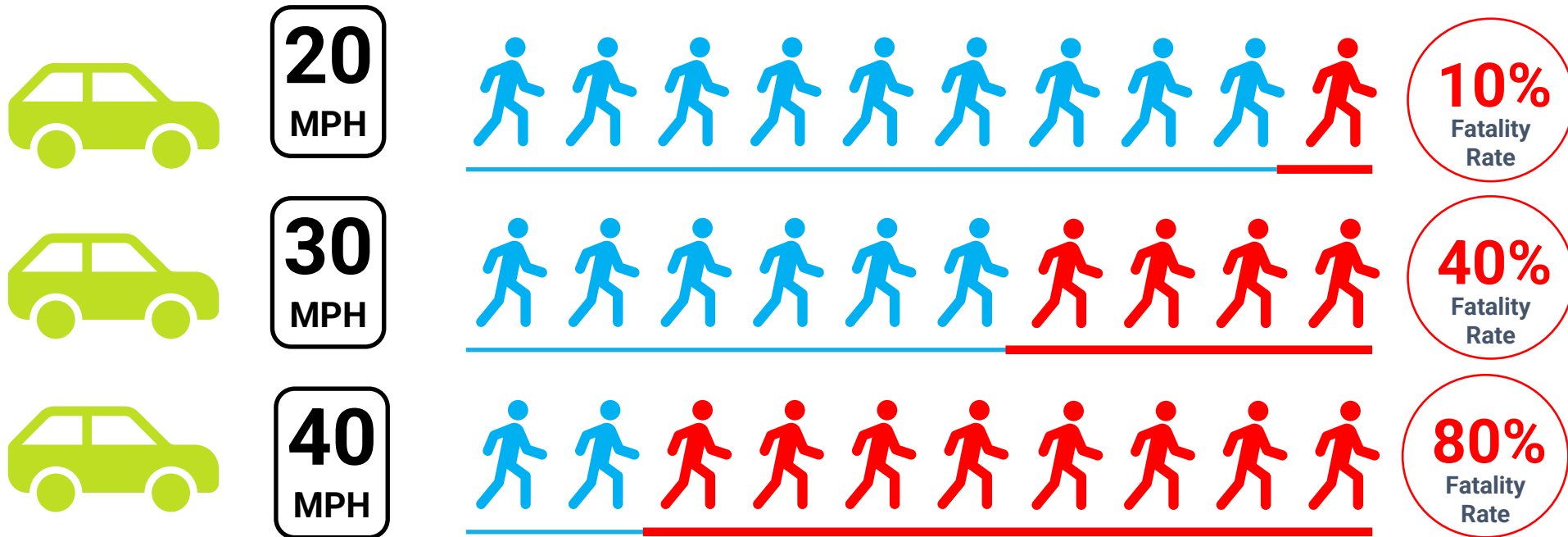


Source: NACTO: City Limits

# Collision Statistics You Can't Ignore.

As shown in the infographic below, the faster a vehicle is traveling, the chance of survival for a pedestrian decreases. *Data source: US Department of Transportation, Literature Reviewed on Vehicle Travel Speeds and Pedestrian Injuries. March 2000.*

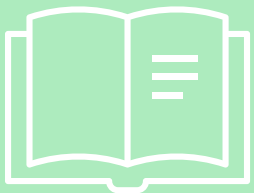
**20 MPH**      **90%**      **10%**  
If a person is hit at      Survive the collision      Result in Fatality







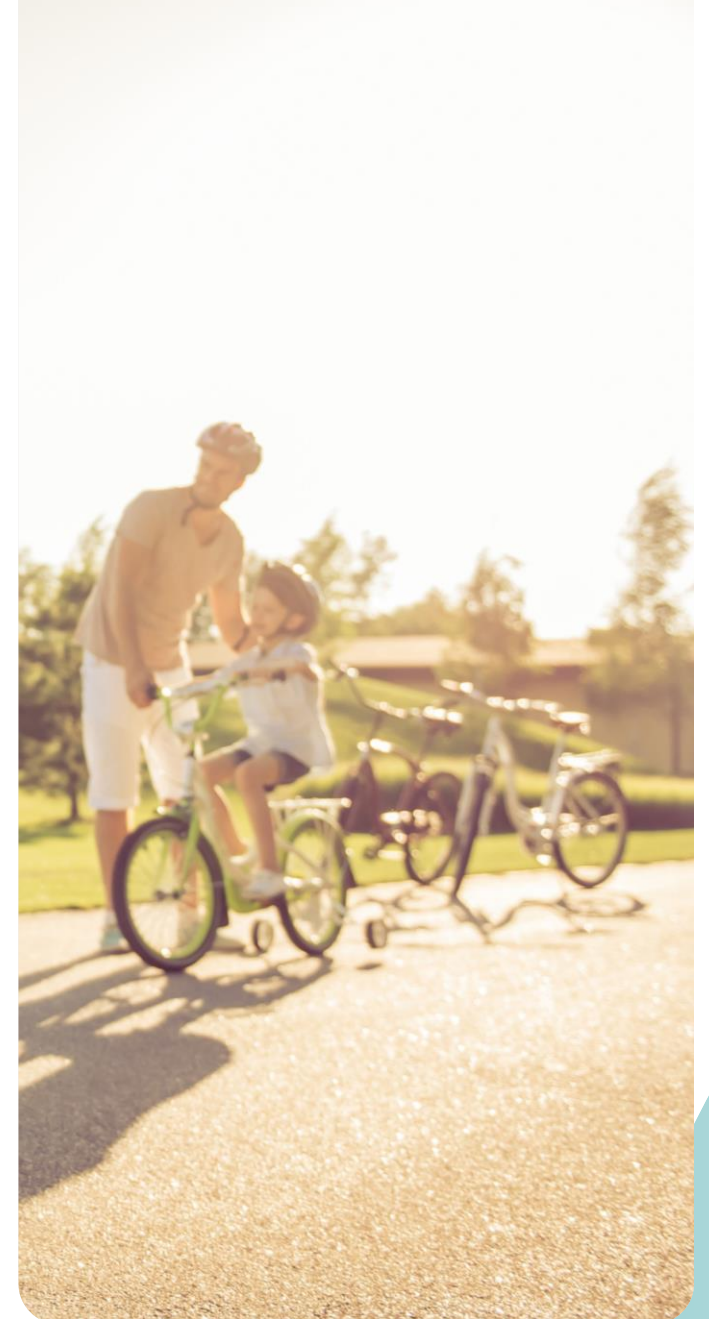
# Policy/Guideline Review



# State Statute

## Florida Statute 316.189

Establishment of municipal and county speed zones. (1) Municipal Speed- the maximum speed within any municipality is 30 miles per hour. With respect to residence districts, a municipality may set a maximum speed limit of 20 or 25 miles per hour on local streets and highways after an investigation determines that such a limit is reasonable. It shall not be necessary to conduct a separate investigation for each residence district.



# Local Ordinance and Policies

## City of Jacksonville Ordinance 2014-666-E

- Section 804.406- Speed Limit Reduction on Local Roads by Petition from a HOA or group of residents.
- Section 111.930- Neighborhood Speed Limit Reduction Trust Fund. All donations and contributions are for the purpose of offsetting neighborhoods' shares of costs associated with the installation of speed limit signs.

## City of Saint Augustine Policies

- Transportation and Mobility Element- Policy 3.3.4- the City shall consider a neighborhoods speed limit program that includes speed limits on residential, collector and arterial roads, depending on the context.
- Transportation and Mobility Element- Policy 3.3.5- the City shall consider a speed limit program for Historic Districts.



ONE CITY. ONE JACKSONVILLE.

# City of Jacksonville, Florida

*Donna Deegan, Mayor*

Department of Public Works  
Ed Ball Building  
214 N. Hogan St., 10<sup>th</sup> floor  
Jacksonville, FL 32202  
www.coj.net

### Traffic Calming Petition Process

Neighborhoods may have traffic calming installed through the petition process. 75% of the affected homeowners must sign the petition and the neighborhood must agree to share the cost of the project with the city.

1. The City receives a request for traffic calming. Request can be sent to [trafficoeng@coj.net](mailto:trafficoeng@coj.net).
2. Traffic Engineering investigates. If the streets are eligible for traffic calming, then a cost and sketch are sent to the requestor.
3. The requestor contacts their City Council Member to request a public meeting.
4. At the public meeting Traffic Engineering explains the advantages and disadvantages of the project. JSO and JFRD will be invited to the meeting.
5. After the public meeting, Traffic Engineering will give the petition to the sponsor. Only affected property owners are eligible to sign the petition. The petition that Traffic Engineering provides will include the list of names of property owners who are eligible to sign.
6. The sponsor collects signatures. Signatures will be inspected by the City.
7. The sponsor or someone from the neighborhood collects money.
8. The money is sent to Traffic Engineering.
9. After payment is received, the City will schedule installation.

### Types of Traffic Calming:

#### Reduced Speed Limits:

The default statewide residential speed limit is 30 mph. Your neighborhood may have the speed limit reduced by petition. The lowered speed limit will be 25mph or 20mph depending on your pavement width. Traffic Engineering will determine where and how many signs are installed. It is important to note that lowered speed limit signs alone without increased enforcement or other traffic calming devices may not be effective. The neighborhood must share half of the cost of the signs with the City. Each sign cost \$280.

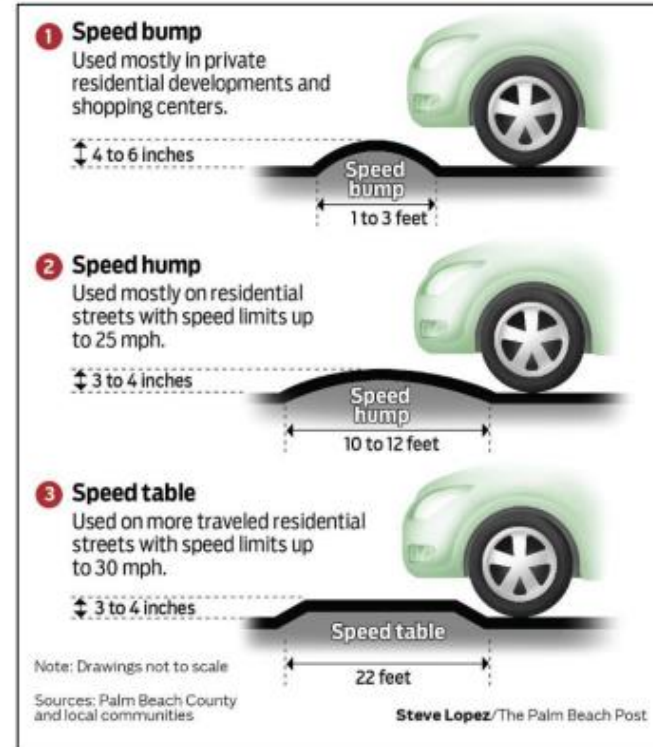
#### Speed Humps:

Your neighborhood may have speed humps installed by petition. Speed humps are designed in such a way that vehicles must slow down to 15-20mph as they pass over them. Traffic Engineering will determine where and how many speed humps are installed. Speed humps can only be installed on public residential roads. Roads classified as collectors or arterials are not eligible. The neighborhood is responsible for sharing the cost of each speed hump with the City. Each speed hump costs the neighborhood \$3,000. If it is a cut-through street, then the neighborhood's cost is reduced to \$1,500.

\*Other traffic calming methods such as traffic circles or reduced lane widths may also be considered.

#### All-Way Stops:

Many residents request the installation of all-way stops to control speeding. However, engineers do not use stop signs to control speeding because unwarranted stop signs can make roads more dangerous. Many drivers ignore unwarranted stop signs, and many drivers speed up mid-block to make up for the lost time. More information is available at [coj.net/departments/public-works](http://coj.net/departments/public-works).



# FDOT Speed Zoning Manual

Provides guidelines and recommended procedures for establishing uniform speeds on municipal, county, and state roads within Florida.



## SPEED ZONING

For Highways, Roads and Streets In Florida



# Manual on Uniform Traffic Studies (MUTS)

Establishes minimum standards for conducting traffic engineering studies on roads that are under the control of the Florida Department of Transportation (FDOT).

Local governments are recommended and encouraged to use the Manual on Uniform Traffic Studies (MUTS) as a guideline in conducting studies.

# MUTS

Manual on Uniform Traffic Studies



JANUARY 2021



SPEED  
LIMIT  
20



# Data Analysis

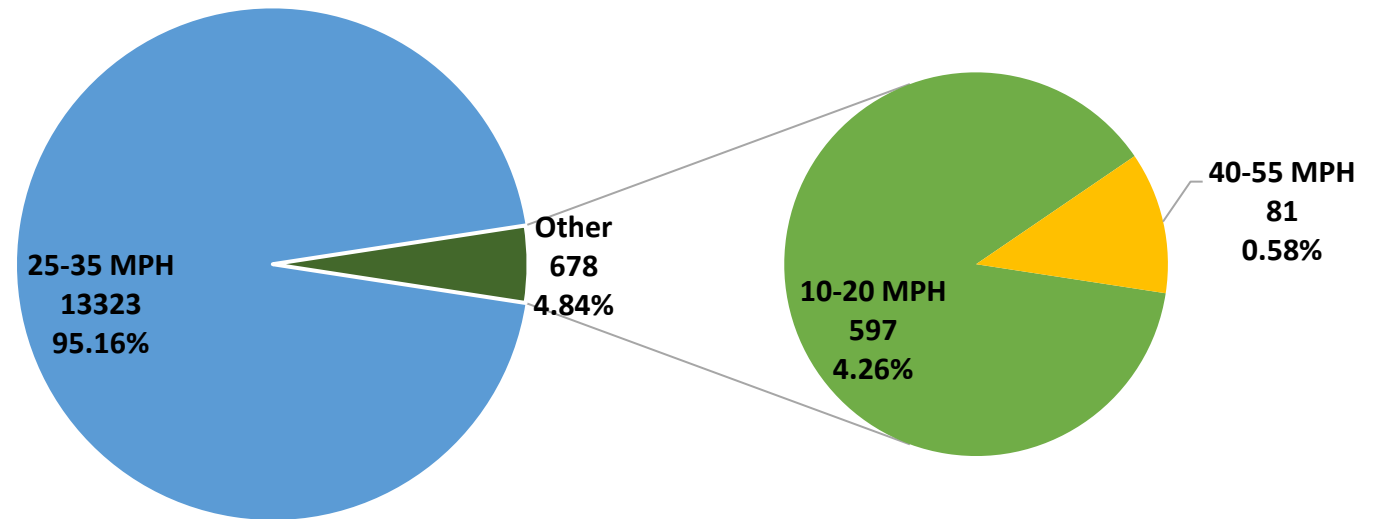
# Existing Conditions

Approximately 14,001 streets are classified as “local” and are maintained by the City of Jacksonville.

- 597 local streets (4.3%) are classified between 10-20mph
- 13,323 local streets (95.2%) are between 25-35 mph
- 81 local streets (0.6%) are between 40-55 mph.

### Speed Limit (MPH) of Residential Streets in Jacksonville

■ 10-20 MPH ■ 25-35 MPH ■ 40-55 MPH



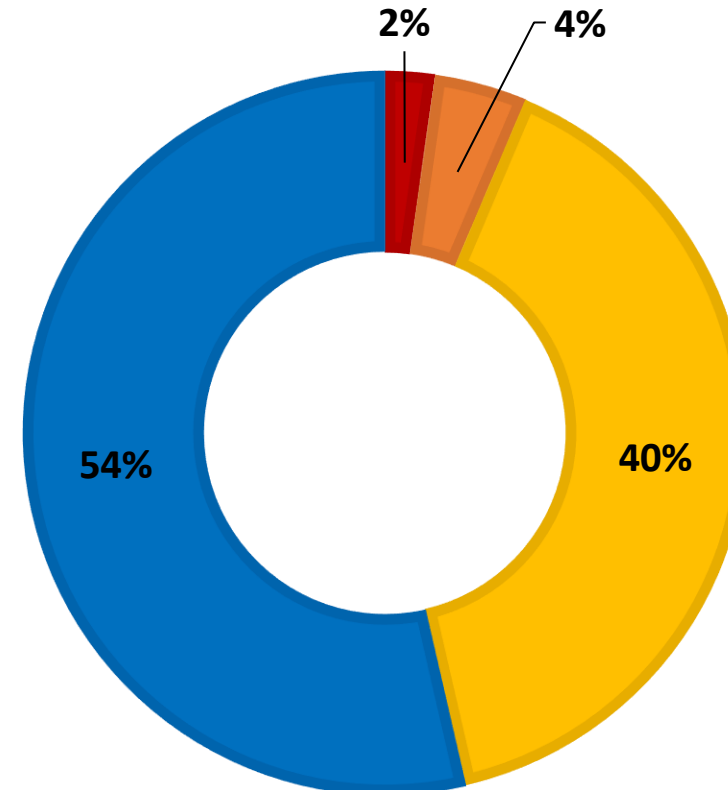


# Crash Trends

- Crashes were from 2018 to 2023.
- Speeding and aggressive driving were the major factors.
- Approximately 1,211 crashes occurred on residential streets.
  - 27 fatalities (2%)
  - 50 severe injuries (4%)
  - 485 injuries (40%)
  - 649 without injuries (54%)

## CRASHES ON RESIDENTIAL STREETS (2018-2023)

■ Fatalities ■ Severe Injuries ■ Injury ■ No Injury



# Public Survey

- Approximately 2,479 responses from March 30th to July 27th
- Survey is still available

**Help make your community safer.**

**HIT BY A VEHICLE TRAVELING AT:**

**20 MPH**

9 out of 10 pedestrians survive

**Learn more...**

**Is 20 Plenty for Your Neighborhood?**

The City of Jacksonville wants to ensure our community is safe for all. One way we're working towards a safer city is centered on the idea that a speed limit of 20 mph is appropriate for local, residential streets.

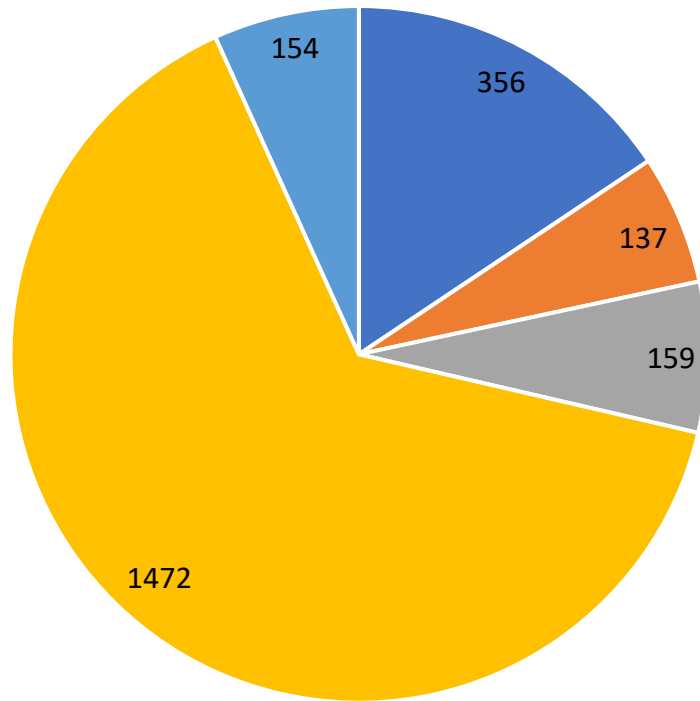
Learn more about 20 is Plenty Jax and take a 3-minute survey to share your thoughts about roadway safety in your neighborhood.

**WE WANT TO HEAR FROM YOU**

[www.20isPlentyJax.com](http://www.20isPlentyJax.com)

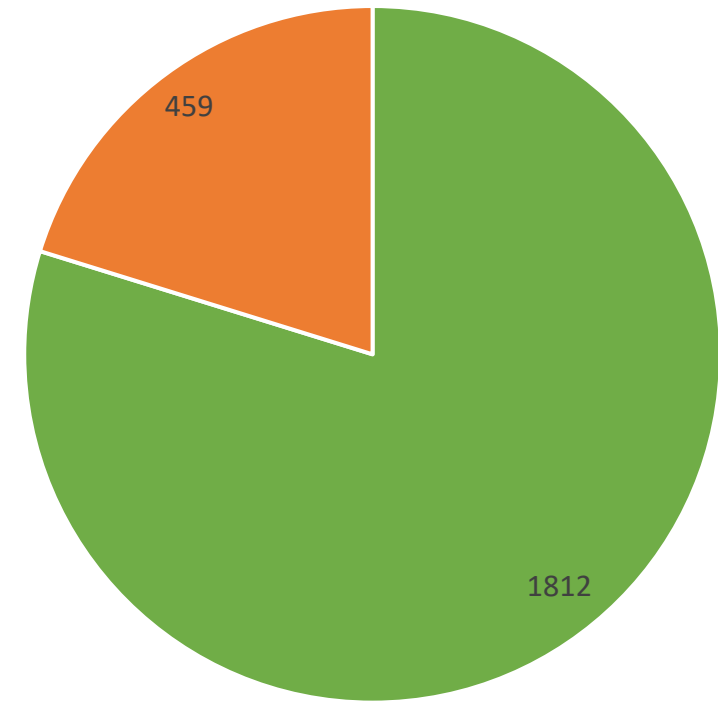
# Survey Responses

All Local Residential Speed Limits on residential streets should be 20 mph



■ Agree ■ Disagree ■ Neither Agree nor Disagree ■ Strongly Agree ■ Strongly Disagree

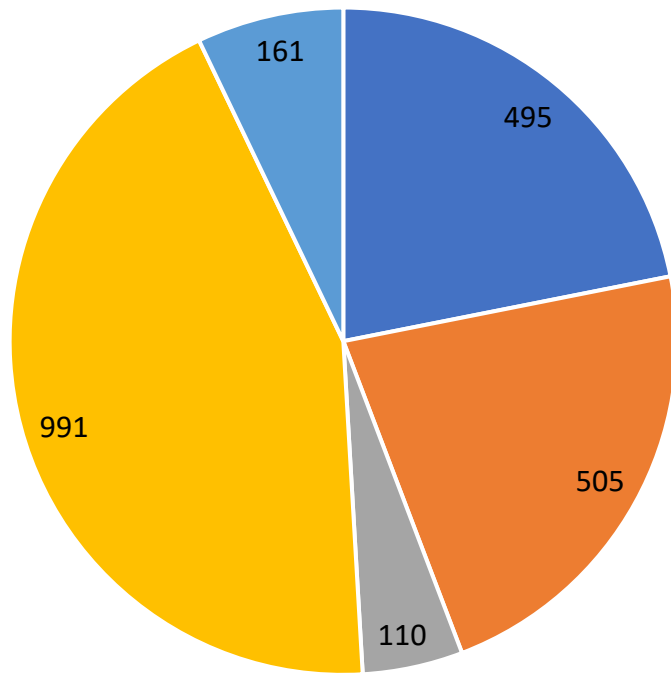
Will a reduced speed limit reduce the likelihood and severity of crashes?



■ Yes ■ No

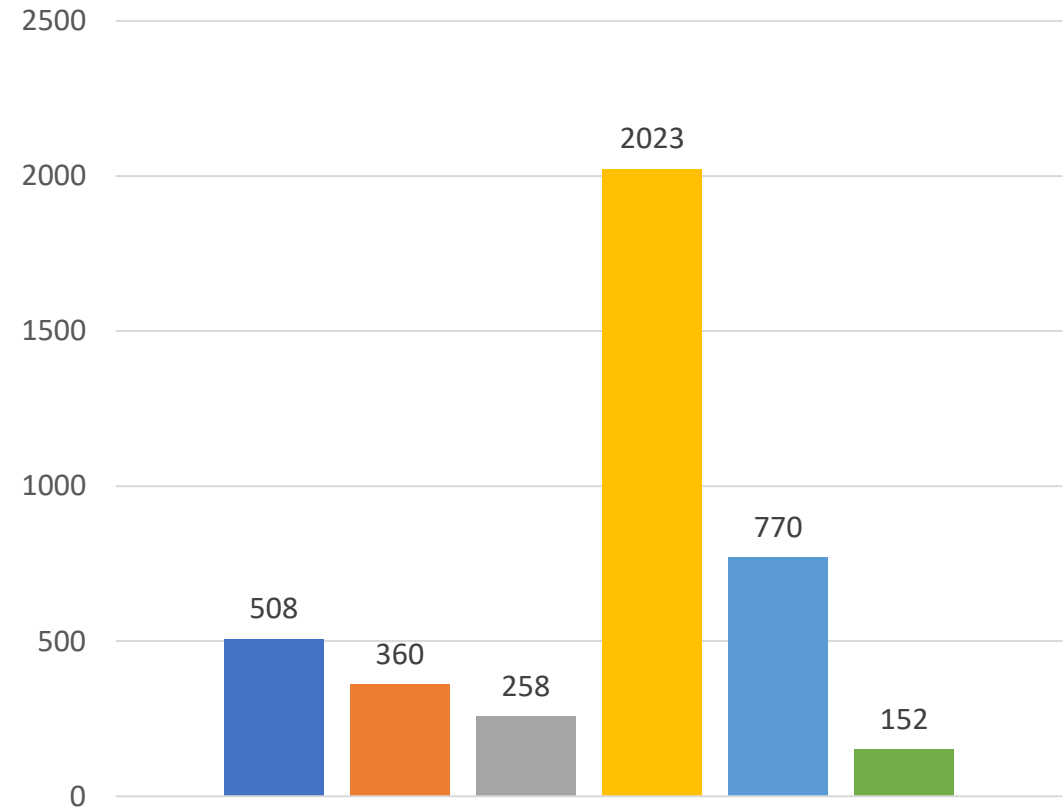
# Survey Responses

How Likely are you to take up active travel, such as walking or biking, if residential speed limits were reduced?



■ Likely ■ Neither Likely nor unlikely ■ Unlikely ■ Very Likely ■ Very Unlikely

## Concerns Regarding Pedestrian Safety



■ Lack of Sidewalks ■ Crosswalks not Marked  
■ Pedestrians not using crosswalks ■ Speeding  
■ Other ■ No Concerns



# Next Steps



RESIDENTIAL

SPEED  
LIMIT  
20

UNLESS  
OTHERWISE  
POSTED

## Ideas to Consider Moving Forward:

- Draft language for setting a city-wide residential standard speed limit.
- Coordination with local law enforcement and the creation of a residential street enforcement plan.
- Potential to increase installation of temporary treatments (tactical urbanism), such as chicanes, lane eliminations, and speed tables that reduce lane/street width to encourage slowed driving.
- Potential to implement gateway signs at the entry points of neighborhoods and highly traveled streets
- Creation of a task force/committee to monitor progress of the program.

**20**  
**TWENTY**  
**----- IS -----**  
**PLENTY**

# Thank You! Questions?

Laurie Santana  
Chief of Transportation Planning  
[Lsantana@coj.net](mailto:Lsantana@coj.net)  
(904) 255-7857

Chris Schoenig, AICP  
Transportation Planner  
[Christopher.Schoenig@atkinsglobal.com](mailto:Christopher.Schoenig@atkinsglobal.com)  
(904) 363-8457

# Consumer Expenditure Surveys

Florida: Quintiles of income before taxes, 2020-2021 : U.S. Bureau of Labor Statistics

	Lowest 20 Percent	Second 20 Percent	Third 20 Percent	Fourth 20 Percent	Highest 20 Percent	All Consumer Units
<b>Housing</b>	\$12,217	\$15,689	\$17,672	\$20,842	\$34,347	\$20,419
<b>Diff from Avg</b>		-23%		+2%		
<b>Transportation</b>	\$5,601	\$6,564	\$10,378	\$11,501	\$16,913	\$10,323
<b>Diff from Avg</b>		-36%		+11%		
<b>Food</b>	\$4,018	\$4,749	\$5,388	\$6,733	\$10,253	\$6,364
<b>Diff from Avg</b>		-25%		+6%		
<b>Healthcare</b>	\$2,745	\$3,838	\$4,458	\$4,948	\$6,996	\$4,645
<b>Diff from Avg</b>		-17%		+7%		

Source: <https://www.bls.gov/cex/tables/geographic/mean/cu-state-fl-income-quintiles-before-taxes-2-year-average-2021.htm>





**FIRST COAST COMMUTER RAIL**  
TRANSIT-ORIENTED DEVELOPMENT (TOD) STUDY

## **Community Workshop Duval County**

The Jacksonville Transportation Authority (JTA) First Coast Commuter Rail (FCCR) Transit-Oriented Development (TOD) project team is holding a community workshop to help shape the station area plans and to gather public input

**Tuesday, August 8, 2023**

**5:00 – 7:00pm - JTA Board Room**

**Physical Address: 100 LaVilla Center Drive  
(for GPS use: JRTC LaVilla Station)**



**FIRST COAST COMMUTER RAIL**  
TRANSIT-ORIENTED DEVELOPMENT (TOD) STUDY



JTA's FCCR TOD project is planning for TOD along the FCCR corridor, a 38.4-mile proposed commuter rail corridor of the Florida East Coast (FEC) Railway (adjacent to US-1 / Philips Highway) extending from downtown Jacksonville, Florida, to south of St. Augustine, Florida

Community Workshop Duval County

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**NEXT  
MEETING**

**ADJOURN**

Photo Credit: Barry Cotter