Bicycle & Pedestrian Advisory Committee (BPAC) July Meeting

7/6/2023

Ed Ball Building, Third Floor
Conference Room #3112

Tampa Roadway, Photo Credit: Allan Iosue

About Us

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

Bicycle and Pedestrian Advisory Committee (BPAC)	
Agenda for 06/01/2023 Meeting	
5:30 - 5:45 PM	**Introductions and Adoption of Minutes**
5:45 - 6:15 PM	**Presentation: Achieving Vision Zero in New Jersey: Hoboken's Vision Zero Action Plan** **Ryan Sharp, Director of Transportation and Parking, City of Hoboken, NJ**
6:15 - 6:30 PM	**Presentation: Statewide Non-Motorized Traffic Monitoring Program** **Jotan Borms and Eric Katz, Bike-Ped Data Collection Coordinators, FDOT**
6:50 - 7:00 PM	**Wrap-up / Announcements / Next Meeting Info**
	Adjourn

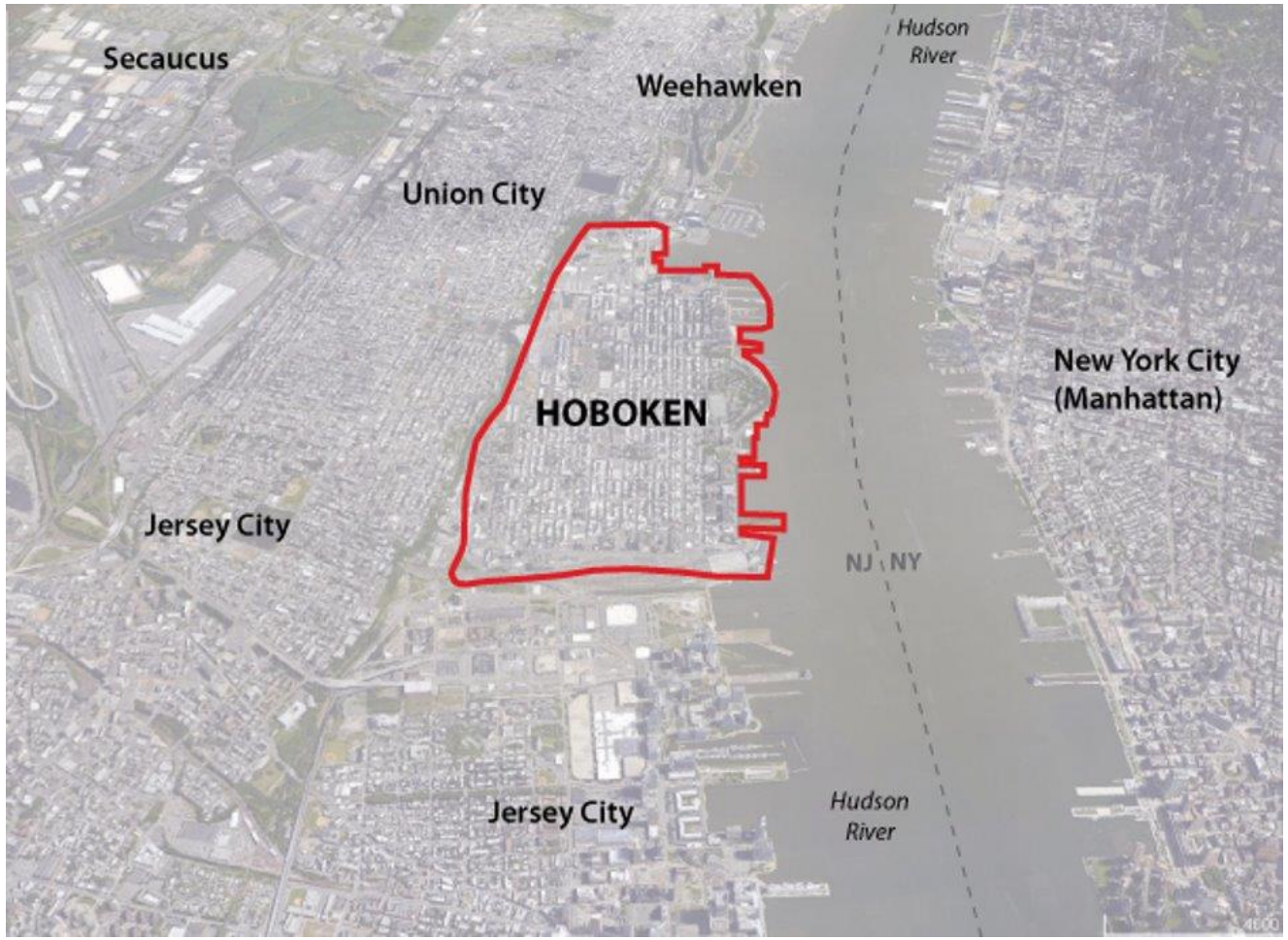
DEVELOPMENT AND IMPLEMENTATION OF A VISION ZERO PROGRAM IN HOBOKEN

JACKSONVILLE, FL BPAC

JULY 6, 2023

About Hoboken

- Population: 60,000+
- Nearly 50% of population is 18-34 years old
- ~60% of workers commute by public transportation
- Stevens Institute of Technology
- Birthplace of Frank Sinatra
- Birthplace of baseball



About Hoboken

About Hoboken

No Traffic Deaths in 6+ Years

The Washington Post
Democracy Dies in Darkness

TRANSPORTATION

Buttigieg releases national plan to reduce road deaths

The transportation secretary said the U.S. objective should be to amplify what's working in places like Hoboken, N.J.

Bloomberg

Where 'Vision Zero' Is Working

A dramatic reduction in traffic deaths in US cities is possible, despite huge he
In some places, progress is starting to become visible.

npr wnyc

SIGN IN NPR SHOP DONATE

NEWS CULTURE MUSIC PODCASTS & SHOWS SEARCH

NATIONAL

A New Jersey city achieved 0 traffic deaths in 4 years with quick, high impact ideas

4 WASHINGTON

TRAFFIC DEATHS · APRIL 19, 2022 7:45 PM

How Hoboken Eliminated Traffic Deaths

Hoboken, New Jersey, hasn't seen a single traffic-related death in four years. Transportation Reporter Adam Tuss takes a...
Read More

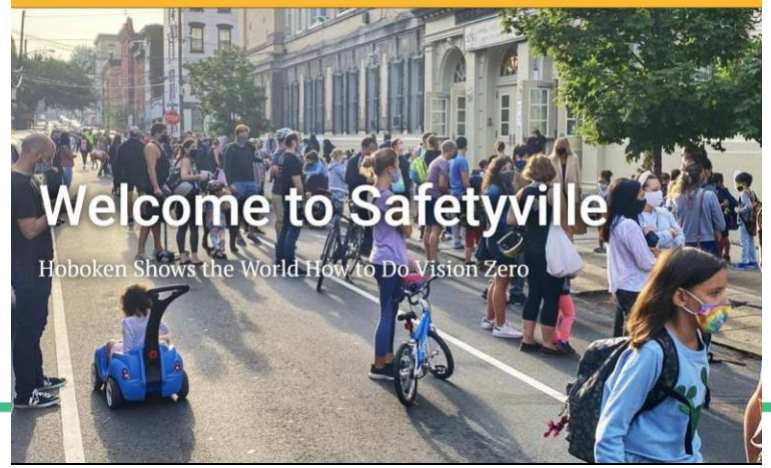
GETTING AROUND | JUNE 17, 2022

Hoboken Hasn't Had a Traffic Death in Four Years. What's It Doing Right?

By Christopher Robbins

STREETSBLOG USA

Bicycling / Walking / Transit / Car Culture / Micromobility / Mobility Justice / COVID-19



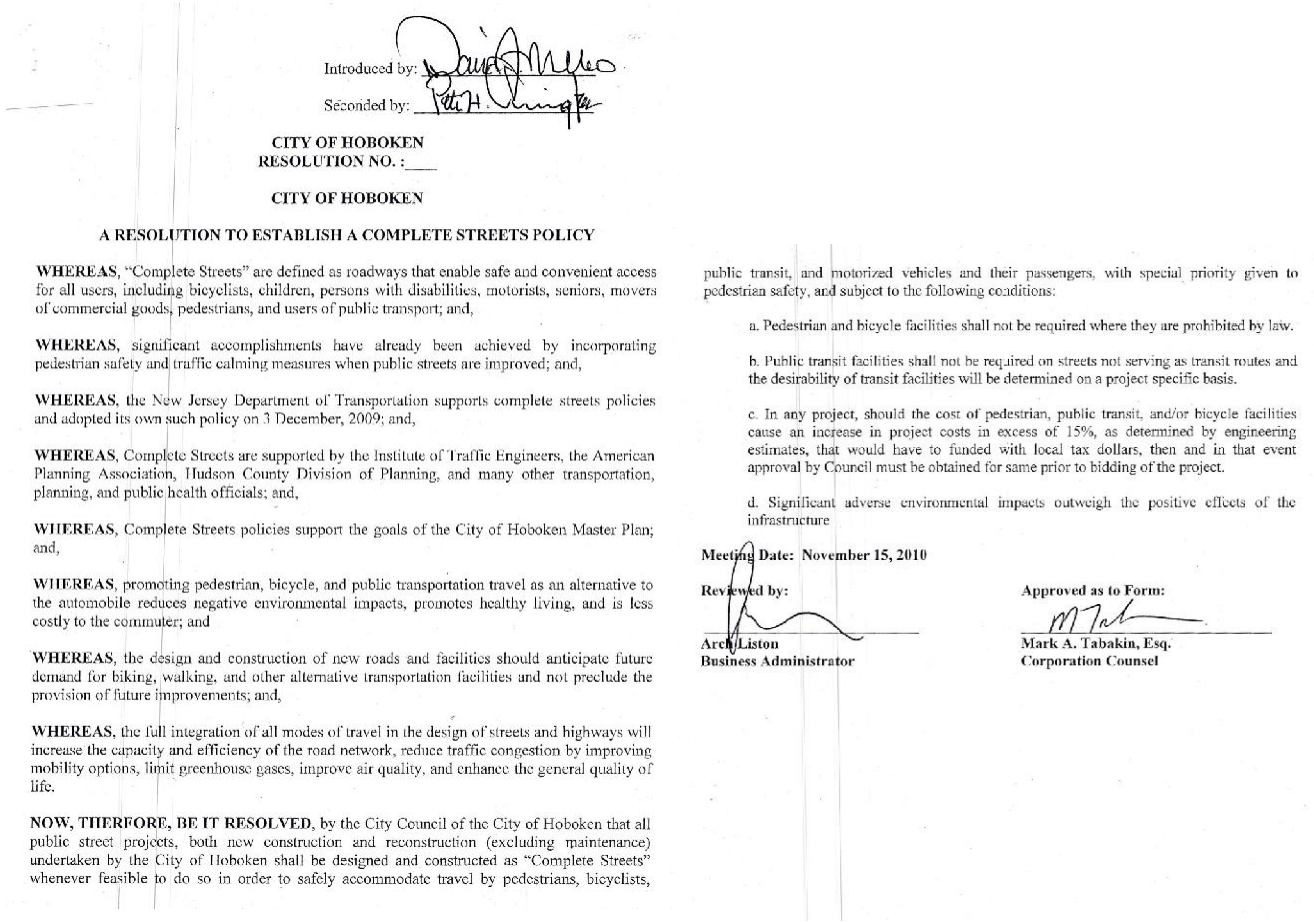
91.5 KJZZ

Phoenix has approved Vision Zero for pedestrian safety. Here's how it's working in other cities

How did we get there?

Complete Streets Program

- Adopted in 2010, went into effect in 2011
- Converted Roadway Preservation Program into Complete Streets Program
- Institutionalized the implementation of safety improvements
- Provides built-in opportunity to make safety improvements to every street in the city over a period of a couple decades



Introduced by:

Seconded by:

CITY OF HOBOKEN
RESOLUTION NO. :____

CITY OF HOBOKEN

A RESOLUTION TO ESTABLISH A COMPLETE STREETS POLICY

WHEREAS, "Complete Streets" are defined as roadways that enable safe and convenient access for all users, including bicyclists, children, persons with disabilities, motorists, seniors, movers of commercial goods, pedestrians, and users of public transport; and,

WHEREAS, significant accomplishments have already been achieved by incorporating pedestrian safety and traffic calming measures when public streets are improved; and,

WHEREAS, the New Jersey Department of Transportation supports complete streets policies and adopted its own such policy on 3 December, 2009; and,

WHEREAS, Complete Streets are supported by the Institute of Traffic Engineers, the American Planning Association, Hudson County Division of Planning, and many other transportation, planning, and public health officials; and,

WHEREAS, Complete Streets policies support the goals of the City of Hoboken Master Plan; and,

WHEREAS, promoting pedestrian, bicycle, and public transportation travel as an alternative to the automobile reduces negative environmental impacts, promotes healthy living, and is less costly to the commuter; and

WHEREAS, the design and construction of new roads and facilities should anticipate future demand for biking, walking, and other alternative transportation facilities and not preclude the provision of future improvements; and,

WHEREAS, the full integration of all modes of travel in the design of streets and highways will increase the capacity and efficiency of the road network, reduce traffic congestion by improving mobility options, limit greenhouse gases, improve air quality, and enhance the general quality of life.

NOW, THERFORE, BE IT RESOLVED, by the City Council of the City of Hoboken that all public street projects, both new construction and reconstruction (excluding maintenance) undertaken by the City of Hoboken shall be designed and constructed as "Complete Streets" whenever feasible to do so in order to safely accommodate travel by pedestrians, bicyclists, public transit, and motorized vehicles and their passengers, with special priority given to pedestrian safety, and subject to the following conditions:

a. Pedestrian and bicycle facilities shall not be required where they are prohibited by law.

b. Public transit facilities shall not be required on streets not serving as transit routes and the desirability of transit facilities will be determined on a project specific basis.

c. In any project, should the cost of pedestrian, public transit, and/or bicycle facilities cause an increase in project costs in excess of 15%, as determined by engineering estimates, that would have to funded with local tax dollars, then and in that event approval by Council must be obtained for same prior to bidding of the project.

d. Significant adverse environmental impacts outweigh the positive effects of the infrastructure

Meeting Date: November 15, 2010

Reviewed by:

Arch Liston
Business Administrator

Approved as to Form:

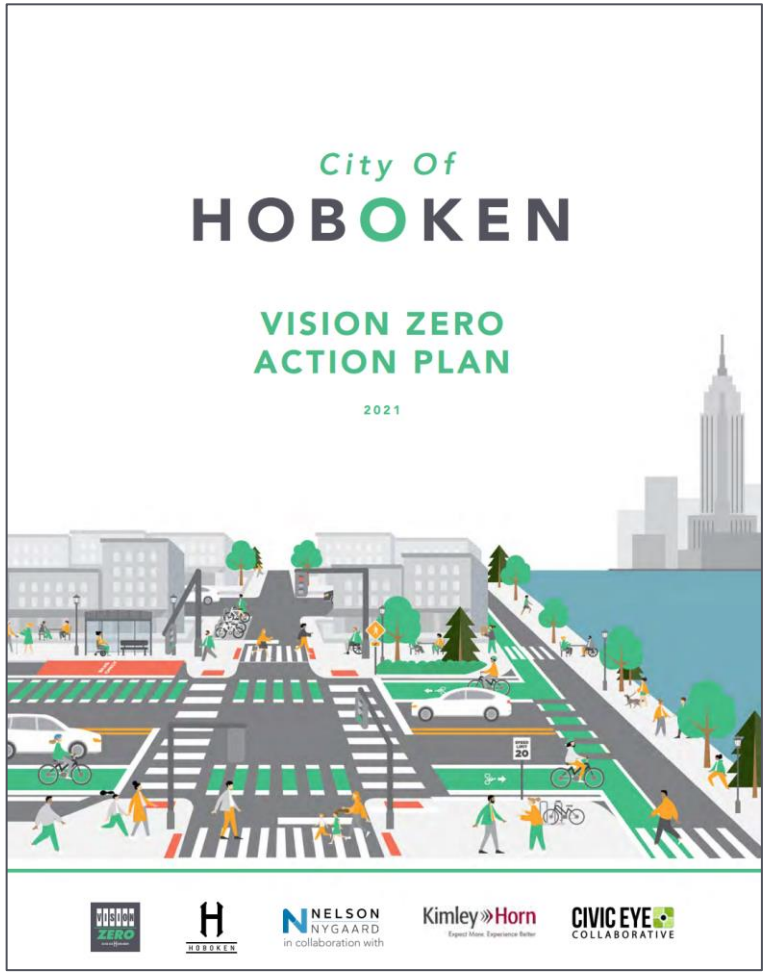
Mark A. Tabakin, Esq.
Corporation Counsel

Vision Zero

- Launched by Executive Order in 2019
- Goal: Eliminate traffic deaths and injuries by 2030
- Task Force assisted in development and now implementation of Action Plan
  - City staff
  - Elected officials
  - Public safety
  - Advocates
  - Schools
  - Seniors
  - Public housing
  - Other jurisdictions

Action Plan

- Hired Nelson Nygaard to develop the VZ Action Plan
- Crash Analysis -> High Injury Network
- Safe Systems Approach
- 110+ Action Items
- “Living document” that will be updated every few years



Safe Systems Approach

Source: ODOT

Traditional Road Safety Practices vs. Safe System Approach

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

TRADITIONAL		SAFE SYSTEM
Prevent crashes	→	Prevent deaths and serious injuries
Improve human behavior	→	Design for human mistakes/limitations
Control speeding	→	Reduce speed
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks

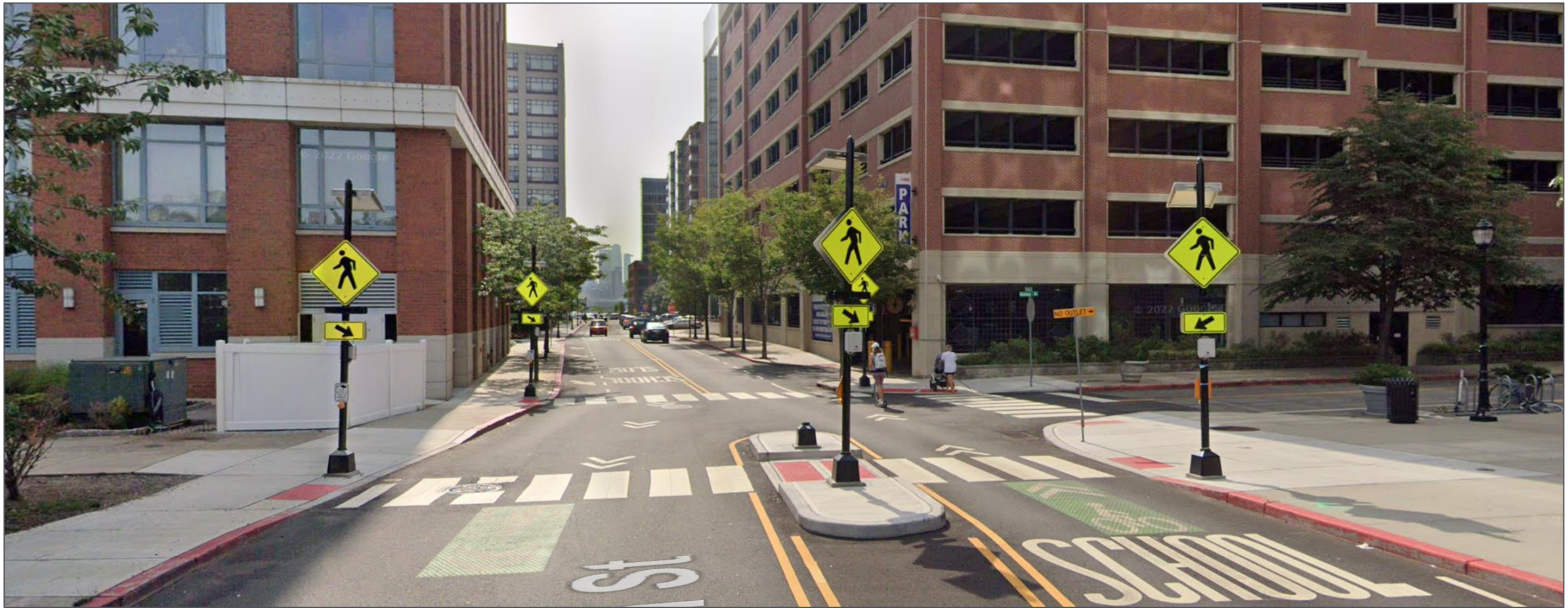
Source: Alta Planning

Safe Roads

Safe Roads

Safe Roads

Safe Roads



Safe Roads

Sinatra Drive

- Two-way protected bikeway
- 160+ shade trees
- Raised pedestrian crossings w/RRFBs
- Curb extensions
- ADA improvements
- 50% funded by grants

Safe Roads

Existing

Proposed

Safe Roads

Existing

Proposed

Safe Roads

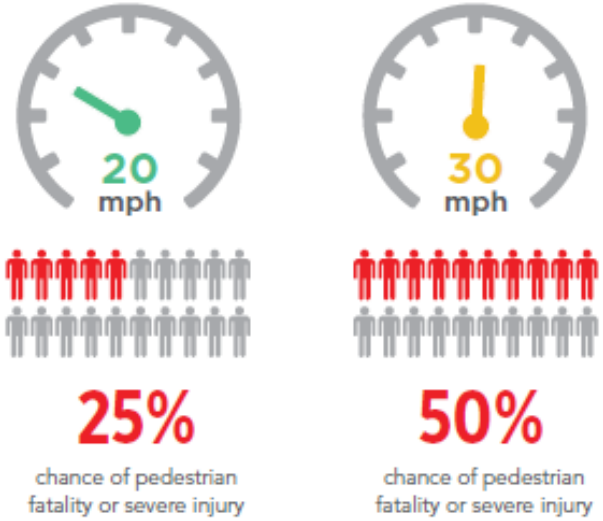
Henderson Street/Marin Boulevard

- Joint effort between City of Hoboken and City of Jersey City
- Two-way protected bikeway closes gap in regional bike network
- Quick build w/Endurablend surface
- People for Bikes selected this bikeway as one of the top 10 new bike lanes across the county in 2022

Safe Speeds

Citywide 20 MPH Speed Limit

- Priority action item in VZ Action Plan
- Significant reduction in chance of severe injury or death if a crash happens at 20 MPH
- Avg. stopping distance = 85’ at 25 MPH compared to 63’ at 20 MPH



Safe Vehicles

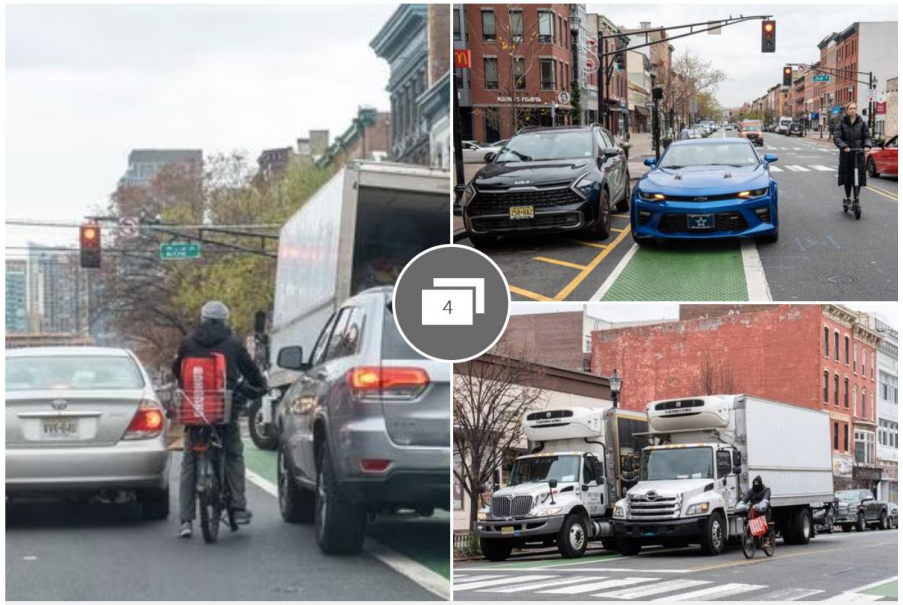
- ADAS features incorporated into municipal fleet vehicles
  - Backup camera
  - Pedestrian collision avoidance
  - Blind spot detection
  - Lane departure warning
- Advanced driver training

Safe Road Users (Safe Behaviors)

Safe Road Users (Safe Behaviors)

Hoboken aims to increase fine for parking in bike lanes to $150

Updated: Dec. 06, 2022, 3:57 p.m. | Published: Dec. 06, 2022, 3:40 p.m.

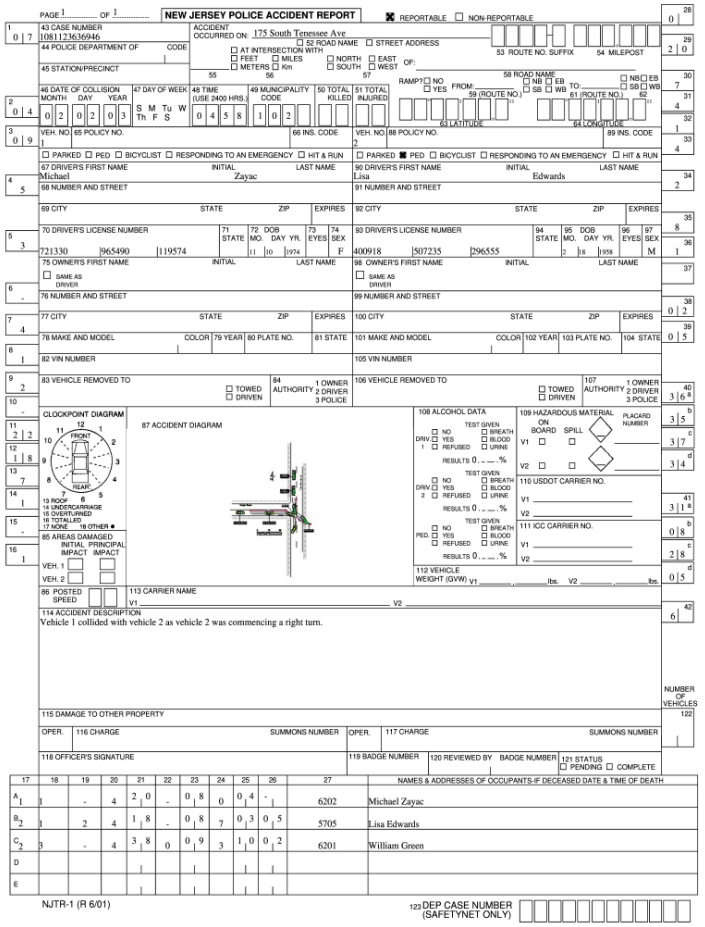


Double-parked vehicles on bike lanes in Hoboken

Fine for Double Parking in Hoboken Bike Lanes to Increase in 2023

Post-Crash Care

- Crashes involving injuries are investigated jointly by Department of Transportation, City Engineer, and HPD
- Rapid response actions taken if warranted
- Crash data is updated and reviewed annually



PAGE 1 OF 1 — NEW JERSEY POLICE ACCIDENT REPORT — ☒ REPORTABLE ☐ NON-REPORTABLE

43 CASE NUMBER: 1081123636946
ACCIDENT OCCURRED ON: 175 South Tenessee Ave
44 POLICE DEPARTMENT OF — CODE
45 STATION/PRECINCT
46 DATE OF COLLISION: MONTH 0 2 DAY 0 2 YEAR 0 3
47 DAY OF WEEK: S M Tu W Th F S
48 TIME (USE 2400 HRS.): 0 4 5 8
49 MUNICIPALITY CODE: 1 0 2
50 TOTAL KILLED
51 TOTAL INJURED
52 ROAD NAME ☐ STREET ADDRESS
AT INTERSECTION WITH
☐ FEET ☐ MILES ☐ METERS ☐ Km
☐ NORTH ☐ EAST ☐ SOUTH ☐ WEST OF:
53 ROUTE NO. SUFFIX — 54 MILEPOST
RAMP? ☐ NO ☐ YES FROM: — TO:
58 ROAD NAME ☐ NB ☐ EB ☐ SB ☐ WB
59 (ROUTE NO.) — 61 (ROUTE NO.) — 62
63 LATITUDE — 64 LONGITUDE

VEH. NO. 1 — 65 POLICY NO. — 66 INS. CODE
☐ PARKED ☐ PED ☐ BICYCLIST ☐ RESPONDING TO AN EMERGENCY ☐ HIT & RUN
67 DRIVER'S FIRST NAME: Michael — INITIAL: Zayac — LAST NAME
68 NUMBER AND STREET
69 CITY — STATE — ZIP — EXPIRES
70 DRIVER'S LICENSE NUMBER: 721330 — 71 STATE: 965490 — 72 DOB MO. DAY YR.: 11 10 1974 — 73 EYES — 74 SEX: 119574 F
75 OWNER'S FIRST NAME — INITIAL — LAST NAME
☐ SAME AS DRIVER
76 NUMBER AND STREET
77 CITY — STATE — ZIP — EXPIRES
78 MAKE AND MODEL — COLOR — 79 YEAR — 80 PLATE NO. — 81 STATE
82 VIN NUMBER
83 VEHICLE REMOVED TO — ☐ TOWED ☐ DRIVEN — 84 AUTHORITY 1 OWNER 2 DRIVER 3 POLICE

VEH. NO. 2 — 88 POLICY NO. — 89 INS. CODE
☐ PARKED ☒ PED ☐ BICYCLIST ☐ RESPONDING TO AN EMERGENCY ☐ HIT & RUN
90 DRIVER'S FIRST NAME: Lisa — INITIAL: Edwards — LAST NAME
91 NUMBER AND STREET
92 CITY — STATE — ZIP — EXPIRES
93 DRIVER'S LICENSE NUMBER: 400918 — 94 STATE: 507235 — 95 DOB MO. DAY YR.: 2 8 1958 — 96 EYES — 97 SEX: 296555 M
98 OWNER'S FIRST NAME — INITIAL — LAST NAME
☐ SAME AS DRIVER
99 NUMBER AND STREET
100 CITY — STATE — ZIP — EXPIRES
101 MAKE AND MODEL — COLOR — 102 YEAR — 103 PLATE NO. — 104 STATE
105 VIN NUMBER
106 VEHICLE REMOVED TO — ☐ TOWED ☐ DRIVEN — 107 AUTHORITY 1 OWNER 2 DRIVER 3 POLICE

CLOCKPOINT DIAGRAM — FRONT / REAR
13 ROOF 14 UNDERCARRIAGE 15 OVERTURNED 16 TOTALLED 17 NONE 18 OTHER
85 AREAS DAMAGED — INITIAL IMPACT — PRINCIPAL IMPACT — VEH. 1 — VEH. 2
87 ACCIDENT DIAGRAM
108 ALCOHOL DATA — DRIV 1 ☐ NO ☐ YES ☐ REFUSED — TEST GIVEN ☐ BREATH ☐ BLOOD ☐ URINE — RESULTS 0 . __ __ %
DRIV 2 ☐ NO ☐ YES ☐ REFUSED — TEST GIVEN ☐ BREATH ☐ BLOOD ☐ URINE — RESULTS 0 . __ __ %
PED ☐ NO ☐ YES ☐ REFUSED — TEST GIVEN ☐ BREATH ☐ BLOOD ☐ URINE — RESULTS 0 . __ __ %
109 HAZARDOUS MATERIAL — ON BOARD — SPILL — PLACARD NUMBER — V1 — V2
110 USDOT CARRIER NO. — V1 — V2
111 ICC CARRIER NO. — V1 — V2
112 VEHICLE WEIGHT (GVW) V1 ____ lbs. V2 ____ lbs.
86 POSTED SPEED
113 CARRIER NAME — V1 — V2
114 ACCIDENT DESCRIPTION
Vehicle 1 collided with vehicle 2 as vehicle 2 was commencing a right turn.
115 DAMAGE TO OTHER PROPERTY
NUMBER OF VEHICLES 122
OPER. — 116 CHARGE — SUMMONS NUMBER
OPER. — 117 CHARGE — SUMMONS NUMBER
118 OFFICER'S SIGNATURE
119 BADGE NUMBER — 120 REVIEWED BY — BADGE NUMBER — 121 STATUS ☐ PENDING ☐ COMPLETE

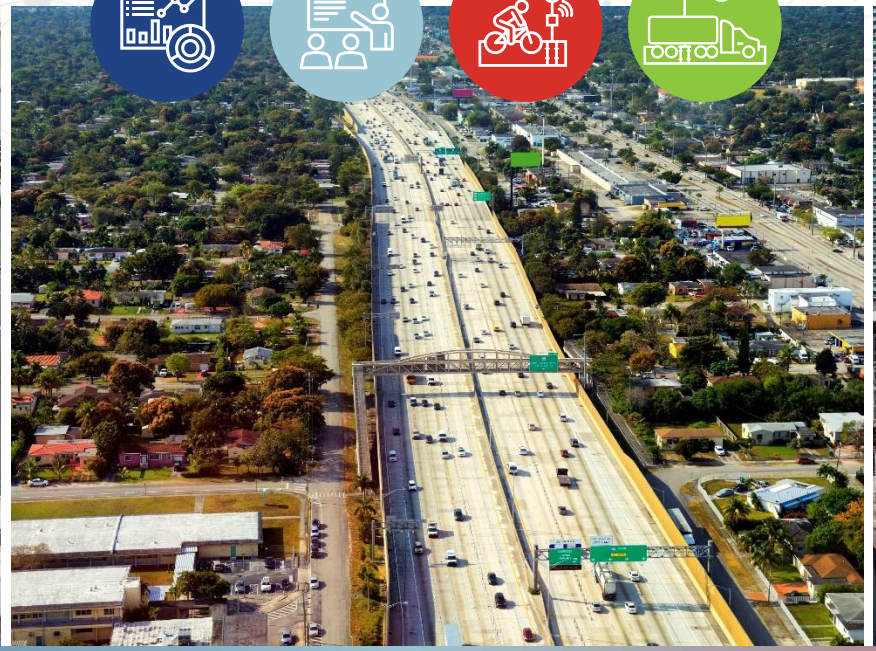
	17	18	19	20	21	22	23	24	25	26	27	NAMES & ADDRESSES OF OCCUPANTS-IF DECEASED DATE & TIME OF DEATH
A	1		-	4	2 0	-	0 8	0	0 4	-	6202	Michael Zayac
B	1	2	4	1 8	-	0 8	7	0 3	0 5		5705	Lisa Edwards
C	3		-	4	3 8	0	0 9	3	1 0	0 2	6201	William Green
D												
E												

NJTR-1 (R 6/01)
123 DEP CASE NUMBER (SAFETYNET ONLY)

Thank you!

RYAN SHARP, P.P., AICP
DIRECTOR OF TRANSPORTATION AND PARKING
CITY OF HOBOKEN
RSHARP@HOBOKENNJ.GOV

FDOT Traffic Monitoring Program



FDOT

BPAC JACKSONVILLE

Statewide Non-Motorized Traffic Monitoring Program

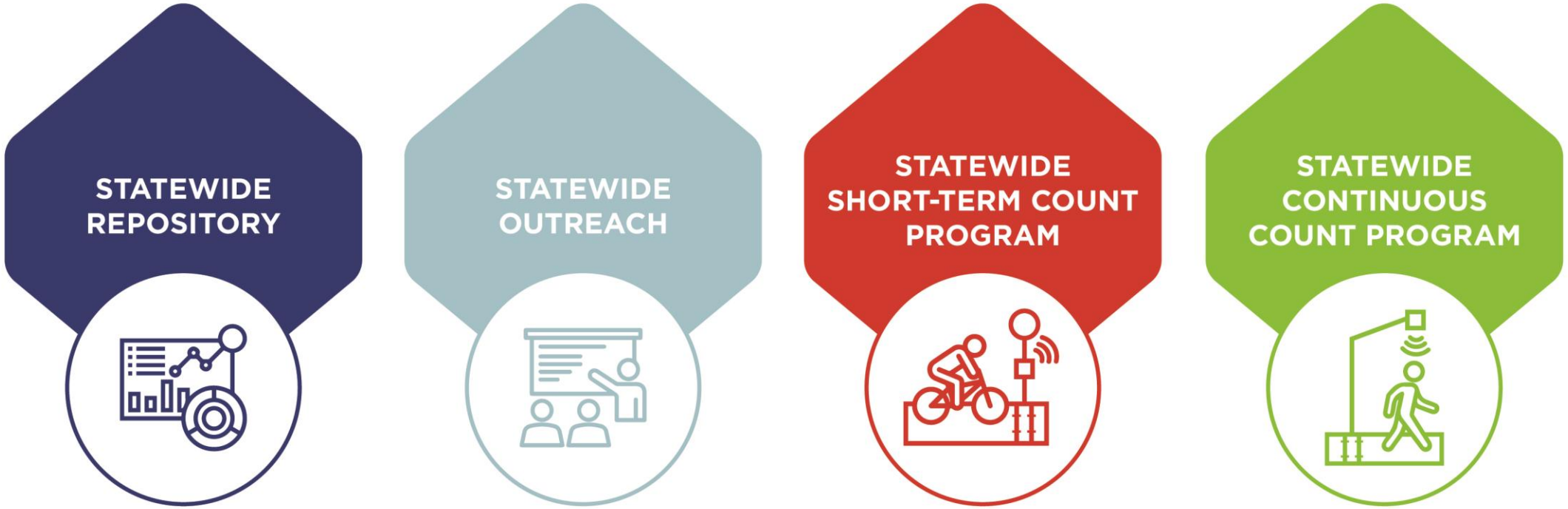
July 2023

Agenda

- Program Purpose
- Why are we counting?
- Repository and webpage
- Short-Term count program & Loaner Program
- Continuous count program
- Counting in Jacksonville
- Questions

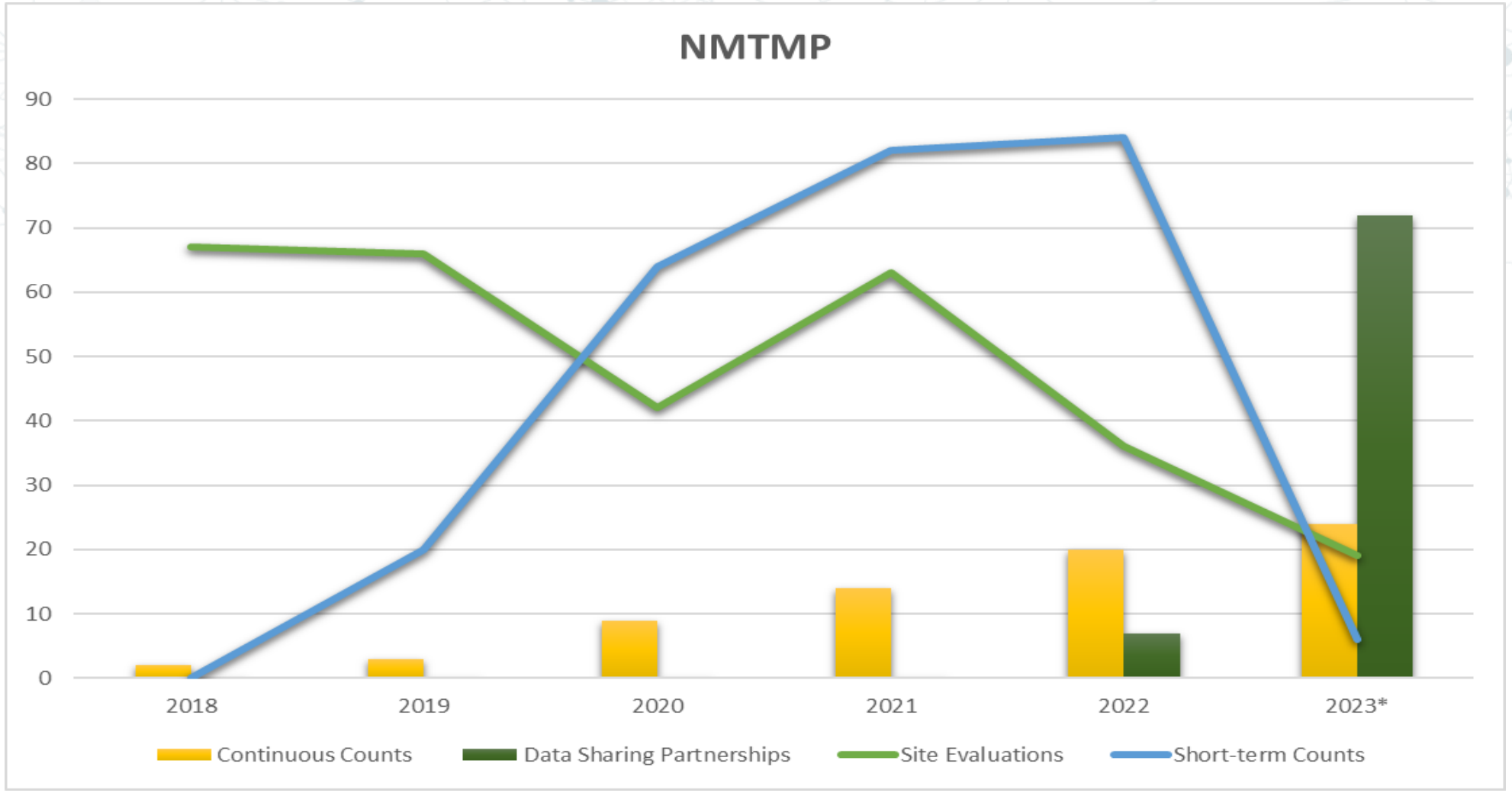
Program purpose

Collect statistically valid bicycle and pedestrian (non-motorized) volume data so that statistics can be calculated and published annually



FDOT

5 years of Non-Motorized Traffic Monitoring in Florida



Why are we counting?

- Safety Improvements
  - Lighting
  - Mid-Block crosswalks
  - Signage
  - Speed management
  - Signal Timing
  - Transit stop improvements
- Facility Maintenance
- Planning for the future
  - Economic development
- Creating AADTs for trails and Non-Motorized facilities

Repository

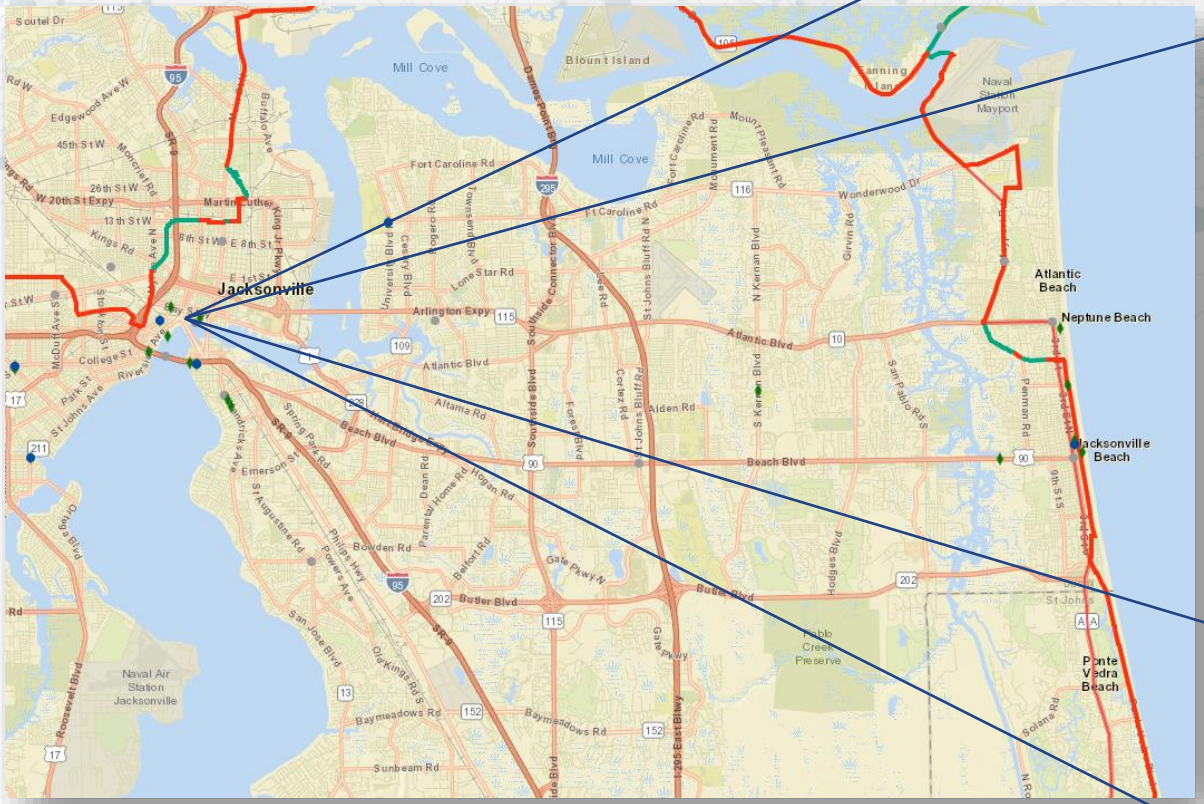
- Short-term Count sites
- Continuous Count sites
- Evaluated sites
- Proposed sites
- SUN Trail
- NON-FDOT Counters

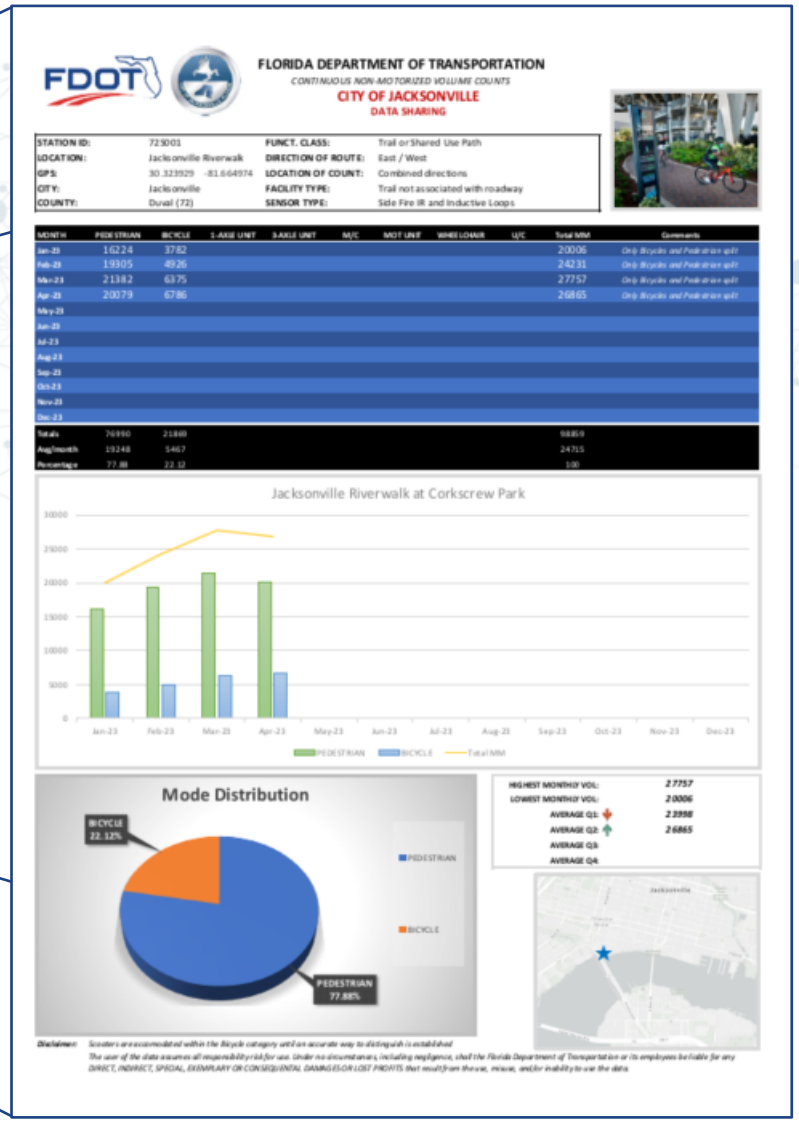
STATEWIDE REPOSITORY

Link on Webpage

Repository

STATEWIDE REPOSITORY





FLORIDA DEPARTMENT OF TRANSPORTATION

CONTINUOUS NON-MOTORIZED VOLUME COUNTS

CITY OF JACKSONVILLE

DATA SHARING

STATION ID:	725001	FUNCT. CLASS:	Trail or Shared Use Path
LOCATION:	Jacksonville Riverwalk	DIRECTION OF ROUTE:	East / West
GPS:	30.323929 -81.664974	LOCATION OF COUNT:	Combined directions
CITY:	Jacksonville	FACILITY TYPE:	Trail not associated with roadway
COUNTY:	Duval (72)	SENSOR TYPE:	Side Fire IR and Inductive Loops

MONTH	PEDESTRIAN	BICYCLE	1-AXLE UNIT	3-AXLE UNIT	M/C	MOT UNIT	WHEELCHAIR	U/C	Total NM	Comments
Jan-23	16224	3782							20006	Only Bicycles and Pedestrians split
Feb-23	19305	4926							24231	Only Bicycles and Pedestrians split
Mar-23	21382	6375							27757	Only Bicycles and Pedestrians split
Apr-23	20079	6786							26865	Only Bicycles and Pedestrians split
May-23										
Jun-23										
Jul-23										
Aug-23										
Sep-23										
Oct-23										
Nov-23										
Dec-23										
Totals	76990	21889							98879	
Avg/month	19248	5467							24715	
Percentage	77.88	22.12							100	

Jacksonville Riverwalk at Corkscrew Park

Mode Distribution

BICYCLE 22.12%

PEDESTRIAN 77.88%

HIGHEST MONTHLY VOL:	27757
LOWEST MONTHLY VOL:	20006
AVERAGE Q1:	23988
AVERAGE Q2:	26865
AVERAGE Q3:	
AVERAGE Q4:	

Disclaimer: Scooters are accommodated within the Bicycle category until an accurate way to distinguish is established.

The user of the data assumes all responsibility/risk for use. Under no circumstances, including negligence, shall the Florida Department of Transportation or its employees be liable for any DIRECT, INDIRECT, SPECIAL, EXEMPLARY OR CONSEQUENTIAL DAMAGES OR LOST PROFITS that result from the use, misuse, and/or inability to use the data.

Program Website

STATEWIDE OUTREACH

FDOT

INDEX A-Z | Search FDOT... | Search

OFFICES | MAPS & DATA | CONTACT | ABOUT | PROJECTS | RESOURCES | NEWSROOM

Home / TDA / trafficdata

Statewide Non-Motorized Traffic Monitoring Program

Program Overview

The Florida Department of Transportation (FDOT) Transportation Data and Analytics (TDA) Office began the development of a Statewide Non-Motorized Traffic Monitoring Program (NMTMP) in May 2018 with a need to provide bicycle and pedestrian (non-motorized) volume counts, supporting statistics and information to new and existing data customers. TDA intends to develop the NMTMP similar to the Motorized Traffic Monitoring Program so the data can be used for the same types of analyses such as Safety studies, planning and programming of FDOT facilities, road and trail maintenance and enhancements, etc.

Purpose

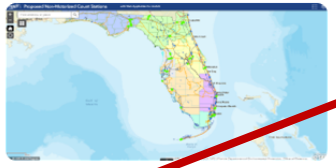
TDA aims to collect statistically valid bicycle and pedestrian (non-motorized) volume data so that statistics can be calculated and published annually.

Proposed Count Locations

STATEWIDE OUTREACH

Statewide Data Repository

Non-Motorized traffic count data can be found by clicking here or the map link below. Please contact the Transportation Data and Analytics Office if you have any special non-motorized traffic data requests, questions, or concerns at CO-NMTMP@dot.state.fl.us. When accessing the map, know that you can customize the view by (de)selecting different layer options. The stacked sheet symbol in the upper right corner let you customize the layers on the map to your own liking.

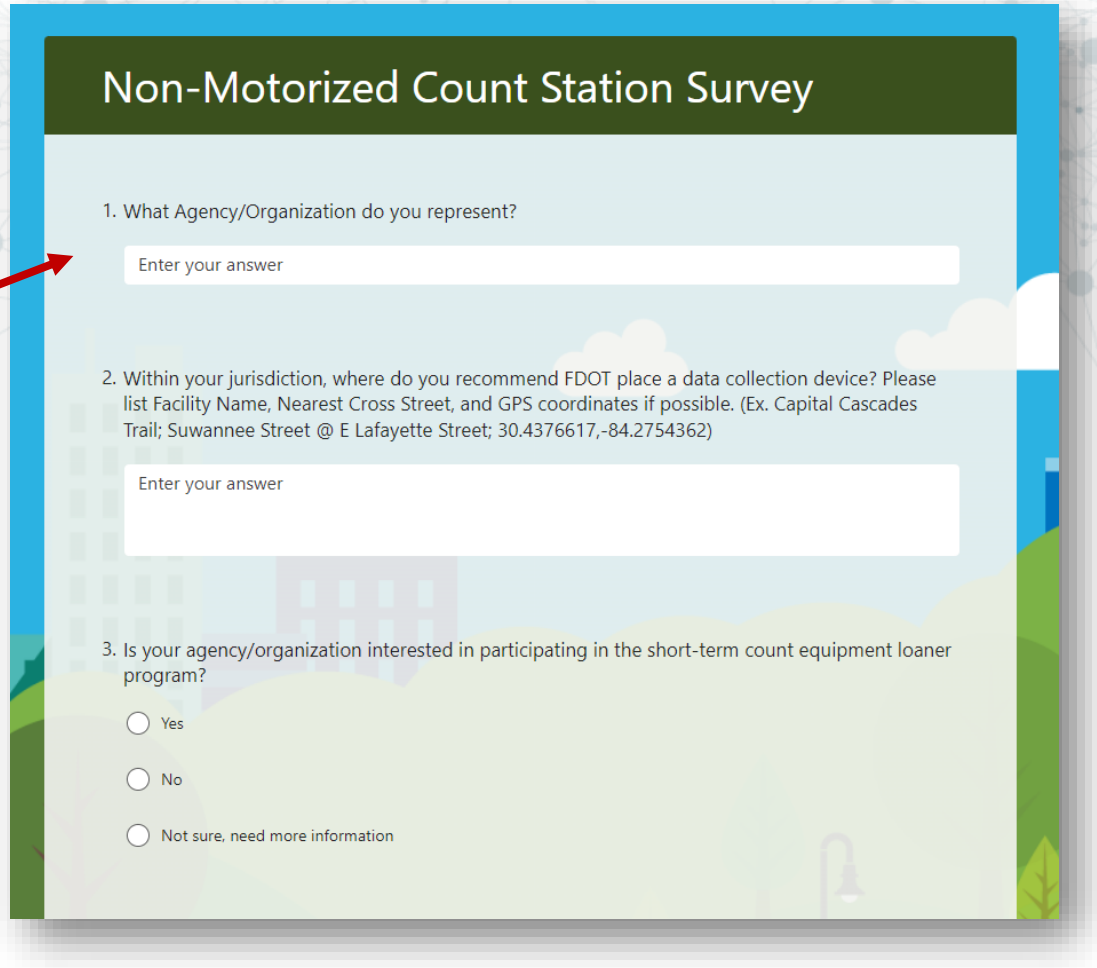


Resources:

- Map of Existing and Proposed Non-Motorized Count Stations
- Would you like to propose a non-motorized count station? Please fill out our Questionnaire.

Statewide Outreach

Outreach is an ongoing dynamic process of keeping the state and other stakeholders informed as to the program status, as well as discovering opportunities to collaborate with other entities to maximize non-motorized traffic monitoring data collection resources. Program updates are typically provided in newsletter, webinar, in-person statewide meetings, and/or virtual meetings.



FDOT

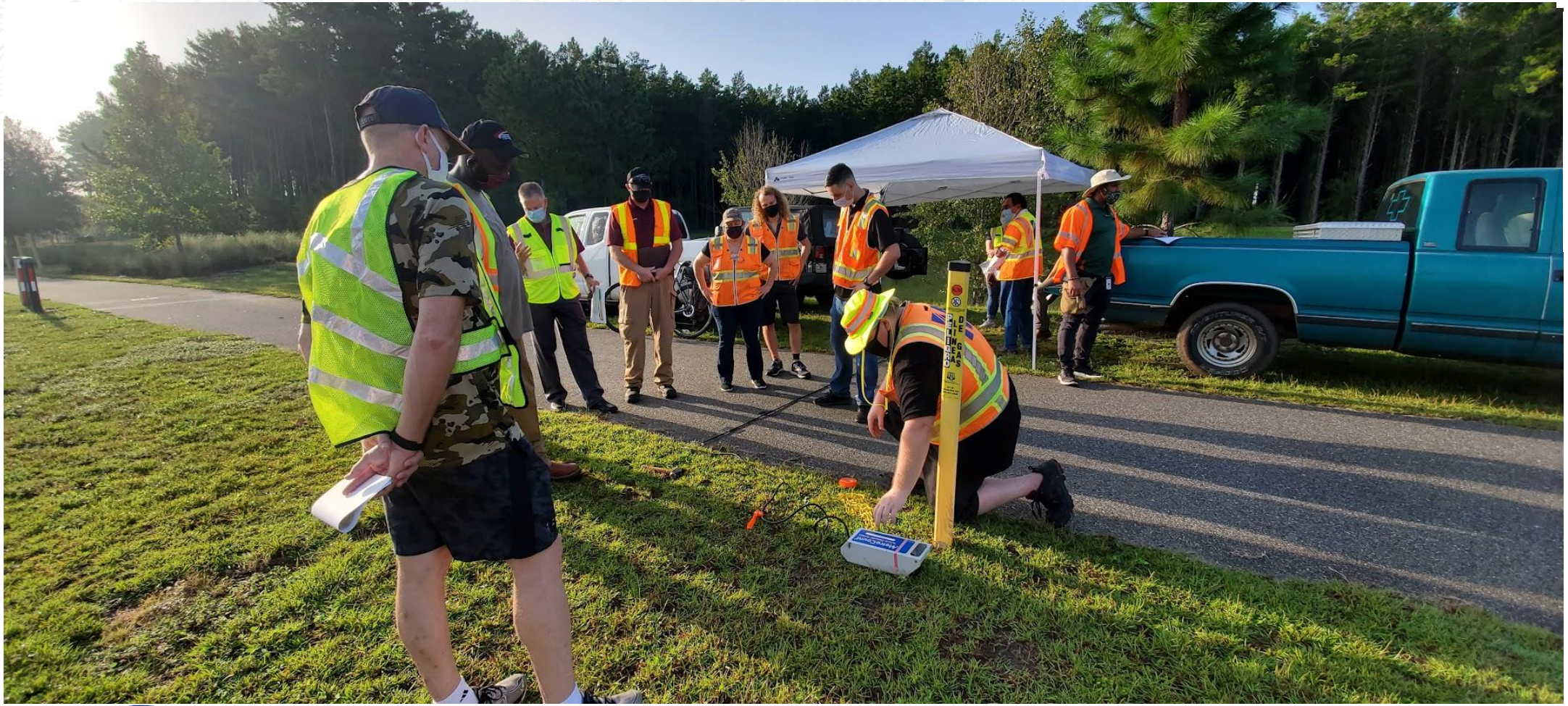
Short-term Counts

Count Site Research

- +150 Short-term Count sites Statewide
- Bicycle Tubes and Side Fire Infrared Units
- Equipment Loaner Program

Short-term Count data supports continuous counter decision making

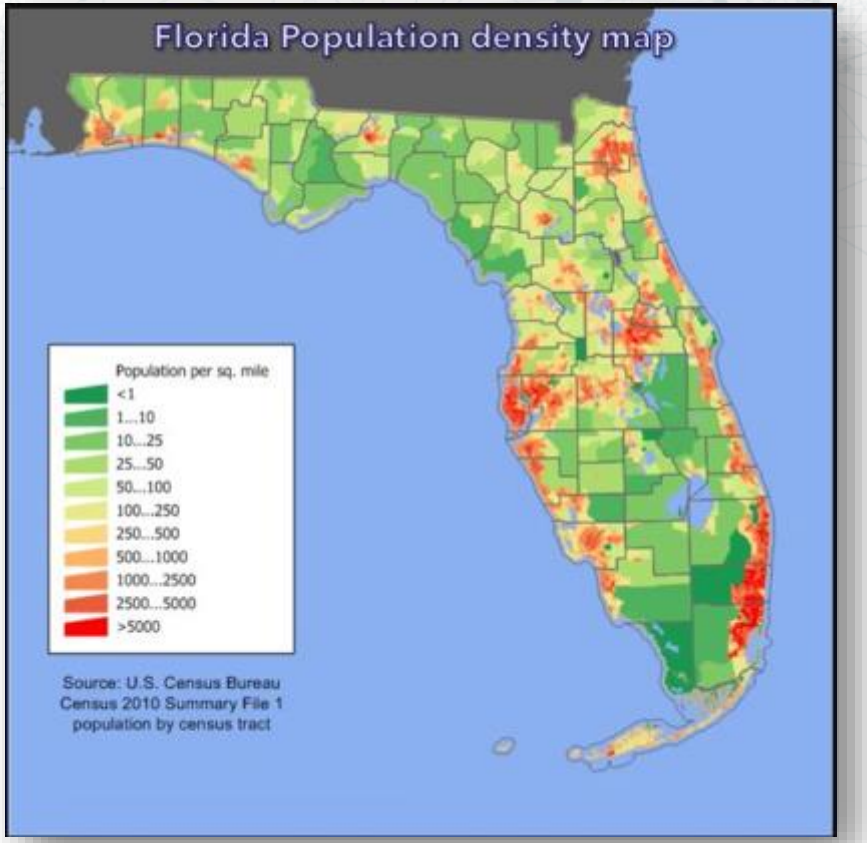
Equipment Loaner Program Training



Capital Circle Trail SE, Tallahassee, FL

Continuous Count Program

STATEWIDE CONTINUOUS COUNT PROGRAM



Continuous Count Technology

STATEWIDE CONTINUOUS COUNT PROGRAM

Volume
Direction
Speed
Mode Type

→ Low to Medium Volume →

→ Medium to High Volume →

Soon to come

Duration → Bluetooth, AI Cameras, Probe data, Intercept Survey (QR code)

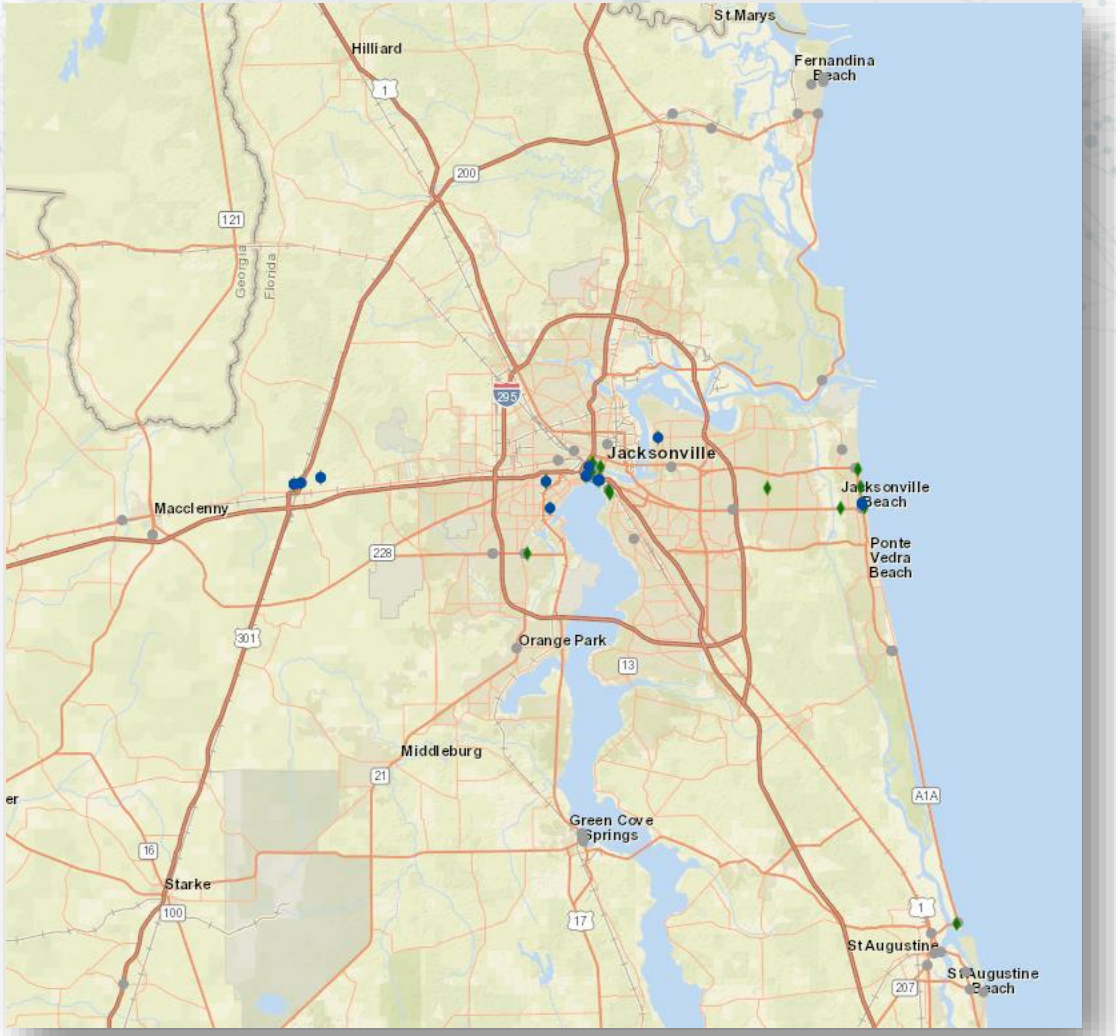
FDOT

Counting in Jacksonville

FDOT Count Sites
12 Short-term sites
24 Evaluated sites
20 Proposed sites

Upcoming: 1-2 continuous count sites

NON-FDOT Count Sites
Data Sharing MOA with COJ



Fuller Warren Bridge SUP – Continuous Counter

WEST

EAST

FDOT TDA - NEW SITE EVALUATION FORM

DATE OF VISIT	03/23/2023			TIME	10:30 am
SITE NAME	Fuller Warren Bridge East			LATLONG COORDINATES	30.3137113, -81.6642228
DISTRICT	2	COUNTY	DUVAL (72)	CITY	JACKSONVILLE
EVALUATION TYPE	☐ Virtual ☒ On-Site	TRAFFIC	☒ URBAN ☐ RURAL	PROJ AC	
ROADWAY	I-95				
EVALUATOR	Jotan Borms (FDOT)	FDOT SITE ID			

ON-SITE CHARACTERISTICS

☒ Good mid-block location	☒ Parks and/
☒ Choke points (point of congestion)	☒ School or u
☒ Waterbodies	☒ Major emp
☒ Hills	☒ Transit sto
☒ Curves	☒ Landmark
☐ Powerlines	☒ Hospital ne
☐ Motorized traffic present	☒ Shopping a
☐ People milling around	☐ Beach area
☒ Bollards, obstacles, poles or trees present	☒ Intersectio
☐ Parallel parking present	☐ Location g
☐ Outdoor seating nearby	☐ Commute

INSTALLATION DETAILS

☒ Within the 12' - 15' detection zone ☒ Easy access for technicians (Car acce

MANAGING AGENCY OF SITE	FDOT
FACILITY	☐ Sidewalk ☐ Trail ☒ Shared path ☐ Roadway – Buffered bike lane ☐ Roadway – Dedicated bike lane ☐ Roadway – Paved shoulder for bike use ☐ Roadway – Sharrow / No separate bike lane
PROPOSED EQUIPMENT FOR CCS	☐ Side-fire passive infrared ☒ Overhead passive infrared ☒ Piezoelectric sensors ☐ Inductive loops ☐ Camera

SIDEWALK WIDTH	L: /	R: /	BIKELANE WIDTH	L: / R: /

NOTES/ADDITIONAL INFORMAT

Brand new Bicycle and Pedestrian facility.

Not open yet to the public at the time of evaluation.
Expectation to be High Volume location.

Need to study for a location that will have enough exposure to sunlight an

SITE DIAGRAM AND PICTURES

Please use the appropriate diagram to note unit placement and Roadway or Trail directional information. Use Diagrams to draw any additional items of the site (side, location of pole, tube placement, etc.).

FDOT TDA - NEW SITE EVALUATION FORM

DATE OF VISIT	05/04/2023			TIME	9:40
SITE NAME	Fuller Warren Bridge - West			LATLONG COORDINATES	30.3165680, -81.6767732
DISTRICT	2	COUNTY	Duval	CITY	JACKSONVILLE
EVALUATION TYPE	☐ Virtual ☒ On-Site	TRAFFIC	☒ URBAN ☐ RURAL	PROJECTIVE BASELINE ACTIVITY LEVELS	☐ Low (< 150) ☐ Medium (151 - 600) ☒ High (> 600)
ROADWAY	I-95				
EVALUATOR	Jotan Borms	FDOT SITE ID		SITE EVALUATION #	

ON-SITE CHARACTERISTICS

☒ Good mid-block location	☒ Parks and/or recreation facilities nearby
☒ Choke points (point of congestion)	☐ School or university nearby
☒ Waterbodies	☒ Major employer(s) nearby or downtown business area
☐ Hills	☒ Transit stops nearby
☐ Curves	☒ Landmark (historic, touristic, ...)
☐ Powerlines	☒ Hospital nearby
☐ Motorized traffic present	☐ Shopping area
☐ People milling around	☐ Beach area
☒ Bollards, obstacles, poles or trees present	☐ Intersection nearby
☐ Parallel parking present	☐ Location good for solar panel, enough sunlight available
☐ Outdoor seating nearby	☐ Commute ☐ Recreational ☒ Mixed

INSTALLATION DETAILS

☒ Within the 12' - 15' detection zone ☒ Easy access for technicians (Car access) ☐ Post installation required

MANAGING AGENCY OF SITE	FDOT DISTRICT 2		
FACILITY	☐ Sidewalk ☐ Trail ☒ Shared path ☐ Roadway – Buffered bike lane ☐ Roadway – Dedicated bike lane ☐ Roadway – Paved shoulder for bike use ☐ Roadway – Sharrow / No separate bike lane	SURFACE	☐ Asphalt ☒ Concrete ☐ Dirt
		SHORT-TERM COUNTS	☒ Yes ☐ No
PROPOSED EQUIPMENT FOR CCS	☐ Side-fire passive infrared ☒ Overhead passive infrared ☒ Piezoelectric sensors ☐ Inductive loops ☐ Camera	TRAFFIC DIRECTION	☐ NORTH ☐ SOUTH ☒ EAST ☒ WEST
SIDEWALK WIDTH	L: / R: /	BIKELANE WIDTH	L: / R: /
		TRAIL WIDTH	12 ft

NOTES/ADDITIONAL INFORMATION

New Bicycle and Pedestrian Facility in Downtown Jacksonville

The city of Jacksonville and District 2 are very involved in the installation and the decision for the permanent counter location.

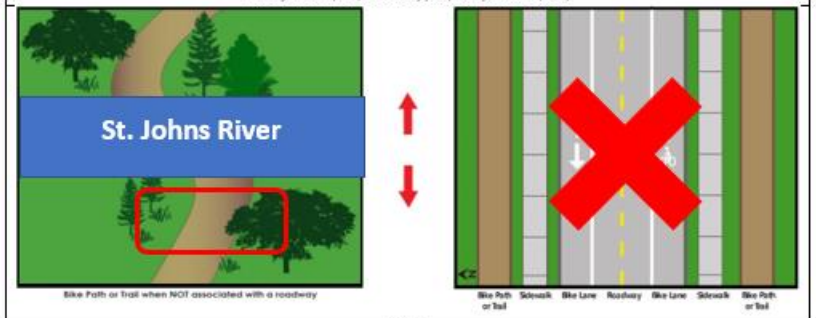
Challenges of the location:

- Sunlight for the solar panel
- Speed of bicycles high enough on beginning of ramp
- Dual entrance to the ramp

Version 3.0 – March 2023

SITE DIAGRAM AND PICTURES

Please use the appropriate diagram to note unit placement and Roadway or Trail directional information. Use Diagrams to draw any additional items of the site (side, location of pole, tube placement, etc.).



Pictures

Version 3.0 – March 2023

Fuller Warren Bridge, Short-term counts

FLORIDA DEPARTMENT OF TRANSPORTATION

SHORT-TERM NON-MOTORIZED VOLUME COUNTS

FDOT & CITY OF JACKSONVILLE

05/04/2023 - 05/10/2023

STATION ID:		FUNCT. CLASS:	Trail or Shared Use Path
LOCATION:	Fuller Warren Bridge W	DIRECTION OF ROUTE:	East / West
GPS:	30.31657 -81.676773	LOCATION OF COUNT:	Ascending side
CITY:	Jacksonville	FACILITY TYPE:	Sidepath adjacent to roadway
COUNTY:	Duval (72)	SENSOR TYPE:	Side Fire IR and bicycle tubes

TIME	Thursday 4-May	Friday 5-May	Saturday 6-May	Sunday 7-May	Monday 8-May	Tuesday 9-May	Wednesday 10-May	Total
12:00 AM	1	2	3	0	0	0	0	6
1:00 AM	0	0	2	10	0	0	0	12
2:00 AM	6	0	3	0	1	1	2	13
3:00 AM	1	2	0	0	1	2	1	7
4:00 AM	2	2	2	0	2	3	2	13
5:00 AM	12	7	22	2	5	19	7	74
6:00 AM	41	18	45	19	17	32	23	195
7:00 AM	50	26	85	63	39	27	35	325
8:00 AM	44	52	126	80	35	33	39	409
9:00 AM	107	57	111	160	54	43	100	632
10:00 AM	123	96	82	146	102	71	110	730
11:00 AM	224	143	83	175	167	57	157	1006
12:00 PM	370	146	75	157	179	102	159	1188
1:00 PM	174	109	73	63	145	86	87	737
2:00 PM	128	45	48	54	116	40	39	470
3:00 PM	102	33	19	88	85	20	24	371
4:00 PM	76	47	30	65	44	53	9	324
5:00 PM	70	18	55	70	55	38	23	329
6:00 PM	73	41	51	73	65	54	44	401
7:00 PM	90	46	39	94	86	48	26	429
8:00 PM	51	14	34	45	45	23	8	220
9:00 PM	20	11	25	6	16	13	8	99
10:00 PM	14	15	34	2	8	8	1	82
11:00 PM	4	13	12	7	2	0	1	39
Total	1783	943	1059	1379	1269	773	905	8111

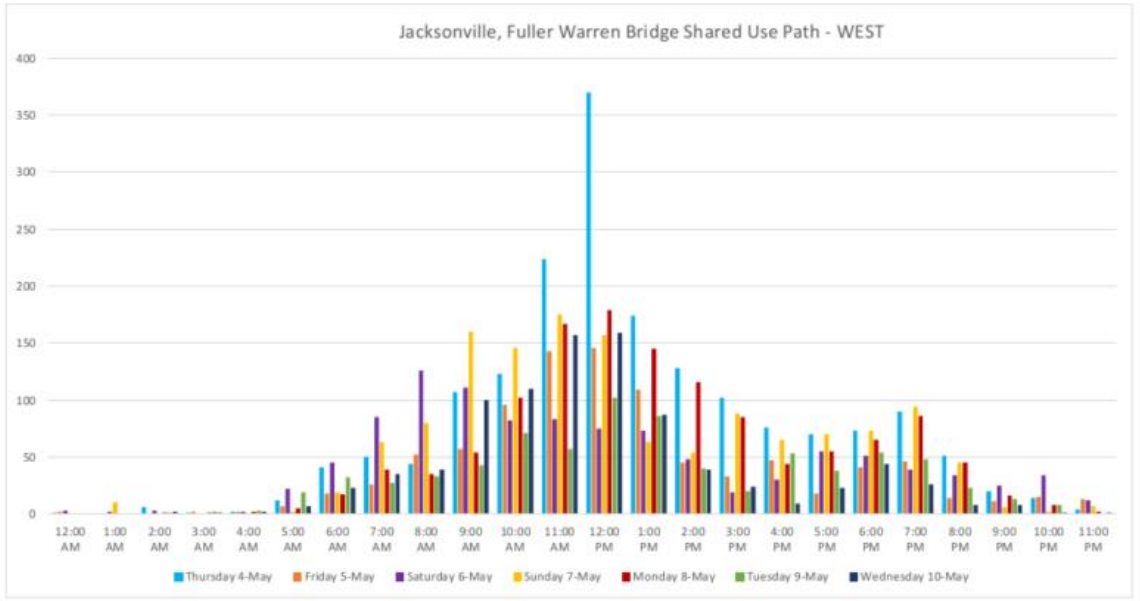
WEEKDAY DAILY AVG:	1135
WEEKEND DAILY AVG:	1219
WEEKDAY TOTAL:	5673
WEEKEND TOTAL:	2438
AM PEAK:	11:00 AM
PM PEAK:	12:00 PM

AVG DAILY PEDESTRIAN:

884

AVG DAILY CYCLIST:

201



Jacksonville – Fuller Warren Bridge SUP

Questions?

Jotan Borms
FDOT TDA Bicycle and Pedestrian Data Collection Coordinator

Jotan.borms@dot.state.fl.us

(850) 414 - 4085

peopleforbikes
CITY RATINGS

NETWORK SCORE

17 / 100

Average Network Score for all cities in 2022 was 27.

SEE DETAILED NETWORK SCORE ▾

PEOPLE	19 / 100	Access to parts of the city where residents live.
OPPORTUNITY	14 / 100	Access to jobs and schools.
CORE SERVICES	12 / 100	Access to places that serve basic needs, like hospitals and grocery stores.
RECREATION	24 / 100	Access to recreational amenities like parks and trails.
RETAIL	35 / 100	Access to major shopping centers.
TRANSIT	3 / 100	Access to major transit hubs.

1122 OVERALL CITY RANKING
OUT OF 1733 CITIES (35TH PERCENTILE)

148 LARGE CITY RANKING
OUT OF 163 CITIES (9TH PERCENTILE)

Community Connectors: Tools for advocates

Community Connectors portal details:

- Who is involved
- How the process unfolds
- What DOTs really mean when they say ___
- Real world stories from advocates

Transportation for America

BLUE ZONES PROJECT

The Blue Zones Project Jacksonville Blueprint has been launched!

“As Blue Zones move the needle on the wellbeing of the residents of Jacksonville, this document will evolve to demonstrate expanded focus as well as specific endeavors and achievements.”

PEOPLE

Civic & Social Organizations

GOAL

- Increase civic & social sector focus on health and well-being for leadership, organizations, and residents.

CERTIFICATION TARGETS

- No certification criteria explicitly stated. Engage at least 15 nonprofit organizations to reach Blue Zones Project approval status or host a Blue Zones Project event by end of project period.

YEAR ONE TARGETS

- Four civic/social organizations will host a Blue Zones Project event, community wellness event or achieve Blue Zones Project approval status as an approved organization.

72 BLUE ZONES PROJECT

OBJECTIVE 1

People in civic/social organizations in Jacksonville's zip codes of focus will complete the individual pledge

- **Strategy 1.1:** Connect, Share & Activate.
  - Share the work of Blue Zones Project Jacksonville with civic and social organizations (a minimum of 15 presentations before June 2024).
  - Invite members of those organizations to sign the pledge after completion of the informational session.

OBJECTIVE 2

At least two civic/social organizations in Jacksonville's zip codes of focus will complete the worksite pledge

- **Strategy 2.1:** Engage with Organizations.
  - Share with organizations the difference between having individuals sign up versus onboarding their entire organization.
  - Collaborate with Organization & Well-Being Team to share information with the civic/social group that wants to become an approved worksite.

OBJECTIVE 3

Increase collaboration between nonprofit organizations

- **Strategy 3.1:** Have nonprofit organizations share the work that other nonprofits are doing via social media, to overcome institutional distrust.
- **Strategy 3.2:** Have organizations come together to host purpose workshops, moais, or Blue Zones Project events. This would increase collaboration between organizations.

OBJECTIVE 4

Increase community awareness and access to the work nonprofit organizations are doing across the city

- **Strategy 4.1 :** Create Better Marketing & Information Sharing.
  - Amplify the work that organizations are doing through social media.
  - Blue Zones Project Jacksonville can share information that different community partners are doing during canvassing events.
  - Utilize the civic/social sector committee to strategize how to amplify the message of the work of community based nonprofits to the larger community.

PROGRESS MEASURES

- Number of individuals in an organization that take the personal pledge.
- Number of organizations that take the worksite pledge.

OUTCOME MEASURES

- Every year at least two new civic and social organizations will participate in Blue Zones Project Jacksonville moais, purpose workshop, or events.
- Organizations, in partnership with Blue Zones Project, will host four collaborative well-being events (moais, purpose workshops, etc.) during the project's life cycle with a 9.0 score or higher on questions about likelihood to adopt well-being as a way of life.

BLUE ZONES PROJECT 73

https://bluezonesprojectjacksonville.com/blueprint/

Florida LTAP Center

Announcements

Upcoming Webinar

Applying a Safe System Solutions Hierarchy

July 27, 2023
10:00 - 11:30 AM (ET)

The Florida LTAP Center is pleased to partner with the Florida Department of Transportation and the Federal Highway Administration's Resource Center to bring you this virtual workshop on Applying a Safe System Solutions Hierarchy.

Implementing a Safe System approach involves providing multiple layers of protection to reduce the probability of fatal and serious injury crashes. The approach is guided by six overarching principles (Death and Serious Injuries are Unacceptable; Humans Make Mistakes; Humans are Vulnerable; Responsibility is Shared; Safety is Proactive; Redundancy is Crucial) and supported by five complementary Safe System Elements (Safer People; Safer Roads; Safer Vehicles; Safer Speeds; and Post-Crash Care).

Meet Your Instructor

Mark Doctor, P.E.
Senior Safety & Design Engineer
FHWA Resource Center

TARGET AUDIENCE

- This workshop is for all roadway transportation professionals

LEARNING OBJECTIVES

- Describe the principle of a tiered hierarchy of Safe System solutions
- List the tiers of a Safe Systems solutions hierarchy
- Describe how the Safe System solutions hierarchy could be applied toward making road safety decisions
- Identify strategies and countermeasures within the Safe Systems solutions hierarchy

URL: https://floridaltap.org/applying-a-safe-system-solutions-hierarchy/

ANNOUNCEMENTS

NEXT MEETING

ADJOURN