

Jacksonville BPAC Meeting Notes
Hybrid Meeting
June 1, 2023 @ 5:30 PM
Ed Ball Building – 3rd Floor Conference Room
214 N Hogan Street – Jacksonville FL

Copies of presentation materials from the June 1, 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), Ron Rothburg (Art Bike Jax), Barry Cotter, Thalia Fuste (COJ), Wiatt Bowers (Atkins)

(virtual): Cathy Koval (APA & Michael Baker), David Buskirk, Tyler Blair (EXP), Thomas Brock, Jonathan Cagle

Peter Borenstein chaired the meeting.

I. Introductions and Adoption of Minutes

Peter Borenstein introduced the meeting and moved for the adoption of the notes for the BPAC meeting that was held on May 4, 2023. Steve Tocknell seconded the motion. The vote to approve the meeting notes was unanimous.

II. Presentation: NACTO Overview, Wiatt Bowers AICP, Atkins

Wiatt and Matt attended the National Association of City Transportation Officials (NACTO) Designing Cities Conference in Denver, CO last month where there were 1,300 attendees. This conference is different from other types of conferences in that you must be invited by NACTO and they select speakers as opposed to people submitting proposals. The NACTO conference also tends to be more interactive than traditional conferences with many mobile tours.

NACTO was started by Janette Sadik-Khan (JSK) in New York City and now has over 100 member cities that received technical assistance, help with building internal staff capacity, and knowledge sharing within their network. Jacksonville is not currently a member city, but there are several cities in FL that are including Miami, Miami Beach, Tampa, St Petersburg, and Orlando.

Wiatt highlighted the Safe Streets 4 All (SS4A) Grant session as one of the most interesting. Jacksonville won an SS4A grant in the first cycle (\$350,000) and the second cycle of grant applications will be due July 10, 2023. Once a city has an action plan in place, this second cycle of grants can be used to implement the vision zero action plan (award amount can be in the millions of dollars). There were three cities in Florida who already had action plans in place and took advantage of this during the first grant cycle. This funding can be used on quick build projects such as painted crosswalks, alley activation, temporary bike lanes, traffic calming, etc.

The conference provided opportunities to “meet the cities” and talk about their current projects, challenges, successes, lessons learned, etc. Wiatt had the opportunity to meet with JSK and it was discussed that due to new local administration Jacksonville may have an opportunity to become a NACTO city. This would allow NACTO officials to come to Jacksonville and provided

technical assistance and mentorship.

Mobile tours explored many of Denver's neighborhoods and districts including the River North (Denver Arts District), Downtown Denver, Cherry Creek Trail, and LoDo.

Matt Fall, COJ's Bicycle & Pedestrian Coordinator also attended the NACTO conference and shared several slides with BPAC. One of the items he highlighted was the well-designed protected intersections he witnessed there. BPAC members can visit www.protectedintersection.com and find a video that shares detailed information on how to design protected intersections. Matt would like to implement one key intersection project like this in Jacksonville that can be used as a model for others.

Matt also emphasized Denver's e-bike share program and stated that he would like to see a similar program implemented in Jacksonville. Wiatt stated that e-bikes were originally supposed to be part of the e-scooter share program, but that part of the program was not implemented.

Matt shared images from Cherry Creek Trail which included separate concrete paths for cyclists and pedestrians. The wayfinding on the trail helps you know which streets you're crossing even though it's an off-street trail that is outside of road right-of-way.

Larimer Square, in downtown Denver, was transformed into a permanent pedestrian plaza during covid. Originally meant as a temporary improvement to address health and safety, the project has now been made permanent and draws residents and tourists alike to enjoy restaurants, coffee shops, and retail in the area.

Matt also highlighted an impressive, covered pedestrian highway overpass. Elements that contributed to the exemplary design included ADA compliant elevators, proper lighting with the bridge crossing, shared-use paths connecting the bridge to surrounding neighborhoods, and appropriate surrounding land uses including a light-rail station, multi-family and single family housing, and a business park. In contrast, many of Jacksonville's overpasses feel like uninviting cages, are not ADA, and have no lighting creating safety concerns.

Wiatt and Matt both shared valuable take-aways from their experience in Denver including:

- Things can change fast with political will – Denver put in their first protected bike lane in 2014 and now have an extensive network.
- Don't let perfect be the enemy of good. Denver uses flat gutters to add extra width to a bike lane. It isn't ideal, but it gets people on bikes.
- Sometimes its better to go for the permanent option if you have good data showing that the location is ripe for bike infrastructure.
- Denver didn't give up at the suburbs – an extensive trail system connects the suburbs to the city.
- What makes good bike/ped infrastructure is paying attention to detail in the design. The design should be an investment in the community. This can happen during project implementation or in an iterative process where projects are monitored and improved upon

over time to better serve the people using it.

- With more 90 degree turns, many of the interventions put cyclists and peds within a driver's field of vision.

Other infrastructure projects and designs observed in Denver include:

- Floating bus pads that can be placed in the bike lanes, but allow for cyclists to ride over it
- Network of protected bike lanes including parking protected bike lanes
- Bicycle boulevards
- Traffic circles
- Curb extensions
- Contraflow bike lanes
- Bike lane sweeper machine (needs at least 6') - can be paid for with CMAC funding
- Zicla zipper product (only product approved by FDOT), can still use conventional sweeper with these barriers (Possibly going to be used on Edgewood Ave in Jacksonville)
- Bike ramps on stairs
- Green bike boxes
- Pour-in concrete barriers that protect from cars but would still allow emergency vehicles to go over if needed
- Trail bulb-outs with trash cans and benches

III. **Presentation: Jacksonville Art Bikes Tours, Ron Rothburg, Art Bikes Jax**

Ron is the owner of Art Bikes Jax with locations operating out of Tucker Cycles in Avondale and Definition Fitness in San Marco. His business offers 16 e-bikes that are used for guided bicycle tours that explore Jacksonville's culture, history, and its robust collection of international art. You may have seen them around town sporting yellow helmets. Art Bikes Jax riders ride on either pedal assist or throttle e-bikes that are painted by local artists. Tours are listed on Trip Advisor and run along the river in Riverside, go over the new Shared-Use Path (SUP) on the Fuller Warren Bridge and into San Marco. The 2-hour, 10-mile guided tours for \$60 are a must-not-miss, but Art Bikes Jax also offers self-guided tours on Google maps and audio guides.

Ron started Art Bikes Jax because he has a passion for art and public spaces. He wanted a way to take people to these places and to showcase the beautiful spaces that Jacksonville has to offer. Ron partners with local non-profits and artists and uses bikes as a way to access the local art community and enjoy the beauty in Jacksonville. Currently, Ron is looking at partnering with the Phoenix Art District.

E bikes allow people of all ages and abilities to participate and ride. Through is tours and bookings, Art Bikes Jax is also getting data on who is visiting Jacksonville and why. Approximately 42% of riders are from out of town – people visiting family or exploring relocation. The company also gets many customers from places like Nocatee in St. Johns County.

So, what's next from Art Bikes Jax?

Art Bikes Jax is projected to grow 50% year over year. They are continuing partnerships with local artists, non-profits, and businesses. Politicians including Ron Salem, Jimmy Peluso, Leanna Cumber have ridden with Art Bike Jax and are in support of their mission.

Matt Fall states that the SUP has had more than 50,000 users on the west side since it opened.

Steve Tocknell (Vice Chair) initiated a discussion on connections and bike/ped conditions on the San Marco side of the SUP and what route the tours take. Ron stays close to the river and agrees that the infrastructure and land use is not as enticing on that side. Matt states that there will be an alignment feasibility study to look at the southern portion of Core to Coast Loop which will connect to that area.

Don't miss Art Bikes Jax ride with Shannon Blankinship, Executive Director of Riverside Avondale Preservation Society (RA) every first Friday for \$35.

Connect with Ron at artbikesjax.com or on Instagram @artbikesjax

IV. Discussion / Rapid Fire Topics

None.

V. Wrap-up / Announcements / Next Meeting Info

- BlueZones Jacksonville Kick Off Event June 3 @ 9am-2pm
- Venture Out Jax interactive comment map is open for comments through September
- COJ is doing a study "20 is Plenty" and has a community survey that can be found on www.20isplentyjax.com (flyers were passed out at the BPAC meeting). Atkins will be doing a presentation at the BPAC meeting in August.
- New local government administration takes office on July 1 (sworn in on June 22).

VI. Adjourn

The meeting adjourned at 6:57 PM.