

MEMORANDUM

TO: Jacksonville City Council

FROM: Allan Iosue,
Chairman, Context Sensitive Streets Standards Committee

DATE: July 5, 2018

RE: Context Sensitive Streets Standards Committee Annual Report

History and background of the Context Sensitive Streets Standards Committee

In April of 2013, the Jacksonville City Council adopted Ordinance No. 2013-185, codified at section 32.702, Ordinance Code, which established and created the Context Sensitive Streets Standards Committee ("Committee"). The Committee is composed of 13 members appointed by the City Council, the Mayor, and the JTA. A variety of stakeholders are represented, including a civil engineer, an urban planner, a running advocate, a person with a disability, a home-builder, a freight industry representative, a public health representative, a landscape architect, a retail business representative, a bicyclist, a rural area representative, an urban priority area representative and a JTA representative. The Committee's primary purpose is to advance context sensitive design standards for all modes of transportation. The intent is to Jacksonville's streets to promote the safe and convenient travel for all citizens including but not limited to bicyclists, truck drivers, pedestrians, motorcyclists and persons with disabilities.

Purpose, Tasks and Goals of the Committee

Section 32.702(f)(1)-(3), Ordinance Code, authorized the Committee to revise all City standards and regulations including the Land Development Procedures Manual ("LDPM"), the Jacksonville Ordinance Code and the 2030 Comprehensive Plan relating to transportation, traffic engineering and roadway design. Further considerations included providing accommodations for pedestrians, bicyclists, transit riders, motor vehicle drivers, truck drivers and persons with disabilities consistent with the overall community. Additional special criteria for review by the Committee included the following:

1. Replacing conventional street classification system with a system that incorporates context;
2. Prescribing differing design criteria for lane widths, bicycle lanes, transit, etc., depending upon context;
3. Establishing criteria for appropriate locations for use and dimensional standards for angle and reverse angle parking;

4. Establishing standards for motorcycle and bicycle parking within the right-of-way;
5. Encouraging use and accessibility of alleys in the Central Business District and Urban Priority Area;
6. Adopting a procedure using a checklist to insure better multimodal review coordination of all permits and government projects impacting a street or mode of transportation;
7. Adopting policies with respect to freight movement and setting guidelines for those streets classified as "Major Truck Routes."

The Committee members met the above directive at a series of monthly meetings beginning on February 23, 2015 to its latest meeting held on June 26, 2018. During each meeting, presided by the undersigned Chairman, the members discussed and reviewed voluminous documents. It is critical to point out that valuable reports, documents, maps, recommendations and significant contributions were consistently provided by the City Staff at these meetings. A discussion of each criterion follows along with the Committee's accomplishments. A 2018 status update is provided for each criteria.

Replacing conventional street classification system with a system that incorporates context.

Committee Accomplishments:

- ✓ Approved context sensitive standards for COJ roadways. Developed a context sensitive roadway Design Classification system that addresses design speed, design vehicle and curb radii. Approved an Ordinance to revise **Section 654.111** (Design Standards; Streets), and Section **654.133** (Required Improvements, Streets, Curbs and Gutters, Sidewalks and Bikeway Requirements)
- ✓ **2018 Update:** On 11/27/17, Ordinance 2017-805 was filed with City Council to revise Sections 654.111 and 654.133 of the Ordinance Code. Currently the ordinance is at the TEU and LUZ committees and is being deferred until changes are made to the 2030 Comprehensive Plan through a text amendment.

Prescribing differing design criteria for lane widths, bicycle lanes, transit, etc., depending upon context.

Committee Accomplishments:

- ✓ Created a new **Section 3.7** of the LDPM which implements cross-section standards for truck routes as well as provides for bicycle/pedestrian facility design standards in Jacksonville.
- ✓ Updated **Sections 2.2 and 3.0 – 3.6** of the LDPM to incorporate context sensitive design standards related to sidewalks, lane widths, bicycle facilities, medians, and planting (utility) strips.
- ✓ Approved context sensitive engineering cross sections for incorporation in the City Standard Details
- ✓ Approved Public Works Director's memorandum regarding resurfacing projects.

- ✓ Developed a context sensitive roadway Design Classification system to address design speed, design vehicle and curb radii.
- ✓ **2018 Update:** LDPM revisions will be implemented pending the approval of Ordinance 2017-805.

Establishing criteria for appropriate locations for use and dimensional standards for angle and reverse angle parking and establishing standards for motorcycle and bicycle parking within the right-of-way;

Committee Accomplishments:

- ✓ Approved revisions to the LDPM to include on-street parking standards for vehicles and motorcycles, and off-street bicycle parking standards.
- ✓ Approved a new Ordinance for recommendation to City Council to amend section **654.116** (Design Standards, alleys), section **656.607** (Design standards for off-street parking and loading facilities), section **656.609** (Design standards for off-street parking for bicycles), section **616.102** (Bicycle Racks on sidewalks), section **804.907** (Parking).
- ✓ **2018 Update:** On 11/27/17, Ordinance 2017-806 was filed with City Council to revise Sections 654.116, 656.607, 656.609, 616.102 and 804.907. Currently the ordinance is at the TEU and LUZ committees and is scheduled to be discussed the week of July 16th, 2018.

Encouraging use and accessibility of alleys in the Central Business District and Urban Priority Area;

Committee Accomplishments:

- ✓ Revised **Section 3.2.5.2 (Minimum Right-Of-Way Widths and Paving Widths)** of the LDPM which increases the recommended minimum paving widths for commercial and residential alleys in Jacksonville.
- ✓ **2018 Update:** LDPM revisions will be implemented pending the approval of Ordinance 2017-805.

Adopting a procedure using a checklist to insure better multimodal review coordination of all permits and government projects impacting a street or mode of transportation.

Committee Accomplishments:

- ✓ Increased the **In-Lieu Sidewalk Fee** from \$20 to **\$40**. Revised **Section 2.2.5** of the LDPM which implements several new criteria that require qualification for foregoing the requirement to construct sidewalks in Jacksonville.
- ✓ Created a new **Sidewalk In-Lieu Fee Fund Application** which requires that the applicant provide justification for not constructing a sidewalk as well as requires several review and approvals by pertinent staff.
- ✓ **2018 Update:** All changes have been implemented.

Adopting policies with respect to freight and setting guidelines for those streets classified as "Major Truck Routes."

Committee Accomplishments:

- ✓ Created a new **Section 3.7** of the LDPM which implements cross-section standards for truck routes as well as provides for bicycle/pedestrian facility design standards in Jacksonville.
- ✓ Created a new **Part 15 (Truck Route Regulations)** of **Chapter 804** of the Ordinance Code which establishes designated truck routes and maps to be recommended for approval by City Council. This section also includes provisions for enforcement.
- ✓ Approved new Truck Route Policies for the 2030 Comp Plan.
- ✓ **2018 Update:** On 11/27/17, Ordinance 2017-807 was filed with City Council to create a new Part 15 of Chapter 804 of the Ordinance Code. Currently the bill is at TEU but is deferred pending recommendations from the Truck Routes Working Group. The Truck Routes working group is comprised of representatives from the trucking industry, staff from the Planning and Development Department and the Public Works Department.

AI/CSP