

Jacksonville BPAC Meeting Notes
Hybrid Meeting
December 7, 2023 @ 5:30 PM
Ed Ball Building – 3rd Floor Conference Room
214 N Hogan Street – Jacksonville FL

Copies of presentation materials from the December 7, 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), Lauren Rushing (Secretary), Matt Fall (COJ Bicycle Pedestrian Coordinator), Monty Salem (Groundwork Jax), Wiatt Bowers (Atkins), Lee Durban (COJ), Logan Cross (San Marco Preservation Society, Chair Sierra Club North Florida), Len Burroughs (CPAC, NFBC)

Virtual: Derek Dixon (FDOT), Chris Schoenig (Atkins), Marlo Zarka (Blue Zones), Van Christiansen (Haskell), Leny Huaman (EXP), Kelly Jones (bike commuter), Lauren Chappell (COJ)

Peter Borenstein chaired the meeting.

I. Introduction & Adoption of Minutes

Peter Borenstein moved for the adoption of the meeting minutes for the BPAC meeting that was held on October 5, 2023. Lauren Rushing seconded the motion. The vote to approve the meeting notes was unanimous.

II. Presentation – University of North Florida Shared-Use Path, Chris Schoenig, AICP, Planner II, AtkinsRealis

AtkinsRealis is providing consulting services to the City of Jacksonville (COJ) to assist in applying for a Transportation Alternatives Program (TAP) grant through FDOT for the UNF Shared-Use Path (SUP), due on January 15. A requirement of this grant application is to provide letters of support from local agencies and organizations. Chris Schoenig presented on plans for the trail and is looking for feedback and support from BPAC.

The 10-foot SUP would begin at Town Center Parkway and I-295 and travel along to UNF Drive to Alumni Drive. It would then terminate at Kernan Boulevard and connect to an existing unbuffered bike lane on Kernan Boulevard.

The project is currently in design and \$1,458,000 of funding was identified for the project in 2022. This is in addition to prior funding of \$276,000 and would fund design and construction of Phase 1. The City is seeking TAP funding for Phases 2 and 3. The TAP application will also include a protected intersection at Kernan Boulevard and Alumni Drive. There is also a desire to tie the alignment to the Core to Coast Trail TAP funding would go toward construction of phase 2 & 3

Other things to note include: 1) a planned development going in east of I-295 and south of J.T. Butler Boulevard, 2) UNF has included a SUP in their master plan which would circumvent the campus along UNF Drive.

II. Presentation – Lane Repurposing Opportunities, Lee Durban, Traffic Studies Engineer, City of Jacksonville (COJ)

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Lee Duran presented to BPAC on the concept of road diets also known as lane repurposing. In his presentation he highlighted the following key points:

- Road diets are good for everyone
 - Many FHWA studies show that reducing lanes reduces all crash types
 - 4LU -> 2LD sees crash reductions by up to 47%
- Jacksonville has many roads that are under capacity
 - 30 city-owned roads in Jacksonville are under 20% capacity
 - 103 roads are under 50% capacity
- Road diets don't have to be expensive
 - Restriping costs are in the hundreds of thousands of \$\$
 - Much less expensive than concrete work and landscaping
- 2LD roads can carry a lot more traffic than you think
 - A road is only as good as its intersections
 - 2LD roads can still use intersection treatments that move a lot of vehicles
 - You can also have more lanes at the intersection, but that doesn't mean you need it for the whole segment

Logan Cross asked how the City prioritizes and takes action on lane reduction opportunities. Lee states that crash data, the resurfacing program schedule, and connections to other bike/ped facilities are factors that are used to prioritize which lane reductions happen first. Lee also stated that quick-build projects/tactical urbanism is a good approach to show people that road diets can work.

Lee pointed out that the Main Street Bridge is operating under its 4-lane capacity. This road could be operating with 2-lanes according to the most recent edition of the FDOT Q/LOS Handbook. The Acosta Bridge is also low volume and could potentially absorb some of the traffic from the Main Street Bridge if its lanes were reduced.

Lee then led a short brainstorm session on reimagining the Main Street Bridge could be. Several ideas mentioned included:

- One-way peak hour
- Shared-use path for biking and walking
- Urban Park

Logan Cross stated that an advocacy effort to reduce lanes on the Main Street Bridge would coincide well with efforts such as the Emerald Trail and Riverfront Activation Plan.

Derek Dixon (FDOT) stated that FDOT has plans to do [maintenance work on the bridge in FY 2027/2028](#) and the bridge will need to be closed. Attendees agreed that BPAC should consider urging the city to take this opportunity to do a study to observe traffic impacts of the bridge closure. This rehabilitation

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project may include resurfacing/repainting and can be found in the FDOT 5-Year Work Program.

Peter Borenstein emphasized community support for projects. Peter cited a Florida Times Union story on a cancelled Soutel Drive road diet. Adding bike lanes and removing a car travel lane were recommended in the 2017 Pedestrian and Bicycle Master Plan, and the change was approved as part of a 5 year CIP, bill 2020-0505-E. The community's distrust in government and misunderstandings on how money may be spent compelled Councilwoman Priestly Jackson to de-fund the project in bill 2021-0186-E. As expected, the \$3.3 million was not re-appropriated to community suggestions mentioned in the FTU story, but instead the funding was mostly funneled into intersection improvements and a cemetery. It was recommended to seek out communities which already desire road diets instead of trying to sway popular opinion.

IV. Wrap-up / Announcements / Next Meeting Info

- January meeting moved to the second Thursday, January 11th
- Steve Tocknell, BPAC Vice Chair will be stepping down next year
- CNU Jax first meet up will be a walking tour of Downtown Jax Beach on December 12th, 4:00-5:30 and they will hold a happy hour afterward at Jekyll Brewing at 5:30 (see presentation slides for more details)
- FDOT Multimodal Access Management Guidebook released October 2023
- Webinar on Dec 12 @ 10:30-12:00 PM: Using Pedestrian and Bicycle Level of Stress in Practice (see presentation slides for more details)
- Webinar on Dec 12 @ 2:00-4:00 PM: 2023 Proposed Florida Greenbook Updates Part 2 (see presentation slides for more details)
- Lifesavers National Conference on Highway Safety Priorities takes place April 2-4, 2024 in Seattle, WA
- 2023 Safe Routes to School National Conference takes place October 22-24, 2024 in Fort Collins, CO
- American Planning Association National Conference takes place April 13-16, 2024 in Minneapolis, MN
- Blue Zones is launching BIKE MOAI in January 2024. This is FREE biking event aimed at connecting residents with an opportunity to learn more about biking and biking with others in community. Every Saturday the Major Taylor Cycling Club of North Florida will serve as the mentors to the program. Blue Zones Project Jacksonville is also offering five (5) scholarship awards for residents to use a rental electric bike for the activity.

V. Adjourn

The meeting adjourned at 6:48 PM.