

Bicycle & Pedestrian Advisory Committee (BPAC)

9/14/2023

Ed Ball Building, Third Floor
Conference Room #3112



About Us

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



Bicycle & Pedestrian Advisory Committee (BPAC)

Agenda

5:30 - 5:45 PM Introductions & Adoption of Minutes

Presentation: Parking Craters

5:45 - 6:15 PM Bill Delaney, City Council Liaison for Mayor Donna Deegan, City of Jacksonville, Writer, Jaxson Magazine

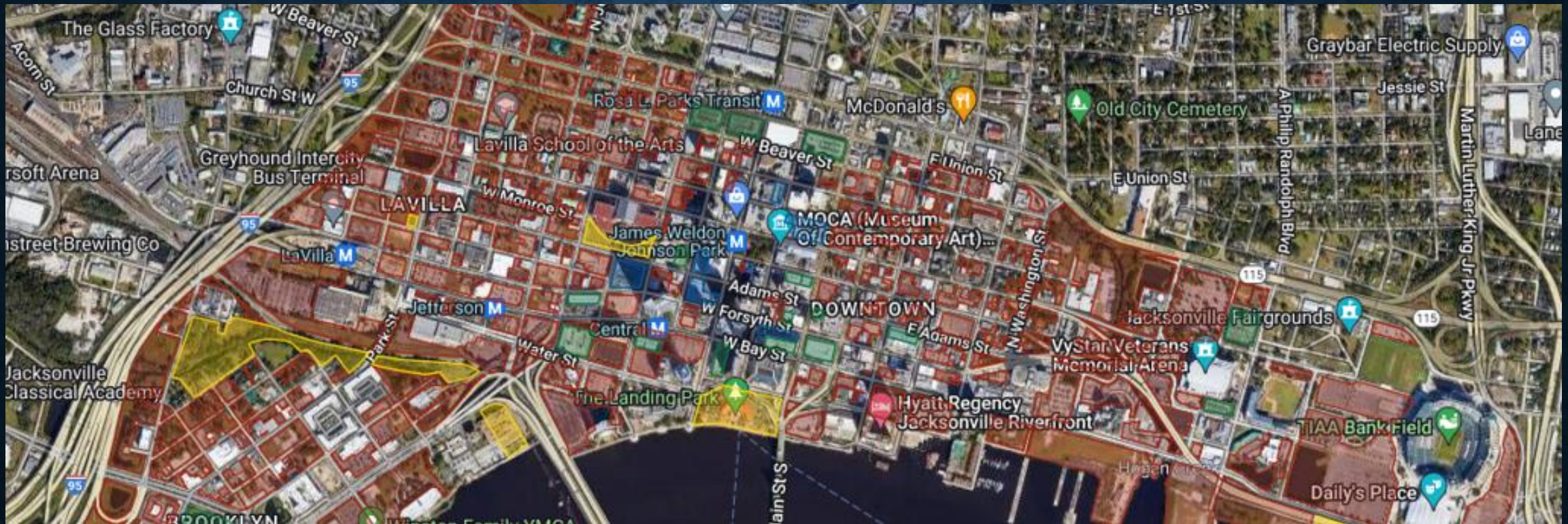
Presentation: Tactical Urbanism: The Memphis Experience

6:15 - 6:45 PM Daniel Ashworth, Jr., AICP, RLA, ASLA, Planner & Senior Landscape Architect, England-Thims & Miller, Inc.

6:45 - 6:55 PM Rapid Fire Topics / Announcements

6:55 - 7:00 PM Wrap-up / Next Meeting Info

Adjourn



PARKING CRATERS

An Urban Vibrancy Killer

WHAT IS A PARKING CRATER?

- “A depression in the middle of an urban area formed by the absence of buildings.”
- “A depression in the cityscape, a void where car storage has usurped land that should be devoted to buildings.”
- --Angie Schmitt, Streetsblog





The High Cost of Free Parking

DONALD SHOUP

A Planners Press Book



Updated by the author

THE HIGH COST OF FREE PARKING

- Parking minimums and prices often based on assumption rather than data
 - Often doesn't account for bike, pedestrian or transit use
 - Contributes to car-centric development and urban sprawl – increasing the apparent need for parking
- “If drivers paid the full cost of their parking, it would seem too expensive, so we ask someone else to pay for it. But a city where everyone happily pays for everyone else’s free parking is a fool’s paradise.”
- Donald Shoup

AREA IN OPEN DEVELOPMENT
PREFERABLY 160 ACRES ••
IN ANY CASE IT SHOULD
HOUSE ENOUGH PEOPLE TO
REQUIRE ONE ELEMENTARY
SCHOOL • EXACT SHAPE
NOT ESSENTIAL BUT BEST
WHEN ALL SIDES ARE FAIRLY
EQUIDISTANT FROM CENTER

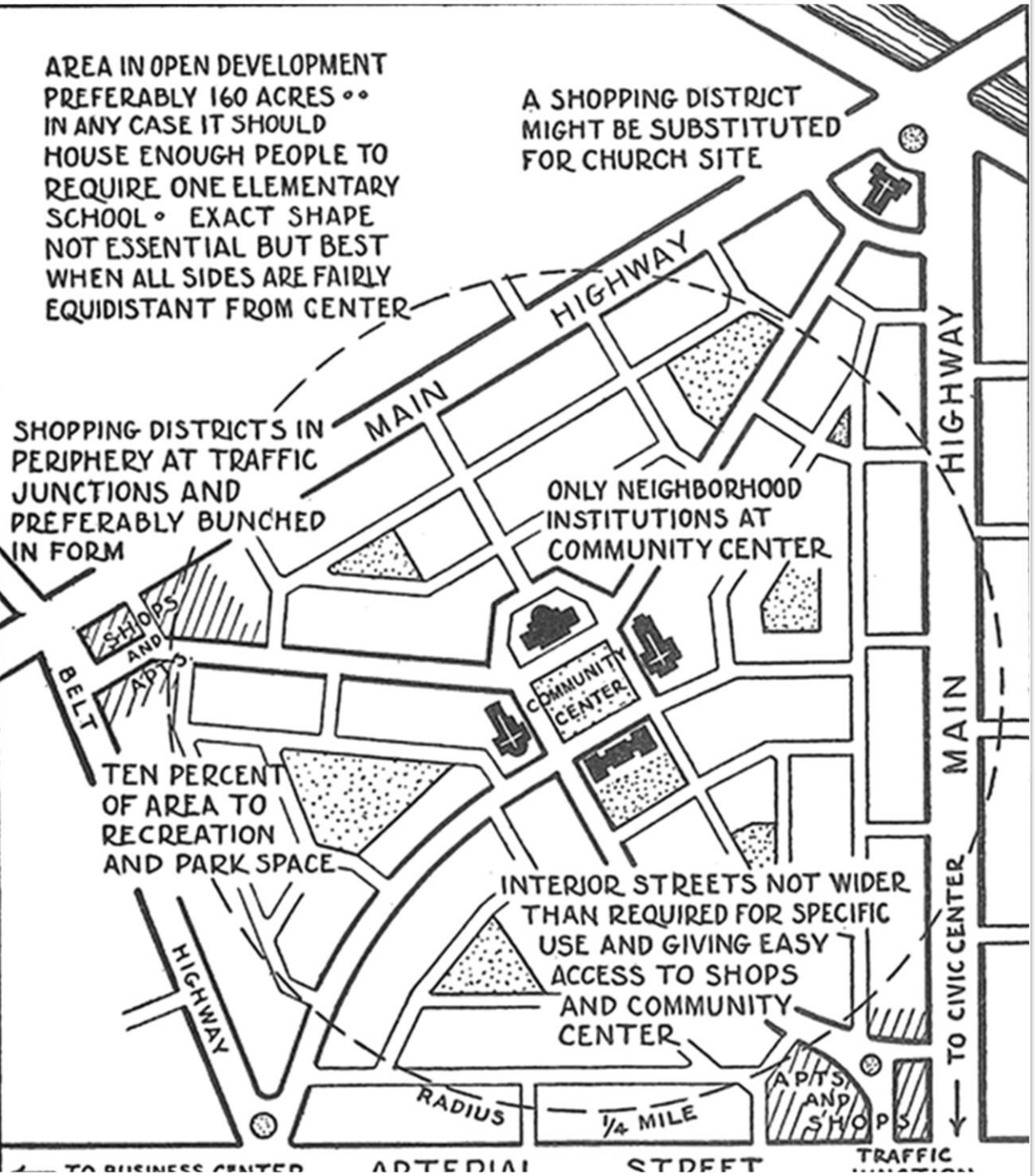
A SHOPPING DISTRICT
MIGHT BE SUBSTITUTED
FOR CHURCH SITE

SHOPPING DISTRICTS IN
PERIPHERY AT TRAFFIC
JUNCTIONS AND
PREFERABLY BUNCHED
IN FORM

ONLY NEIGHBORHOOD
INSTITUTIONS AT
COMMUNITY CENTER

TEN PERCENT
OF AREA TO
RECREATION
AND PARK SPACE

INTERIOR STREETS NOT WIDER
THAN REQUIRED FOR SPECIFIC
USE AND GIVING EASY
ACCESS TO SHOPS
AND COMMUNITY
CENTER



THE WALKSHED

- The distance most pedestrians will comfortably walk for amenities: the more amenities clustered, the more energy and vibrancy
- Common wisdom before mid-20th century, and increasingly in the 21st century
- Ideal walkshed: 1/4 mile, about 5 minutes
- Can be extended or shortened by built environment



**THE PARKING MYTH:
[INSERT NEIGHBORHOOD] DOESN'T HAVE
ENOUGH PARKING!**

THE REALITY:

Downtown Jax

44,000

spaces

Downtown Nashville

39,000

spaces

Downtown Miami

34,000

spaces

**ANOTHER ISSUE:
THE GODZILLA STRATEGY
OF URBAN DEVELOPMENT**



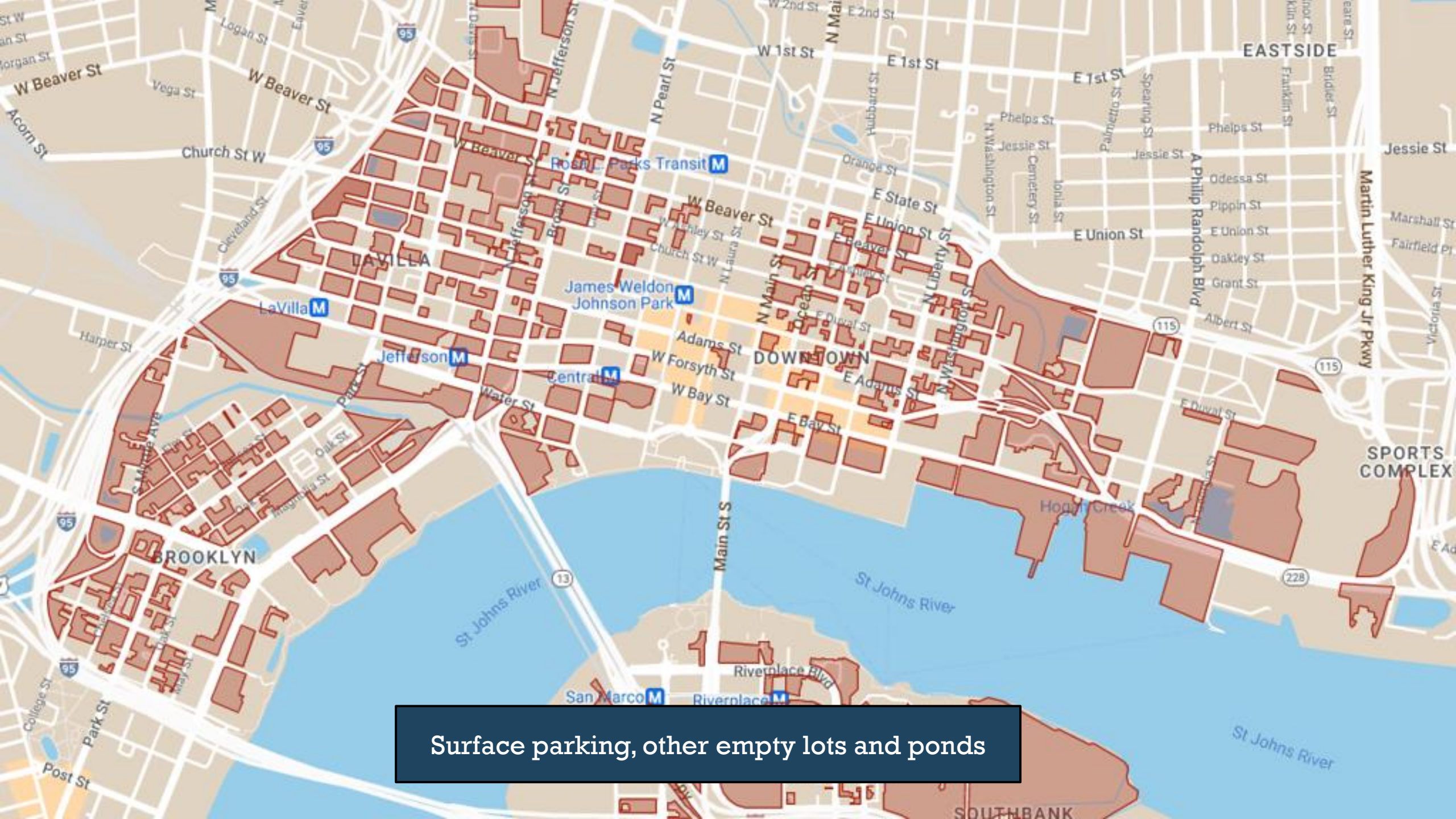
THE GODZILLA STRATEGY



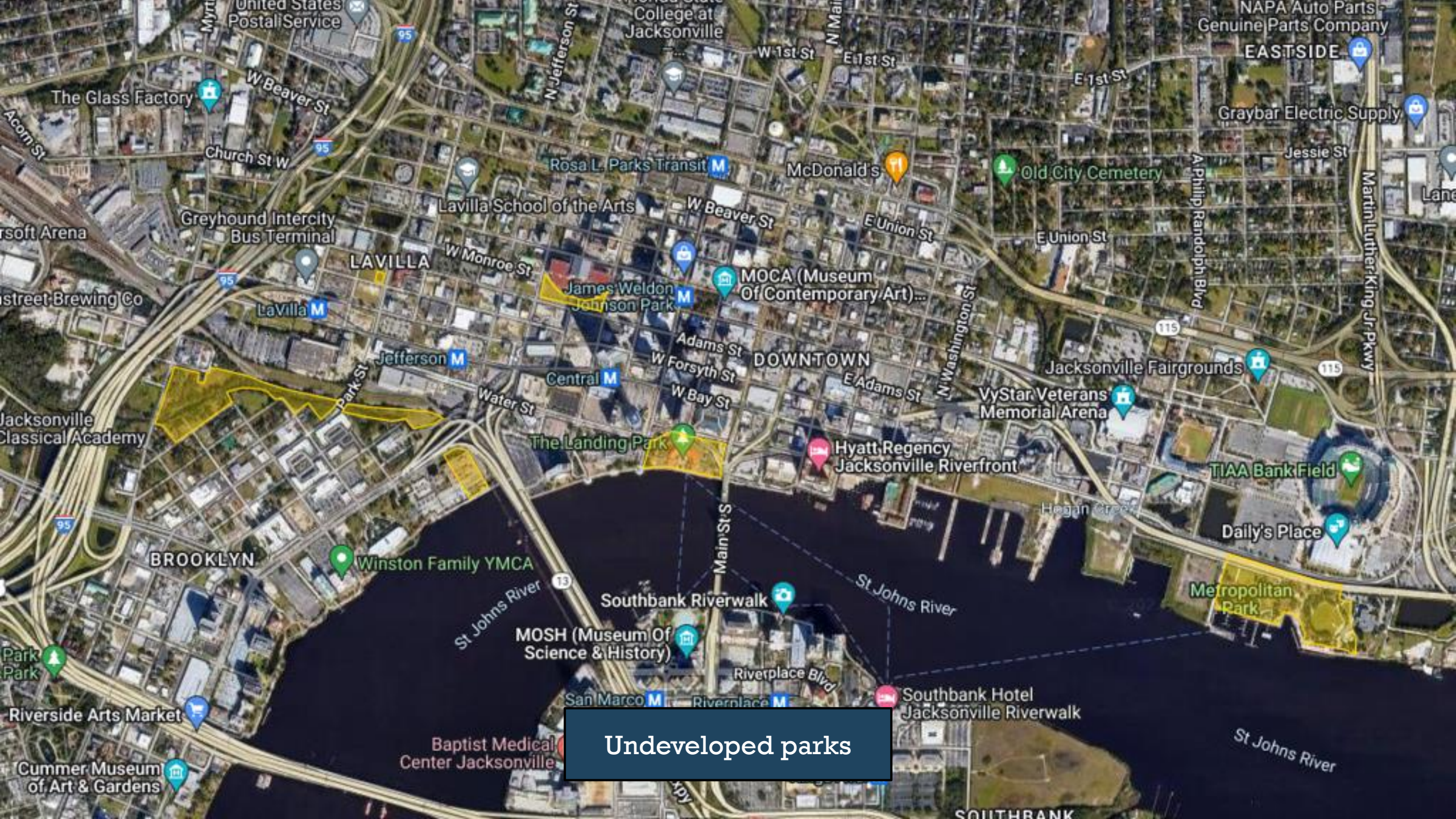
- Old buildings are fundamentally inadequate for modern needs, so we're better off leveling them like a kaiju.
- It's less important to have a plan than to get rid of those gross old buildings.
- Contributed to urban renewal, Jim Crow, and aftermath
- Strategy drew criticism and largely abandoned by the 1990s.



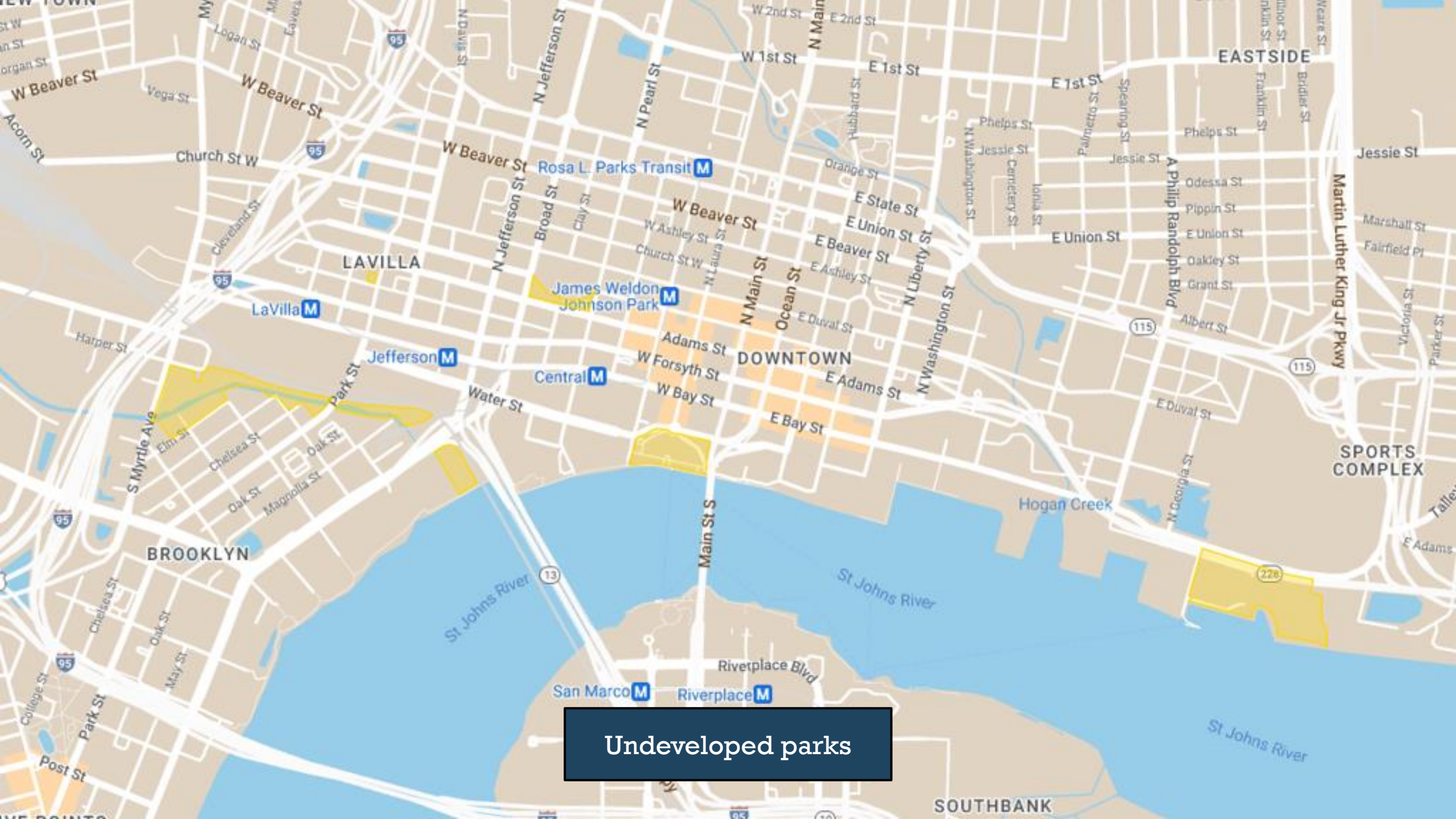
Surface parking, other empty lots and ponds



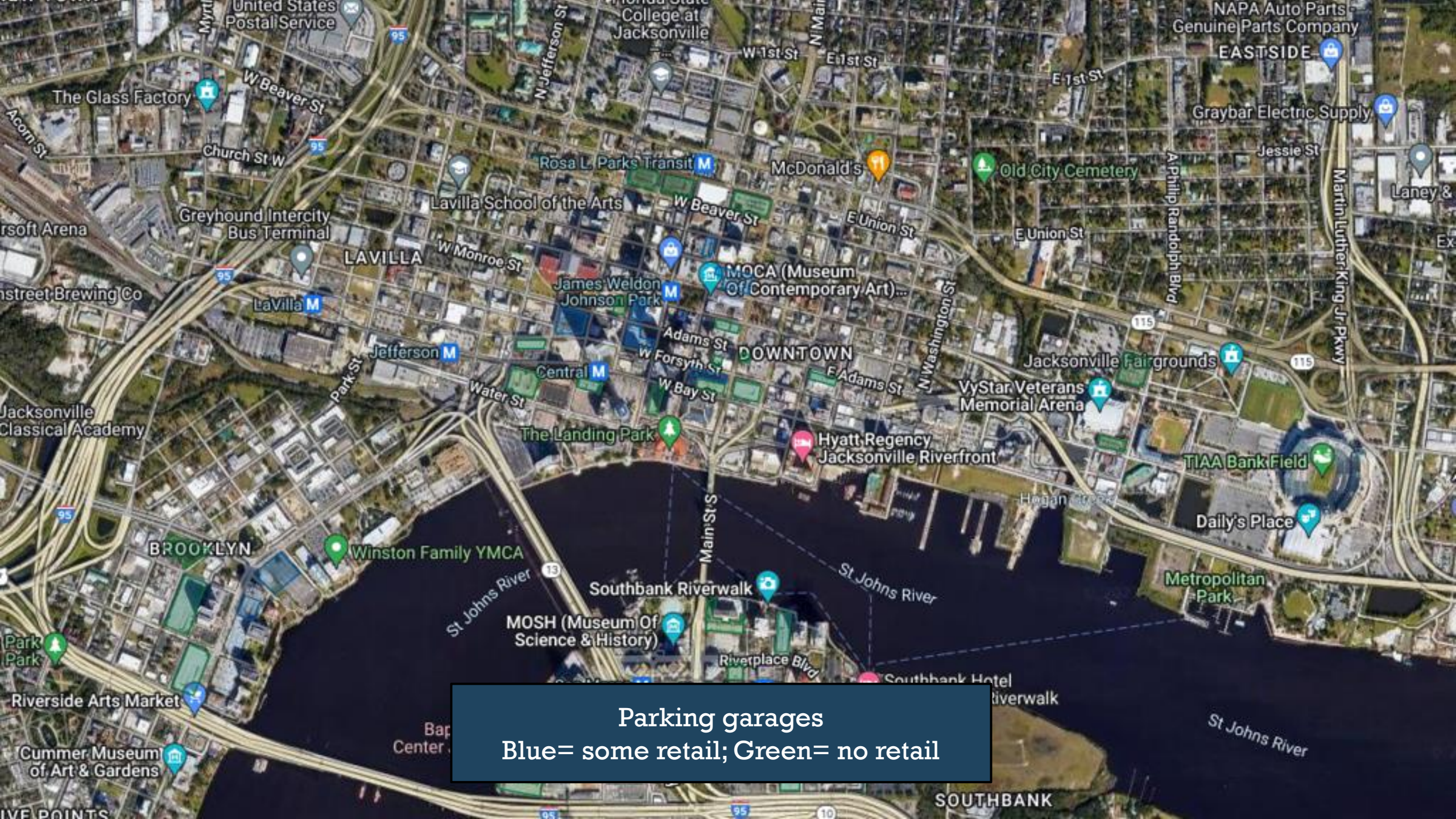
Surface parking, other empty lots and ponds



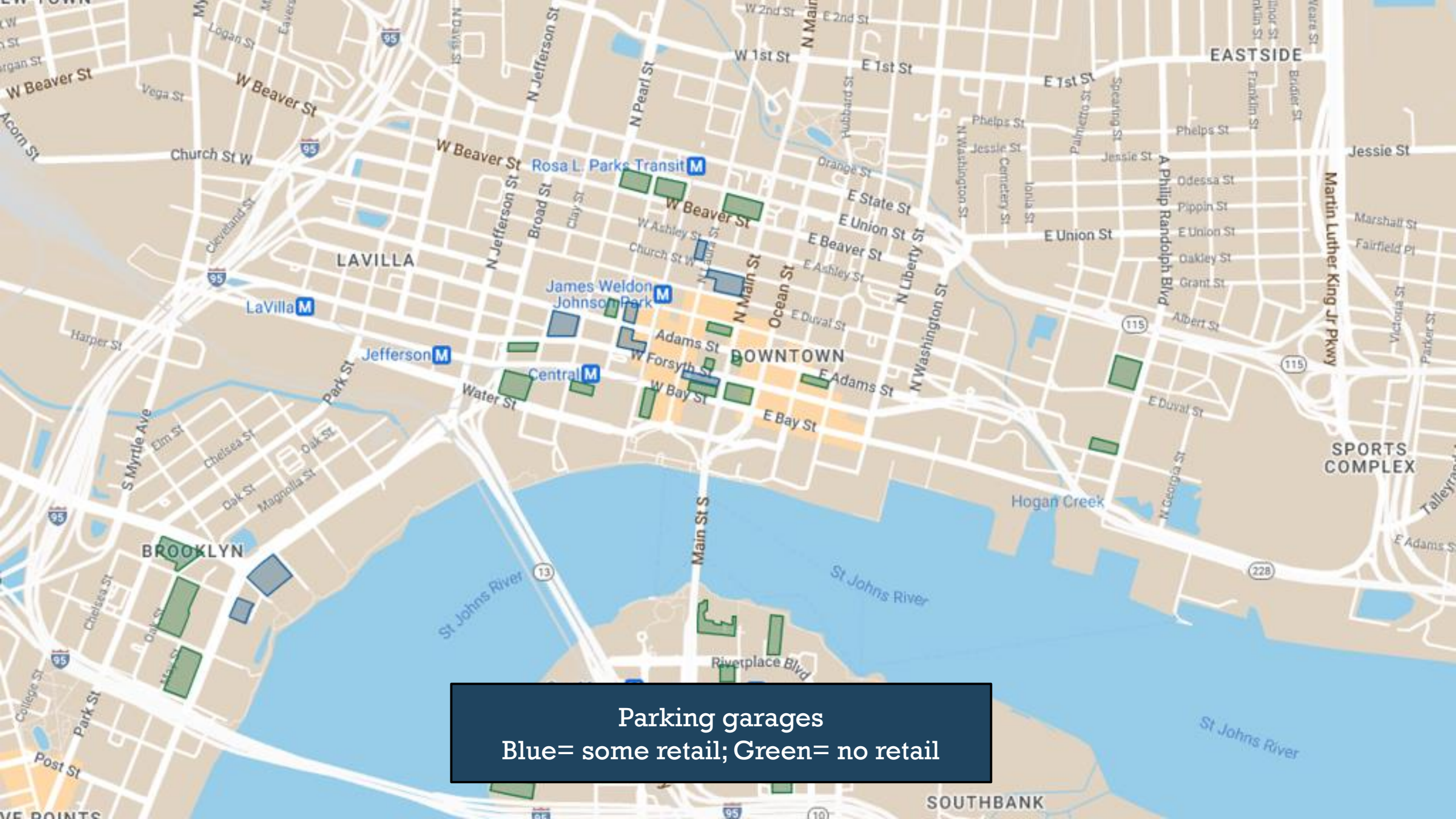
Undeveloped parks



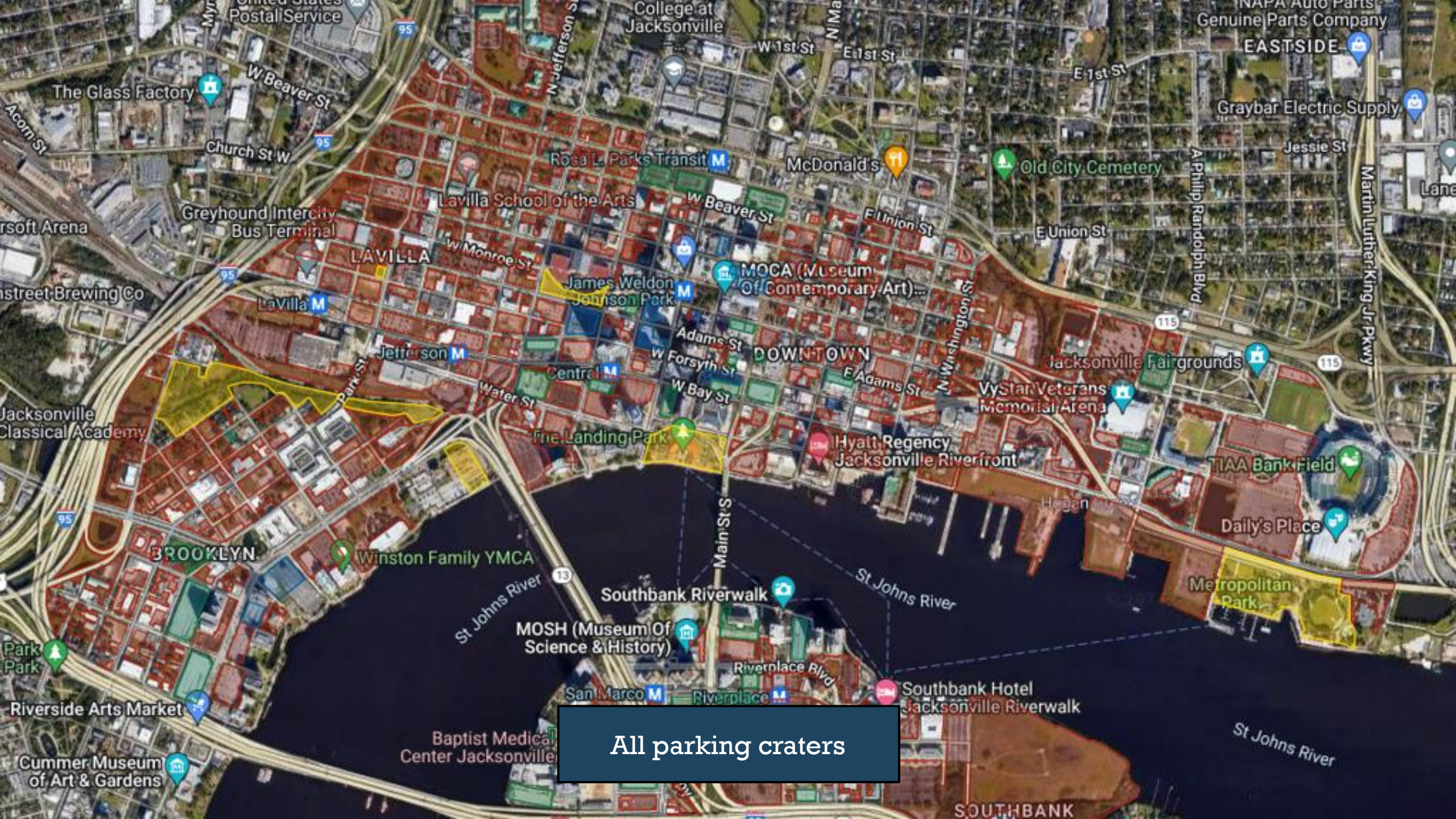
Undeveloped parks



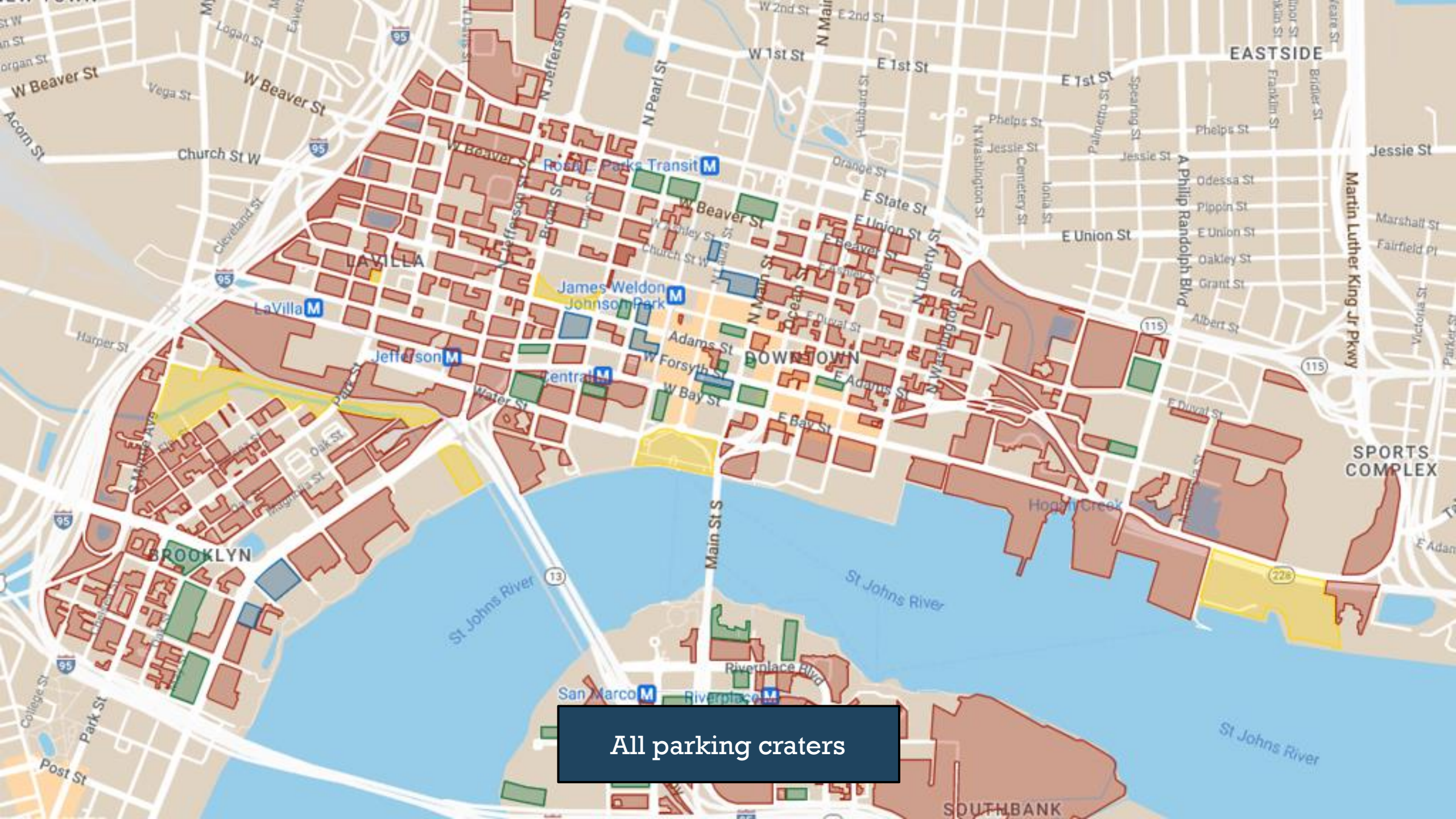
Parking garages
Blue= some retail; Green= no retail



Parking garages
Blue= some retail; Green= no retail

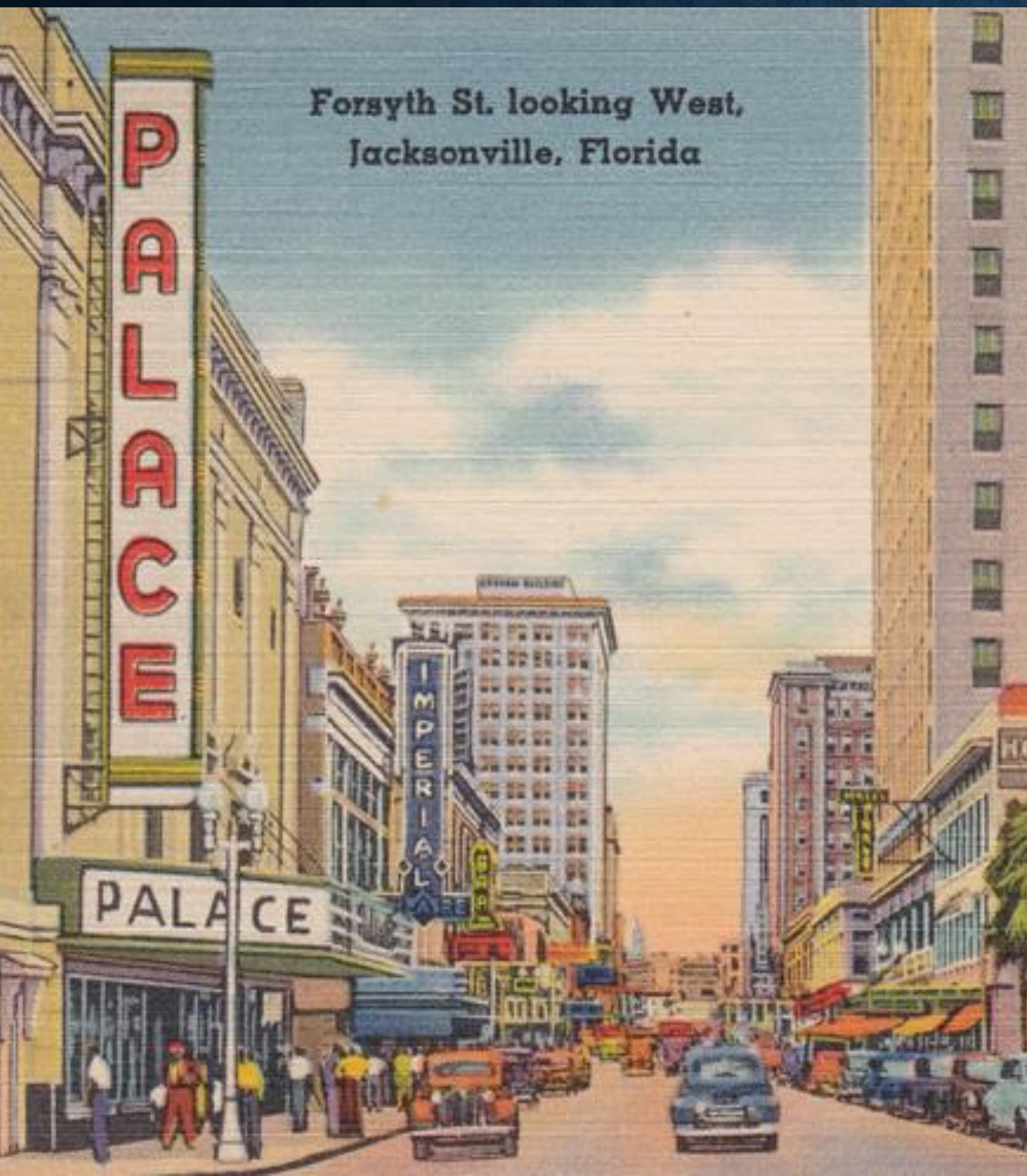


All parking craters



All parking craters

Forsyth St. looking West,
Jacksonville, Florida



SOLUTIONS: INFILL THE EASY WAY

- The “Three C’s”: Clustering complementing uses in a compact setting
- Prioritize key areas/streets: Bay, Broad, Park, APR Boulevard
- Implement complete streets: bike/ped infrastructure; two-waying; retail improvements

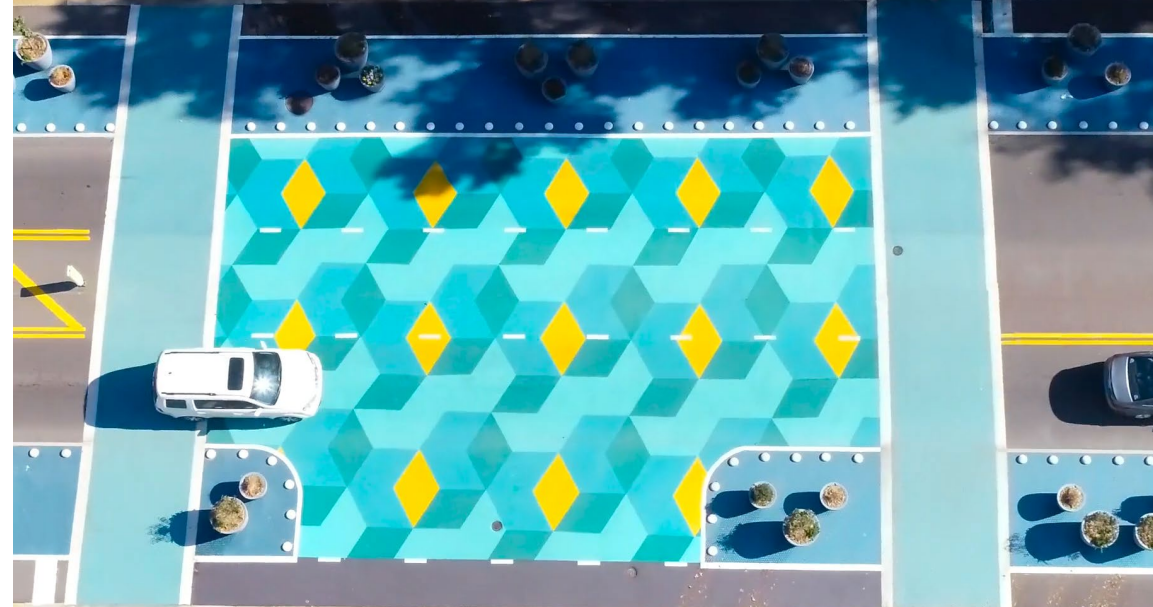


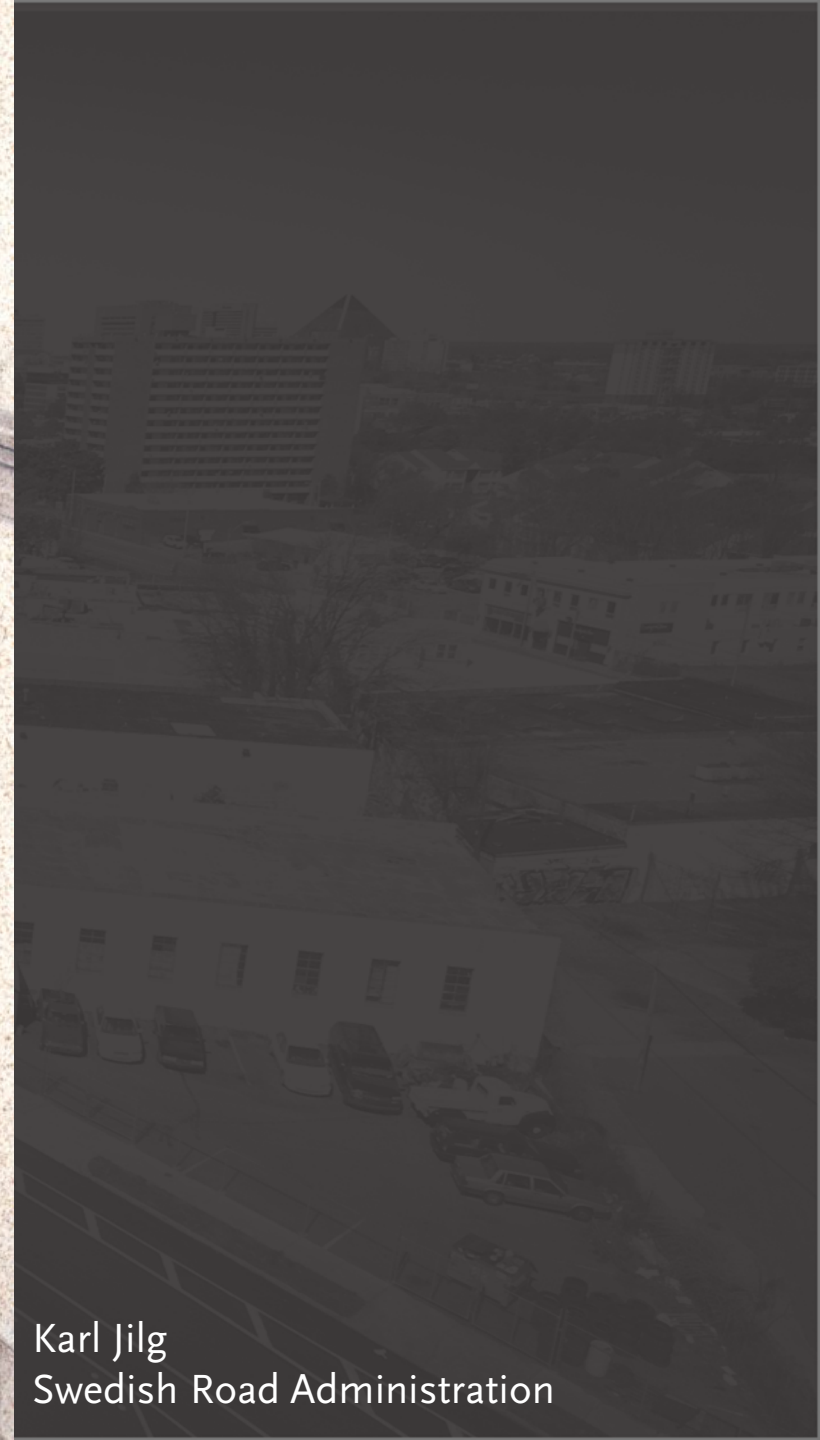
ETM
ENGLAND-THIMS & MILLER, INC.
Placemaking

TACTICAL URBANISM

The Memphis Experience

JACKSONVILLE BPAC | 9 - 14 - 2023





Karl Jilg
Swedish Road Administration



Adam Zygli
Buffalo News, 2013

ADAM
ZYGLI ©2016
THE BUFFALO NEWS

The image features a dark, grayscale aerial photograph of a city street grid. The streets are visible as a network of lines, with some buildings and green spaces interspersed. In the center of the image, three large, white, stylized dollar signs (\$) are overlaid horizontally. The dollar signs are bold and have a slightly rounded, modern font style. The background is a dark, muted gray, which makes the white dollar signs stand out prominently.

\$\$\$



2010

A **New** Face
for an **Old** Broad

November 19 & 20 | Broad Avenue Arts District

New Face for an Old Broad





Images courtesy of John Paul Shaffer

2014

MEMFix Medical District



WHAT IS A QUICK-BUILD PROJECT?



DEMONSTRATION

QUICK BUILD



PILOT PROJECT



INTERIM DESIGN



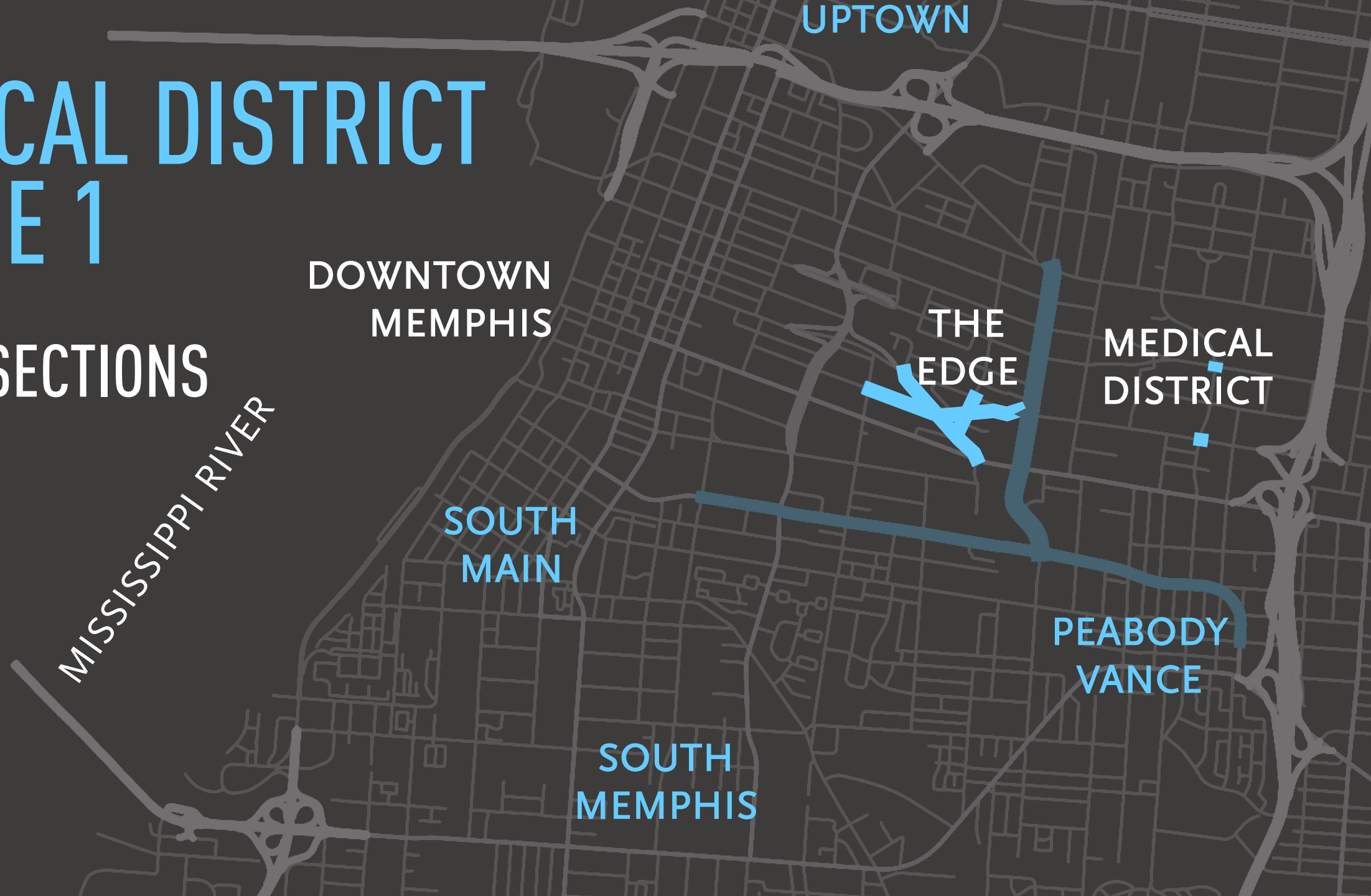
PERMANENT INSTALLATION

TACTICAL URBANISM: THE SPECTRUM OF CHANGE



MEDICAL DISTRICT PHASE 1

7 INTERSECTIONS



DOWNTOWN
MEMPHIS

THE
EDGE

MEDICAL
DISTRICT

SOUTH
MAIN

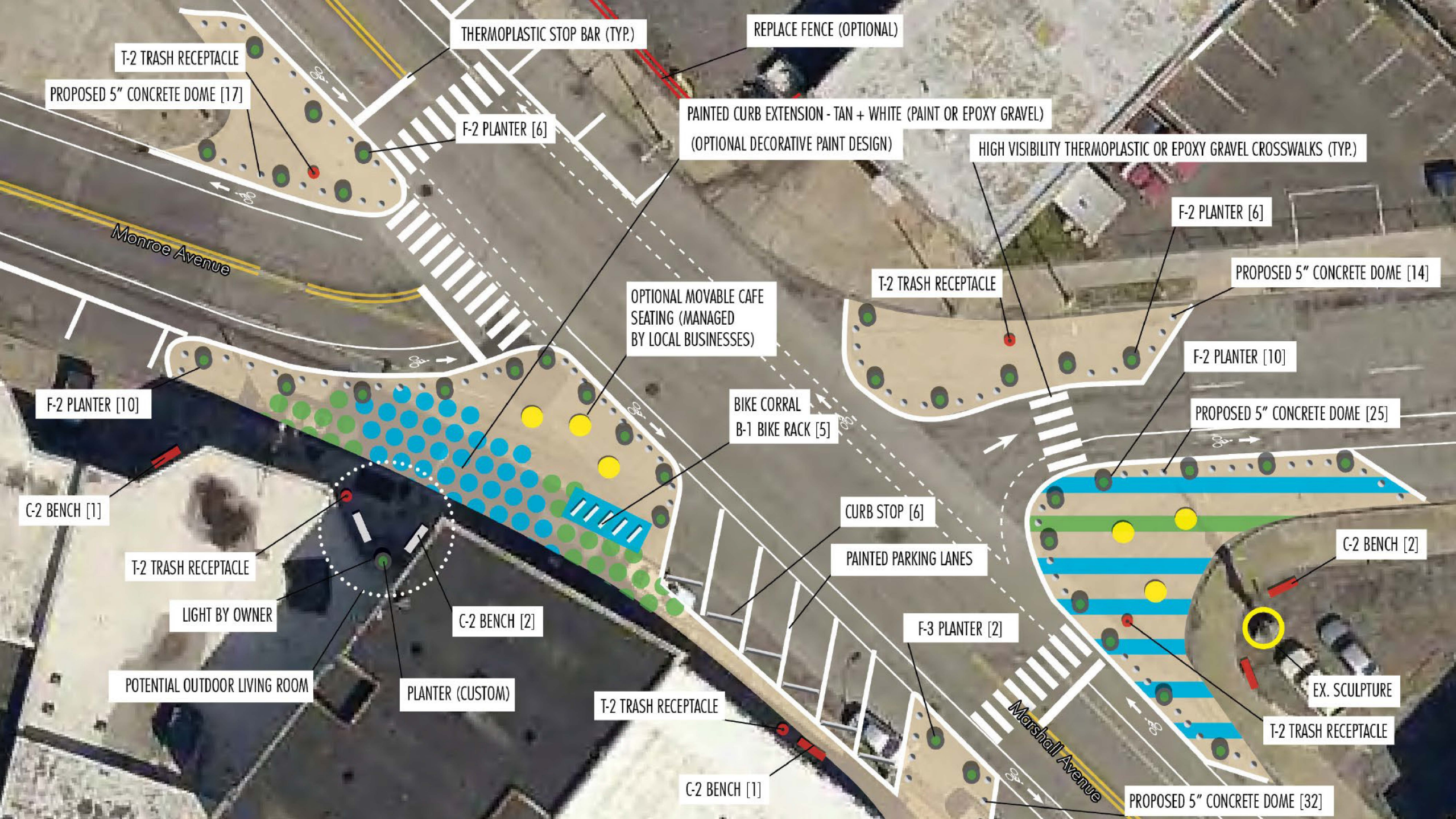
PEABODY
VANCE

SOUTH
MEMPHIS

MISSISSIPPI RIVER

MEDICAL DISTRICT STREETSCAPE IMPROVEMENTS PLAYBOOK





THERMOPLASTIC STOP BAR (TYP.)

REPLACE FENCE (OPTIONAL)

T-2 TRASH RECEPTACLE

PROPOSED 5" CONCRETE DOME [17]

F-2 PLANTER [6]

PAINTED CURB EXTENSION - TAN + WHITE (PAINT OR EPOXY GRAVEL)
(OPTIONAL DECORATIVE PAINT DESIGN)

HIGH VISIBILITY THERMOPLASTIC OR EPOXY GRAVEL CROSSWALKS (TYP.)

F-2 PLANTER [6]

PROPOSED 5" CONCRETE DOME [14]

T-2 TRASH RECEPTACLE

OPTIONAL MOVABLE CAFE SEATING (MANAGED BY LOCAL BUSINESSES)

F-2 PLANTER [10]

PROPOSED 5" CONCRETE DOME [25]

F-2 PLANTER [10]

BIKE CORRAL
B-1 BIKE RACK [5]

CURB STOP [6]

PAINTED PARKING LANES

C-2 BENCH [1]

T-2 TRASH RECEPTACLE

LIGHT BY OWNER

C-2 BENCH [2]

POTENTIAL OUTDOOR LIVING ROOM

PLANTER (CUSTOM)

T-2 TRASH RECEPTACLE

F-3 PLANTER [2]

C-2 BENCH [2]

EX. SCULPTURE

T-2 TRASH RECEPTACLE

C-2 BENCH [1]

PROPOSED 5" CONCRETE DOME [32]

Monroe Avenue

Marshall Avenue

INDEX OF SHEETS

| | |
|---------|------------------------------------|
| 1 | COVER SHEET |
| 2 | GENERAL NOTES |
| 3 - 9 | SITE LAYOUT PLANS |
| 10 - 11 | STRUCTURAL PLANS |
| 12 | ART INSTALLATION |
| 13 - 19 | SIGNING AND PAVEMENT MARKING PLANS |
| 20 | TRAFFIC CONTROL PLAN NOTES |
| 21 | TRAFFIC CONTROL DETAILS |
| 22 - 25 | CONSTRUCTION DETAILS |

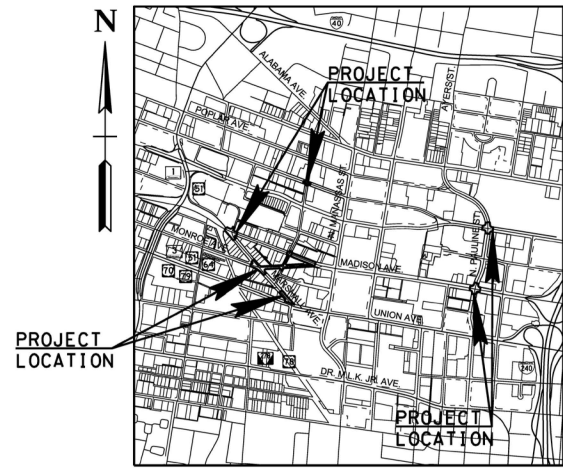
MEMPHIS MEDICAL DISTRICT COLLABORATIVE

Jim Strickland - Mayor



CONSTRUCTION DRAWINGS OF PROPOSED MEDICAL DISTRICT STREETScape IMPROVEMENTS

NOVEMBER 7, 2016

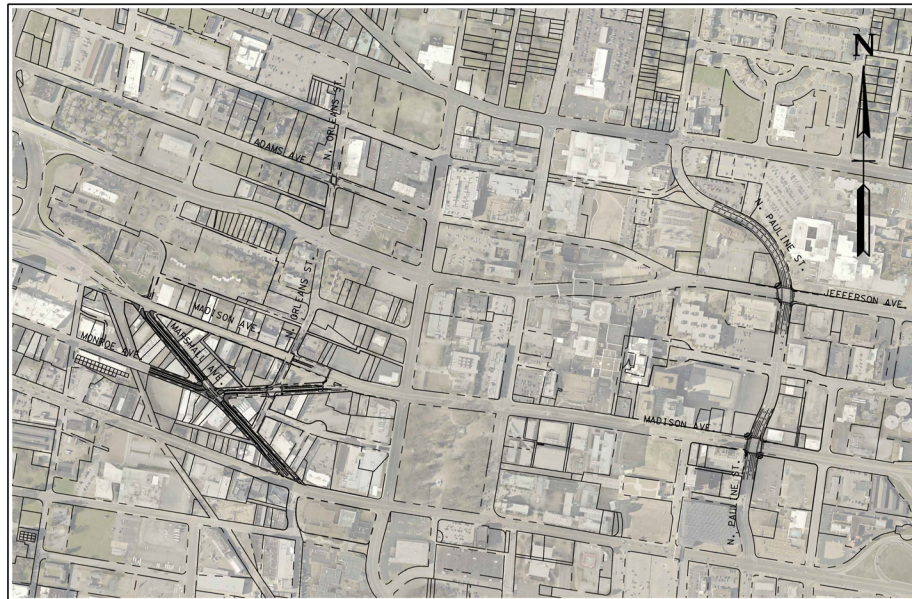


PROJECT LOCATION MAP

SCALE: 1" = 1,000'

Project Site Map

SCALE: 1" = 400'



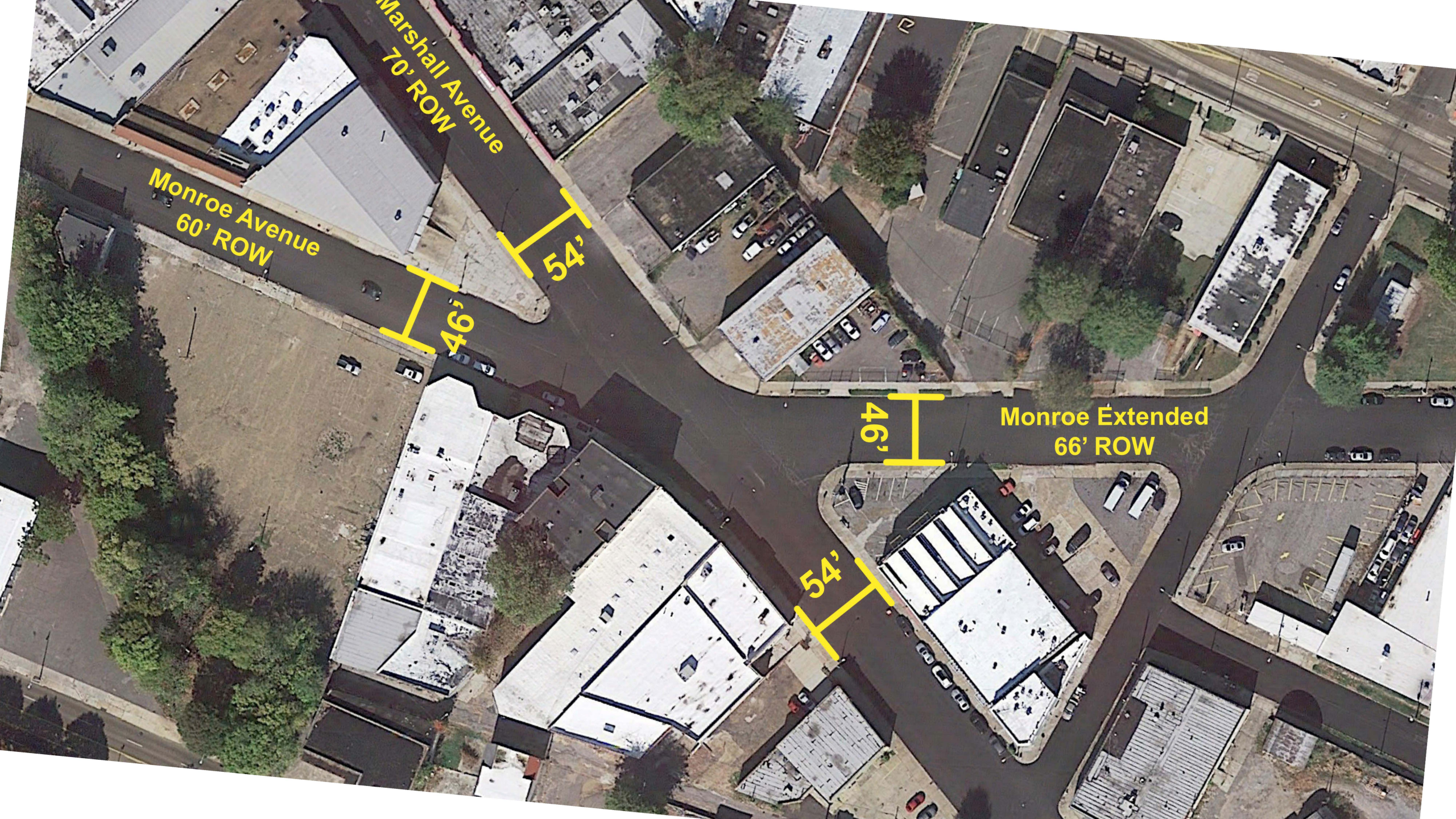
BID SET No. _____

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS AND DRAWINGS OF THE DIVISION OF ENGINEERING, CITY OF MEMPHIS, AND SPECIAL PROVISIONS CONTAINED IN THE CONTRACT DOCUMENTS.

FOR UTILITY LOCATION: CALL "TENN. ONE CALL SYSTEMS INC.", 1-800-351-1111 72 HOURS BEFORE DIGGING



PLANNING + DESIGN
www.altaplanning.com
111 E. Chapel Hill Street, Ste. 100
Durham, NC 27701
p 919.454.8448



Marshall Avenue
70' ROW

Monroe Avenue
60' ROW

Monroe Extended
66' ROW

54'

49'

46'

54'

**Marshall Avenue
70' ROW**

**Monroe Avenue
60' ROW**

1,100 AADT

**Monroe Extended
66' ROW**

3,200 AADT





Marshall Avenue

Monroe Avenue

Monroe Extended

Marshall Avenue





Image courtesy of Chris Porter,
Downtown Memphis Commission



FOR LEASE
OR SALE

THE KING'S
HEARTBREAK
HOTEL

Tracy's
FOREIGN CAR
SERVICE
526-1644



MANASSAS STREET CORRIDOR

.75 MILE LENGTH

MISSISSIPPI RIVER

DOWNTOWN
MEMPHIS

SOUTH
MAIN

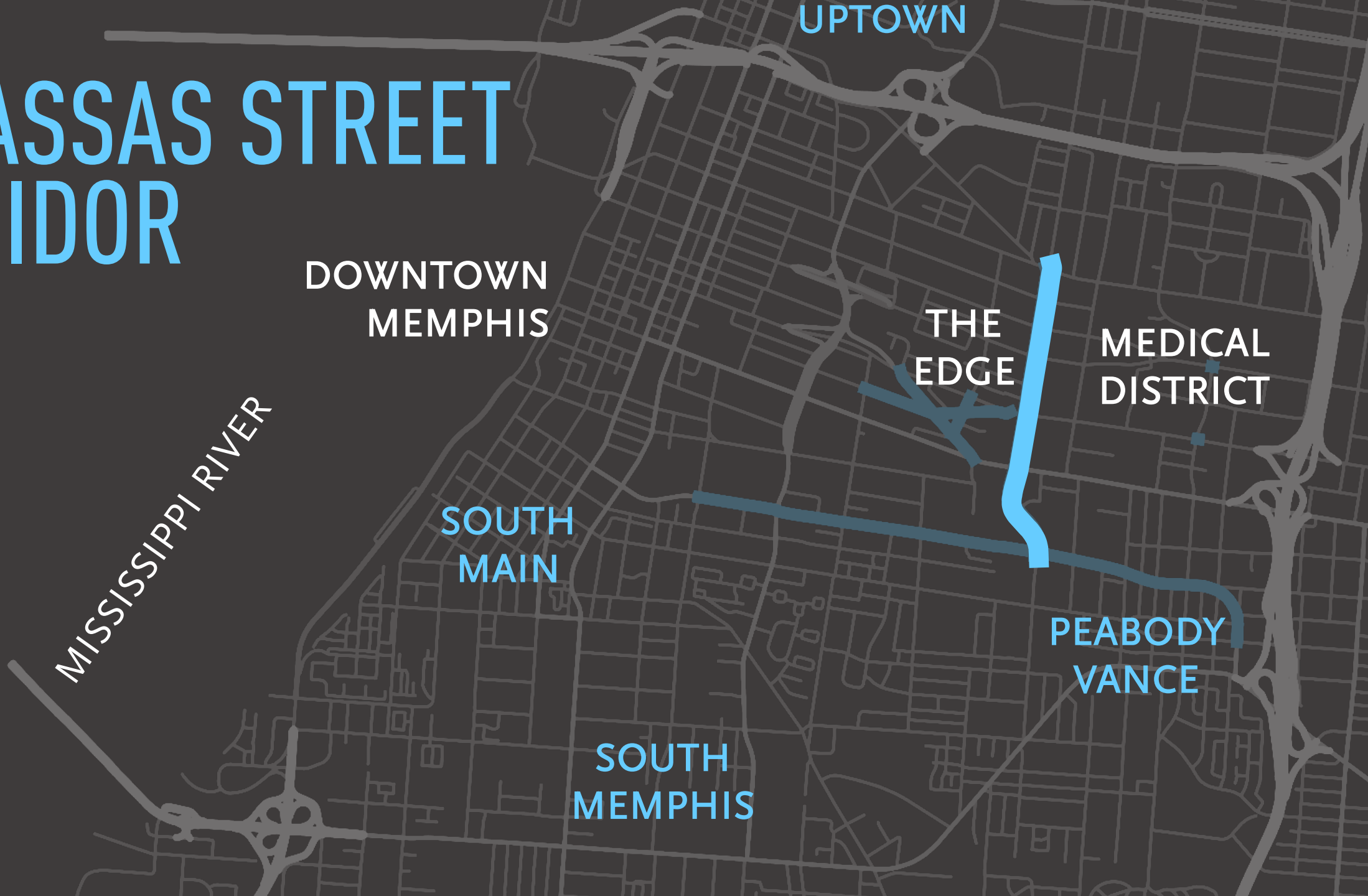
SOUTH
MEMPHIS

UPTOWN

THE
EDGE

MEDICAL
DISTRICT

PEABODY
VANCE





ONLY



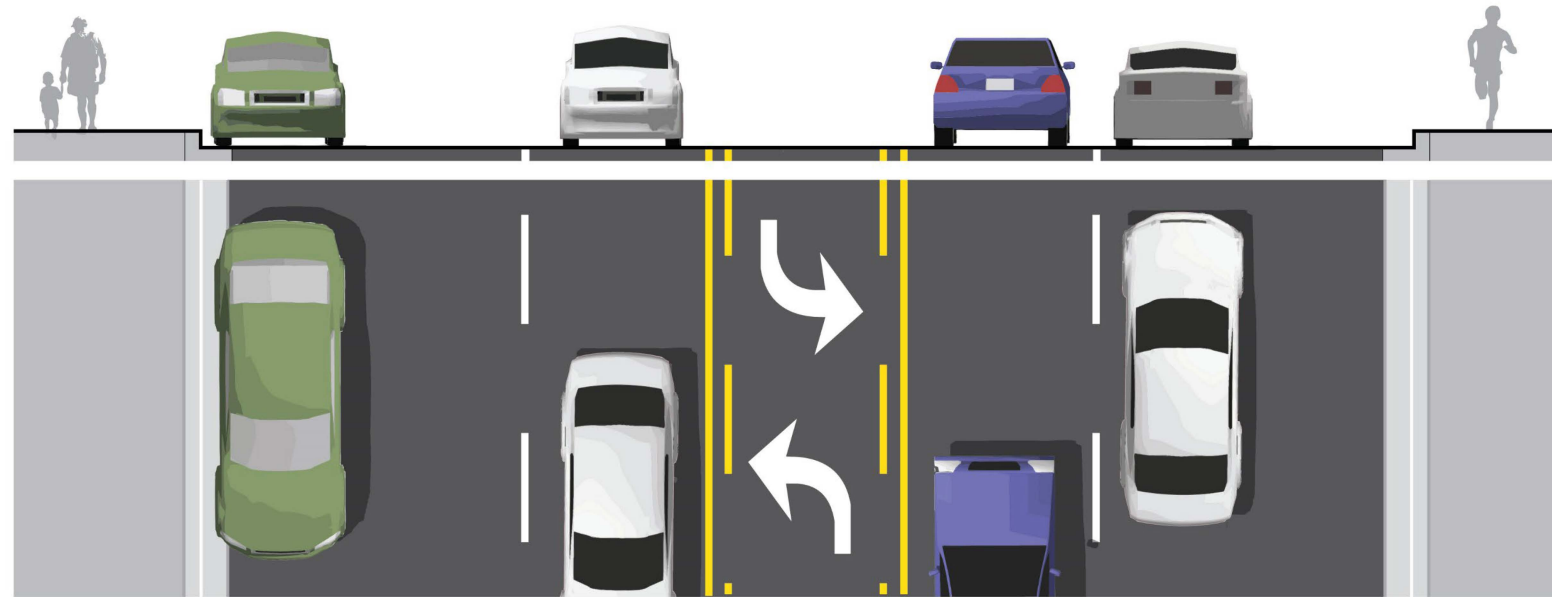
WALTON

MANASSAS STREET

WEST

EXISTING

EAST



66' ROADWAY SURFACE WIDTH

80' R.O.W.

MANASSAS STREET

WEST

NEW DESIGN

EAST



66' ROADWAY SURFACE WIDTH

80' R.O.W.

SEPARATED BIKE LANE PLANNING AND DESIGN GUIDE



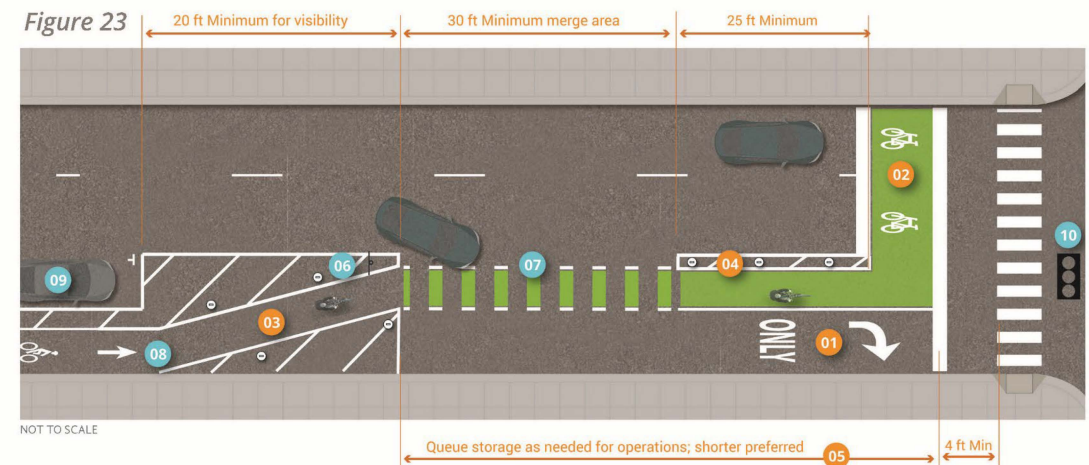
TURNING MOVEMENTS

Lateral Shift

A lateral shift moves cyclists to the left of the motor vehicle right turn lane before vehicles can move right. This places the responsibility for yielding clearly on drivers turning right, and brings bicyclists into a highly visible position. In the lateral shift configuration, like the mixing zone (see page 107), potential conflicts between right-turning vehicles and through bicyclists occur *before* the intersection. A lateral shift treatment is effective for intersections where a separate bicycle signal and signal phasing is not feasible, because bicyclists can proceed in the same signal phase as through and right-turning vehicles.

- 01 Provide minimum queue storage length for automobiles needed for operations, depending on right-turn volumes and signal cycle length.
- 02 For further guidance on bike boxes, see page 122.
- 03 Shift bike lane closer to motorized traffic prior to weave area so motorists and bicyclists can see each other better.
- 04 For further guidance on buffer selection and installation, see page 83.
- 05 Shorter queue storage lengths are preferred because it allows for a longer distance of midblock separation relative to the intersection and slows motor vehicle speeds.
- 06 Include BEGIN RIGHT TURN LANE YIELD TO BIKES (MUTCD R4-4) at end of parking restrictions.
- 07 The weave area should be short to force vehicles to make slow and deliberate turning movements into the right turn lane.
- 08 A variety of pavement marking treatments can be used to improve visibility of the separated bike lane and reinforce the expected bicyclist behaviors. For further guidance on paint and striping in conflict areas, see page 114.
- 09 For further guidance on typical signs and markings for separated bike lanes, see page 127.
- 10 Guidance for parking space markings can be found in MUTCD(2009) Section 3B.19.
- 11 For further signal guidance, see page 115.

Figure 23





ADAMS St

JEFFERSON SQUARE



JULIUS ROBINSON SQUARE
THE COMMONS CENTER

ADAMS

WALK

Turner

WALK

WALK

WALK



JEFFERSON AVE

P
PARKING
→

NO PARKING
ANY TIME

CALL
911



Education
Trained

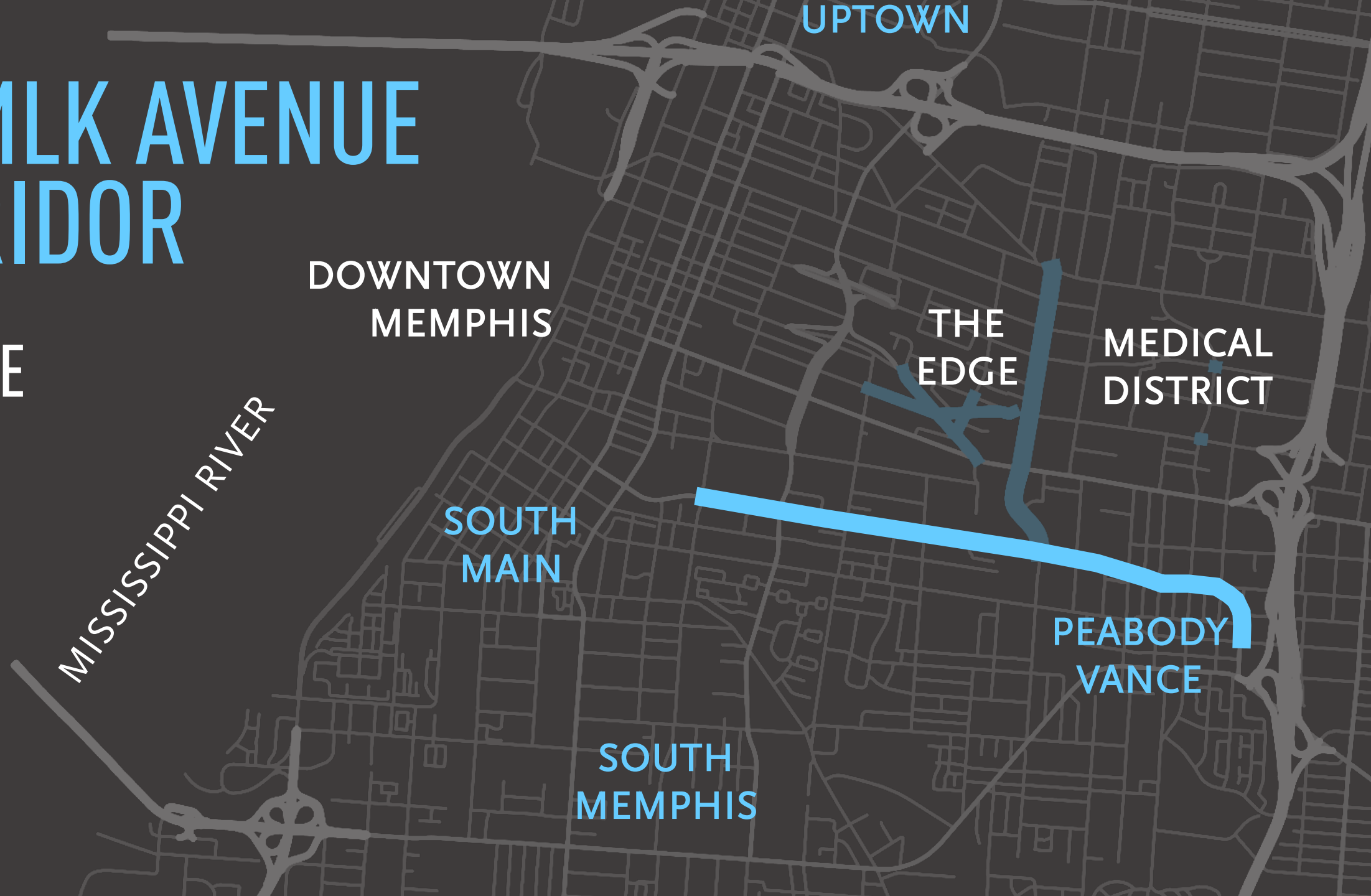






DR. MLK AVENUE CORRIDOR

1.45 MILE
LENGTH



UPTOWN

DOWNTOWN
MEMPHIS

THE
EDGE

MEDICAL
DISTRICT

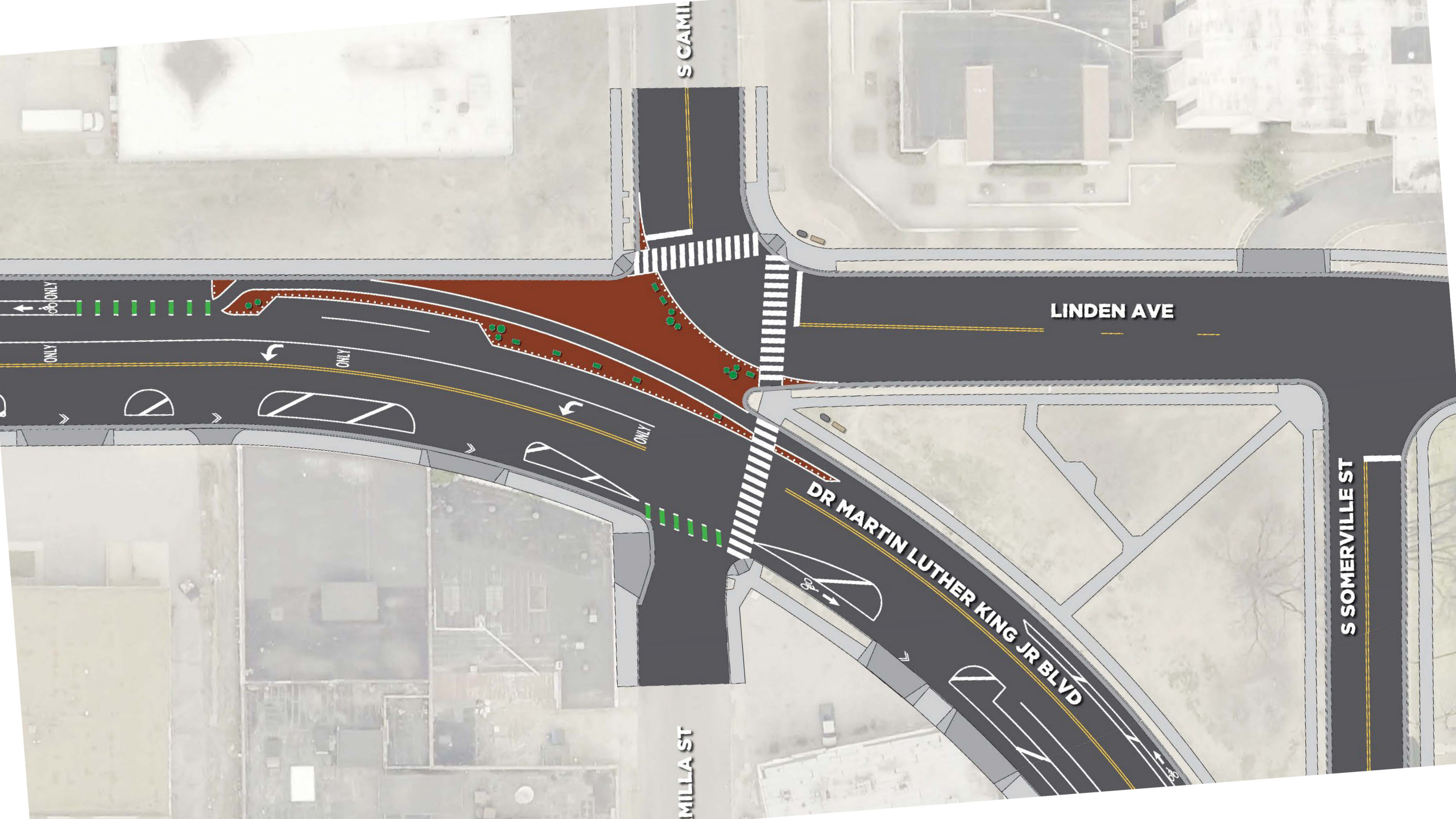
MISSISSIPPI RIVER

SOUTH
MAIN

PEABODY
VANCE

SOUTH
MEMPHIS





S CAMILL

LINDEN AVE

DR MARTIN LUTHER KING JR BLVD

MILLA ST

S SOMERVILLE ST

inden AVE
Dr. M. L. King Jr. AVE



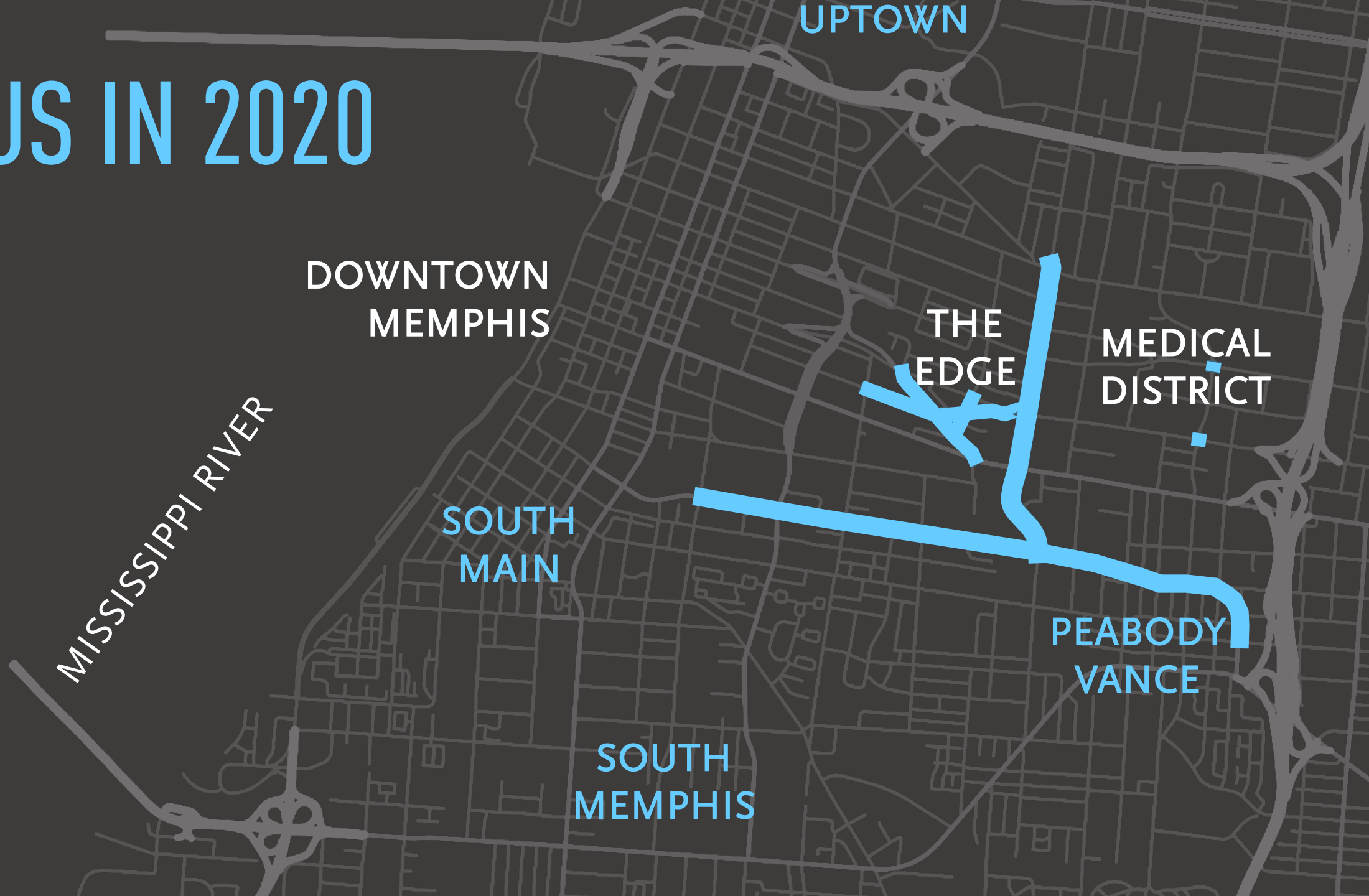
Dr. M. L. King Jr. Ave


THIS
BLOCK





STATUS IN 2020





ETM
ENGLAND-THIMS & MILLER, INC.
Placemaking

DANIEL ASHWORTH, JR. PLA, ASLA, AICP

SENIOR LANDSCAPE ARCHITECT | ENGLAND-THIMS & MILLER

ASHWORTH@ETMINC.COM

THANK YOU!

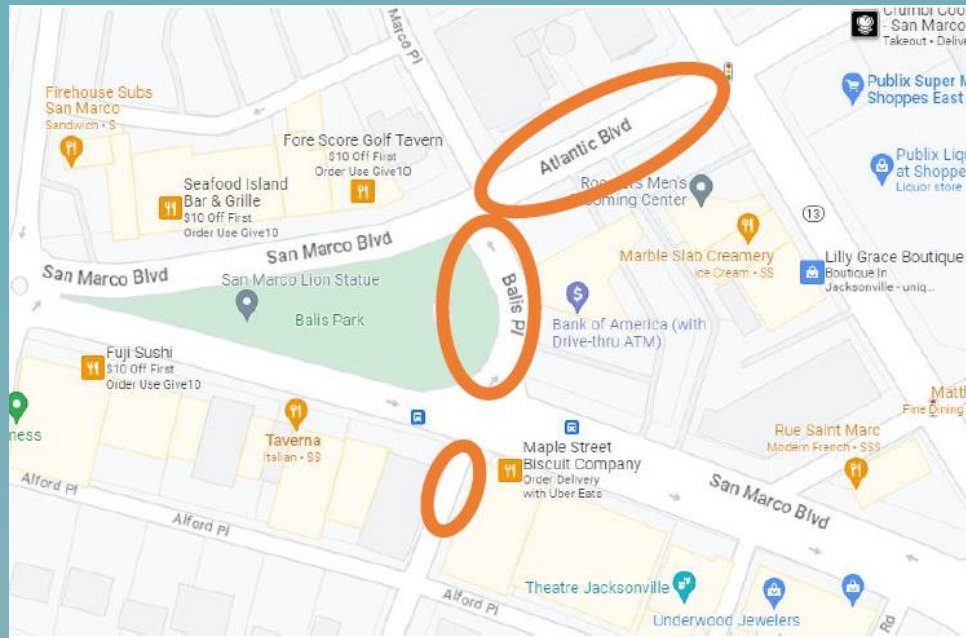
PARK(ing) day: San Marco Square

Friday Sept. 15, 10am – 4pm

PARK(ing) day is an annual, international event where parking spaces are converted into temporary public parks (parklets) by residents, advocates, planners, & designers

Invented in 2005 by a design firm in San Francisco to demonstrate temporary urban design improvements

Parklets will be on 3 adjacent streets in San Marco: Atlantic Blvd (between Hendricks Ave, and San Marco Place) & Balice Place (between Atlantic Blvd & San Marco Blvd) & Balice Place (San Marco Blvd & Alford Place)





Lem Turner over the Trout River Bridge Virtual Public Hearing

Virtually or by Phone: Tuesday, October 3, 2023

Open House: 5:30-6:00 pm

Presentation & Public Comment Period: 6:00 pm

& In-Person: Thursday, October 5, 2023

Open House: 4:30-6:30 p.m.

Presentation & Public Comment Period: 6:30 pm

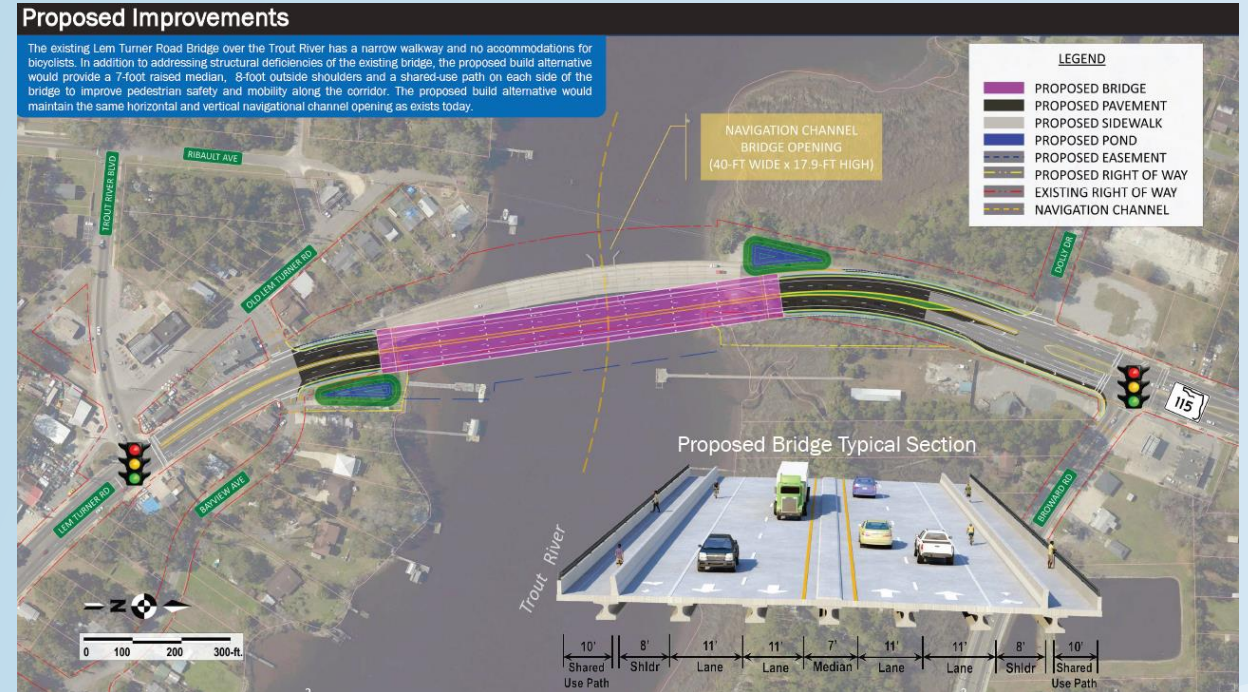
Location:

Florida State College at Jacksonville (FSCJ)
North Campus Multipurpose Room (Building A, Room A236)
4501 Capper Road, Jacksonville 32218

PROJECT WEBSITE: nflroads.com/troutriver

REGISTER:

attendee.gotowebinar.com/register/2424258645416408667





**NEXT
MEETING**

ADJOURN

Photo Credit: Barry Cotter