Jacksonville BPAC Meeting Notes
Hybrid Meeting
July 6, 2023 @ 5:30 PM
Ed Ball Building – 3rd Floor Conference Room
214 N Hogan Street – Jacksonville FL

Copies of presentation materials from the April 6, 2023 BPAC meeting may be viewed or downloaded from the COJ BPAC page on the City of Jacksonville website. A link to the COJ BPAC page is HERE.

Meeting Attendees:
In-person: Peter Borenstein (Chair), Steve Tocknell (Vice Chair), Lauren Rushing (Secretary), Matt Fall (COJ Bicycle Pedestrian Coordinator), Tyler Blair (EXP), Len Burroughs (CPAC, NFBC), Barry Cotter, Logan Cross (San Marco Preservation Society, Chair Sierra Club North Florida), Larry Roberts (JTC Running), Jonathan Cagel (Resident), Wiatt Bowers (Atkins).

Virtual: Jotan Borms (FDOT), Ryan Sharp (Transportation Director Hoboken), Van Christianson (Haskell), Eric Katz (FDOT), Derek Dixon (FDOT), Leny Huaman, Jesus Fuentes (EXP)

Peter Borenstein chaired the meeting.

I. Introduction & Adoption of Minutes
Peter Borenstein moved for the adoption of the notes for the BPAC meeting that was held on June 1, 2023. Lauren Rushing seconded the motion. The vote to approve the meeting notes was unanimous.

II. Presentation - Achieving Vision Zero in New Jersey: Hoboken's Vision Zero Action Plan, *Ryan Sharp, Director of Transportation and Parking, City of Hoboken, NJ*

Hoboken is a small, dense city right across from New York City of about 60,000 people. It looks and feels like New York City and is one of the most walkable, transit oriented communities in the County. It is a very youthful city. Hoboken has achieved Vision Zero for the past 6 years.

The Vision Zero Program really started with a Complete Streets Program (2010) and is the backbone and foundation that Vision Zero is built on. Hoboken essentially converted its Capital Improvements Program to a Complete Streets Program that changed how streets were ranked and made it not only about pavement condition, but included other factors. Add on-improvements can be done with repaving. The Program required multimodal factors and safety improvements to be part of project design. Structuring the program this was gave the City a built-in opportunity to retrofit every street over the years (institutionalized complete streets).

Hoboken's Vision Zero commitment was originally launched by an executive order (EO)to eliminate traffic deaths by 2030. Vision Zero has good benchmarks for success, unlike Complete Streets which tends to be more general and harder to measure. The executive order served as a statement of intent for the City. The EO had the added benefit of reinvigorating the community.

One of the first steps in developing the Vision Zero Action Plan was to develop a task force. The Task Force had 15-16 members and served as a mechanism for working with other agencies. Ryan recommends that Jacksonville have someone from FDOT on their task force.

Hoboken's Vision Zero Action Plan has 110 + action items and is a living document. Ryan recommends g setting ambitious, but realistic goals.

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A crash analysis served as a key component of the action plan. Ryan recommended that Jacksonville invest heavily in a crash analysis when creating scope of work for its own action plan. The crash analysis should be robust and strong because it will be basis for everything the City does. The analysis tells you where you want to target investments and what the causal factors are.

A Safe Systems Approach (SSA) was the corner stone of plan. A SSA assumes people are fallible and behavior plays a role in crashes. The approach looks at safety in three categories: safe roads, safe speeds and safe vehicles.

The first category, Safe Roads, aims to design less to completely eliminate the crashes but more to reduce severity by analyzing what common factors are out there. The Complete Streets Program plays a role here. Sometime your project is looking at a street that doesn't have a lot of crashes. Instead of waiting for crashes in order to justify adding multimodal safety elements, which is the traditional approach, you can use the opportunity to look at how these conflicts have contributed to bad outcomes on similar streets. This is a more preventative approach.

Matt Fall asks if the Pedestrian Bicycle Crash Analysis Tool (PBCAT) was used for the crash analysis. Ryan says that they used a tool from the State of New Jersey that is provided through a contractor. The City also pulled crash reports from police departments for 5 years and went through in detail with a consultant. The analysis dug deep into the data to understand what happened in particular locations and what the common factors were.

Ryan shows an example of a Complete Streets Project that is being implemented on Sinatra Drive. The City received a series of grants to improve this scenic road on the Hudson River and it is being redesigned with a two way protected bike lane, landscaping and trees, ADA compliance, crosswalks, etc.

Ryan shows another example of a project that was implemented in the City and is a good example of how their multi-jurisdictional task force was successful. The project is a bike lane on Henderson St / Marin Blvd which connects Hoboken with neighboring Jersey City. The street was not a welcoming place for cyclist and pedestrians and there were safety issues that included bicycles riding on the sidewalks. The Task Force got together and was able to work together to improve this street more seamlessly because the project was in the Vision Zero Action Plan. The project even gained political support before there was funding assigned to it. The street has now been redesigned and implemented with a bidirectional bike lane.

Wait Bowers asks how wide the bike lane is. Ryan responds that it is 9' wide (bidirectional). Of course it is preferred to have 10', but the street does not currently have a level bicycle volumes that makes this an issues. He states it is better to have something and that the width can be revisited in the future if the volumes increase.

On Henderson St / Marin Blvd, traffic counts taken to demonstrate before and after travel. The City took a phased approach with a cheaper (quick-build) version first using plastic delineators. The City then plans to use the data to justify better improvements.

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As a part of the Vision Zero Action Plan an the Safe Speed category, the City also implemented a citywide 20mph speed limit. This was a big priority in the action plan. It received a lot of push back because of questions regarding how to enforce it, but in the end the City took the approach that you don't need to aim for 100% compliance. Any reduction in speeding is good even with zero additional enforcement. Ryan mentions new federal guide on speed limits. MUTCD gives some leeway.

The Safe Vehicles category is more difficult to control, but locally the City transitioned their fleet to safer vehicles. They chose to spend a little more money to make sure the City vehicles operate with the available safety features including backup cameras, pedestrian collision avoidance, blind spot detection, land departure warning, etc. The City also ramped up enforcement by increasing fines for parking in unprotected bike lanes (a major issue the City deals with).

Steve Tocknell asks if Hoboken has a network of service alleys. Ryan said no, so rear door delivery is not practical.

The City also addresses post-crash care through the Action Plan. The approach includes a rapid response plan for the media, and meeting with critical stakeholders in reconstructing what happened (police, engineering, transportation planners) so the City can go out and correct for contributing factors. Crash data is updated and reviewed annually.

Steve Tocknell asks if there are many roundabouts in Hoboken. Ryan replied, no, but the City planning to test mini roundabouts (traffic circles) as a pilot.

Steve Tocknell asks if Hoboken's Complete Streets Policy established design standards. Ryan replied yes, the City has a Complete Streets design guide which is a document of design standards.

Lauren Rushing asks if the Planning Department ever has conflicts with other departments, such as Public Works, in implementing Complete Street Design standards i.e., are their standards always consistent with the MUTCD? Ryan says they are mostly consistent and they do not usually run into issues internally at the City. However, Hoboken does have a lot of County roads and the County has its own standards which are sometimes different. The City addresses this by including the County in the process as early on as possible. The City also often use precedent from projects in other places in New Jersey and nationally to justify designs that are not MUTCD compliant. This has been arguably one of their top 2-3 most effective tools with City Council and others.

Ryan concludes with some words of advice for the City of Jacksonville and BPAC advocates – while some might say "Jacksonville is not Hoboken." Hoboken is very different from Jacksonville, but that doesn't mean that some of these things can't be adapted or right-sized in some form for Jacksonville. There are always pockets of places in every city where this approach and its methodology can be applied and that translate well. So, don't let people use this argument!

II. Presentation – Statewide Non-Motorized Traffic Monitoring Program, *Jotan Borms and Eric Katz, Bike-Ped Data Collection Coordinators, FDOT*

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Jotan moved from Europe one year ago and now lives in Tallahassee, but spent some time living in Jacksonville and is familiar with the city.

The Statewide Non-motorized Traffic Monitoring Program is built to collect statistically valid bike/ped volume data and is run out of FDOT's Central office. The Program is built on 4 pillars – repository, outreach, short-term count program, continuous count program. The Program is 5 years old (2018) and has 150 count locations.

Taking traffic counts helps with safety improvements, facility maintenance, planning for the future, creating AADTs for trails and other non-motorized facilities. The Program's repository has several GIS layers including count site locations and also receives data from Non-FDOT counts locations. FDOT's Traffic Monitoring Handbook has information on how program works. Folks can propose locations themselves on the website.

Jotan shows a graph of the last 5 years of the Program. Lines show the number of counter per year for short term counts and site evaluations. The Program has focused strongly on site evaluations for proposed locations. In the first two years, 150 locations were visited. Continuous count installation is expensive, while short term counts are less expensive. Short term counts are used to determine if continuous counts are warranted. Partners also help with site selection - cities, counties, MPOs, universities, etc. The bar graphs show continuous counts and data-sharing partnerships. COJ is one of their data sharing partners (Matt Fall has been working with FDOT). Program targets 50 continuous counters throughout the state by the end of the year.

Jotan showed pictures of the types of counters that are used including bicycle tubes, side fire infrared, and overhead infrared. Overhead is more accurate in capture people walking side by side. Solar powered counters are also used. FDOT also has an Equipment Loaner Program for short term counters. Cities and FDOT districts can contact FDOT and work together to loan equipment for certain amount of time. FDOT will also train on how to use the equipment.

The Continuous Count Program provides better quality data because it collects data for the entire year 24/7. This data is better for AADT and submitting data to FHWA. The Program is looking into using Bluetooth and AI cameras in the future to know duration on trails in the future.

There is not currently a continuous counter in Jacksonville. There have been 12 short-term counters in past, 24 evaluated sites, and 20 proposed sites. Short-term counters are proposed to be located on the Fuller Warren SUP. These would be overhead infrared.

Site evaluation forms can be accessed through the repository on the website:
https://www.fdot.gov/statistics/trafficinfo/florida-non-motorized-traffic-monitoring

Peter Borenstein asks how long the continuous count program runs. Jotan states that they do not have an end date.

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Peter Borenstein asks how the data is uploaded from device. Jotan replies that 6 counters have data that must be manually extracted, while 18 others have an automatic system.

Matt Fall asks if anything interesting has been seen in the data. Jotan replies, yes, for example, in Gainesville they see big jumps in counts when football season starts. Spikes were also observed during covid.

Jotan shares that the data is heavily Quality Checked but all data is still shown (albeit labeled atypical).

Peter Borenstein asks if there is any partnership with Streetlight. Jotan said, yes, StreetLight has been used in the past.

Eric Katz, who works with Jotan at FDOT was also in attendance virtually and spoke on a project FDOT completed that looked at learned advantages and disadvantages of different types of counters. FDOT worked with 5 transit agencies, one of which was JTA. FDOT collected specific feedback about why facilities were chosen for locations. Eric recalled that the project evaluated the Jacksonville beaches, the area downtown around the Skyway, and near Jacksonville University. The take away from the project was that was smart camera video detection was the most reliable for places such as transit stations where individuals are walking from several different directions.

III. Discussion/Rapid Fire

Matt presents on several tools that can be used for bike ped advocates:
1. City for Bikes City Rankings (https://cityratings.peopleforbikes.org/)
   a. Jacksonville is 148 out of 163 on the Large City Ranking
   b. Jacksonville is 1122 out of 17233 for the Overall City Ranking
2. Transportation For America Community Connectors: Tools for Advocates (https://t4america.org/community-connectors/)
   a. Gives lots of useful information on how processes work for planning and implementing transportation projects
   b. Demystifies projects, easy guide, shares advocates stories
3. Blue Zones (https://bluezonesprojectjacksonville.com/)
   a. Jacksonville Blue Zone Kickoff was in June
4. Florida LTPA Center (https://floridaltap.org/)
   a. Safe Systems Solutions Hierarchy Webinar coming up

IV. Wrap-up / Announcements / Next Meeting Info
- Next Meeting- Aug 3rd presentation from Chris Schoenig (Atkins) on 20 is Plenty Study
- September meeting will be delayed until Sept 14th due to Florida American Planning Association conference being held in Jacksonville.

V. Adjourn
The meeting adjourned at 7:01 PM

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