

Jacksonville BPAC Meeting Notes  
Hybrid Meeting  
November 3, 2022 @ 5:30 PM  
Ed Ball Building – 3<sup>rd</sup> Floor Conference Room  
214 N Hogan Street – Jacksonville FL

**Meeting Attendees:**

(in person): Peter Borenstein (Vice Chair), Steve Tocknell (Secretary), Larry Roberts, Barry Cotter, Colin Moore, Len Burroughs, Matt Fall (COJ Bicycle Pedestrian Coordinator)

(virtual): David Fletcher, Lauren Rushing, Robert Barto, Katie Ensign, James Hopkins, Gary Monahan, Derek Dixon (FDOT), Lauren Christiansen (COJ Parks Department),

Peter Borenstein chaired the meeting.

**I. Introductions and Adoption of Minutes**

The minutes from the October 6, 2022 BPAC meeting were unanimously approved (Motion by Peter Borenstein, Second by Larry Roberts).

**Presentation – Effects of Residential Street Parking on Walking (Peter Borenstein)**

Peter’s presentation used photos to show how cars and on-street parking affect walking in neighborhoods and downtown. He noted that although alleys could mitigate the negative effects of cars on walking, the city has stopped maintaining alleys, leaving residents to maintain alleys on a block by block basis. Without alleys, cars parked in driveways often block sidewalks. On-street parking slows traffic speeds, so that when crashes occur, they are not as serious.

Peter cited City of Jacksonville Ordinance 804.633, which is intended to prevent vehicles from parking on streets for longer than 24 hours.

He showed a video of traffic using an “Edge Lane Road” in Mira Mesa CA. The Edge Lane Road includes outside bike lanes, a lane for parking, and a center lane where drivers are forced to yield to oncoming traffic.

Peter raised questions about the use of paint to delineate on-street parking and bike lanes; and showed how bollards or planters can keep pedestrians safe from vehicular traffic.

Other slides showed how walking trips are unduly risky or lengthy where there are fewer intersections, or where street patterns include long cul-de-sacs.

To close, Peter cited Jeff Speck, a noted urbanologist, as the inspiration for his presentation.

In the discussion afterwards, David Fletcher noted the benefits of not having a center line on a roadway. David said that painted center lines on narrow neighborhood streets leave little or no room for bicyclists. He also remarked on a new state law that allows drivers to cross the center line in order to pass bicyclists safely. Colin Moore noted that 1<sup>st</sup> Street in Neptune Beach doesn’t have a center line, and that it is an attractive street for bicyclists and pedestrians, although Len also noted that vehicular traffic along 1<sup>st</sup> Street is limited by barriers that block traffic at certain intersections.

Lauren Rushing said that where she lives in Riverside, on street parking slows traffic and helps to create a sense of place. She is in favor of pavement markings – not just sharrows - that encourage more bicycle traffic on local streets.

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Colin said that the City of Atlantic Beach might restore on street parking along one or more of its major thoroughfares.

David noted that where he lives in Arlington, the neighborhoods do not have short blocks or on-street parking, and that neighborhoods like his need other traffic calming measures to keep traffic speeds down.

Len said that bollards can be hazardous for bicyclists, especially along shared use paths and greenways. A bicyclist may not see a bollard in front of him/her, and that other bicyclists or pedestrians might block him/her from seeing the bollard in enough time to avoid it.

A link to Peter's presentation is [here](#).

## **II. Video: FDOT District 2 Complete Streets Policy and Design Guidelines**

Matt shared a 14" video on complete streets that was prepared by the FDOT Community Traffic Safety Program in Northeast Florida. Matt noted that according to the video, 73% of pedestrian fatalities in Northeast Florida (FDOT District 2) occur on FDOT-owned facilities. A link to the FDOT video is [here](#).

After the video, Len observed that there is a problem with golf carts on trails.

Peter asked whether Rapid Rectangular Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs) are preferred. Colin replied that PHBs are the preferred option on higher speed higher volume roadways, and that a PHB was recently installed on A1A. RRFBs are less costly. Matt said that RRFBs might create a false sense of security for pedestrians. Larry said that driver compliance with RRFBs has increased as RRFBs have become more prevalent in Jacksonville.

Steve and Larry both noted that since most pedestrian deaths are at night, lighting at crosswalks is essential.

Responding to examples shown in the video, Barry Cotter said that a road diet on Kings Road was not implemented due to resistance from elected government officials. Concerns were also raised regarding the completed intersection project at Atlantic Blvd. and University Blvd. Colin noted that along Main Street through downtown Jacksonville, the target speed should be lower.

## **III. Other Business**

Larry announced that there would be a public meeting on the JTA Urban Connector project on November 17.

Steve announced that he would be making a presentation on the new Florida Bicycle and Pedestrian Safety Act at the November 8 meeting of the First Coast Section of the ITE. Bicyclists and BPAC members were encouraged to attend.

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**IV. Next Meeting**

The next BPAC meeting has been scheduled for December 1, 2022, beginning at 5:30 PM. It will again be a hybrid meeting.

**V. Adjourn**

The meeting adjourned at 7:00 PM.