

Jacksonville BPAC Meeting Notes  
Hybrid Meeting  
July 7, 2022 @ 5:30 PM  
Ed Ball Building – 1<sup>st</sup> Floor Training Room  
214 N Hogan Street – Jacksonville FL

**Meeting Attendees:**

(in person): Chris Burns (Chair), Peter Borenstein (Vice Chair), Steve Tocknell (Secretary), Larry Roberts, Barry Cotter, Colin Moore, Wiatt Bowers, Troy Mayhew, Matt Fall (COJ Bicycle Pedestrian Coordinator), Chris Schoenig (COJ Transportation Planning), Thomas Killoy (RAP), Lisa Wright (20 is Plenty), John Wright, Ava Ruth Lee (The Elvis Project)

(virtual): Lee Durban (COJ Office of City Traffic Engineer), Lauren Christiansen (COJ Parks Department), Derek Dixon (FDOT), David Fletcher, Linda Bremer (Sierra Club), Kelly Rich (SPAR),

Chris Burns chaired the meeting.

**I. Introductions**

Chris Burns invited all in person and virtual attendees to introduce themselves, along with the groups that they might represent.

**II. Approval of Minutes from June 2, 2022 BPAC Meeting**

The minutes from the June 2, 2022 BPAC meeting were unanimously approved (Motion by Larry Roberts, Second by Steve Tocknell).

**III. Proposed New Driveway Design Standards**

Chris noted that at a recent meeting of the City's Context Sensitive Streets Standards Committee, Lee Durban had proposed changes to the city's driveway design standards that would make it easier and safer for pedestrians to cross some new driveways. Chris also noted that these changes have been proposed on behalf of the City of Jacksonville itself, rather than in response to a request from the BPAC or a neighborhood association. Chris thanked Lee on behalf of the BPAC.

**IV. The Elvis Project - '20 is Plenty'**

Along with her husband John and their grand-daughter Ava Ruth Lee, Lisa Wright attended the July BPAC meeting on behalf of The Elvis Project and '20 is Plenty'. John, Ava Ruth, and Lisa live in the San Marco neighborhood. Elvis is a black cat who sits in the street and forces traffic to slow down. According to his Facebook page, the vision for The Elvis Project is to make residential streets safe for residents and pets.

Lisa, John, and Ava Lee handed out "WalkSafe" and "Bikesafe" brochures and flyers from the KIDZ Neuroscience Center at the University of Miami, along with '20 is Plenty' yard signs for placement along local neighborhood streets. About 300 – 350 '20 is Plenty' yard signs have been distributed so far. Lisa also made a power point presentation on the dramatic reduction in pedestrian injuries and fatalities that can be achieved if traffic speeds are lowered. The Elvis Project and '20 is Plenty' are only focused on neighborhood residential streets. Roadways like Beach Blvd. would be beyond its scope.

Lisa reported that there had been a meeting in March with Council Member Matt Carlucci, followed up by a noticed meeting on May 24 with Council Members Carlucci and Morgan, John Pappas (COJ

Jacksonville BPAC Meeting Notes  
Hybrid Meeting  
July 7, 2022 @ 5:30 PM  
Ed Ball Building – 1<sup>st</sup> Floor Training Room  
214 N Hogan Street – Jacksonville FL

Public Works Director), COJ Traffic Engineering, JSO officers, COJ Bike Ped Coordinator Matt Fall, and representatives of the Lakewood neighborhood. A follow-up noticed meeting is planned, but a date for the follow-up meeting has not yet been set up.

Lisa said that the major concerns expressed by the city staff are the cost of new speed limit signs, and that the new signs may not be effective in reducing speeds. Chris Burns noted that local roadways can be re-designed in order to lower traffic speeds. Peter Borenstein added that a small share of the spending on road projects could be used instead to pay for new speed limit signs.

Wiatt Bowers noted that the city has posted signs with new lower speed limits in Springfield and in Riverside Avondale, and that the addition of bike lanes has been shown to slow down residential street traffic.

Lisa thanked Barry Cotter for his suggestion that she should contact former Council Member Lori Boyer.

Lisa's BPAC power point presentation on '20 is Plenty' can be viewed through the link at the end of these meeting notes. (Slides 4 – 20).

#### **V. Bicycle Facility Inventory Update**

Chris Burns introduced Matt Fall and Chris Schoenig for an update on the development of a bicycle facility inventory for the City of Jacksonville. He noted that this inventory will be a major step forward for Jacksonville, that bicycle advocates had been pressing the City for years to develop this inventory, and that Matt and Chris should be commended for finally making it happen.

Hard copies of bicycle facility maps are planned to be printed and distributed through bike shops. Review comments on the bicycle facility inventory should be sent to [JPDTransportation@coj.net](mailto:JPDTransportation@coj.net)

There was a discussion about incorporating bicycle facility inventories from the Beaches communities.

Chris Schoenig said that many sources were used to development the bicycle facility inventory.

Chris also gave a brief overview of the City of Jacksonville Pedestrian Bicycle webpage. A link to the city's Pedestrian Bicycle webpage is below.

<https://www.coj.net/pedbike>

Matt said that a pedestrian facility inventory will be developed next. For the pedestrian inventory, the City of Jacksonville may partner with the North Florida TPO and/or UNF.

Jacksonville BPAC Meeting Notes  
Hybrid Meeting  
July 7, 2022 @ 5:30 PM  
Ed Ball Building – 1<sup>st</sup> Floor Training Room  
214 N Hogan Street – Jacksonville FL

The BPAC power point presentation on the Bicycle Facility inventory update can be viewed through the link at the end of these meeting notes (Slides 22 – 30).

**VI. Thoughts on Recent Press**

Matt and BPAC members and attendees discussed a recent news item that reported that Jacksonville is very low on a list of bicycle friendly cities in the US. Matt reviewed the methodology that was used to develop this list.

A copy of this news item can be viewed through the link at the end of these meeting notes (Slide 31).

[LINK TO JULY 7, 2022 BPAC PRESENTATIONS](#)

**VII. Other Business**

No other business was discussed.

**VIII. Adjourn**

The meeting adjourned at 6:55 PM.



**The Elvis Project Facebook Page**



# Kids deserve the best from their neighborhoods...

...so it is up to YOU to drive responsibly through them.

- Outside of school, neighborhoods are where children make new friends, learn problem solving, social skills, and stay fit and healthy through active, outdoor activities.\*
- Reduce your speed to 20 miles per hour,† whether you see children outdoors or not. Maintaining a respectful speed reaffirms that neighborhoods are for kids first.
- Children absorbed in play are less likely to be aware of danger. Be prepared to come to a full stop if there are kids near the road.
- Treat any neighborhood street with no sidewalks as if you were driving ON the sidewalk. The street is this neighborhood's sidewalk.
- Put that phone away! If it has a driving mode to mute notifications, turn that feature on so you are not distracted by alerts. Multitasking and driving don't mix. Ever.‡



**Don't be the person who says "They came out of nowhere."  
Be the person who was driving slow enough to avoid a tragedy.**

\*ARUP 2017 report, *Cities Alive: Designing for Urban Childhoods*

† Nine out of 10 pedestrians survive a 20mph collision, but only five out of 10 survive at 30mph. Source: FHWA Pedestrian Safety Strategic Plan, Background Report, 2010

‡ Streetsblog USA - The Human Toll of Normalizing Distracted Driving (<https://usa.streetsblog.org/2017/04/19/the-human-toll-of-normalizing-distracted-driving/>)



UNIVERSITY OF MIAMI  
MILLER SCHOOL  
of MEDICINE



The WalkSafe Program is brought to you in part by:



**WalkSafe Program**  
Dominion Tower  
1400 NW 10th Avenue  
Locator code: (R-48)  
Miami, Florida 33136

**Website:** [www.iWalkSafe.org](http://www.iWalkSafe.org)  
**Email:** [walksafe@miami.edu](mailto:walksafe@miami.edu)  
**Phone:** (305) 243-8115  
**f** **t** **@iWalkSafe**



## 20 Is Plenty' Noticed Mtg. w/ CMs Carlucci & Morgan (5/24/22)

### KEY TAKEAWAYS

- Changing residential speed limits is possible but involves replacement of current signage.
- New signage may not be effective in reducing actual speeds.
- Education and awareness are critical to changing residential speeding behaviors.
- Speed bumps have been very effective in reducing actual speeds.
- Enforcement is critical to changing residential speeding behaviors.
- High community participation is critical in education and awareness efforts.
- Cut-through streets should be prioritized as a greater safety hazard for residential speeding.
- The addition of sidewalks is requested for those neighborhoods being considered for a pilot program which do not currently have sidewalks.
- Rectangular Rapid Flashing Beacons were discussed as effective tools.
- Speed humps were discussed as effective tools.
- HR bill 3562 was discussed:
  - States to use funding provided under the surface transportation block grant program and the highway safety improvement program to develop and implement vision zero plans in eligible localities.
- Speed study was discussed, as well as the cost estimate of \$140,000.
- Traffic and Engineering (T&E) confirmed that the top two communities identified by JSO—as neighborhoods with 35 and less miles per hour roads with concentration of JSO crash reports written between 1/1/2020 and 3/28/2022—were also identified by T&E as two areas needing traffic calming.
- T&E expressed concerns over the high cost of sign replacements community by community and the actual ROI concerning speed reduction.

### ACTIONS DISCUSSED

- Ms. Monte Trammell, HOA President, volunteered her Lakewood neighborhood for a '20 is Plenty' pilot program.
- Ms. Trammell requested an occasional police presence in her community for traffic observation and writing citations.
- Director Pappas expressed interest in conducting a traffic post-study in CM Carlucci's San Marco neighborhood as an area where speed reduction efforts have already taken place.
- JSO officers shared information for registering a traffic complaint online at JaxSheriff.org
- CM Morgan asked Mr. Fall for additional details on the Surface Transportation Block Grant Program, Highway Safety Improvement Program, and other funding sources, including TPO, currently being pursued or that could be pursued.
- Mr. Bullard requested that Public Works consider sidewalk installation in Lakewood neighborhoods currently without.
- CM Carlucci requested that JSO, T&E, and Planning & Development collaborate to determine a possible scope and sequence for a pilot program(s) and the projected costs.
- All present agreed to a follow-up meeting in early August.