

BPAC

Bicycle and Pedestrian Advisory Committee (BPAC)

January 11, 2024

Ed Ball Building, Room #3112



Photo Credit: Barry Cotter

About Us

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



Agenda: 01/11/2024 BPAC Meeting

5:30 - 5:40 PM	Introductions and Adoption of Minutes
5:40 - 5:50 PM	2024 BPAC Officer Appointments
5:50 - 6:20 PM	Presentation: NFTPO Regional Bicycle/Pedestrian Master Plan Update Wiley Page, AICP, Vice President Eastern US Transportation Planning, AtkinsRealis
6:20 - 6:50 PM	Presentation: Hartley Road Widening Project Update (Design Phase) Will Stewart, PE, CFM, Chief Drainage Engineer, Transportation and Infrastructure, STV Inc.
6:50 - 6:55 PM	Discussion/Rapid Fire
6:55 - 7:00 PM	Wrap-up / Announcements / Next Meeting Info
	Adjourn



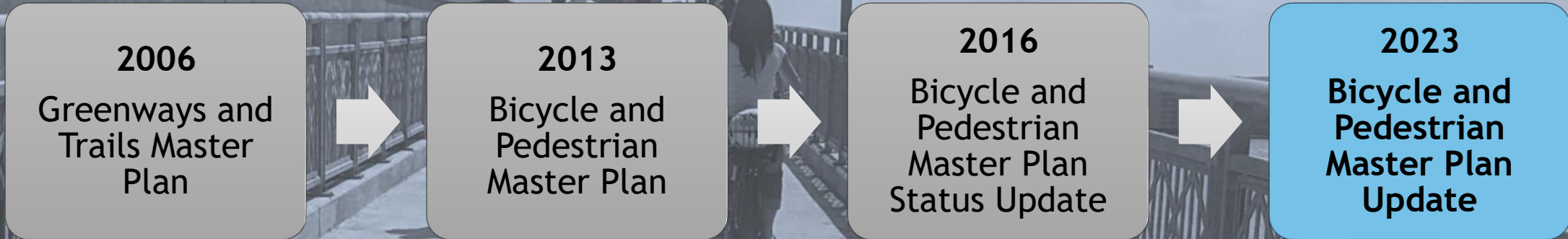
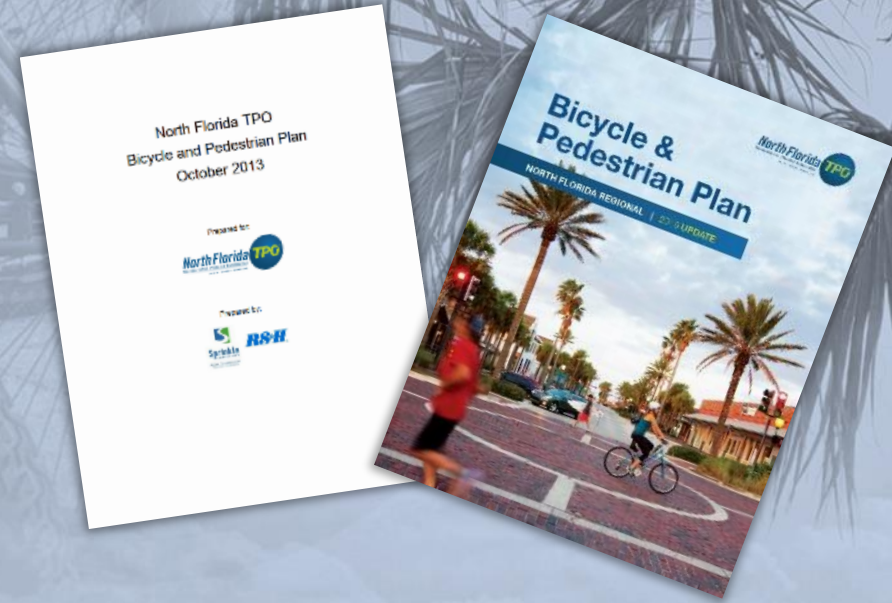
Bicycle and Pedestrian Master Plan Update

Wiley Page |



Plan Overview

- Comprehensive review and update of 2013 Bike/Ped Master Plan



Plan Focus

- Focused on regionally-significant connections and practical bicycle and pedestrian improvements for all ages and abilities
- Based on NACTO's *Designing for All Ages and Abilities* guidance



Plan Results

- List of recommended future studies
 - Sub-Area Studies
 - Trail Studies
 - Other Studies
- Policy Recommendations
- Design Guidelines
 - Facility Type
 - Facility Selection Matrix

Goals and Objectives

»»» **Goal 1: Provide an extensive, connected, and convenient on-road network of bicycle and pedestrian facilities throughout the North Florida TPO region.**

»»» **Goal 2: Improve the safety of bicyclists and pedestrians in the North Florida TPO region.**

»»» **Goal 3: Improve multi-modal transportation efficiency in the North Florida TPO region.**

»»» **Goal 4: Provide an equitable bicycle and pedestrian network by focusing bicycle and pedestrian planning and facilities to those that need it most.**

- Goals and objectives were carried over and updated from previous plan.
- Biggest change: Goal 4 revised to include an equity element.

Planning Process



Collaboration

- Technical Advisory Committee
- Advocates Advisory Group



Literature Review

- Existing Plans
- Recent Studies
- Comprehensive Plans



Public Outreach

- Online Survey



Spatial Analysis

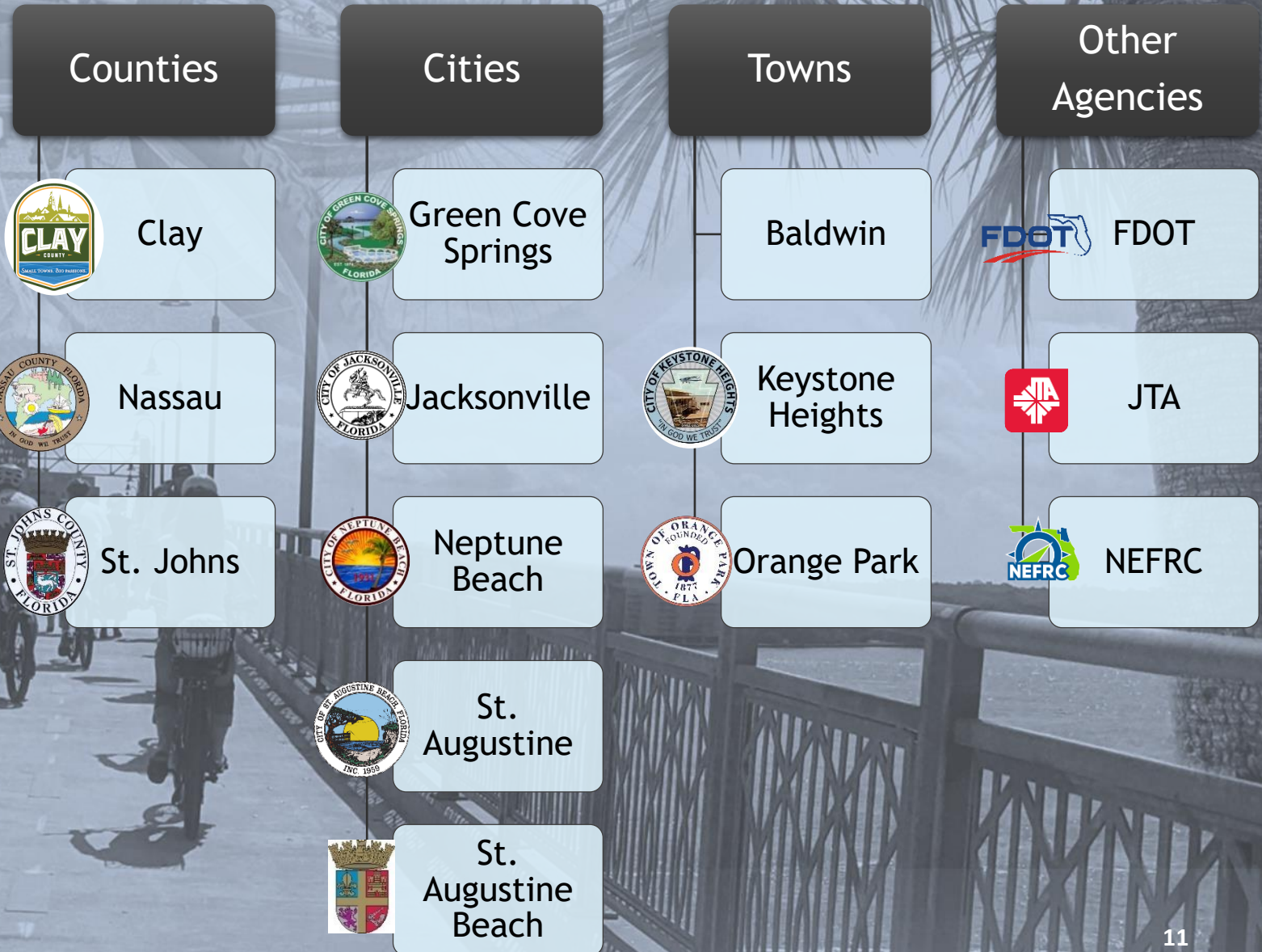
- Crash Analysis
- Recently Studied Areas
- Demographic Analysis



Collaboration

Technical Advisory Committee

- Representatives from local agencies and municipalities
- Two collective project coordination meetings
 - February 8, 2023
 - June 13, 2023



Advocates Advisory Group



Local advocate groups had direct interaction with project team



Provided input and feedback through study process

Advocates Advisory Group

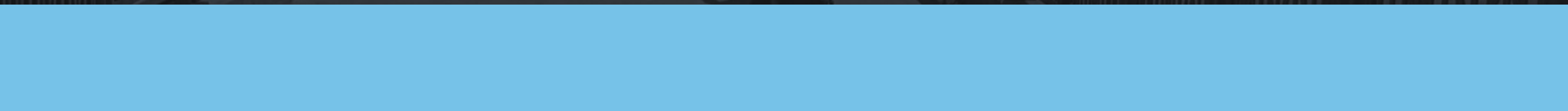
Clay Bikeways, Blueways and Trails (BB&T)

Jacksonville Bicycle and Pedestrian Advisory Committee (BPAC)

North Florida Bicycle Club



Literature Review





Bicycle & Pedestrian Plan

NORTH FLORIDA REGIONAL | 2016 UPDATE



Orange Park Bicycle and Pedestrian Sub-Area Plan

Final Report
August 21, 2016


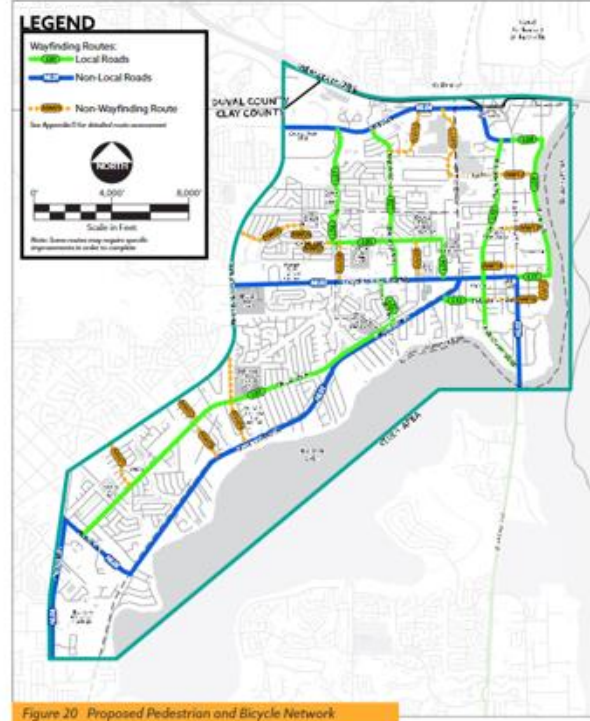



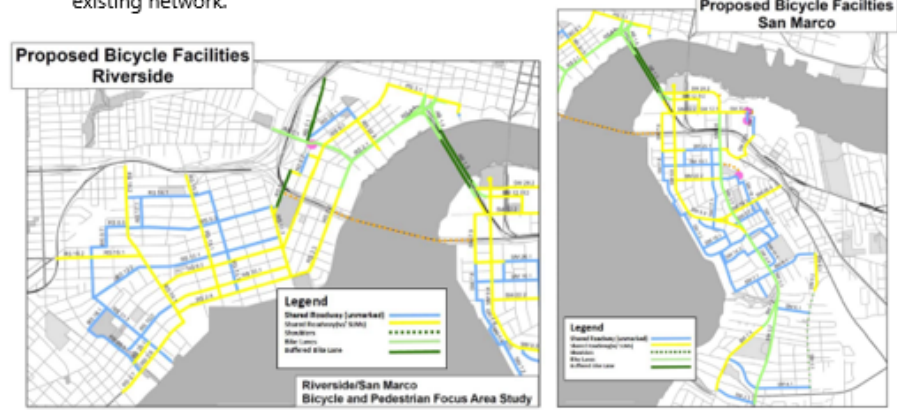
Plans Reviewed

- Purpose: Synthesize planning efforts since the previous Master Plan update in 2013.
- 24 total studies and plans reviewed
 - 16 bike/ped-related studies
 - 8 bike/ped master plans
- Comprehensive/Codified Plan Review
 - 10 comprehensive plans



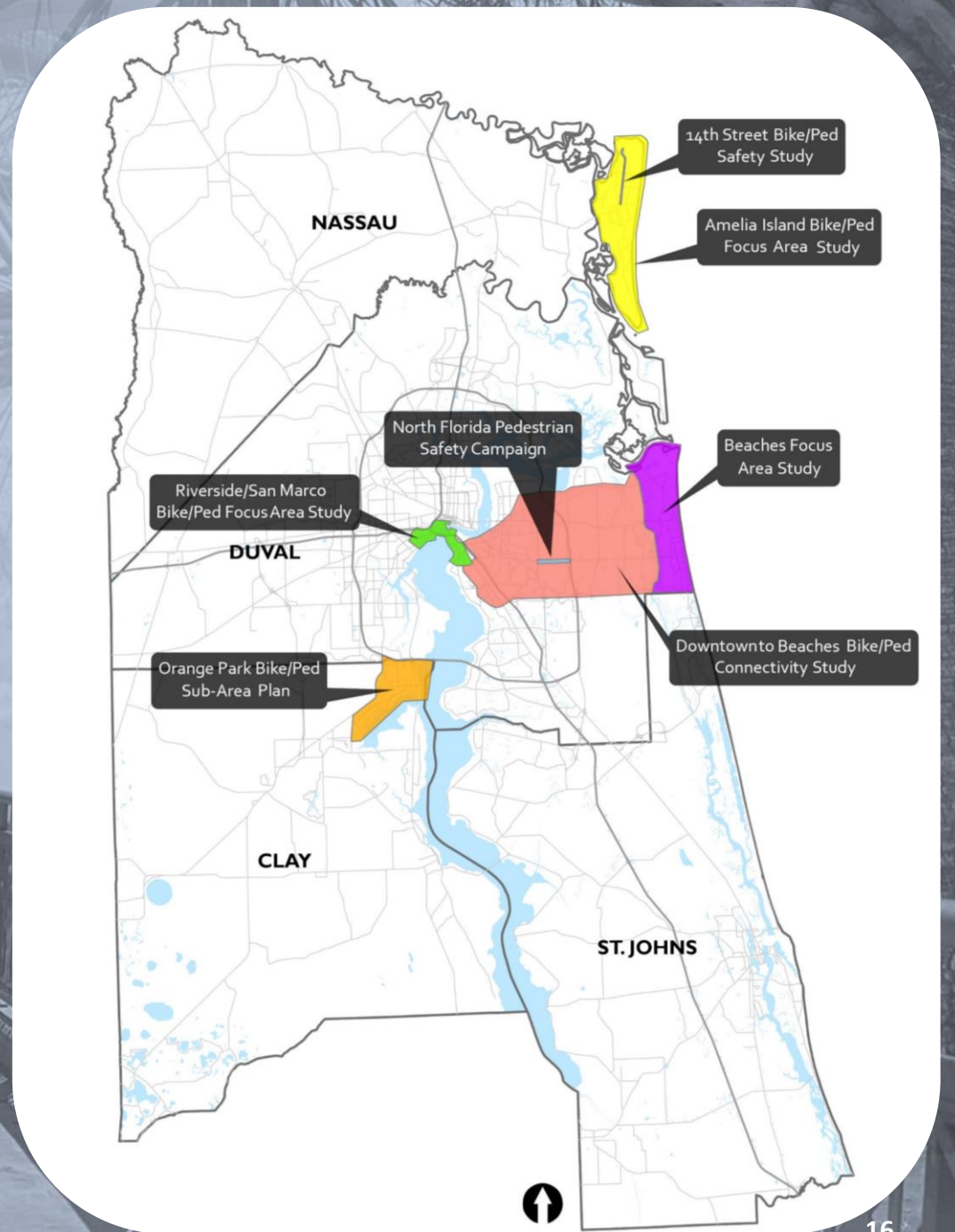
Plan Cut-Sheets

Document Title: Orange Park Bicycle and Pedestrian Sub-Area Plan	Document Cover: 
Agency: North Florida TPO	
Geography: Town of Orange Park	
Document Year: 2016	
Document Summary: The study analyzed the existing bicycle and pedestrian network and identified areas for improvement.	
Key Findings:	
<ul style="list-style-type: none"> The area has significant sidewalk resources, but lacks cohesive bike infrastructure Established a core network for bicycle and pedestrian movement within Orange Park 	
Recommendations:	
<ul style="list-style-type: none"> Installation of shared lane markings Expansion of the multi-use path network Infill of sidewalk gaps Improved crosswalk striping Construction of signalized crosswalks Installation of bicycle parking Land development code improvements Public awareness campaigns Includes Clay LDC and Orange Park LDC recs Recommends traffic calming studies and US 17 Multi-Use Trail Study Bike/ped facilities on Buckman Bridge Doctors Lake Loop Trail 	
 <p>LEGEND</p> <p>Wayfinding Routes: — Local Roads — Non-Local Roads</p> <p>— Non-Wayfinding Route <small>See Appendix C for detailed route information</small></p> <p>Scale in Feet 0 4,000 8,000</p> <p><i>Note: Some routes may require specific improvements in order to complete.</i></p> <p>Figure 20 Proposed Pedestrian and Bicycle Network</p>	

Document Title: Riverside/San Marco Bicycle and Pedestrian Focus Study Area	Document Cover: 
Agency: North Florida TPO	
Geography: Riverside and San Marco neighborhoods in Jacksonville	
Document Year: 2016	
Document Summary: This project identifies the existing and proposed network of bicycle and pedestrian facilities for the neighborhoods of Riverside and San Marco in Jacksonville, Florida.	
Key Findings:	
<ul style="list-style-type: none"> This report recommends improvements for bicycling along identified routes through small, short-term solutions which would not require significant changes to existing roadways. A field review was conducted to determine the existing pedestrian and sidewalk facilities. Results indicated that the existing sidewalk network has some missing links that if built-out would improve connectivity. Results for the bicycle facilities indicated that there are facilities that are disconnected and improvement for connectivity is needed. 	
Recommendations:	
<ul style="list-style-type: none"> Recommendations are based on input received from members of the public, stakeholders, and observations made in the field by the study team. As a general recommendation, sidewalks should be constructed on network segments that are currently missing or incomplete. Maps are provided showing bicycle facility type that is recommended to fill in gaps of the existing network. 	
 <p>Proposed Bicycle Facilities Riverside</p> <p>Proposed Bicycle Facilities San Marco</p> <p>Legend</p> <p>Street Routes (Marked) — Shared/Unmarked/None — Sidewalks — Bike Lanes — Shared Bike Lanes —</p> <p>Legend</p> <p>Shared Routes (Marked) — Shared/Unmarked/None — Sidewalks — Bike Lanes — Shared Bike Lanes —</p> <p>Riverside/San Marco Bicycle and Pedestrian Focus Area Study</p>	

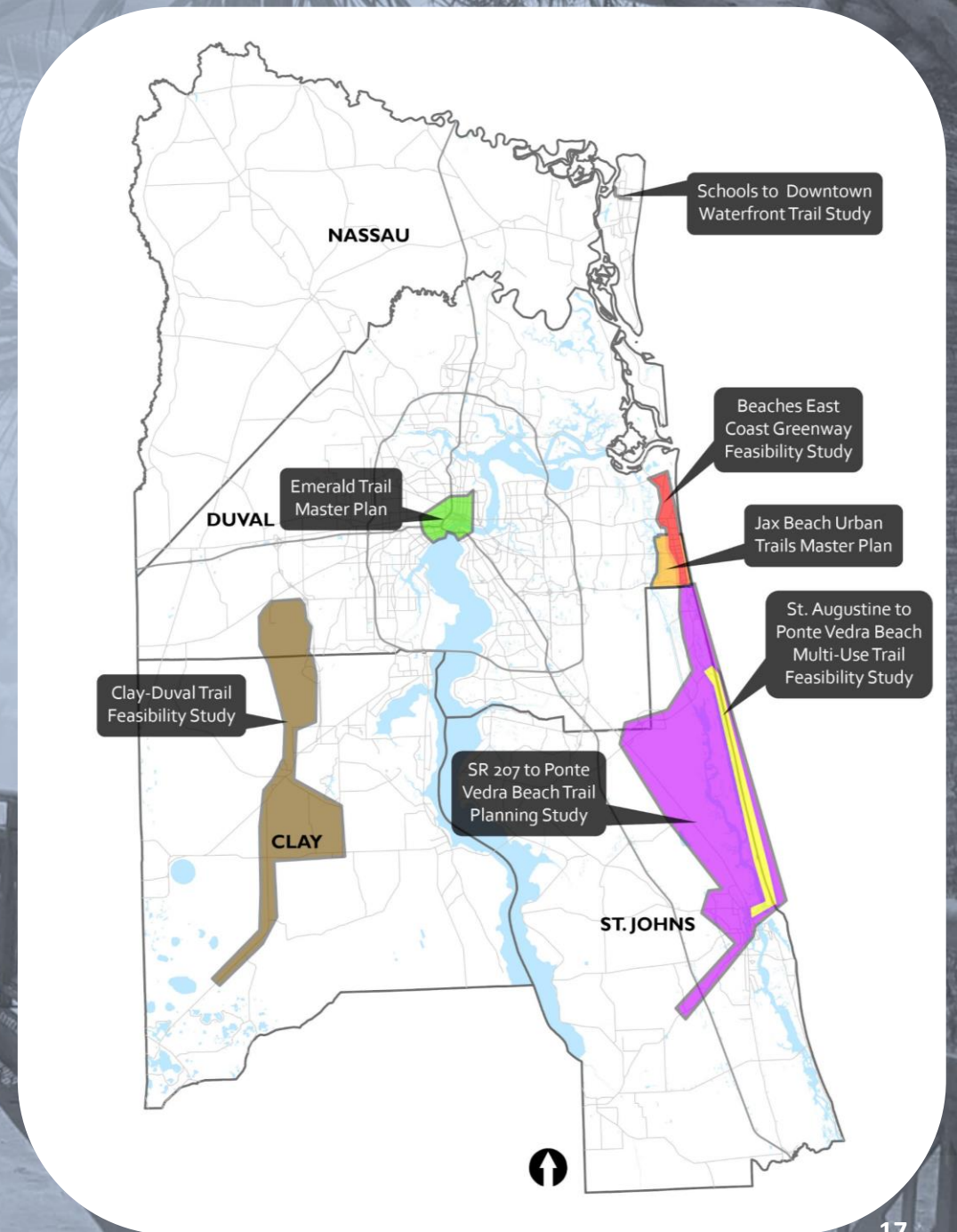
Sub-Area Studies

- Nassau:
 - 14th Street Bike/Ped Safety Study
 - Amelia Island Bike/Ped Focus Area Study
- Duval:
 - Beaches Focus Area Study
 - Downtown to Beaches Bike/Ped Connectivity Study
 - North Florida Safety Campaign
 - Riverside/San Marco Bike/Ped Focus Area Study
- Clay:
 - Orange Park Bike/Ped Sub-Area Plan



Trail Studies

- Nassau:
 - Schools to Downtown Waterfront Trail Study
- Duval:
 - Beaches East Coast Greenway Study
 - Emerald Trail Master Plan
 - Jax Beach Urban Trails Master Plan
 - Riverside/San Marco Bike/Ped Focus Area Study
- Clay/Duval:
 - Clay-Duval Trail Feasibility Study
- St. Johns:
 - St. Augustine to Ponte Vedra Beach (PVB) Trail Feasibility Study
 - SR 207 to PVB Trail Planning Study



Comprehensive Plan Review

- Reviewed plans based on nine bike/ped policies
- Communities without a policy are recommended to include them to improve the connectivity and safety of their bicycle and pedestrian network.

Comprehensive Plan	Complete Streets	LDRs	Maintenance	Map	Public Trans.	Regional Collab.	Resurfacing	Safety	Trails
Clay County		✓		✓			✓		
City of Atlantic Beach		✓			✓		✓		
City of Fernandina Beach	✓	✓	✓	✓	✓	✓	✓	✓	✓
City of Jacksonville		✓	✓		✓		✓		✓
City of Jacksonville Beach		✓	✓	✓	✓		✓		
City of Neptune Beach		✓		✓		✓	✓	✓	
City of St. Augustine	✓	✓							
Nassau County	✓	✓		✓		✓		✓	✓
St. Johns County		✓	✓	✓	✓	✓		✓	✓
Town of Orange Park		✓		✓			✓		

A grayscale photograph of a crowded pedestrian bridge, likely the Bay Bridge in San Francisco. The bridge has a metal railing and streetlights. In the background, a large, semi-transparent graphic of a bicycle is overlaid on the image. A sign on the bridge reads "Gary St", "7 Palm Ave", and "San Mateo Blvd".

Public Involvement

Survey Participation

- Survey live from April 14 to May 14
- 1,803 participants

Regional Bike/Ped Plan Update Underway – We Need Your Input

We Want Your Input!



The North Florida TPO is conducting a study on bicycle and pedestrian facilities in Clay, Duval, Nassau, and St. Johns counties to update the Regional Bicycle and Pedestrian Master Plan. The study team will evaluate existing facilities, identify opportunities for safety enhancements, and prioritize improvements over the next 10 years.

What bicycle and pedestrian improvements are important to you? How would you prioritize them? Let us know by [taking the survey](#).


TAKE THE BIKE/PED SURVEY

COUNTY CORNER

North Florida Bicycle & Pedestrian Facility Study

The North Florida Transportation Planning Organization (TPO), in concert with their consultant, engineering and design firm, Atkins, are completing a regional bicycle and pedestrian master plan to identify gaps and opportunities to connect sidewalks, paved trails, and paved bicycle facilities throughout northeast Florida.


As part of this study, citizens in Clay, Duval, Nassau and St. Johns counties are being asked for their opinion via an electronic survey that will be open until May 14th. The survey will take about 5 minutes to complete and can be found at: <http://northfloridapedstudy.com/>



For questions, please reach out to the TPO Manager with the TPO, at (904) 306-7513 or info@northfloridatpo.com.

TPO NORTH FLORIDA TRANSPORTATION PLANNING ORGANIZATION

NORTH FLORIDA BICYCLE & PEDESTRIAN FACILITY STUDY



If you live in Clay, Duval, Nassau, or St. Johns counties and/or use bicycle and pedestrian systems such as bike lanes, sidewalks, and paved multi-use paths in those areas, we want to hear from you!

The North Florida Transportation Planning Organization (TPO) is conducting a study on bicycle and pedestrian facilities in Clay, Duval, Nassau, and St. Johns counties in effort to update the Regional Bicycle and Pedestrian Master Plan. The goal of this study is to evaluate currently existing facilities, identify opportunities for safety enhancements, and prioritize the importance of improvements over the next ten years.



The study team would like your feedback identifying and prioritizing what bicycle and pedestrian improvements you would like to see prioritized over the next ten years.

Please complete this five-minute survey and help us design bicycle and pedestrian facilities you'll love to use.

If you have difficulty accessing or completing the survey, please email jennifer.brownfield@atkinsglobal.com.

Take the Survey

If you have questions about this study, please email rebecca.dennis@atkinsglobal.com.

TPO  

The County Insider

HOME ABOUT SIGN UP FOR EMAILS CONTACT US LOGIN

Nassau County, Florida

Welcome to beautiful Nassau County, located in the northeast corner of Florida along the Atlantic Ocean and Interstate 95. We are proud to serve as the Eastern Gateway to the Sunshine State. From our historic island, sandy beaches, and championship golf courses to our scenic rivers, green pastures, and majestic timberlands, we truly offer something for everyone.

Emergency Operations

TPO Seeking Public Input Regarding Bike/Pedestrian Master Plan @ Comments

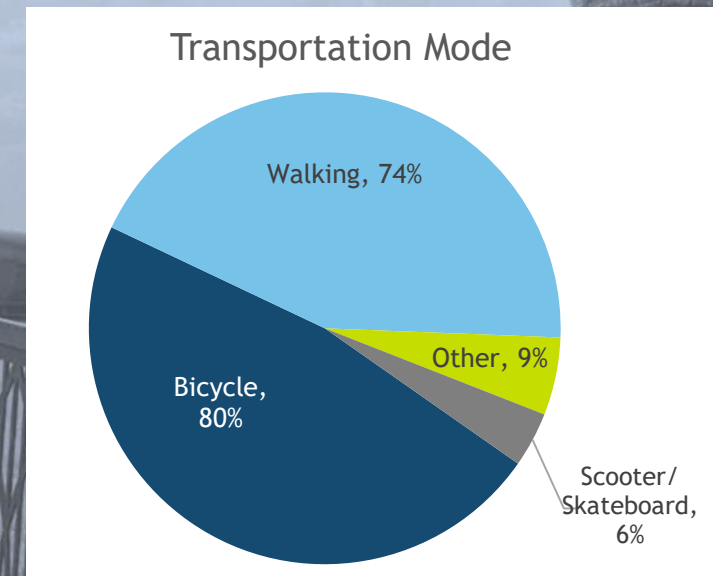
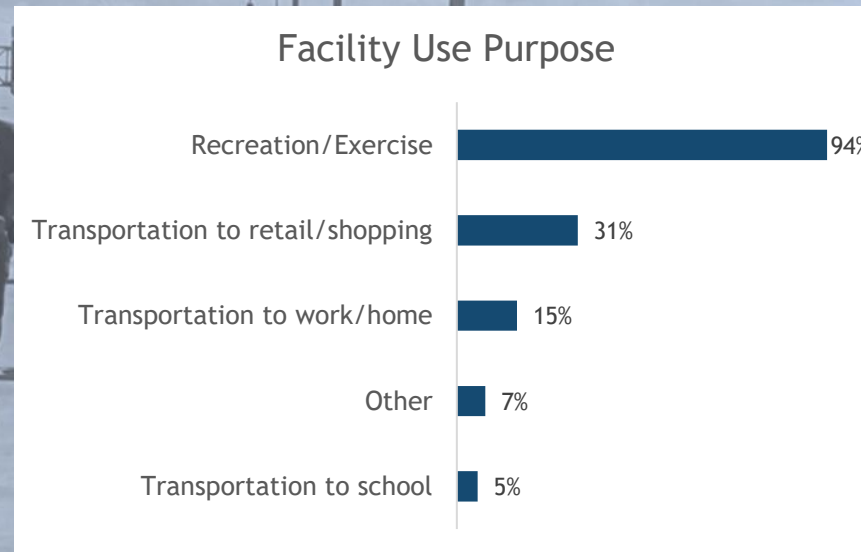
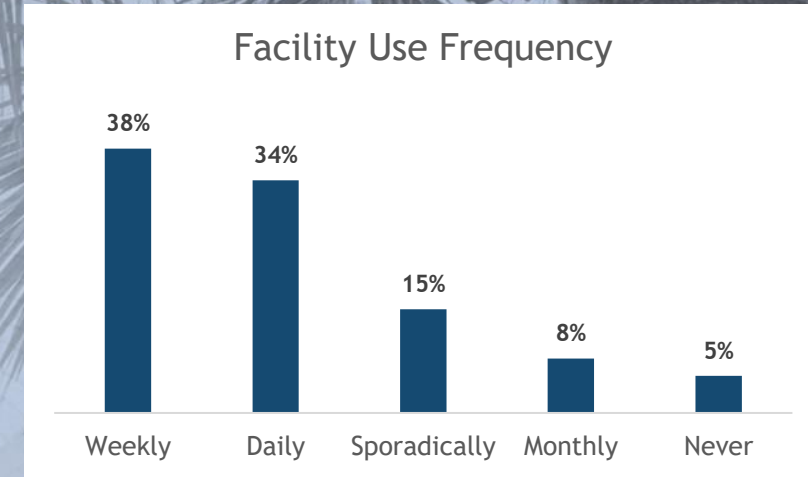
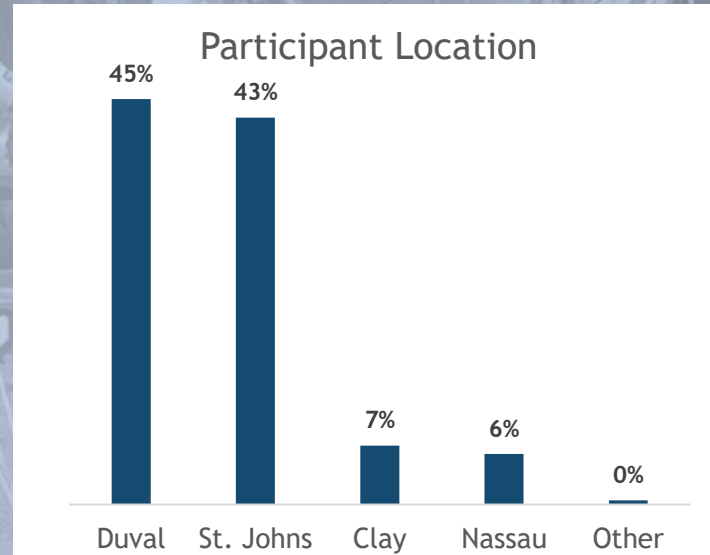
4/25/2023



4/25/23 @ 2:15 p.m. - The North Florida Transportation Planning Organization (TPO), in concert with their consultant, engineering and design firm, Atkins, are completing a regional bicycle and pedestrian master plan to identify gaps and opportunities to connect sidewalks, paved trails, and paved bicycle facilities throughout northeast Florida. As part of this study, citizens in Clay, Duval, Nassau and St. Johns counties are being asked for their opinion via an electronic survey that will be open until May 14th. The survey will take about 5 minutes to complete and can be found [here](#).

Survey Results

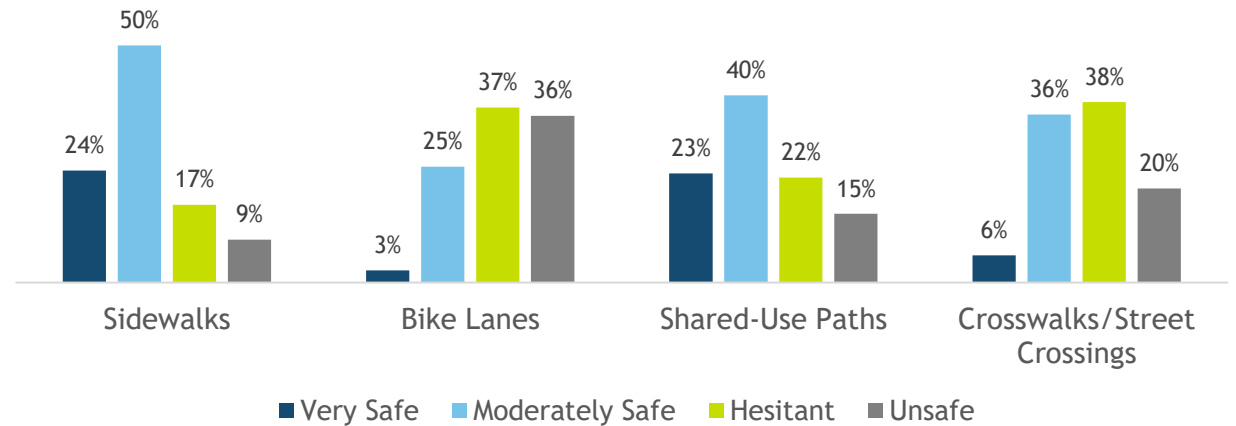
- Participant location: largely Duval and St. Johns counties
- Most people use the facilities for recreation/exercise at least weekly
- Mode split close between biking and walking



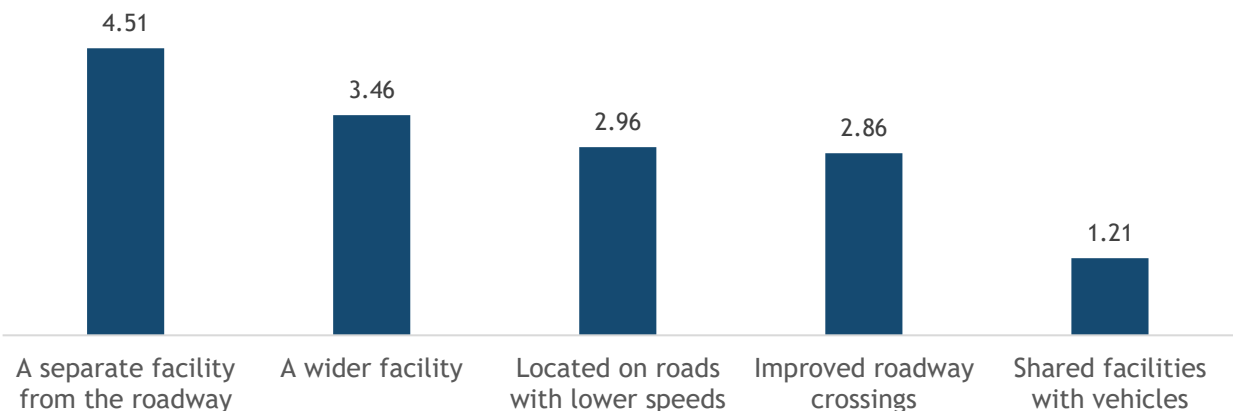
Survey Results

- Most felt **sidewalks** and **shared use paths** were safe (74%) and **bike lanes** hesitant/ unsafe (73%)
- Crosswalks scored in the middle
- **Separate** and **wider** facilities were perceived safer
- **Shared facilities** perceived as least safe

Existing Facility Safety Perception



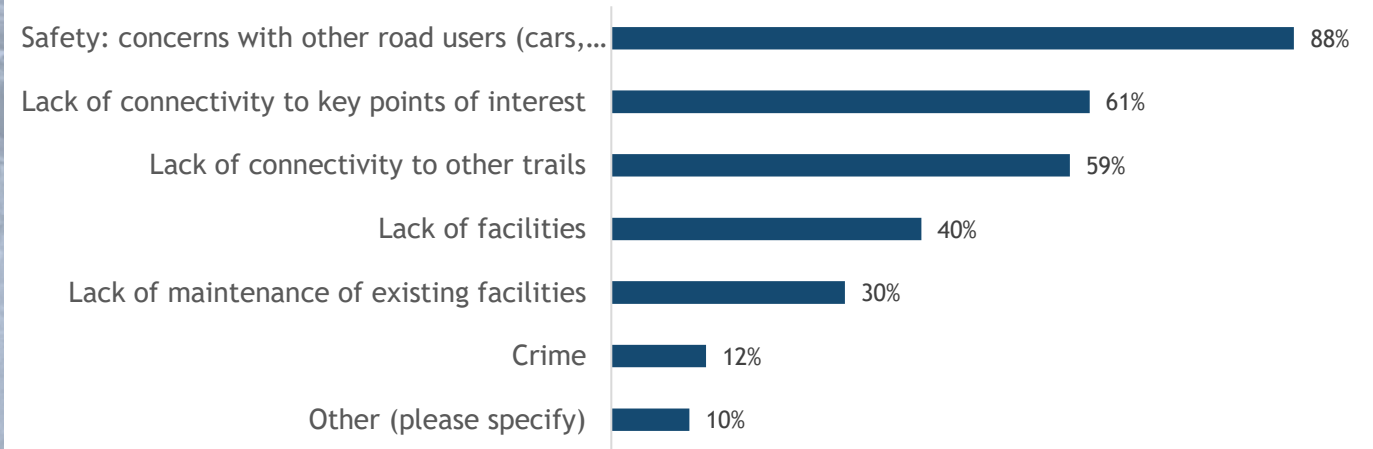
Future Facility Safety Perception



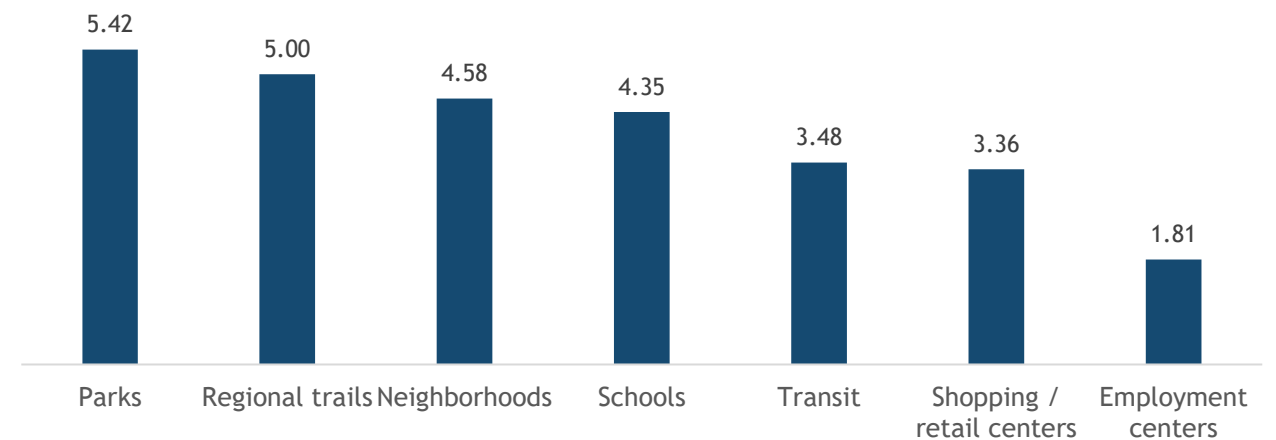
Survey Results

- Safety and connectivity were the two biggest use barriers
- Connecting to parks and regional trails ranked highest
- Connecting to employment ranked lowest

Bicycle and Pedestrian Use Barriers



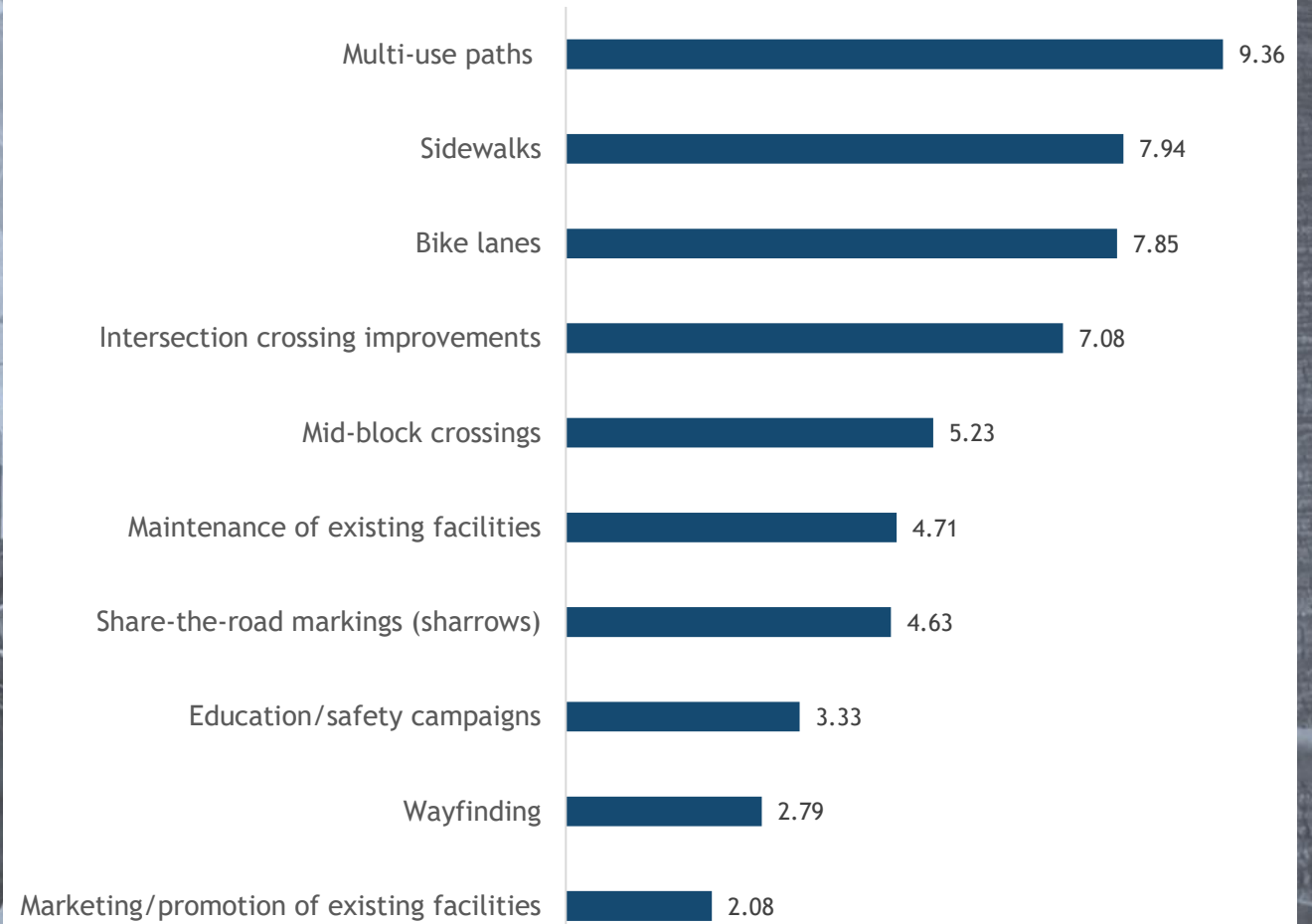
Ranking of Connections



Survey Results

- Multi-use paths ranked highest followed by sidewalks/bike lanes
- Wayfinding and promotion of existing facilities ranked lowest

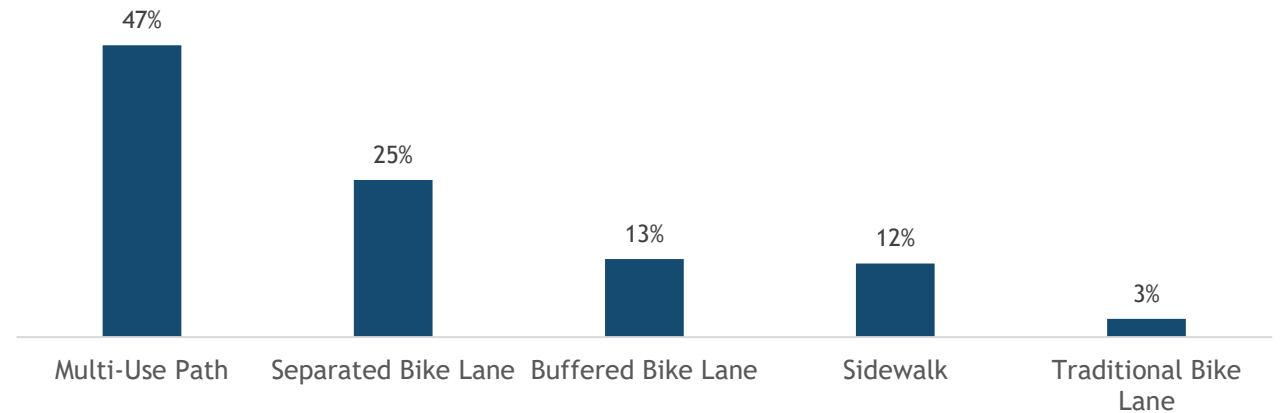
Improvement Prioritization



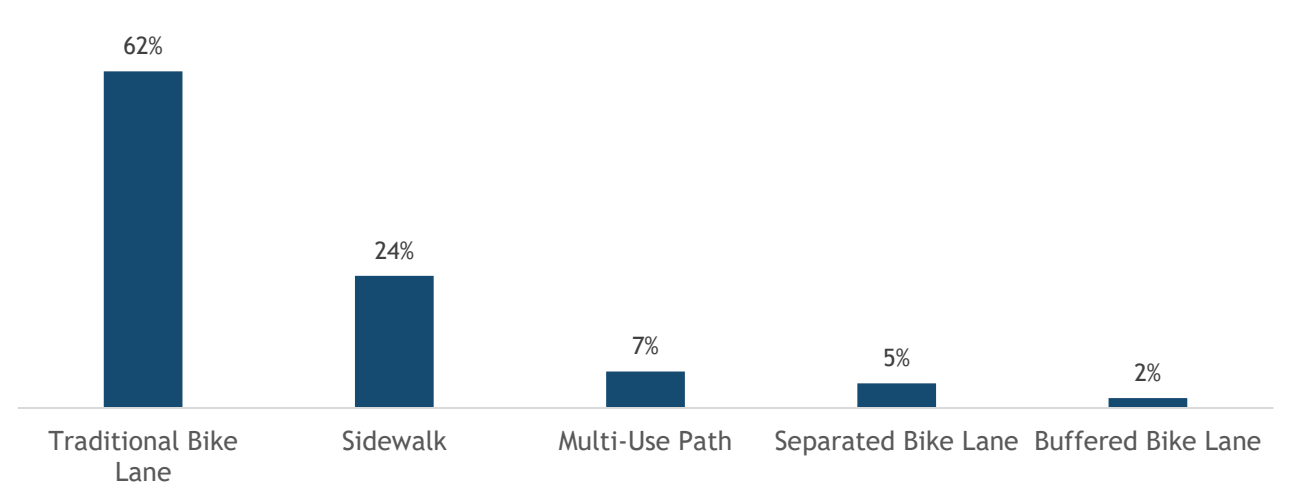
Survey Results

- Multi-use paths ranked highest
- Sidewalks and traditional bike lanes ranked lowest

Most Preferred Facility Type



Least Preferred Facility Type



Additional Comments/Suggestions



An emphasis on separation between bicycles, pedestrians, and motorists

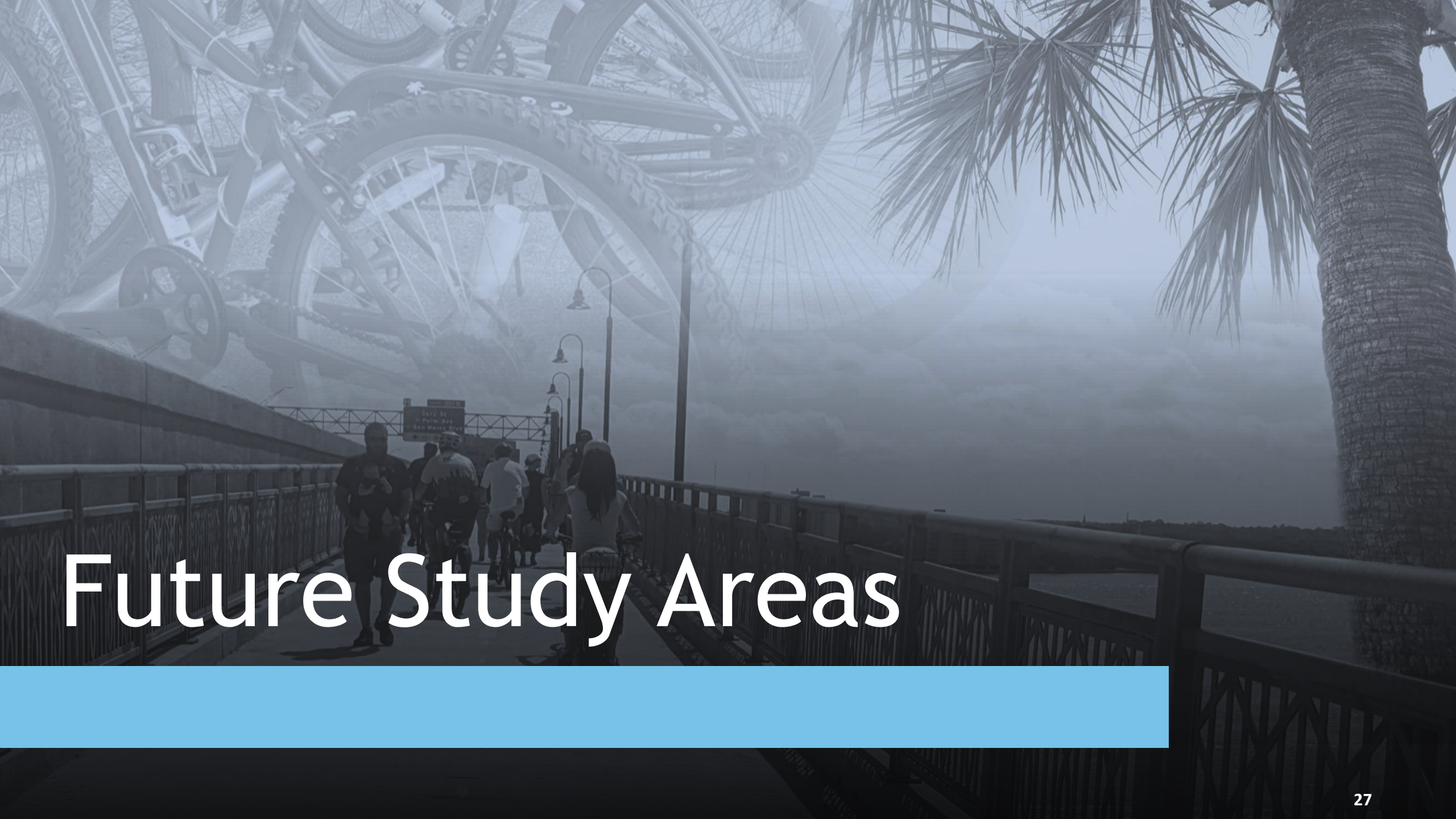
Requests for specific locations for improvements such as bike lanes, sidewalks, path connections, etc.

Requests for more enforcement and education of all mode users

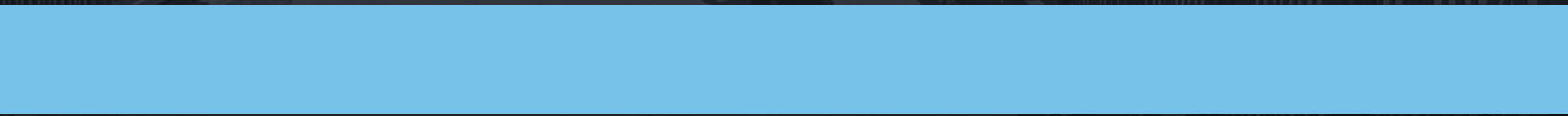
Request for stronger minimum development regulations for roadways for bicycle and pedestrian facilities

Requests for maintenance of existing facilities

General support for the study and bicycle and pedestrian planning efforts



Future Study Areas



Methodology

Input
from
TAC

Input
from
AAG

Previous
Studies

Spatial
Analysis

Future
Study
Areas

Criteria Utilized



Not recently studied



High bike / ped crashes



Demographic concentration



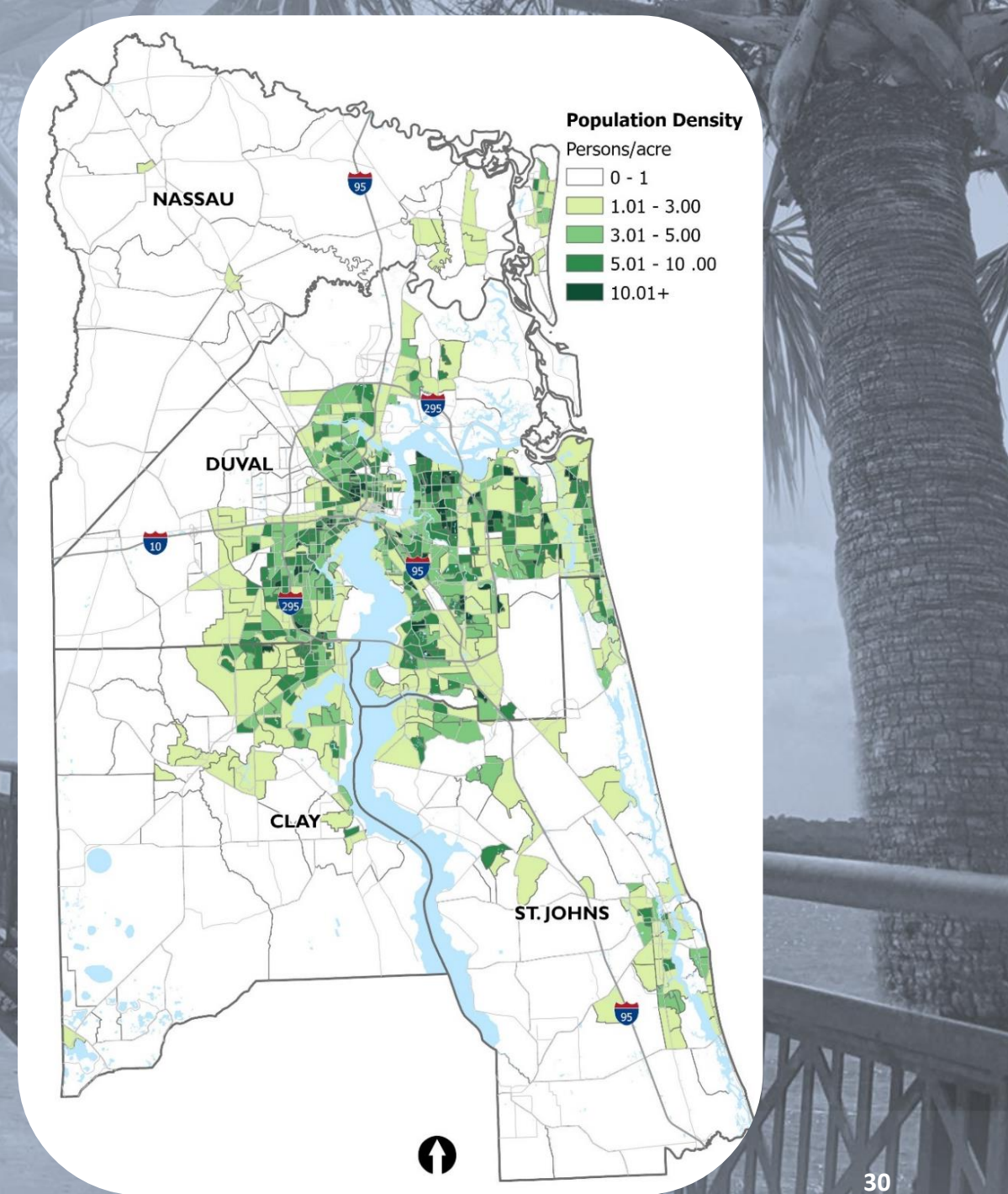
Socioeconomic
concentration



Fills a regional trail
planning gap

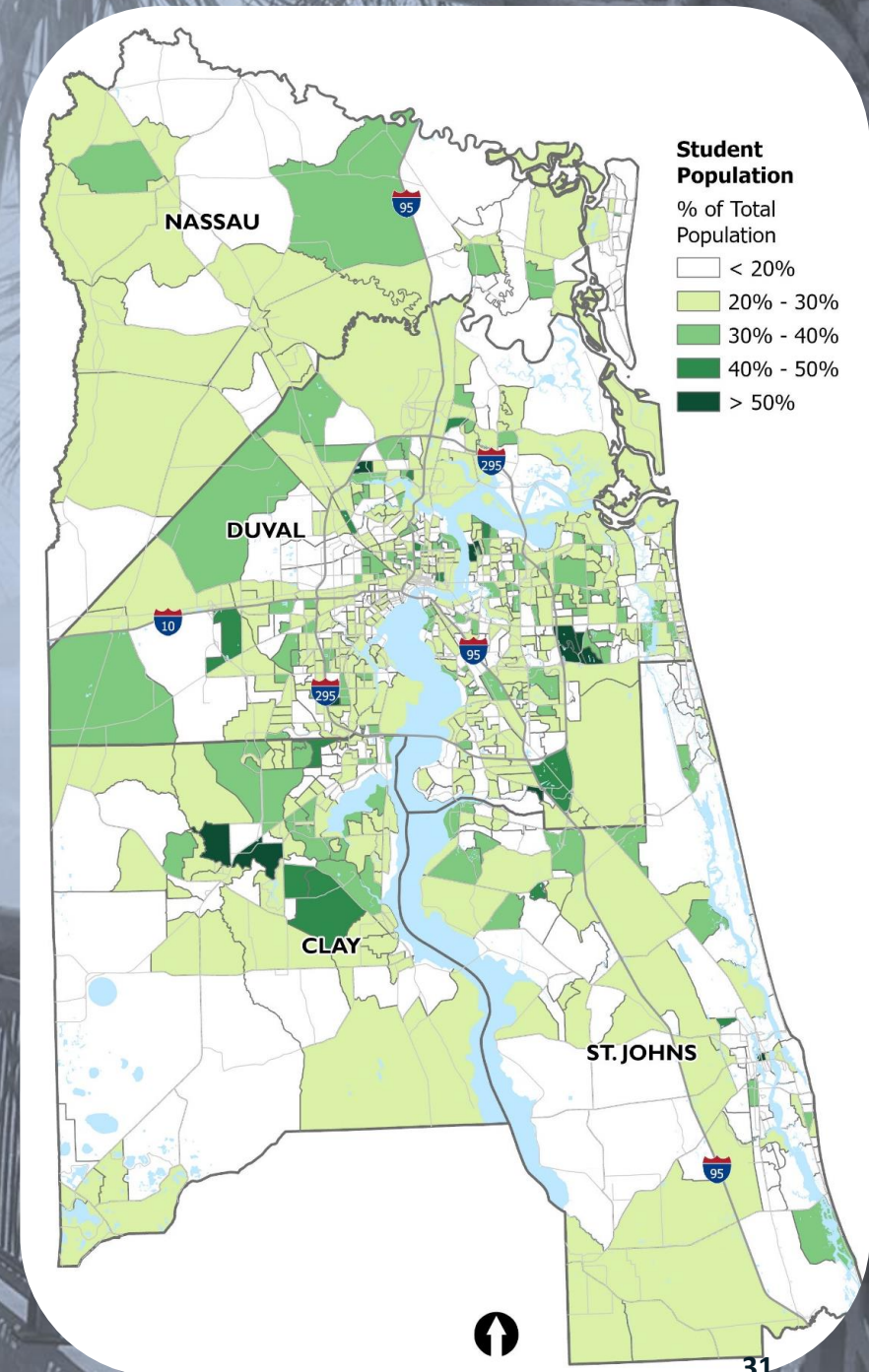
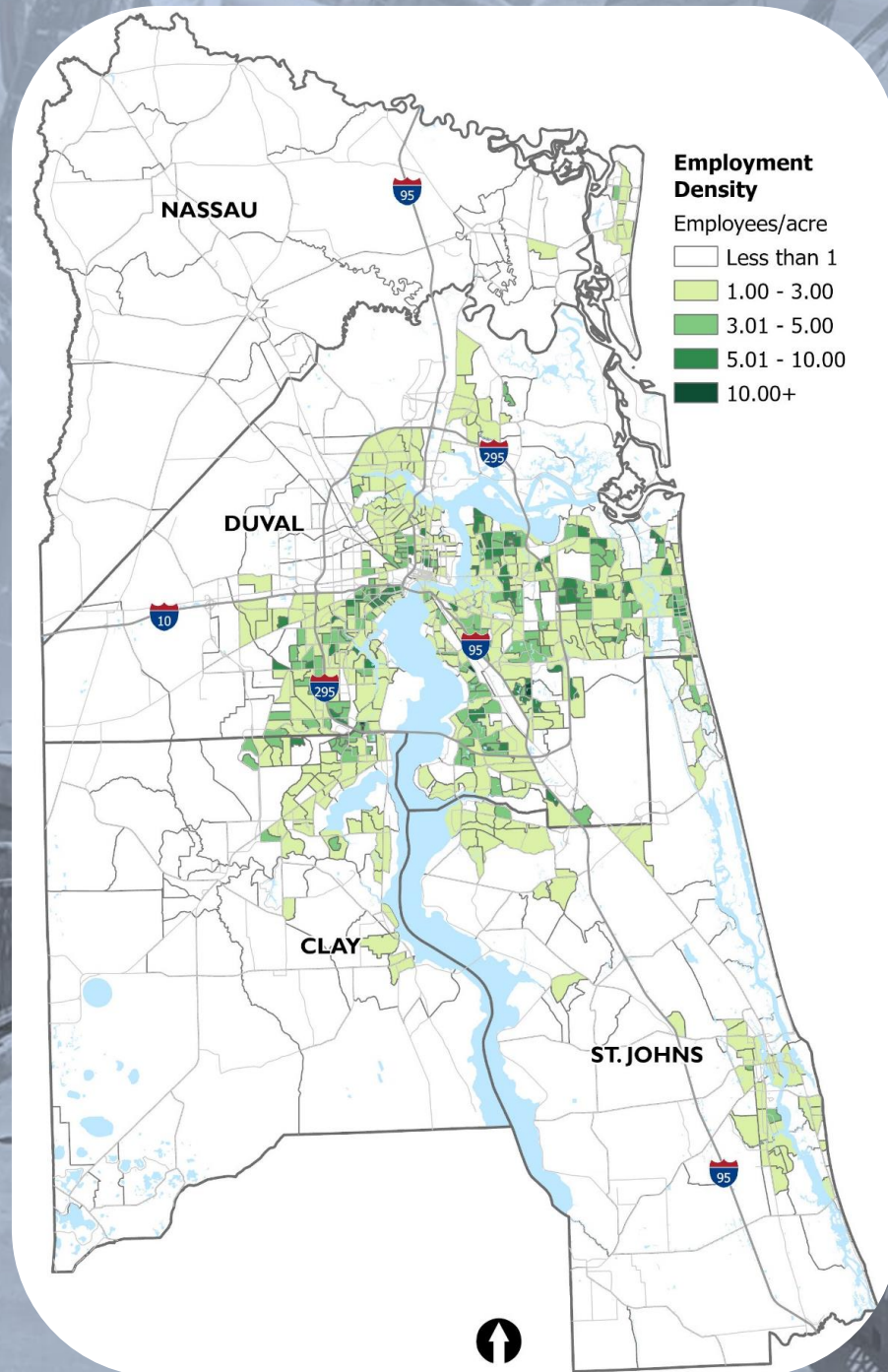
Spatial Analysis

- Demographic Concentrations
 - Population Density
 - Employment Density
 - Student Population
 - Zero Car Households
- Socioeconomic Concentrations
 - EJ Screen's Demographic Index
 - Low income + people of color



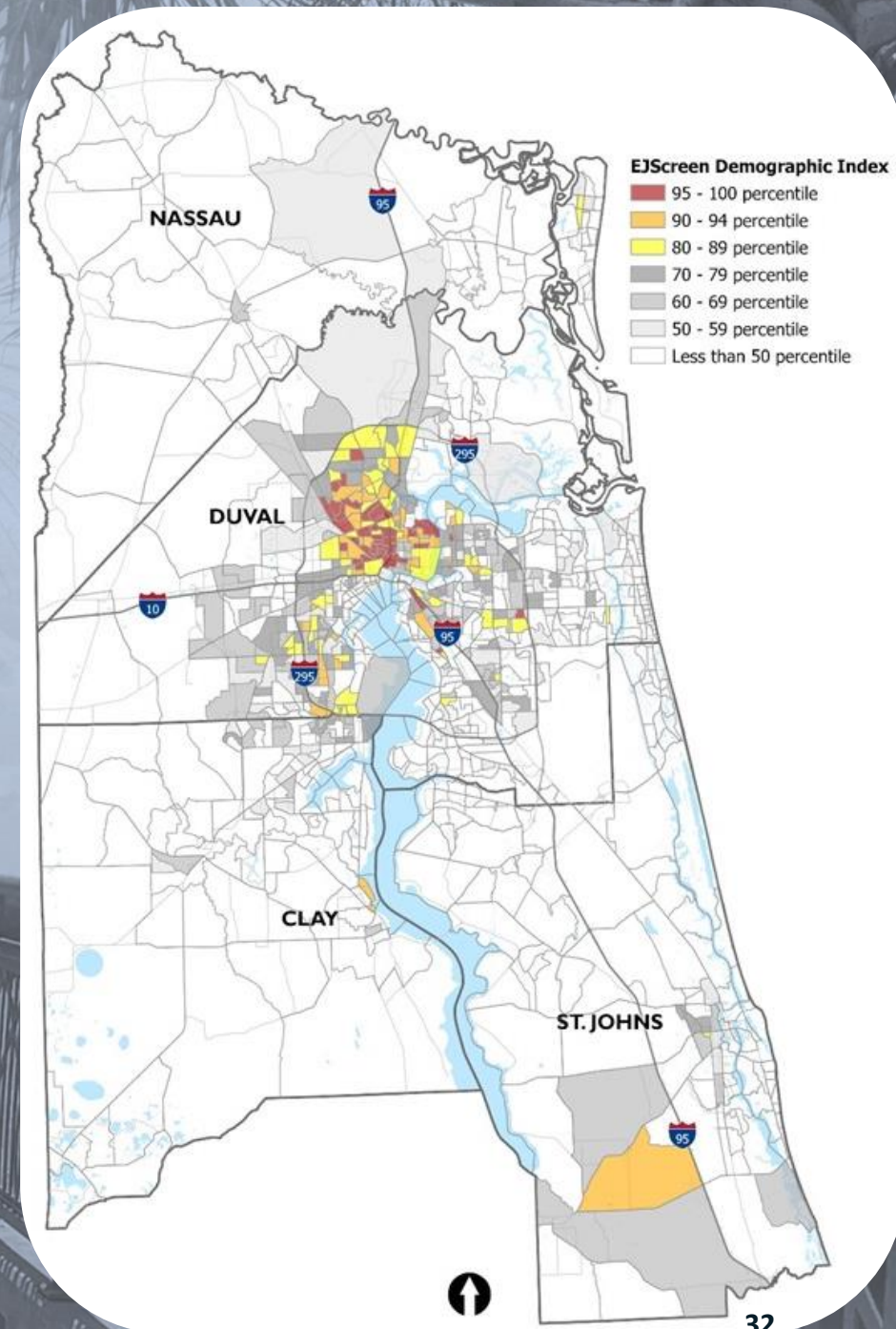
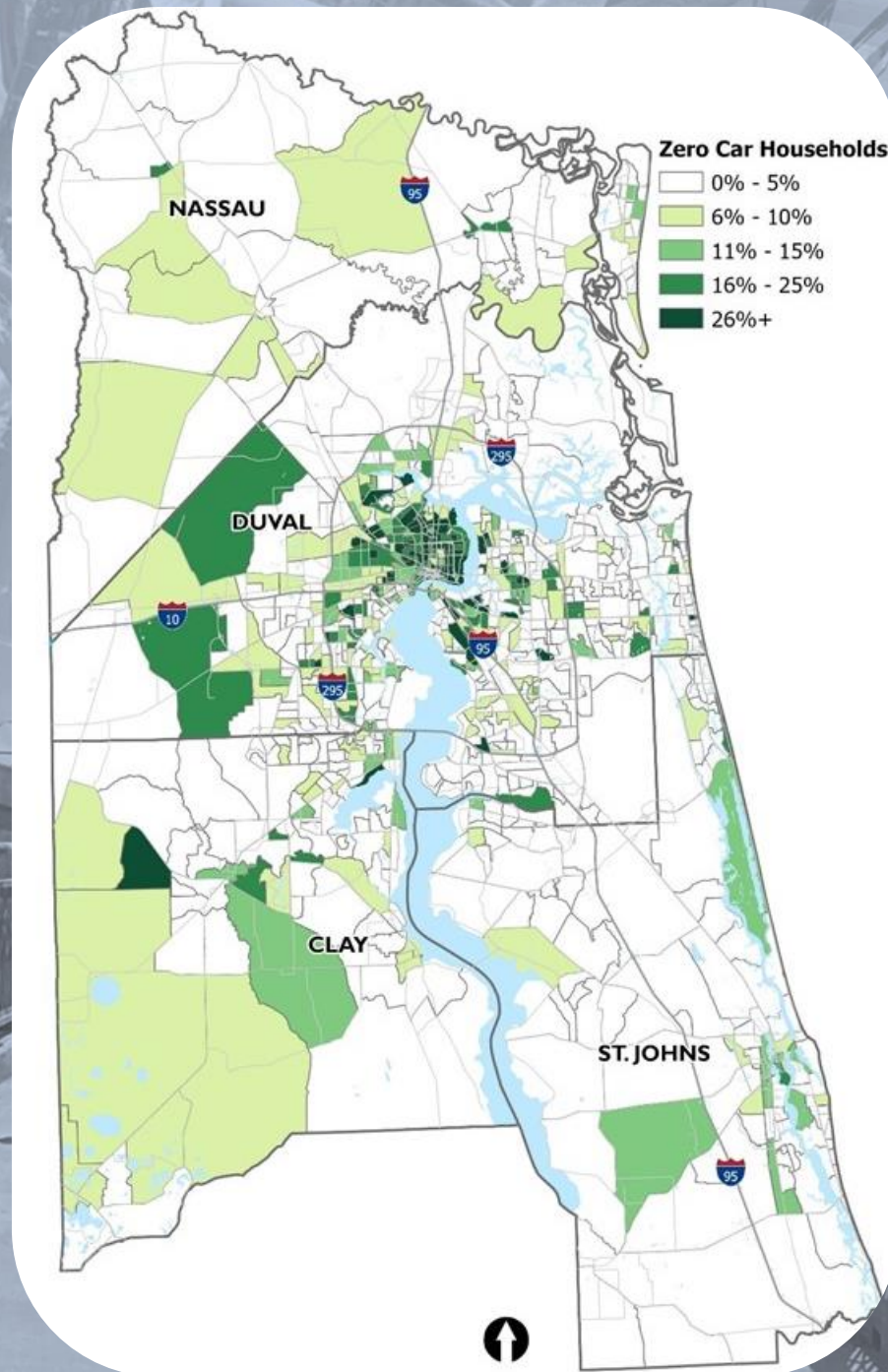
- Employment Density

- Student Population



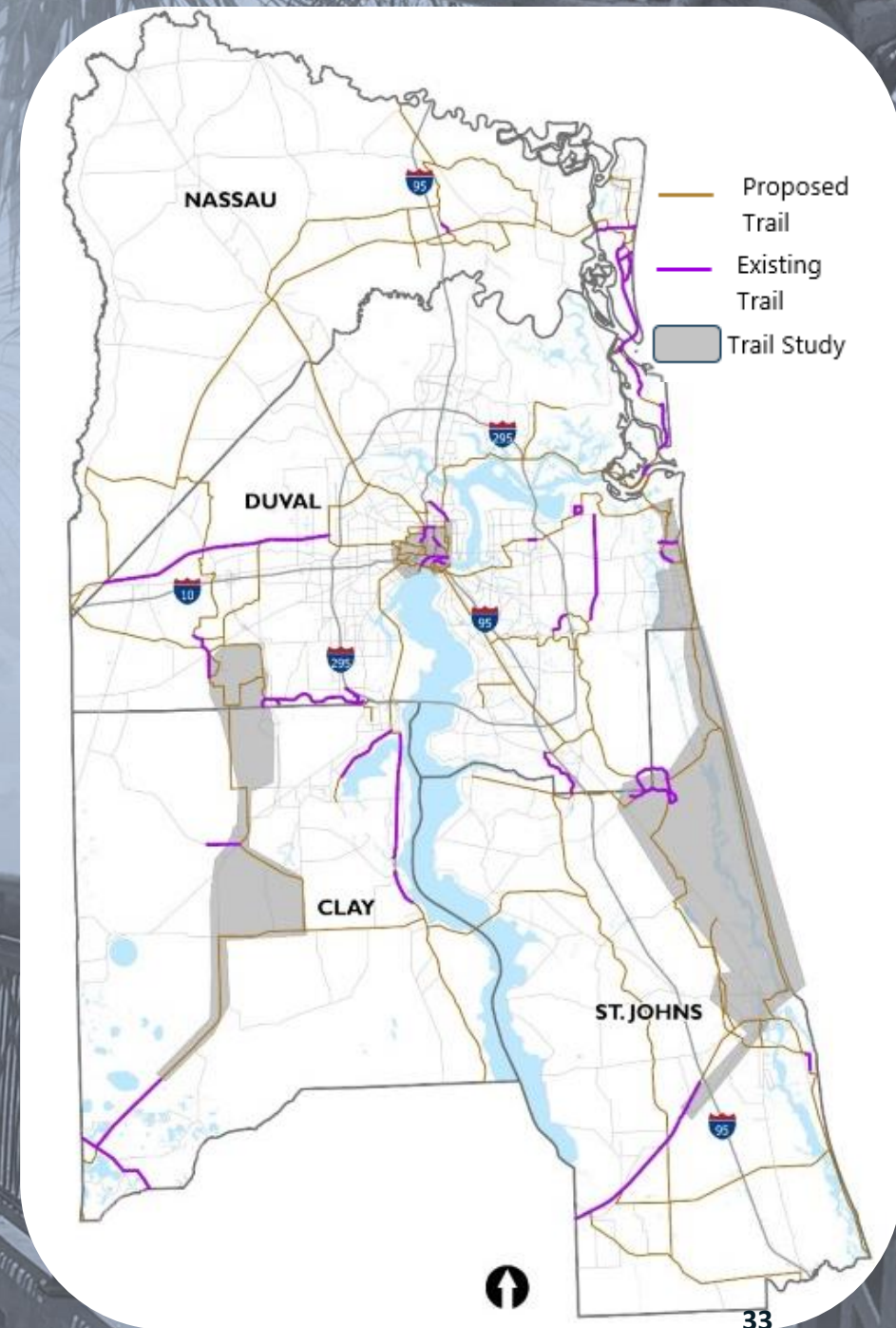
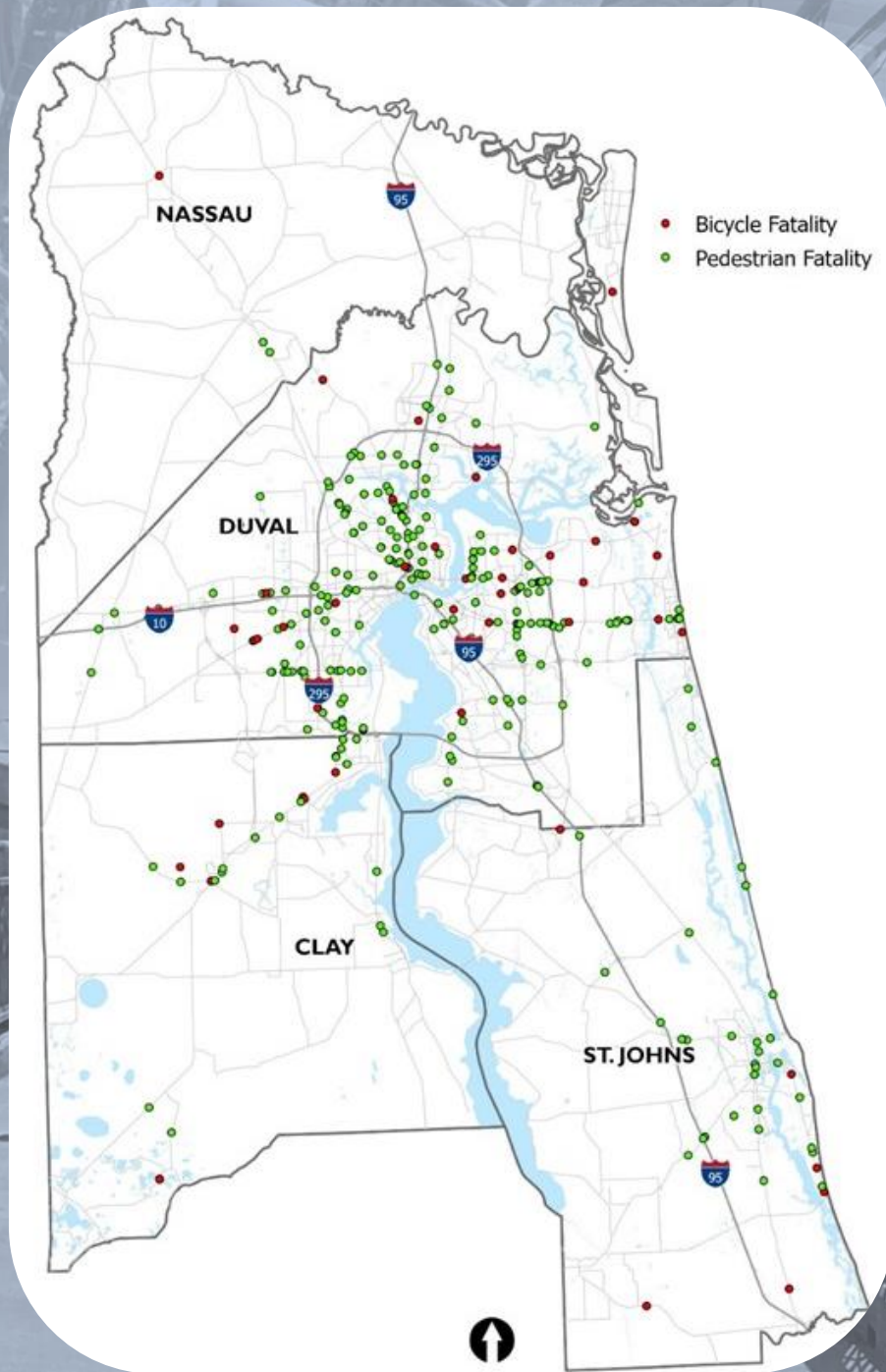
- Zero Car Households

- EJ Screen



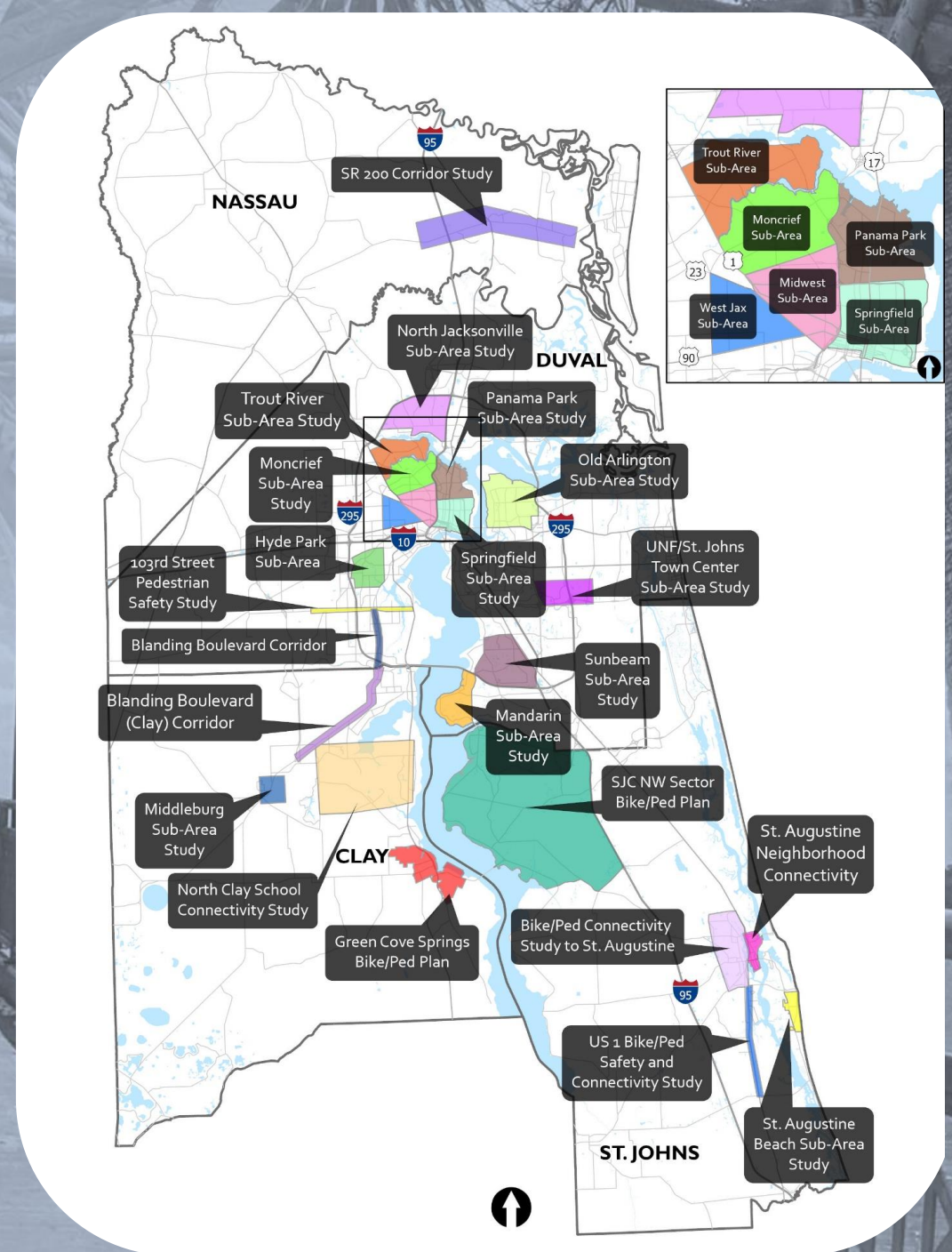
- Bike/ped crashes

- Trails



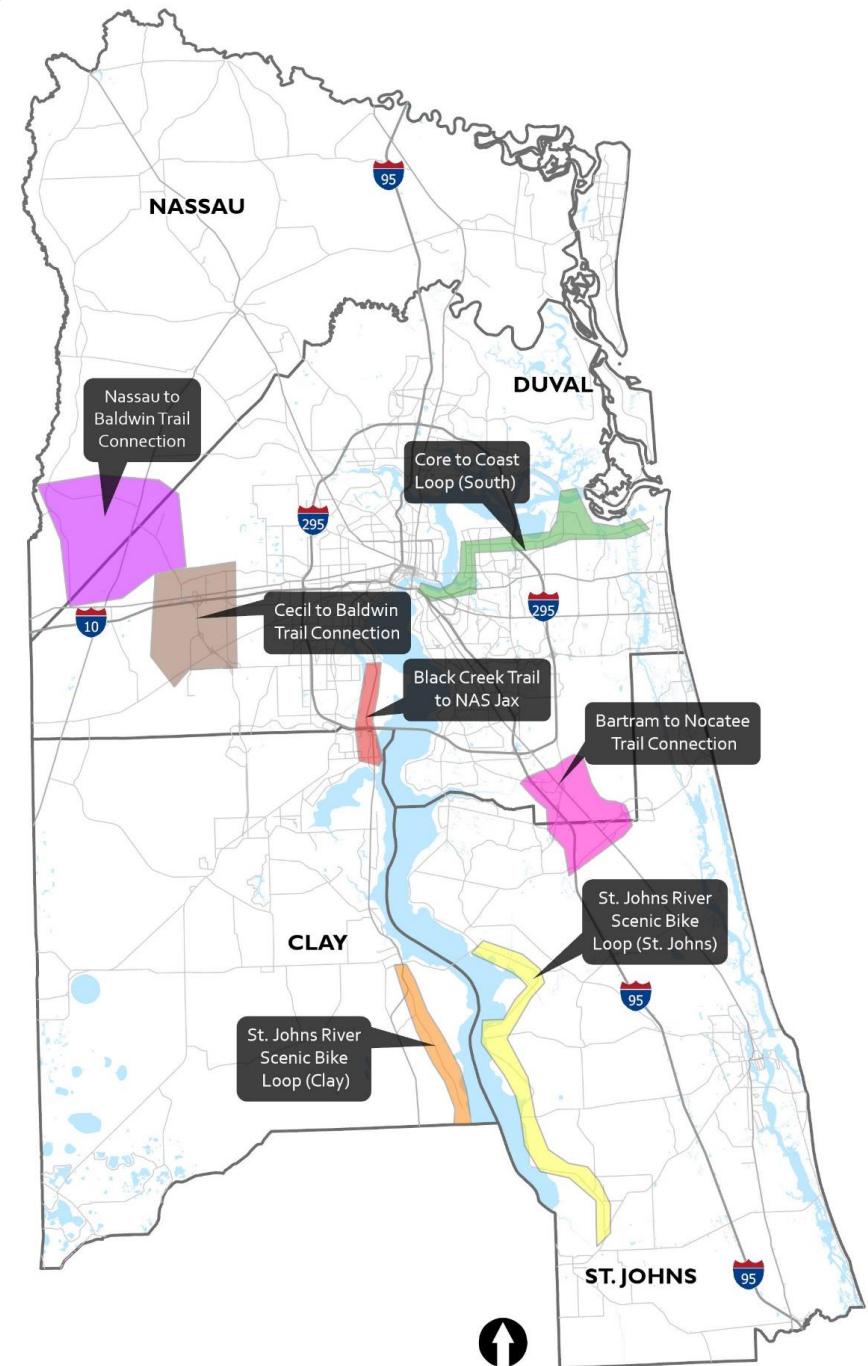
Future Sub-Area Studies

- 24 total studies identified
- Study types include:
 - General sub-area studies
 - Bike/ped master plans
 - Connectivity studies
 - Bike/ped safety studies
- Limits intended to be general



Future Trail Studies

- Focus on regional, multi-county connections and FGTS
- 6 trail studies identified:
 - Bartram Trail to Nocatee Trail (Duval + St. Johns)
 - Black Creek Trail to NAS Jax (Clay + Duval)
 - Cecil Trail to Baldwin Trail (Duval)
 - Nassau County to Baldwin Trail (Duval, Nassau)
 - St. Johns River Scenic Bike Loop (Clay + St. Johns)





Future Studies Prioritization

Evaluation Matrix

- 10 categories with 3-4 criteria each
- Two categories used only on the trail studies*
- Higher score = higher ranking project
- General measure for comparing studies, not final prioritization

Category	Criteria	Score	Description	Data Source
Bike Crashes	2+ Fatalities	5	Number of fatalities involving a bicycle	Signal 4 Analytics (S4) crashes from 2018-2022 https://signal4analytics.com/
	1 Fatality	3		
	0 Fatalities	0		
Ped Crashes	10+ Fatalities	5	Number of fatalities involving a pedestrian	Signal 4 Analytics (S4) crashes from 2018-2022 https://signal4analytics.com/
	5 to 9 Fatalities	3		
	1 to 4 Fatalities	2		
	0 Fatalities	0		
EJScreen	High	5	Majority of the CBGs are more than 80th percentile	US EPA's EJScreen Tool Demographic Index https://www.epa.gov/ejscreen
	Medium	3	Majority of the CBG between 50th and 80th percentile	
	Low	0	Majority of the CBGs less than 50th percentile	
Employment Density	High	5	5 or more employees/acre	Civilian Employed Aged 16 years and Over; ACS 2017-2021 obtained from FGDL
	Medium	3	Between 3 and 5 employees/acre	
	Low	0	Between 0 and 2 employees/acre	
Population Density	High	5	More than 5 persons/acre	Persons per acre; ACS 2017-2021 obtained from FGDL
	Medium	3	Between 1 and 3 persons/acre	
	Low	0	Less than 1 person/acre	
Student Population	High	5	More than 40%	Percentage of students of total population; ACS 2017-2021 obtained from FGDL
	Medium	3	Between 20% and 40%	
	Low	0	Less than 20%	
Zero Car Households	High	5	More than 25%	Households with zero vehicles available; ACS 2017-2021 obtained from FGDL
	Medium	3	Between 10 and 25%	
	Low	0	Less than 10%	
2013 Priority	Yes	5	Recommended priority study or regional route from the 2013 plan	<i>Figure 11. Recommended Study and Route Locations, 2013 Bike/Ped Plan</i>
	No	0		
Trail Connection*	2+ Existing	5	Number of existing trail connections	Regional Multi-Use Trail Master Plan shapefile
	1 Existing	3		
	Programmed	0		
FGTS Trail*	Priority	5	FGTS Priority Trail	FGTS Priority and Opportunity Network shapefiles, 2019-2023
	Opportunity	3	FGTS Opportunity Trail	
	None	0	Not on the FGTS	

Sub-Area Study Scores

Overall Total Scores

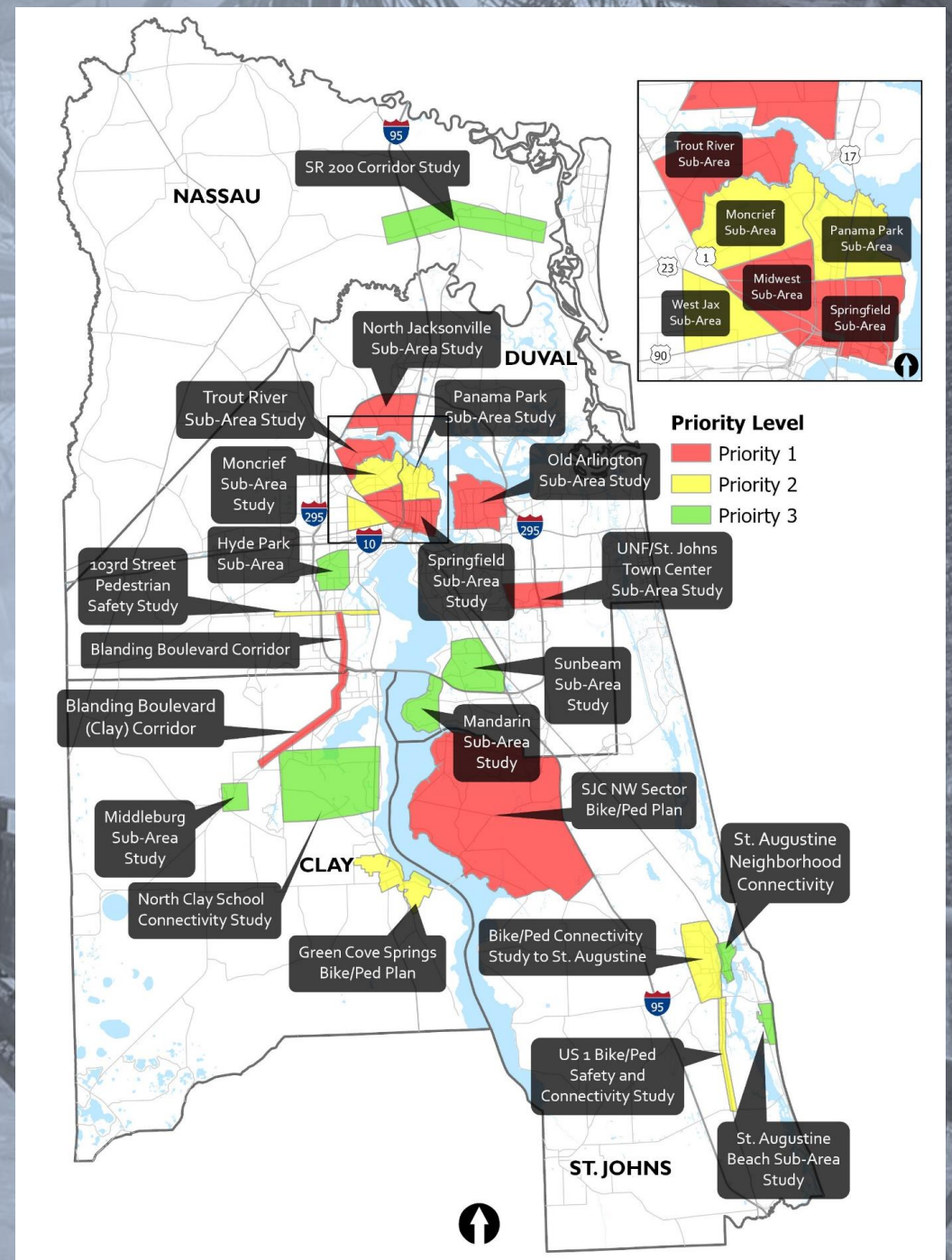
Scores by County

Project	County	Total Score
Midwest Sub-Area Study	Duval	31
Springfield Sub-Area Study	Duval	31
North Jacksonville Sub-Area Study	Duval	29
Trout River Sub-Area Study	Duval	29
Old Arlington Sub-Area Study	Duval	28
Panama Park Sub-Area Study	Duval	26
103rd Street Pedestrian Safety Study	Duval	24
Moncrief Sub-Area Study	Duval	23
West Jacksonville Sub-Area Study	Duval	23
Hyde Park Sub-Area Study	Duval	21
Blanding Boulevard Bike/Ped Safety Study	Clay	19
UNF/St. Johns Town Center Sub-Area Study	Duval	19
Blanding Boulevard Pedestrian Safety Study	Duval	18
Sunbeam Sub-Area Study	Duval	18
Middleburg Sub-Area Study	Clay	16
Downtown St. Augustine Neighborhood Connectivity	St. Johns	14
North Clay School Connectivity Study	Clay	13
SJC NW Sector Bike/Ped Master Plan	St. Johns	13
Bike/Ped Connectivity to St. Augustine Study	St. Johns	11
US 1 Bike/Ped Safety and Connectivity Study	St. Johns	11
St. Augustine Beach Sub-Area Study	St. Johns	9
SR 200 Corridor Study	Nassau	8
Mandarin Sub-Area Study	Duval	5
Green Cove Springs Bike/Ped Master Plan	Clay	3

Project	County	Total Score
Blanding Boulevard Bike/Ped Safety Study	Clay	19
Middleburg Sub-Area Study	Clay	16
North Clay School Connectivity Study	Clay	13
Green Cove Springs Bike/Ped Master Plan	Clay	3
Midwest Sub-Area Study	Duval	31
Springfield Sub-Area Study	Duval	31
North Jacksonville Sub-Area Study	Duval	29
Trout River Sub-Area Study	Duval	29
Old Arlington Sub-Area Study	Duval	28
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West Jacksonville Sub-Area Study	Duval	23
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Sunbeam Sub-Area Study	Duval	18
Mandarin Sub-Area Study	Duval	5
SR 200 Corridor Study	Nassau	8
Downtown St. Augustine Neighborhood Connectivity	St. Johns	14
SJC NW Sector Bike/Ped Master Plan	St. Johns	13
Bike/Ped Connectivity to St. Augustine Study	St. Johns	11
US 1 Bike/Ped Safety and Connectivity Study	St. Johns	11
St. Augustine Beach Sub-Area Study	St. Johns	9

Sub-Area Priorities

- Three priority groups:
 - Priority 1: Higher Priority
 - Priority 2: Medium Priority
 - Priority 3: Lower Priority
- Consistent with format from 2013 plan



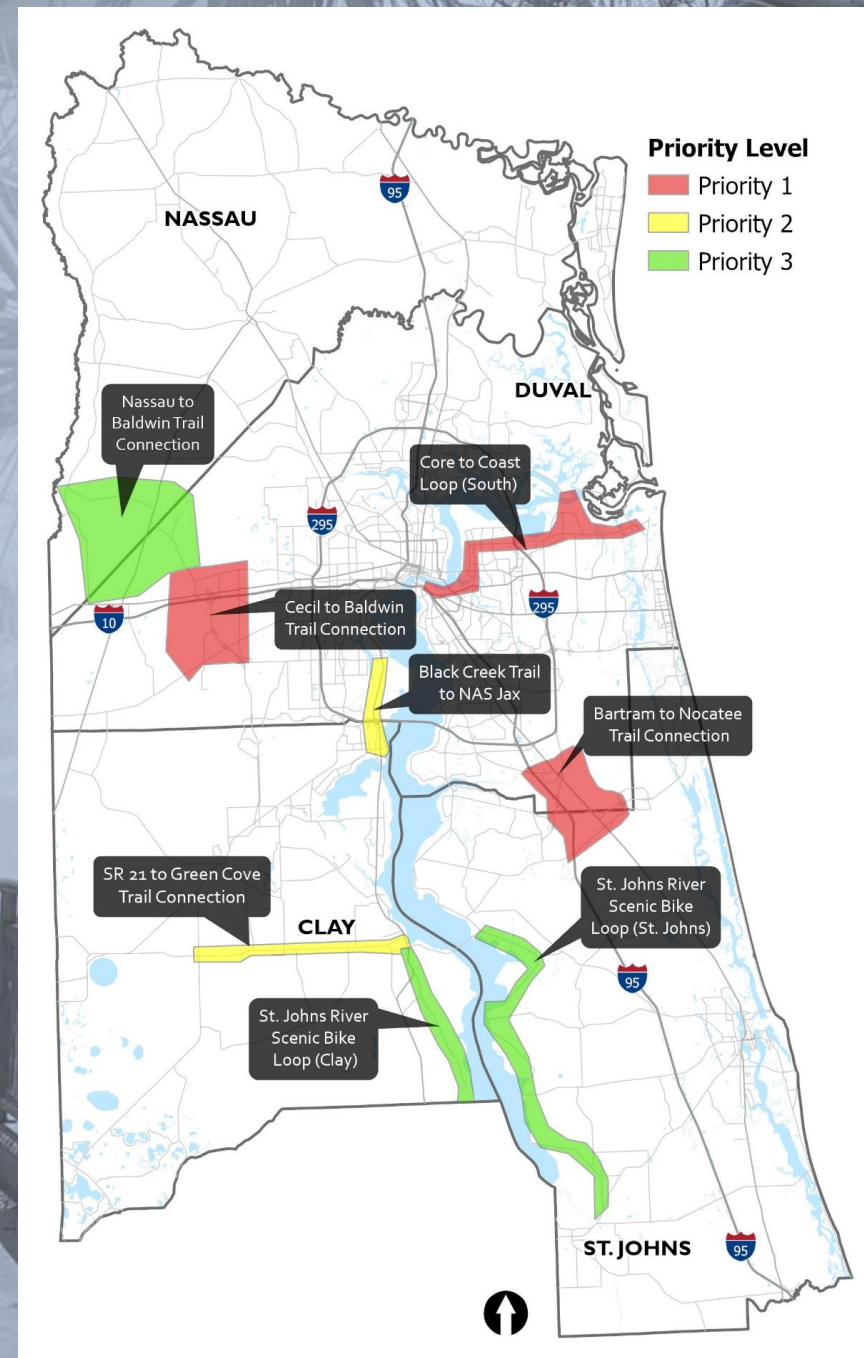
Trail Study Scores

Overall Total Scores

Project	Total Score
Core to Coast Loop (South)	40
Black Creek Trail to NAS Jax	33
Bartram Trail to Nocatee Trail	21
Cecil Trail to Baldwin	28
Nassau County to Baldwin Trail	9
River Scenic Bike Loop - St. Johns	6
River Scenic Bike Loop - Clay	3

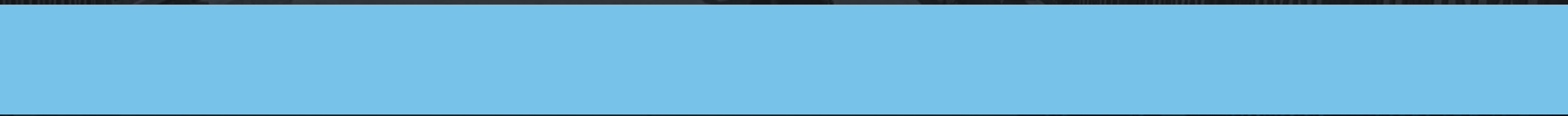
Trail Study Priorities

- Three priority groups:
 - Priority 1: Higher Priority
 - Priority 2: Medium Priority
 - Priority 3: Lower Priority





Other Recommendations



Policy Recommendations

Complete Streets

Enhanced LDRs

Maintenance of Facilities

Mapping and Data

Public Transportation

Regional Collaboration

Resurfacing to Expand Network

Safety

Expand Existing Trails

Education and Encouragement

Safe Routes to Schools

Bike/Ped Counts

Implementation Monitoring

Vision Zero

Facility Selection Matrix



Roadway Context				Facility Type
Target Speed	Target Volume (ADT)	Number of Lanes	Other Considerations	
Any		Any	High curbside activity, frequent buses, congestion, or turning conflicts	Protected Bike Lane
< 10 mph	n/a	No centerline or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 25 mph	≤ 1,500 – 3,000	Single lane each direction or single lane one-way	Low curbside activity or low congestion pressure	Any Bike Lane Type
	≤ 3,000 – 6,000			Buffered or Protected Bike Lane
	< 6,000	Protected Bike Lane		
	Any	Multiple lanes per direction		Protected Bike Lane
> 26 mph	Any	Any	Low curbside activity or low congestion pressure	Protected Bike Lane
High speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High Pedestrian Volume	Bike Path with Separate Walkway or Protected Bike Lane
			Low Pedestrian Volume	Shared Use Path or Protected Bike Lane



From NACTO's *Contextual Guidance for Selecting All Ages & Abilities Bikeways Chart*

Thanks! Questions?

Rebecca Dennis, AtkinsRéalis
Rebecca.dennis@atkinsrealis.com
(904) 363 - 8474

Elizabeth de Jesus, North Florida TPO
edejesus@northfloridatpo.com
(904) 306 - 7505



Hartley Road Widening Study

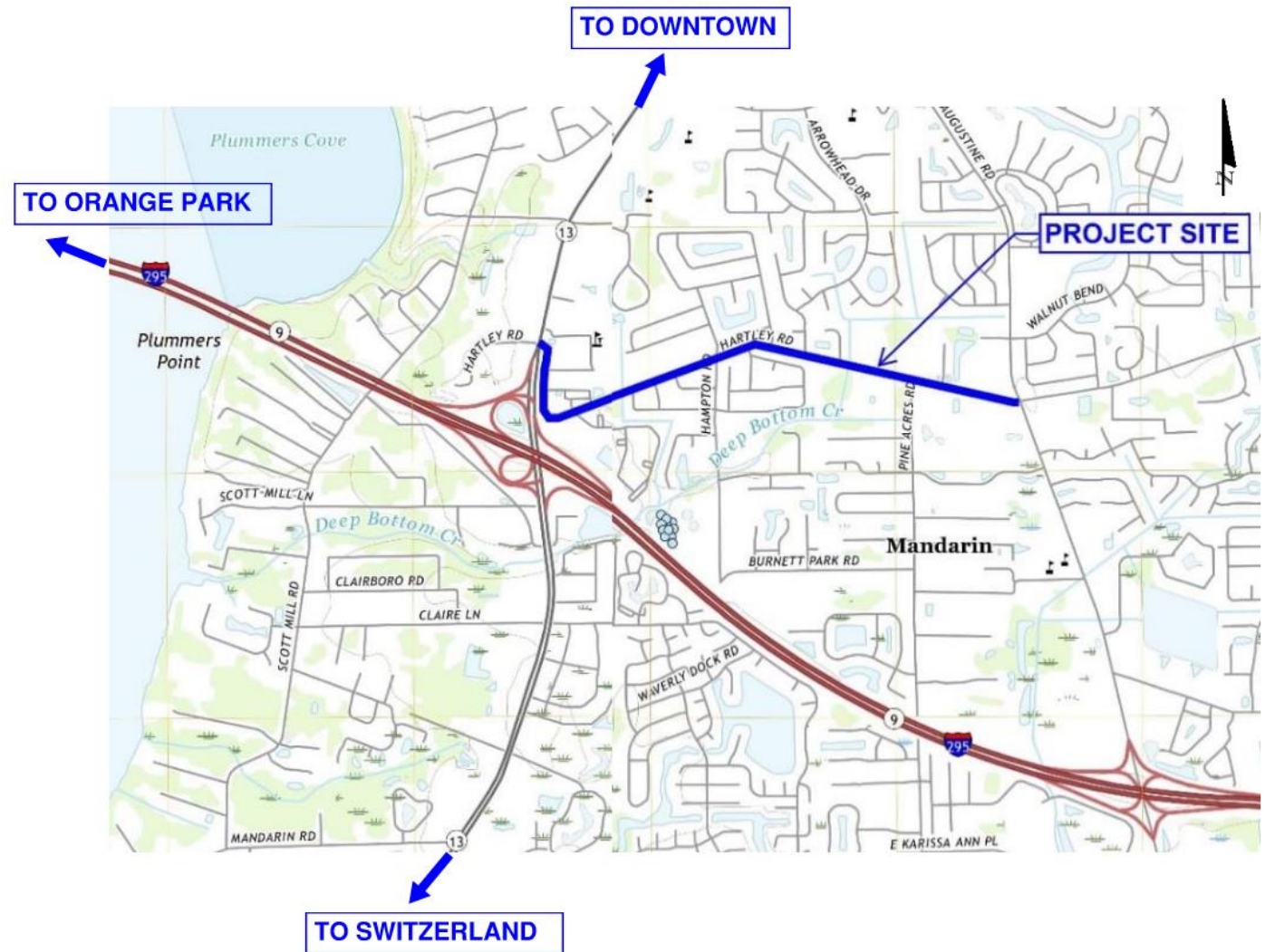
San Jose Blvd. to Old. St. Augustine Rd.

Bicycle and Pedestrian Advisory Committee (BPAC) Presentation, January 11, 2024



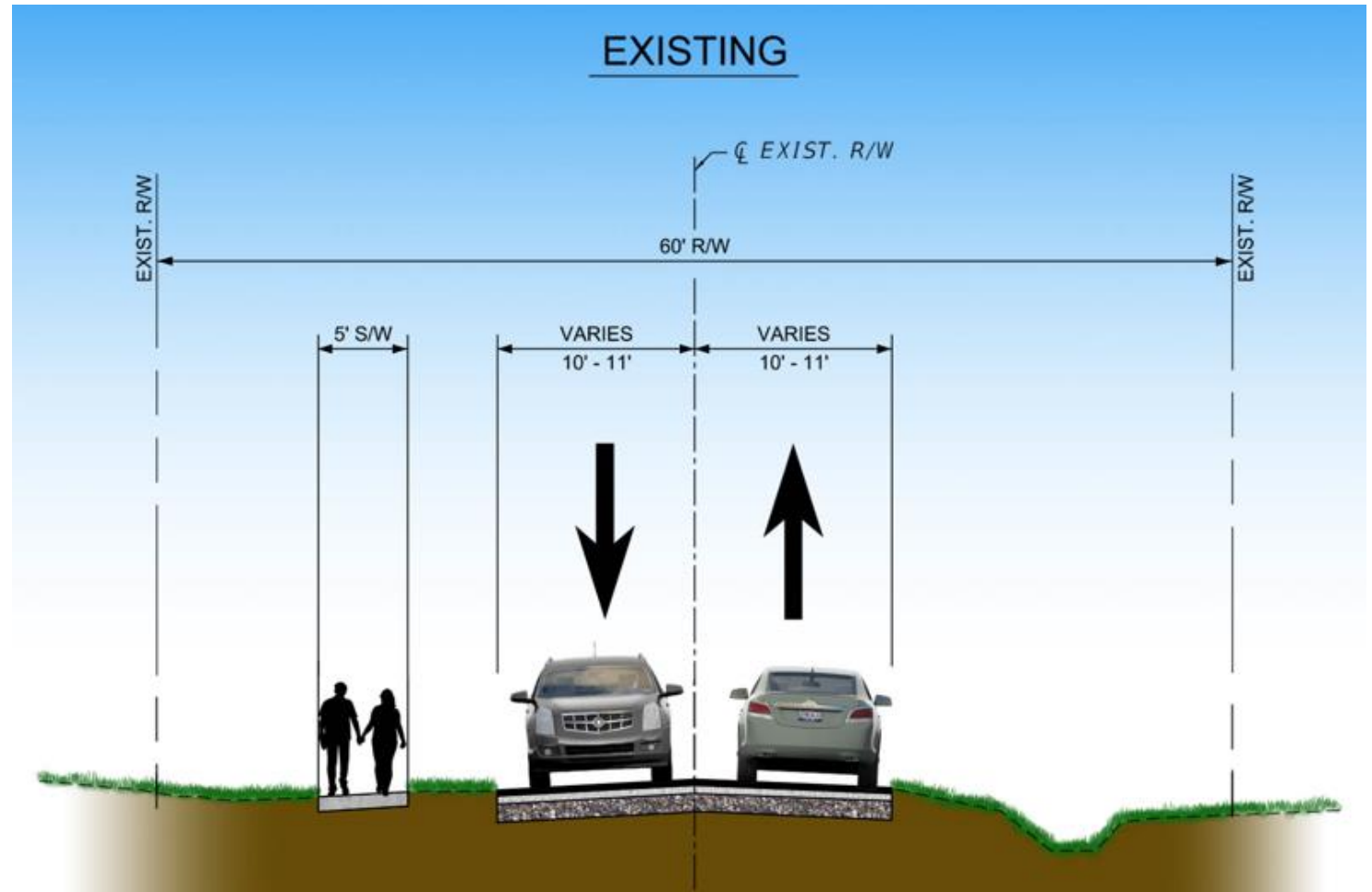
Existing Conditions

- ▶ Located in Mandarin between San Jose Blvd. (SR 13) & Old St. Augustine Rd.
- ▶ 1.5 miles long
- ▶ 11,200 vehicles/day



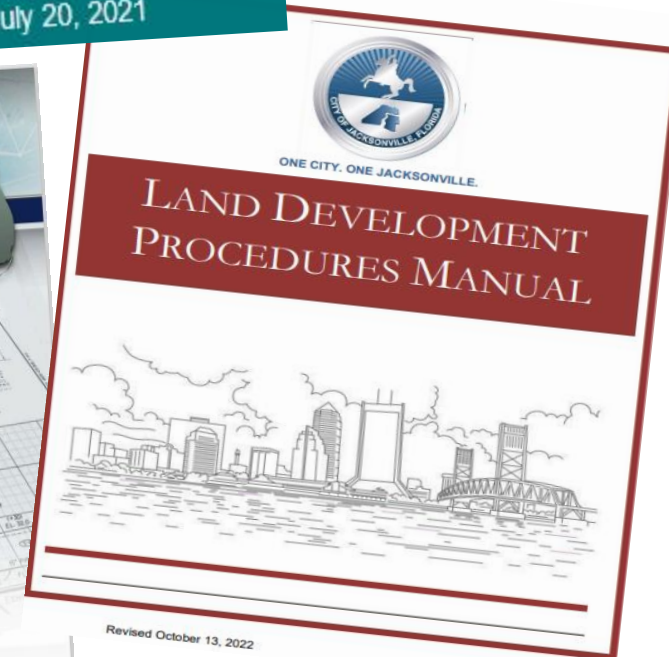
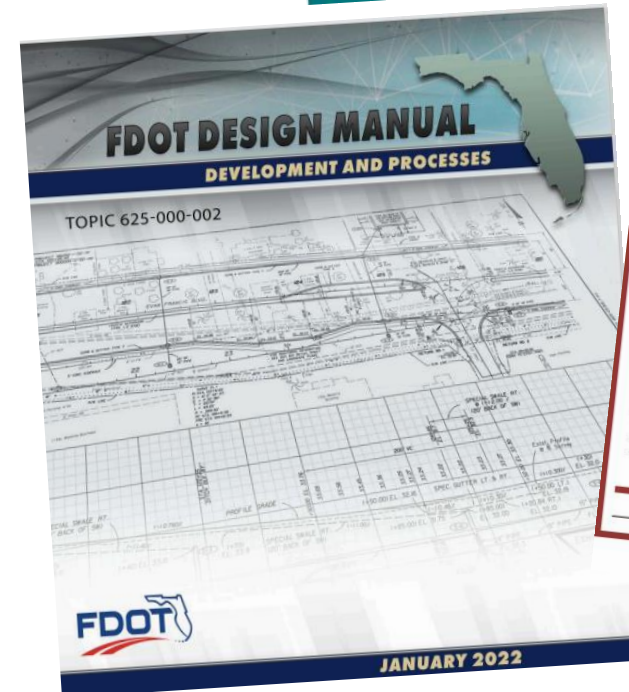
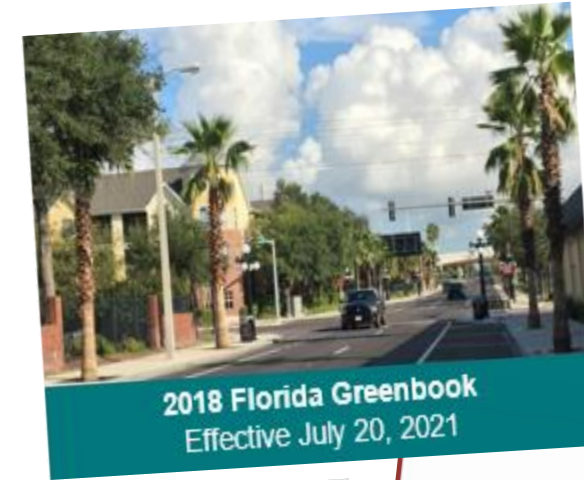
Existing Conditions

- ▶ Rural roadway section with (2) 11-ft lanes, 5-ft sidewalk on north side, & open ditch on south side
- ▶ 60-ft right-of-way (R/W)
- ▶ 35 MPH posted speed limit
- ▶ Pedestrian crossing at Mandarin Senior Center
- ▶ Traffic Signals
 - San Jose Blvd.
 - Old St. Augustine Rd.



Design Criteria/Scope

- ▶ COJ, Florida Greenbook, FDOT Design Manual
- ▶ Urban Collector
- ▶ Proposed urban section with curb & gutter & accommodations for pedestrians & bicycles
- ▶ Currently in Study phase to determine preferred Typical Section
- ▶ Design and Construction phases to follow



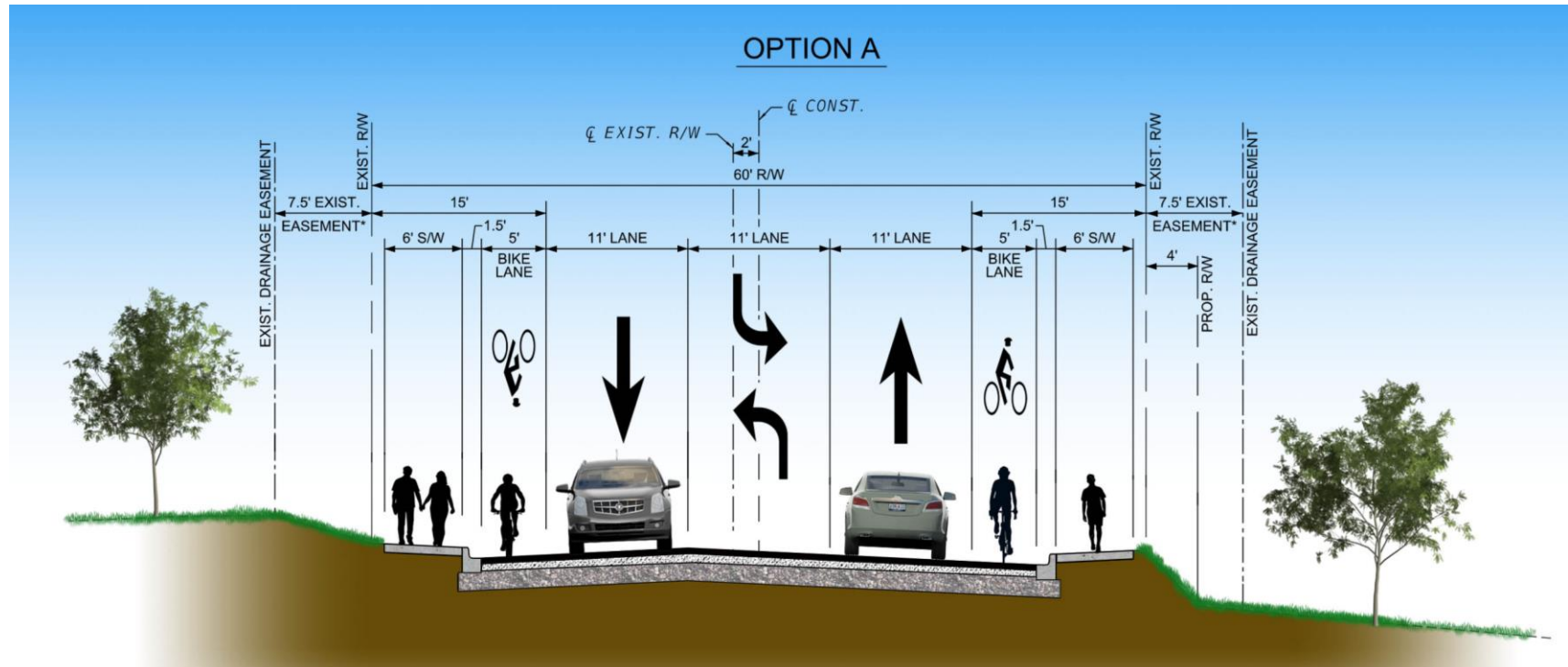
Bicycle/Pedestrian Overview

- ▶ Lack of bicycle facilities/paved shoulders
- ▶ One midblock crossing with Rapid Rectangular Flashing Beacons (RRFB) at the Senior Center
- ▶ 5-ft sidewalk on the north side
- ▶ Proposed buffered bike lanes on San Jose Blvd.
- ▶ Existing unbuffered bike lanes on Hood Rd.
- ▶ Funded unbuffered bike lanes on Old St. Augustine Rd.



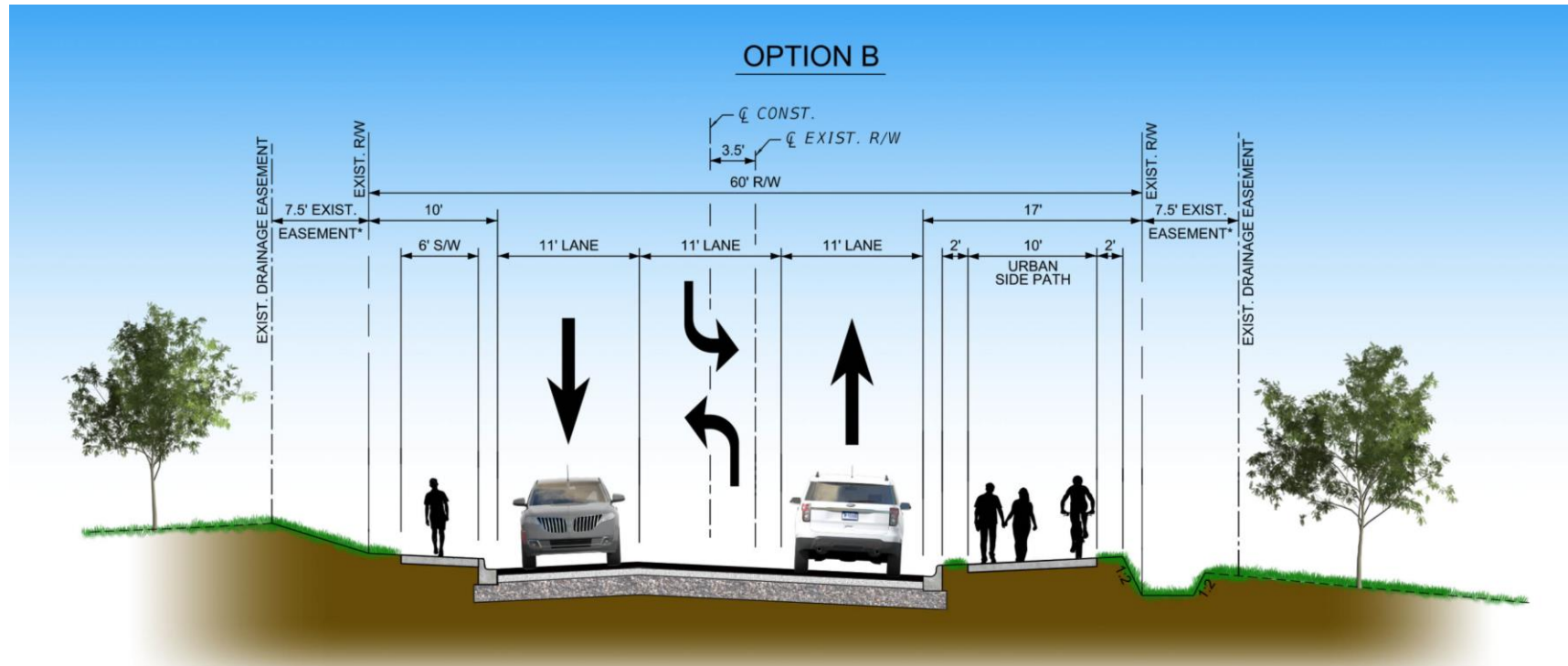
Typical Section A

- ▶ (3) 11-ft lanes with curb & gutter, bike lanes & sidewalks
- ▶ 30 MPH posted speed limit
- ▶ 5-ft bike lanes (unbuffered)
- ▶ 6-ft sidewalks (both sides)
- ▶ Left turn lane/landscaped median
- ▶ Requires extensive amounts of R/W

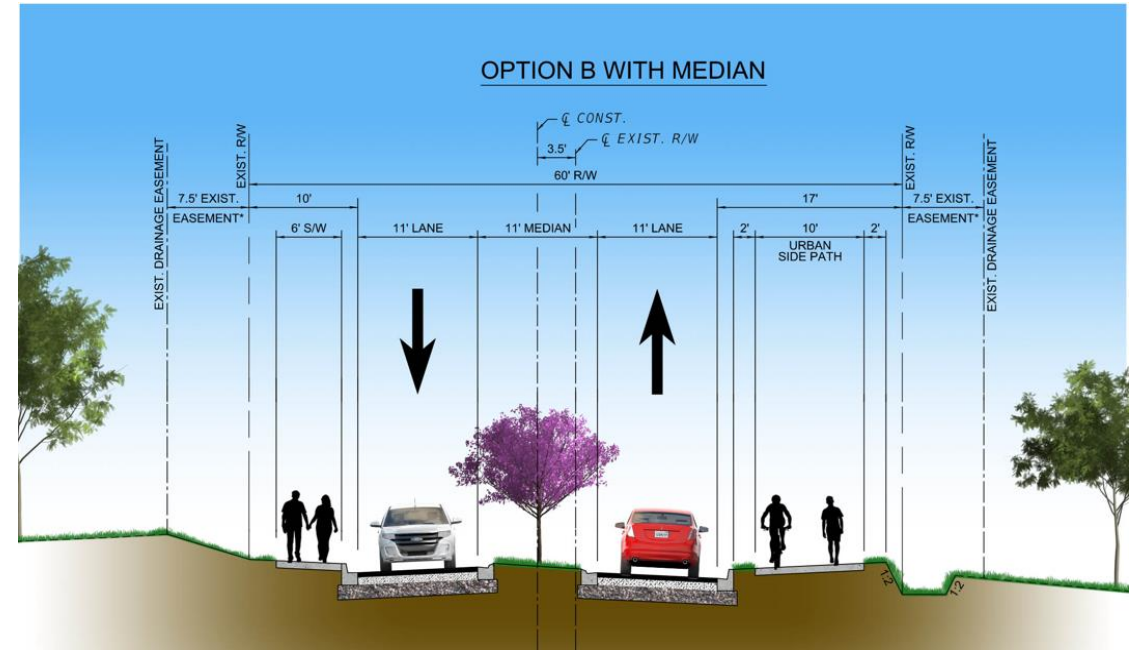
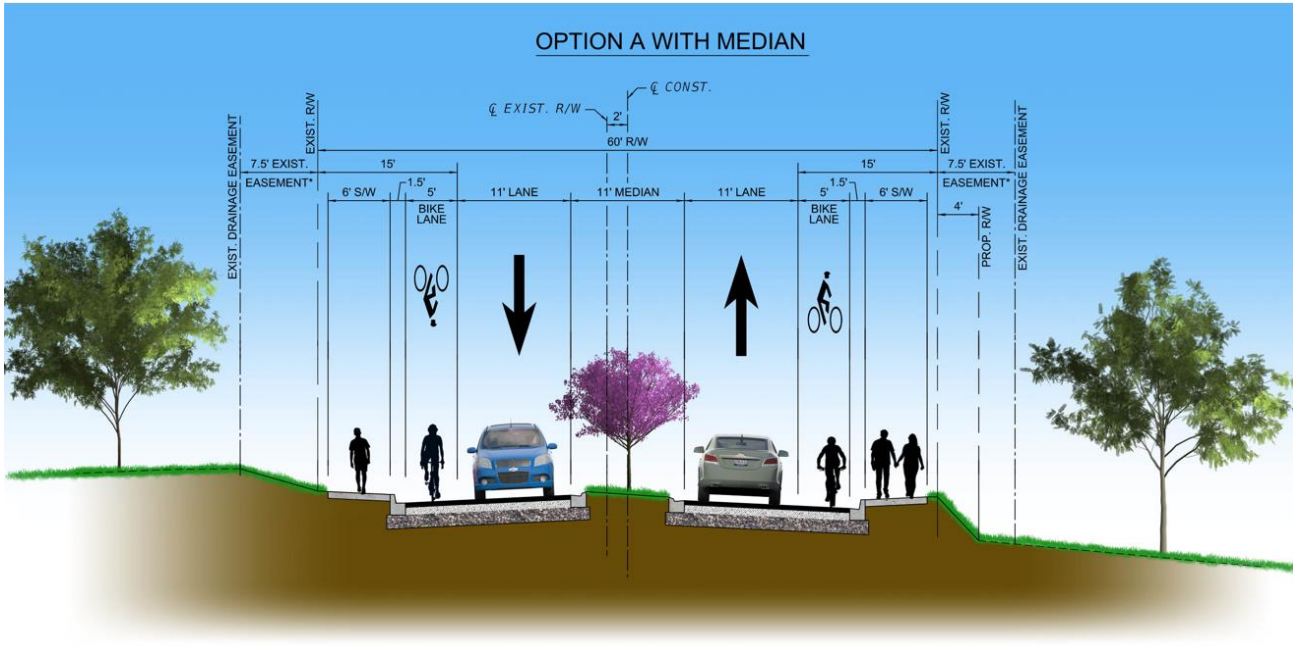


Typical Section B

- ▶ (3) 11-ft lanes with curb & gutter, 10-ft Urban Side Path (USP) & 6-ft sidewalk
- ▶ 30 MPH posted speed limit
- ▶ USP is utilized on low-speed urban roadway with limited R/W
- ▶ Feasibly constructed within existing R/W



Sections with Landscaped Islands



Bike & Pedestrian Safety Considerations:

For Both Options A or B (To be evaluated)

- ▶ Lower posted speed to 30 MPH (traffic calming)
- ▶ High-visibility crosswalks at Whole Foods and Senior Center
- ▶ RRFB or Pedestrian Hybrid Beacon (PHB) signals at crosswalks
- ▶ Lighting at midblock crossings
- ▶ Chicane sections prior to crosswalks (traffic calming)
- ▶ Median islands w/ landscaping (traffic calming)



Raised median crossing with lighting & high-vis markings & signage on Harts Rd. in Jacksonville

COJ Bicycle Connectivity

Existing Bikeway Network

— Existing Unbuffered Bike Lane

Funded Bikeway Network

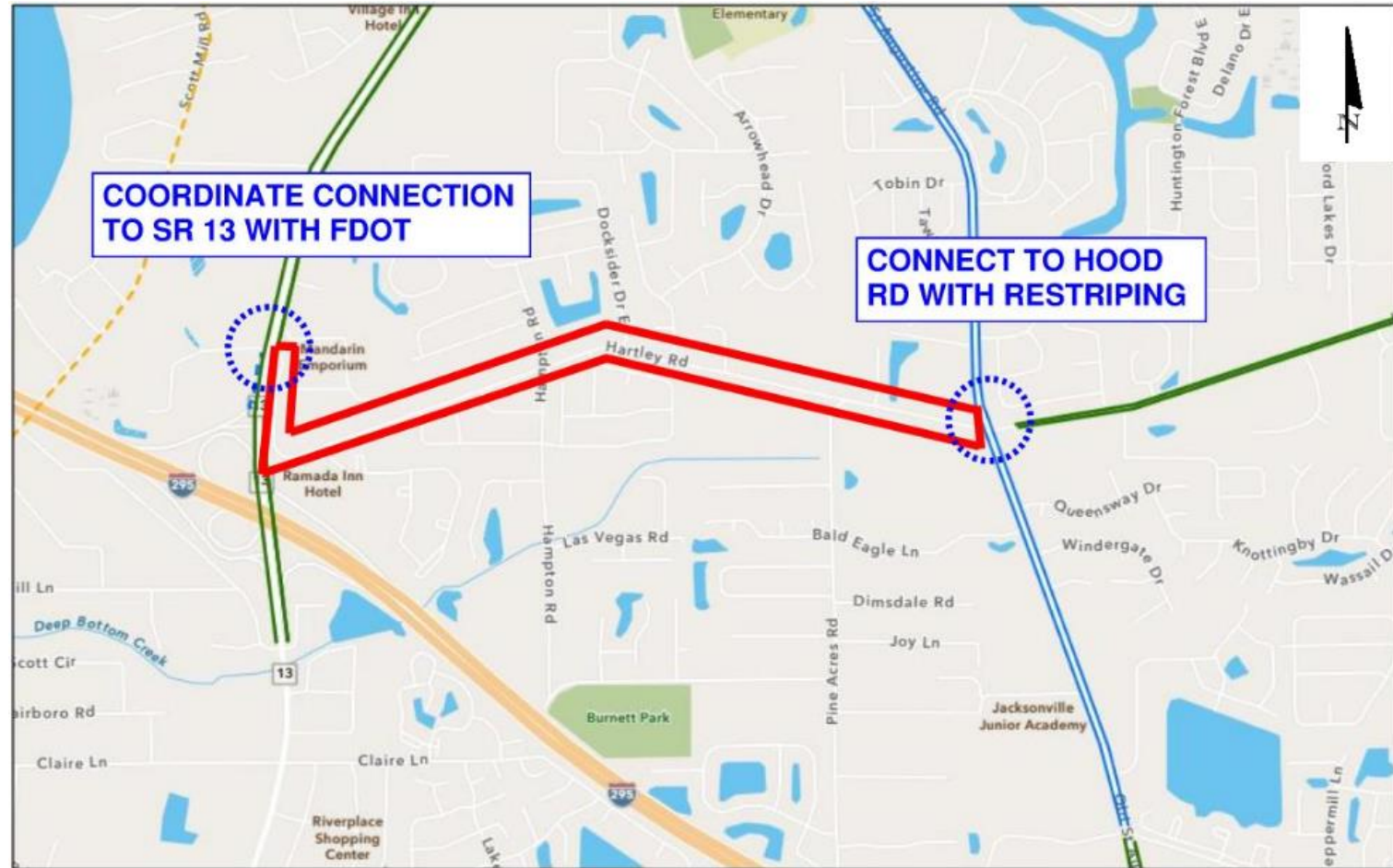
- - - Funded Shared-Use Path

— Funded Unbuffered Bike Lane

Planned Bikeway Network

- - - Planned Shared-Use Path

Project Limits



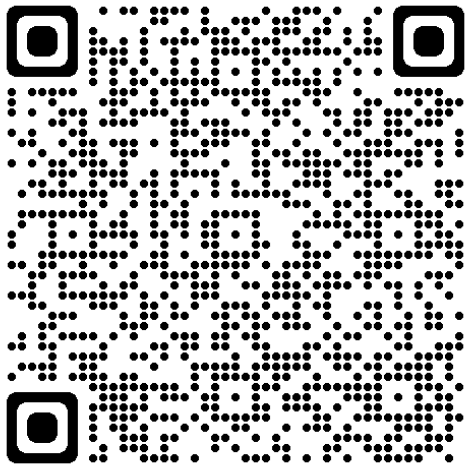
Typical Section Comparison

Criteria	Typical Section A Traditional 3 Lane w/ Sidewalks	Typical Section B Modified 3 Lane with USP
Enhanced Pedestrian & Bicycle Safety	✓	✓
R/W Acquisition Not Required	✗	✓
Time to Complete	✗	✓
Connectivity with COJ Bicycle Plan	✓	✓
Minimal Bicycle Conflicts at Driveways	✗	✓
Bicycles Accommodated Both Sides of Roadway	✓	✗
Separation Between Travel Lanes & Bicycles	✗	✓
Continuous Bicycle Travel without midblock crossings	✓	✗

Questions?



UPCOMING EVENTS



<https://www.eventbrite.com/e/moai-move-naturally-biking-in-west-jacksonville-tickets-728876508257?aff=oddtcreator>



BLUE ZONES PROJECT
JACKSONVILLE

Moai: Move Naturally (Biking)

Every Saturday
January 6 - March 9
12:00 pm - 1:00 pm

Location:
Baldwin Rail Trail
1800 Imeson Road, 32220

**Not a professional cyclist?
Not a problem!**
This event is beginner friendly & is hosted in partnership with the Major Taylor Cycling Club of Northeast Florida.



- ❑ 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

For more info contact Marlo Zarka: marlo@bluezones.com



U.S. Department of Transportation
Federal Highway Administration



PEDESTRIAN & BICYCLIST
FOCUSED APPROACH
TO SAFETY

Safe System Approach

Date: Thursday, January 18, 2024

Time: 10:00 am to 12:00 pm ET

Host: North Florida TPO

Location: Virtual Delivery
(Microsoft Teams)

FHWA will be delivering a virtual training on the Safe System Approach as it relates to pedestrian and bicyclist safety. This 2-hour course will cover the basics of the Safe System Approach and how the approach can be applied to improve pedestrian and bicyclist safety through planning, programming, and design. The course will also include specific examples and tools of agencies applying the Safe System approach.



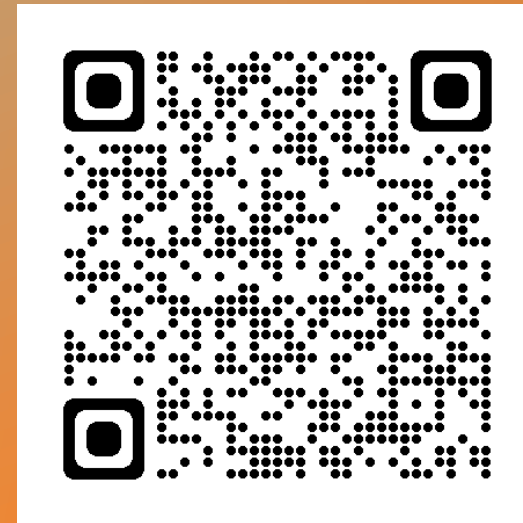
Questions? Contact Elizabeth De Jesus at EDeJesus@NorthFloridaTPO.com

To register, visit: <https://forms.office.com/r/KQhgURzGbx>



lifesaversconference.org

More than 80 workshops will present information about best practices in a variety of topic areas including child passenger safety, distracted driving, impaired driving, occupant protection, & pedestrian/bicycle safety, & more



SAVE THE DATE

2024

Safe Routes to School
National Conference

Fort Collins, Colorado
October 22 - 24, 2024





MINNEAPOLIS | APRIL 13-16
ONLINE | MAY 8-10

MINNEAPOLIS CONVENTION CENTER
[PLANNING.ORG/CONFERENCE](https://planning.org/conference)

Where Planners Connect





DESIGNING CITIES 2024



GET RAD!
May 7 - 10, 2024
Miami, FL



**NEXT
MEETING**

ADJOURN