

BICYCLE & PEDESTRIAN ADVISORY COMMITTEE (BPAC)

**January 16, 2025, Meeting
Ed Ball Building, Room #3112**



ABOUT US

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



AGENDA

5:30 – 5:35 PM	Introductions and Adoption of Minutes
5:35 – 5:55 PM	Taking Inventory of COJ's Bike Parking: BikeRackMap.com Matt Fall, Bike-Ped Coordinator, City of Jacksonville
5:55 – 6:15 PM	Youth Safety Partnership: COJ/DCPS Matt Fall, Bike-Ped Coordinator, City of Jacksonville
6:25– 6:45 PM	Ashley/Church Street Bike Lanes Update 2025 Events and Community Engagement Priorities 2025 Officer Positions Lauren Rushing, BPAC Vice Chair
6:45 – 6:55 PM	Discussion/Rapid Fire
6:55 – 7:00 PM	Wrap-up / Announcements / Next Meeting Info
	Adjourn



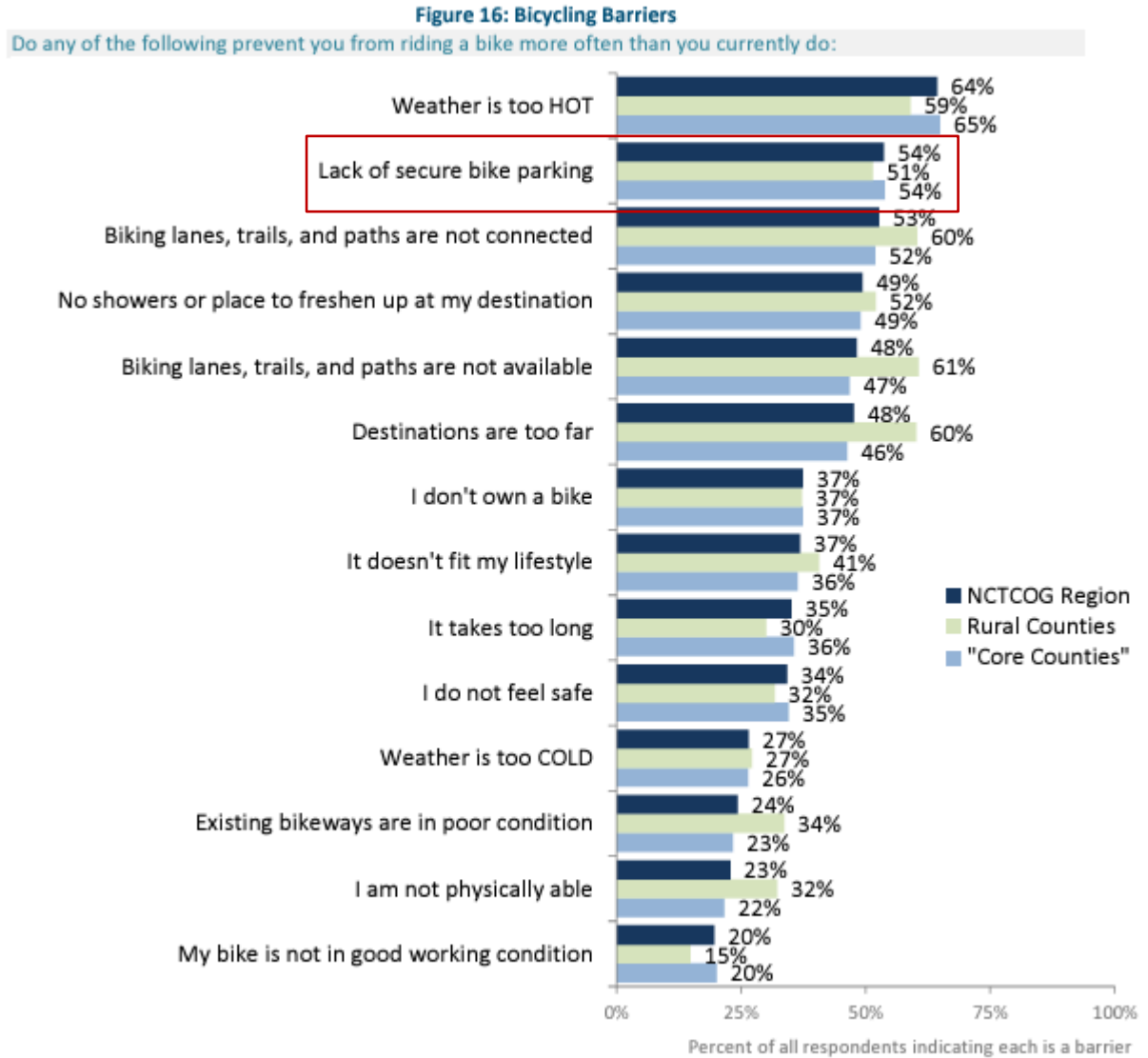


TAKING INVENTORY of COJ'S BIKE PARKING: BIKERACKMAP.COM

Matt Fall, Bike-Ped Coordinator, COJ: mfall@coj.net

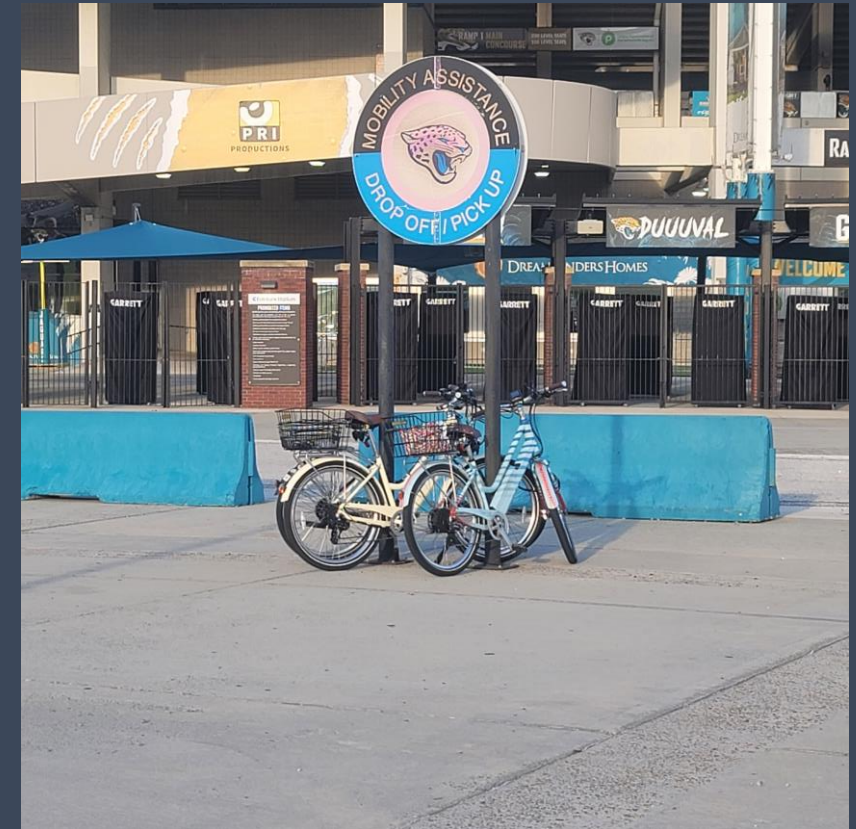
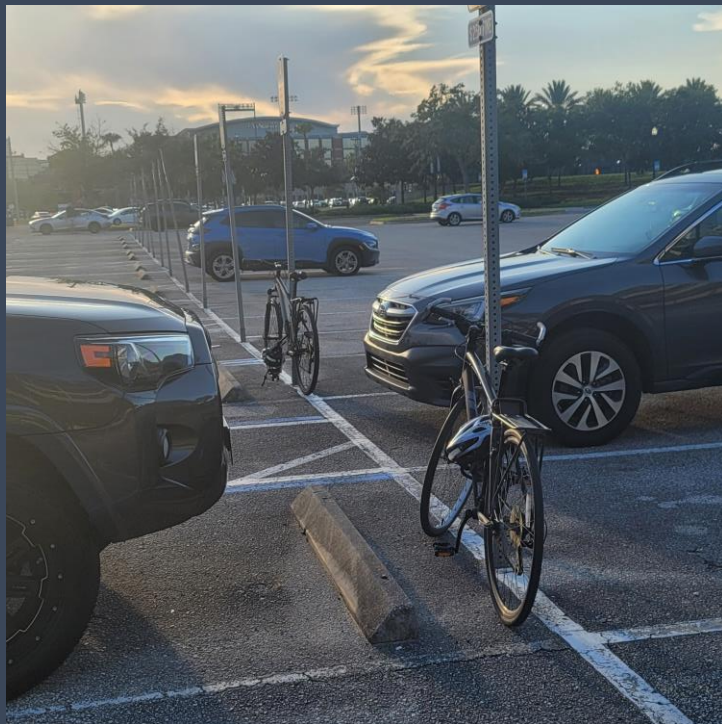


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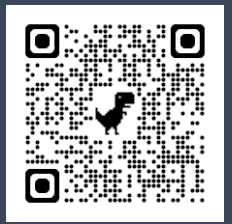
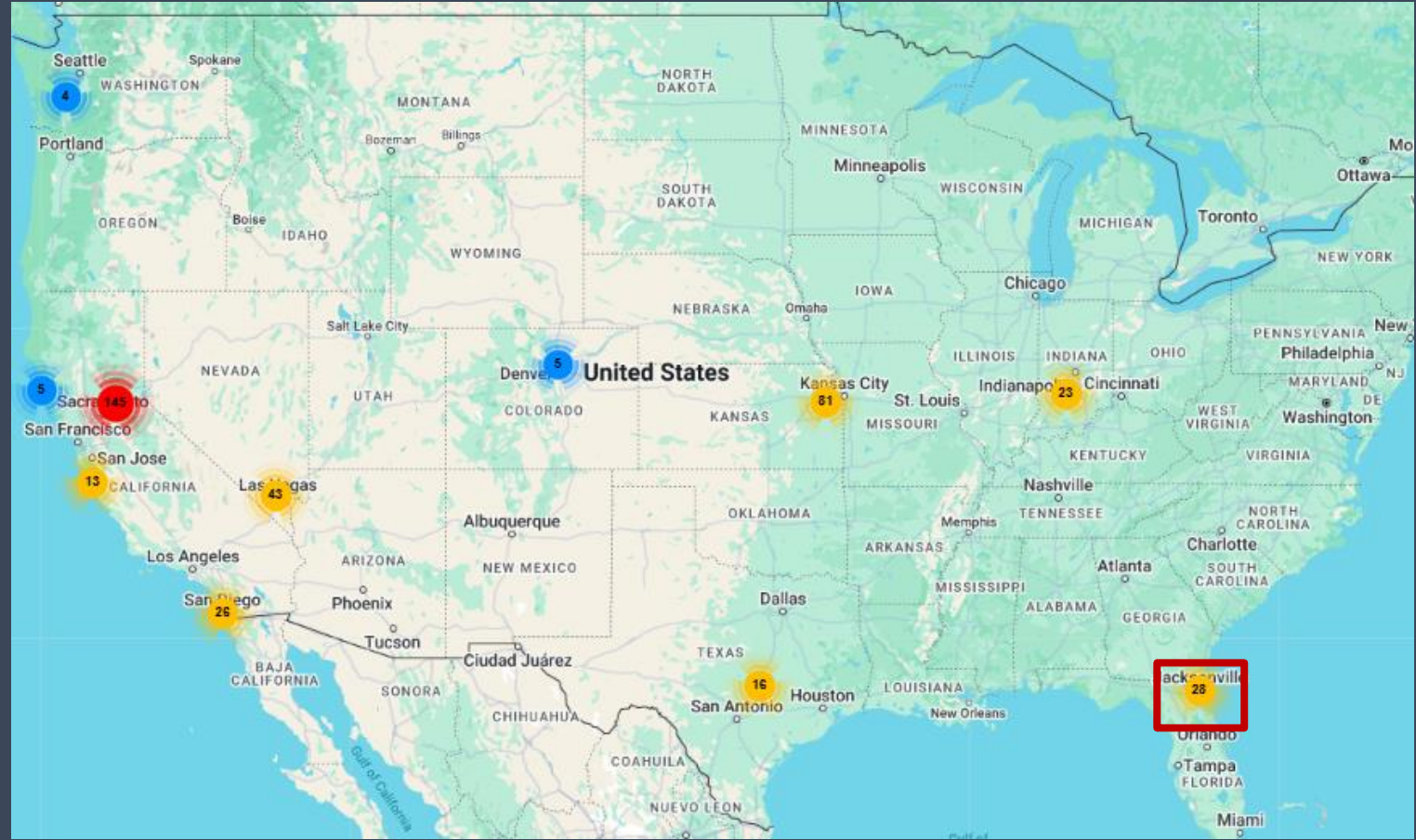
Source: North Central Texas Council of Governments Bicycle Opinion Survey

TAKING INVENTORY of COJ'S BIKE PARKING: BIKERACKMAP.COM

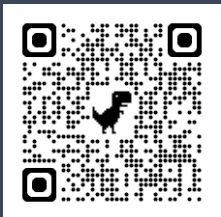
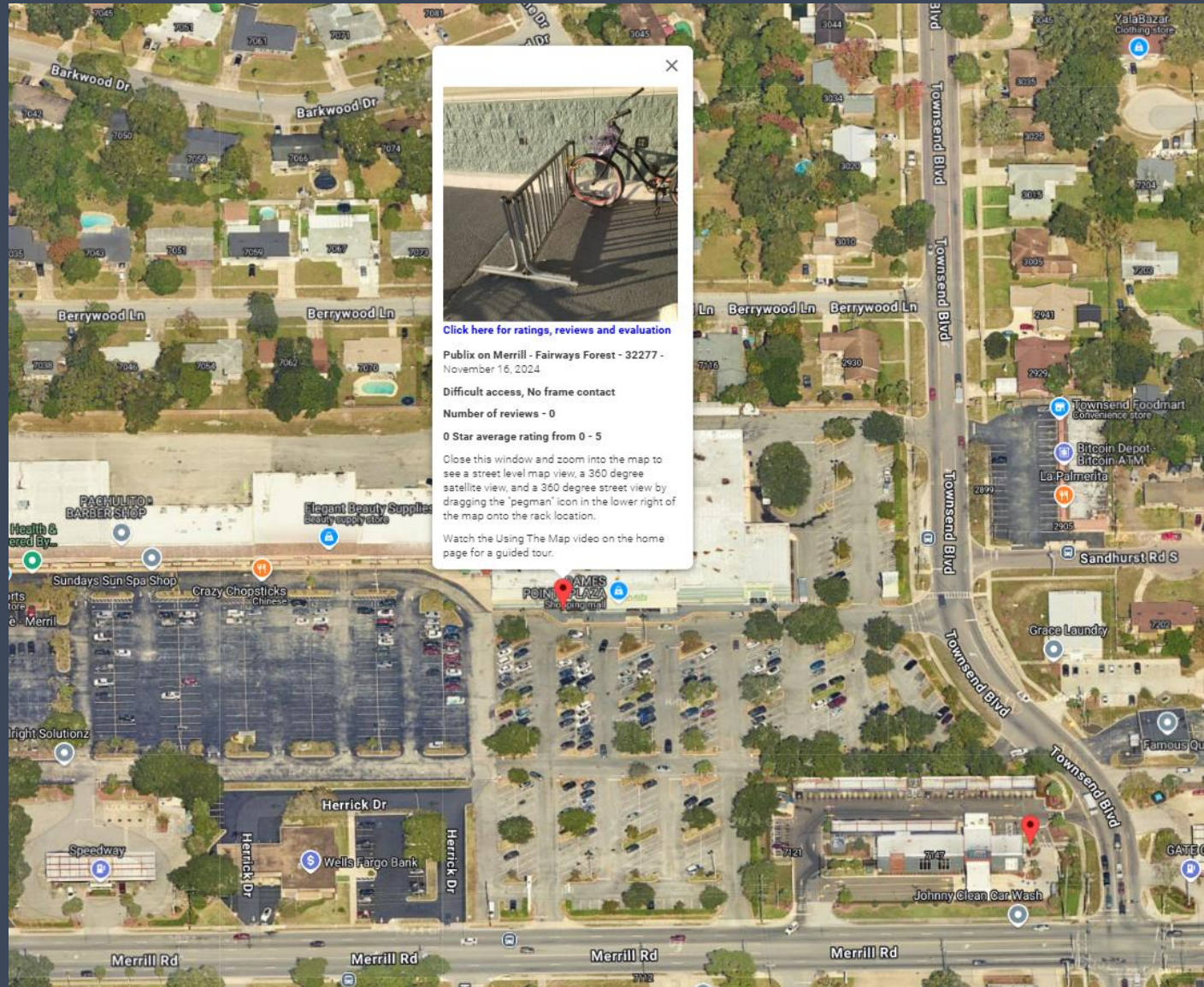


TAKING INVENTORY of COJ'S BIKE PARKING: BIKERACKMAP.COM

The screenshot shows the BikerackMap.com website. At the top left is the logo "BRM Bike Rack Map". A navigation menu includes: Home Page, Map, Add Locations, Manage Your Locations, How To Videos, FAQs, Join! Login, News, Contact, About, and Donate. Below the menu is a grey box with the text: "Share, rate, review, evaluate and discuss bike parking locations" and "BikeRackMap.com provides cyclists with the tools to quickly and easily create a bike parking census". A red rectangular box highlights a row of green buttons: "Join for free!", "Map, Rate, Review", "Add Locations", "How to videos", "Manage Locations", "FAQs", and "News". Below the buttons is a photograph of a bicycle parked in a green bike rack.



TAKING INVENTORY of COJ'S BIKE PARKING: BIKERACKMAP.COM



TAKING INVENTORY of COJ'S BIKE PARKING: BIKERACKMAP.COM

Publix on Merrill

Bike Rack Photo and Location Evaluation



Obstructed:

—

Difficult access:



Unstable:

—

Thin tubes:

—

No frame contact:



One frame contact:

—

Two frame contacts:

—

Video Monitoring:

—

Thefts:

—

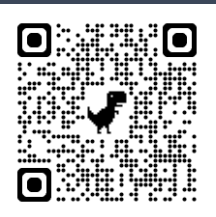
High visibility:

—

Be sure to read [How to rate a good rack and a bad rack](#) before adding your rating and review.



TAKING INVENTORY of COJ'S BIKE PARKING: BIKERACKMAP.COM




Add Bike Rack Location

You are resuming your draft December 30, 2024 12:13 pm

[Start new draft](#)

- 1 ENTER BIKE RACK LOCATION NAME, PHOTO, AND THEN DRAG THE PIN ON THE MAP BELOW
- 2 CLICK NEXT TO ENTER BIKE RACK LOCATION EVALUATION

Location name (Required) 

Bike Rack Photo (Required) 

Drop files here or [select files](#)


Accepted file types: jpg, png, jpeg, Max. file size: 10 MB, Max. files: 1.

Locator Button

[Get my current position](#)

TAKING INVENTORY of COJ'S BIKE PARKING: BIKERACKMAP.COM

Map



Map Satellite

Coordinates

Latitude longitude

Address

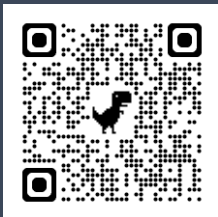
Street Address

Address Line 2

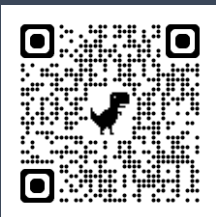
City State / Province / Region

ZIP / Postal Code Country

County



TAKING INVENTORY of COJ'S BIKE PARKING: BIKERACKMAP.COM



Frequently Asked Questions

[How to Login, Logout, and other mobile menu selections](#)

[How to zoom into the map?](#)

[How to add a rating and review](#)

[How to rate a good rack and a bad rack?](#)

[How to add a rack location address?](#)

[How to evaluate a rack?](#)

Our mission is to help make active transportation a viable option by ensuring cyclists have safe, secure and convenient bike parking.

Rate a good rack as shown below

Make sure you rate your rack location based on how well a bike with baskets can access and fit into the rack as shown below. The rack below is an excellent example of bike parking for four bikes with baskets because there is room all around the racks to enter and exit the racks, there are two points of contact for the bike frame to be locked to the rack which is key for bike stability, and the racks are in a well lit and high visibility area near the entrance which is the best way to deter theft. The one negative is that the racks are not covered to protect bikes and cyclists from rain, snow, and high scalding temperatures.

For these reasons, we would rate this rack four stars out of five.





YOUTH SAFETY PARTNERSHIP: CITY of JACKSONVILLE & DUVAL COUNTY PUBLIC SCHOOLS

Matt Fall, Bike-Ped Coordinator, COJ: mfall@coj.net



RESOLUTION 2025-05

A RESOLUTION OF THE SCHOOL BOARD OF DUVAL COUNTY, FLORIDA,
REGARDING PEDESTRIAN SAFETY

WHEREAS, Jacksonville, Florida, is the fourth fastest growing and the tenth most populated city in the United States; and

WHEREAS, Jacksonville, Florida grew by 14,000 people from July 2022 to July 2023, which resulted in an increased number of vehicles on local roads; and

WHEREAS, 25.1% of 2023 road fatalities in Duval County, Florida were pedestrians; and

WHEREAS, Duval County Public Schools has nearly 130,000 students who walk, bike, drive, and ride buses to and from school and activities; and

WHEREAS, eight Duval County Public School students have been struck by vehicles since August 12, 2024, with two fatalities; and

WHEREAS, the Duval County School Board is committed to student safety not only on school campuses, but also as they travel to and from school.

BE IT RESOLVED THAT:

1. The Duval County School Board encourages all drivers to be aware of cyclists and pedestrians of all ages and to take all possible precautions to ensure the safety of children using our walkways and roadways; and
2. The Duval County School Board directs the Superintendent to work cooperatively with the municipal governments within Duval County to establish an annual Traffic Safety Week to educate students and families on safe pedestrian practices; and
3. The Duval County School Board directs the Superintendent to work cooperatively with the municipal governments within Duval County to create a community action plan focused on making Jacksonville and Duval County safe for pedestrians; and
4. The Duval County School Board directs the Superintendent to work cooperatively with the municipal governments within Duval County to investigate joint appropriations requests with community partners to address needed pedestrian infrastructure improvements.

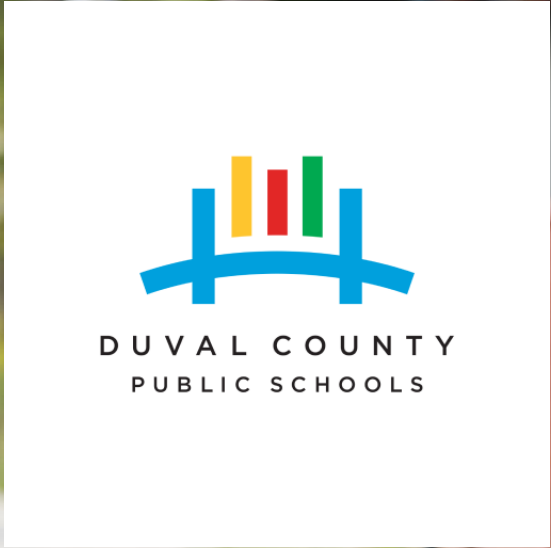
DCPS RESOLUTION 2025-05

- RESOLUTION OF THE SCHOOL BOARD OF DUVAL COUNTY, FLORIDA, REGARDING PEDESTRIAN SAFETY
- ADOPTED NOVEMBER 4, 2024

The Duval County School Board directs the Superintendent to work cooperatively with the municipal governments within Duval County to establish an annual Traffic Safety Week to educate students and families on safe pedestrian practices; and

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Be Safe, Be Seen!



KINDERGARTENERS

- Bike focus with striders

GRADES 1-8

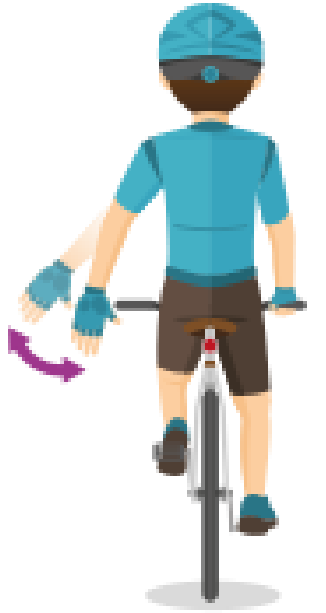
- Bike focus
- Ped introduced, fine-tuned



9-12th GRADES

- Bike refresher & nuanced dive
- Ped refresher & nuanced dive
- Beginning drivers

Bike Safety Tip: Use Hand Signals!



SLOW DOWN

SOURCE: PED-BIKE SAFETY ORG

Bike Safety Tip: Ride with the Flow of Traffic, **Not Against!**

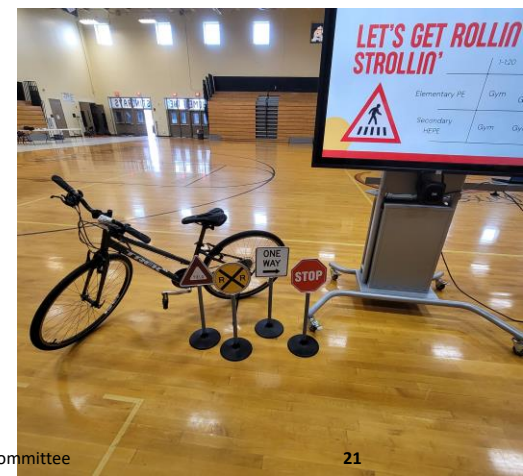
With Traffic

Against Traffic











➤ **Ashley & Church Streets Parking-Protected Bicycle Lanes**

➤ 2025 Events & Community Engagement Priorities

➤ 2025 BPAC Officer Positions

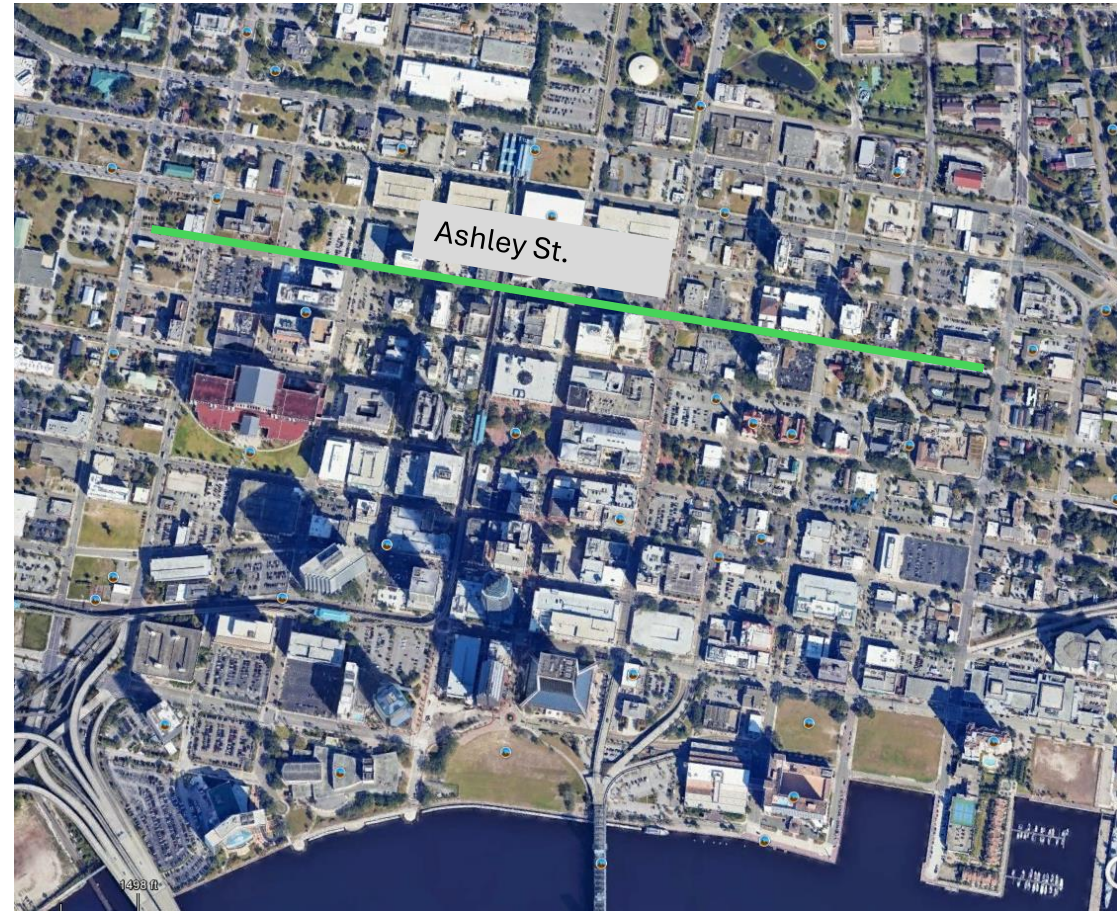


Lauren Rushing, BPAC Vice Chair

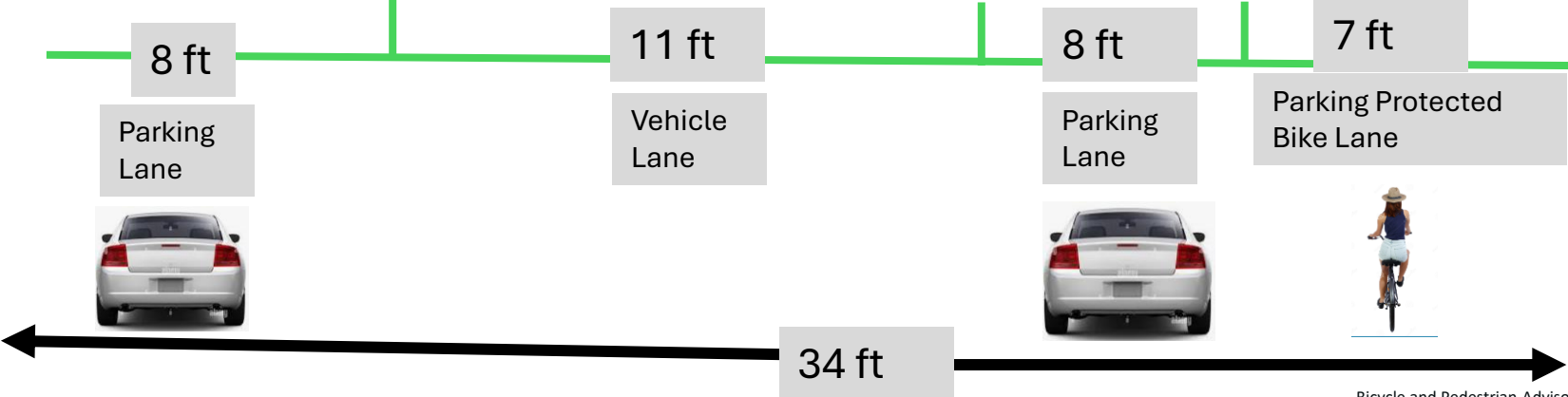
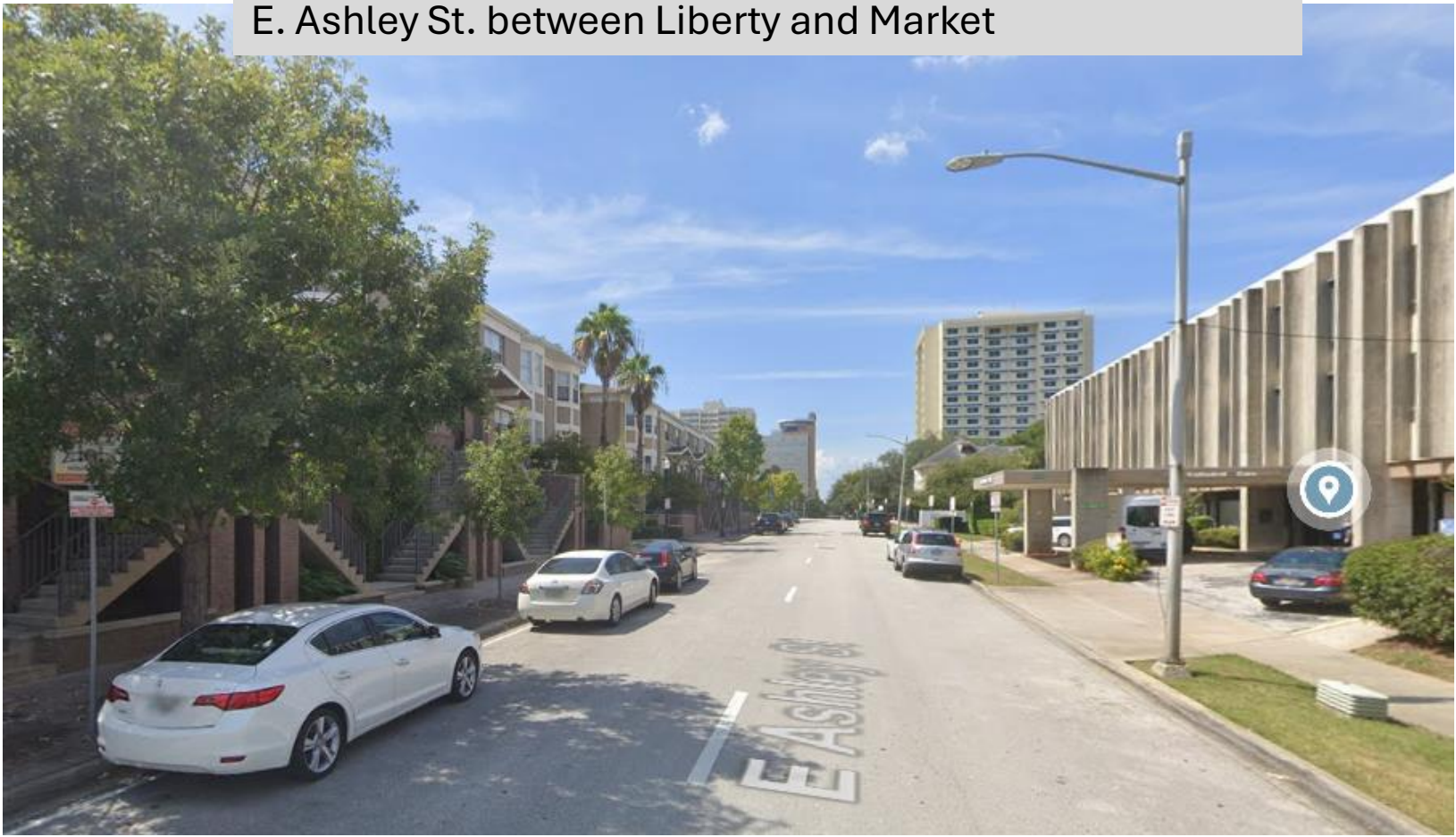


Resurfacing Opportunity: E. Ashley St. from Jefferson St. to Washington

- Ashely St. will be resurfaced in FY25
- Opportunity to install high-quality bike facility for negligible cost
- Ashely St. is 1-way, 2 lanes, and \approx 34ft wide
- The 2023 AADT was **only 654**
- 1 lane can easily accommodate traffic
- Removing 1 lane allows a parking protected bike lane
- Would be LTS1 bike lane
- Can be installed with striping alone during resurfacing
- Would be a valuable connection because there are currently no east-west bike lanes downtown



E. Ashley St. between Liberty and Market



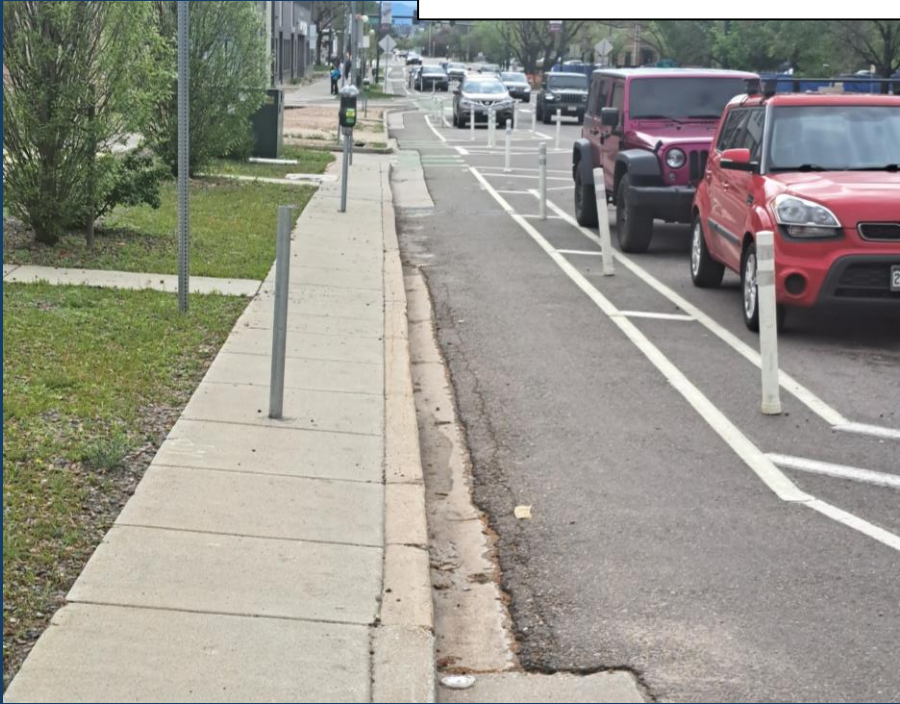
PARKING-PROTECTED BICYCLE LANES: EXAMPLES FROM OTHER CITIES AND DESIGN GUIDANCE



IMAGE FROM NACTO GUIDANCE



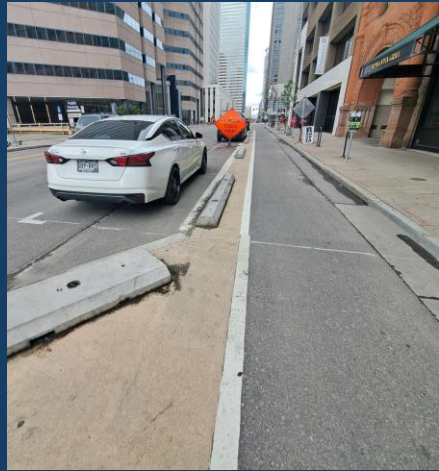
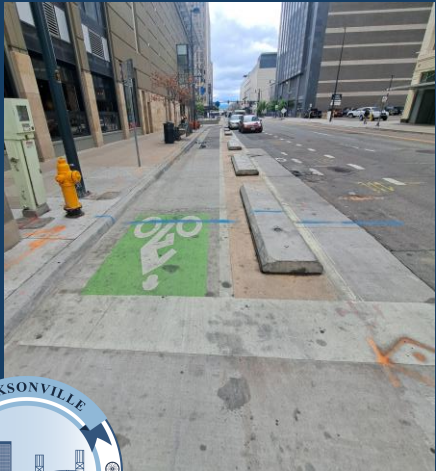
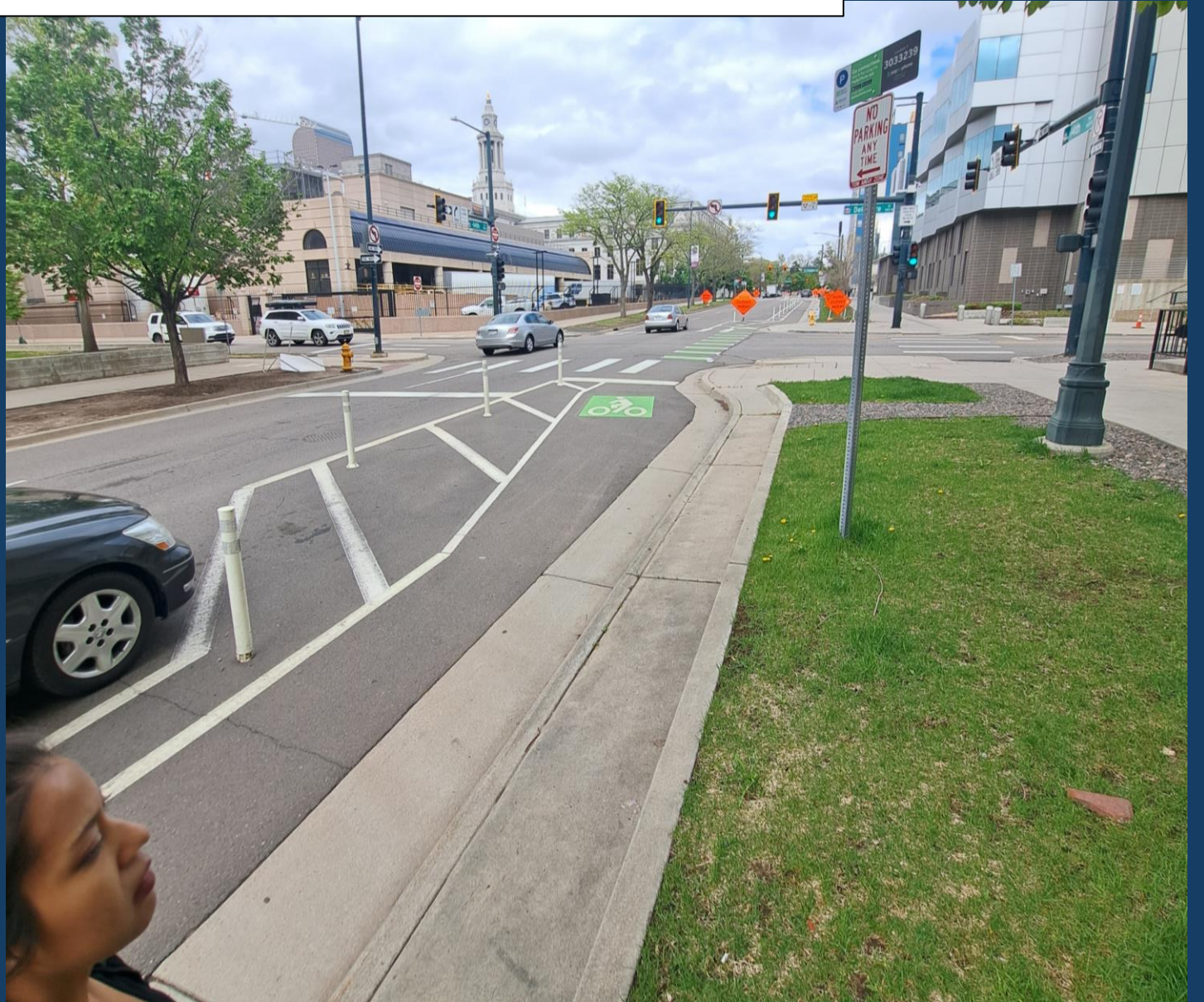
PARKING-PROTECTED BICYCLE LANES: EXAMPLES FROM OTHER CITIES



Denver, CO



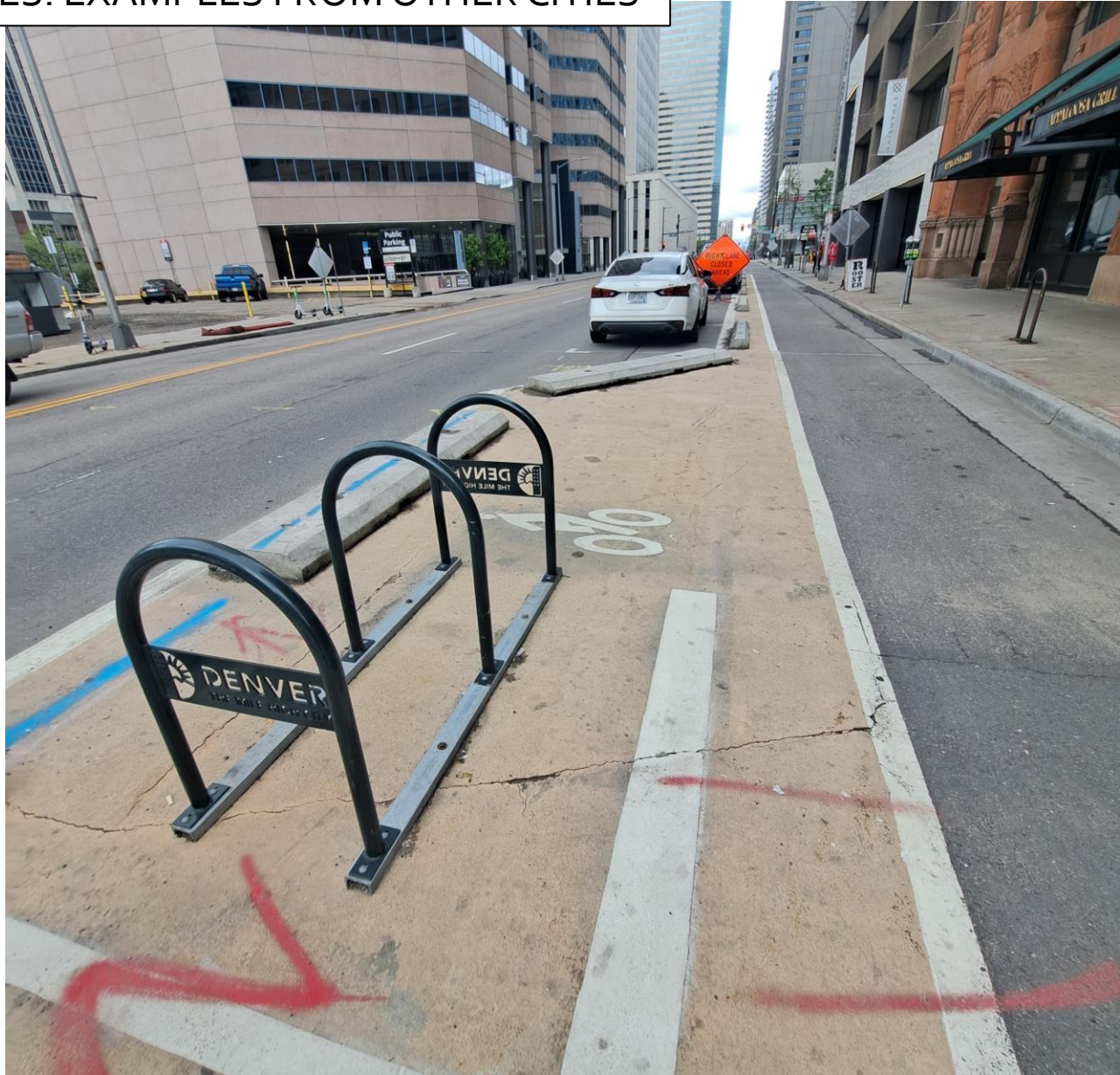
PARKING-PROTECTED BICYCLE LANES: EXAMPLES FROM OTHER CITIES



Denver, CO



PARKING-PROTECTED BICYCLE LANES: EXAMPLES FROM OTHER CITIES



Denver, CO

PARKING-PROTECTED BICYCLE LANES: EXAMPLES FROM OTHER CITIES



Washington, DC

PARKING-PROTECTED BICYCLE LANES: EXAMPLES FROM OTHER CITIES



Washington, DC



PARKING-PROTECTED BICYCLE LANES: EXAMPLES FROM OTHER CITIES



Washington, DC

PARKING-PROTECTED BICYCLE LANES: EXAMPLES FROM OTHER CITIES



Washington, DC (VIDEO)



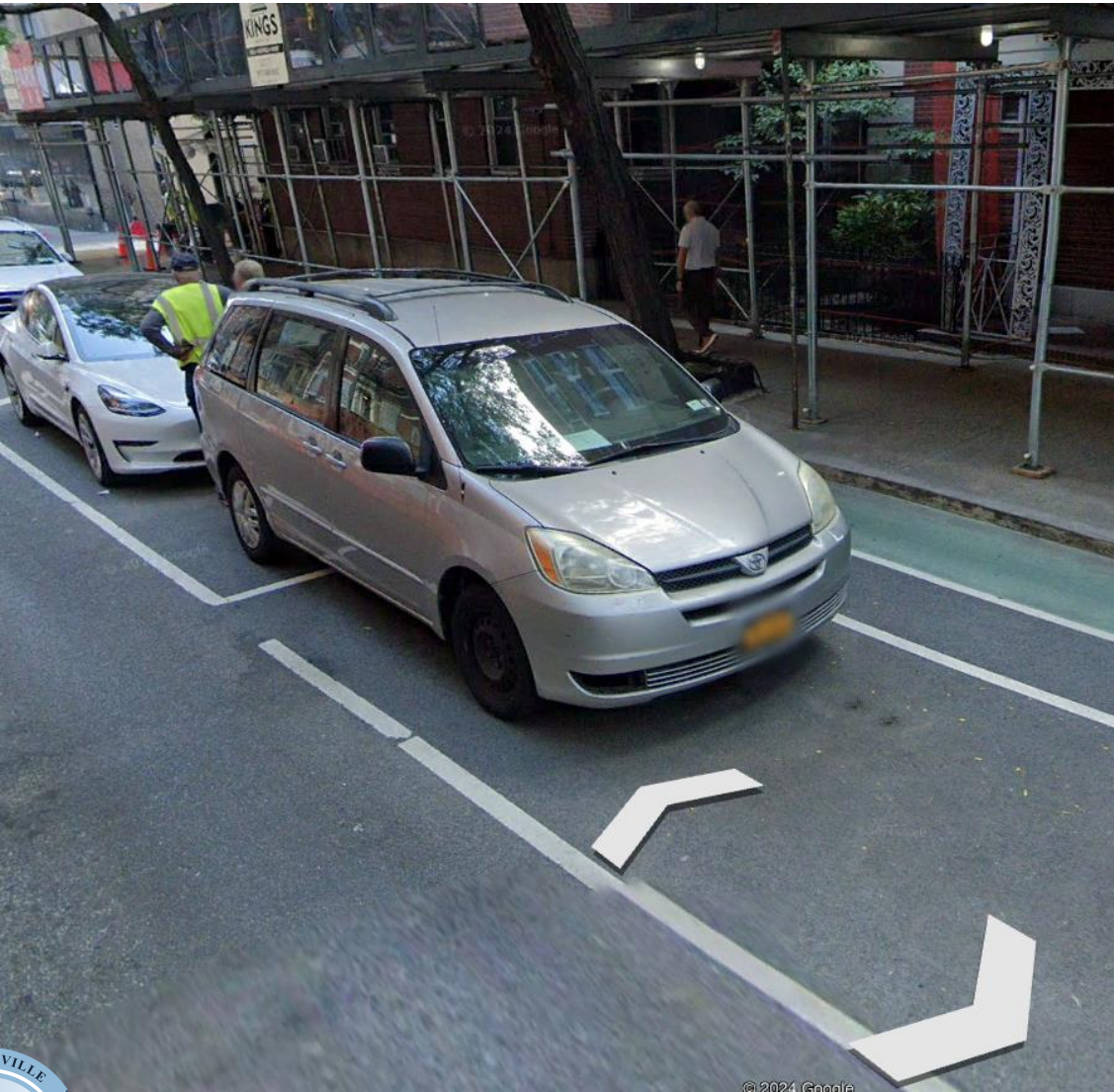
PARKING-PROTECTED BICYCLE LANES: EXAMPLES FROM OTHER CITIES



Crystal City, VA



PARKING-PROTECTED BICYCLE LANES: EXAMPLES FROM OTHER CITIES



W 55th ST, MANHATTAN, NYC



PARKING-PROTECTED BICYCLE LANES: EXAMPLES FROM OTHER CITIES



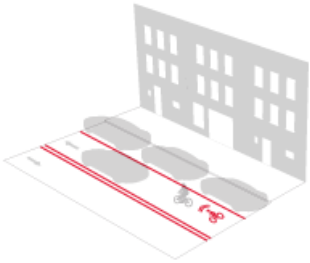
W 55th ST, MANHATTAN, NYC



PARKING-PROTECTED BICYCLE LANES: DESIGN GUIDANCE: NYC DOT

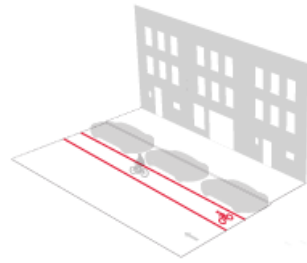
Shared Lane

Ex: 48th Street, Queens



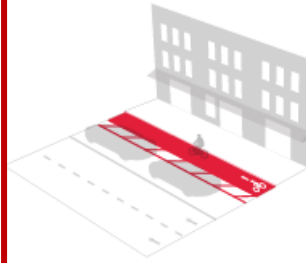
Conventional Bike Lane

Ex: Van Duzer Street, Staten Island



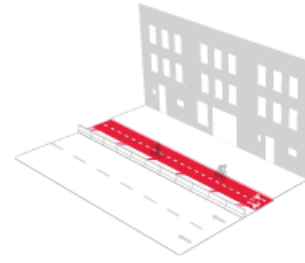
One-Way Protected Bike Lane

Ex: 55th Street, Manhattan



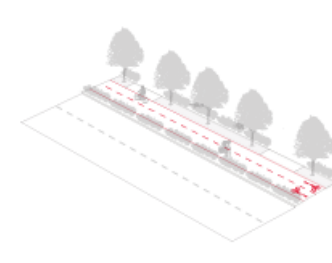
Two-Way Protected Bike Lane

Ex: Prospect Park West, Brooklyn



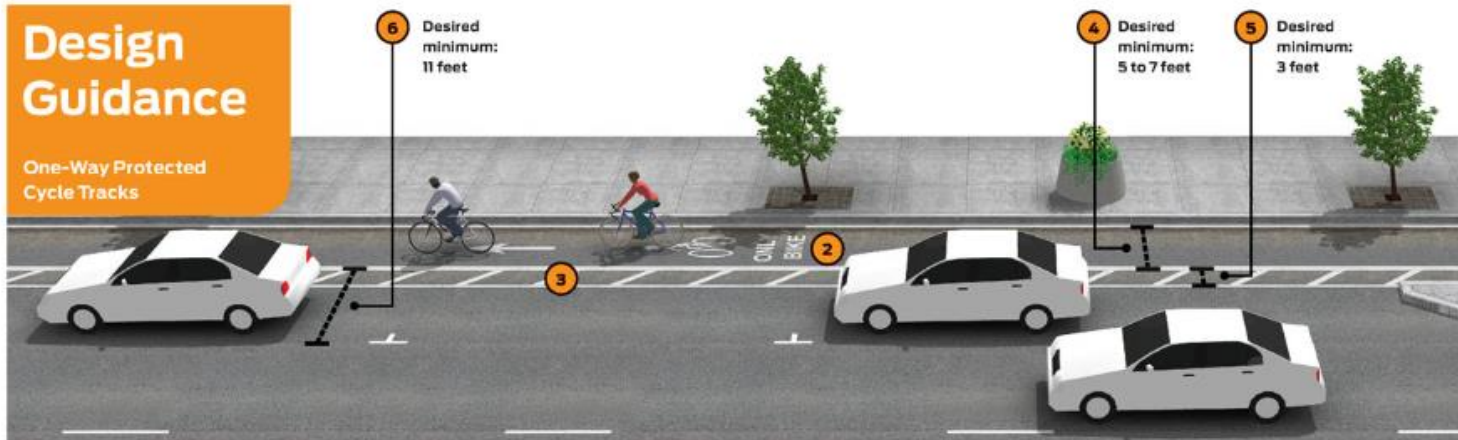
Grade-Separated Bike Lane

Ex: Sands Street, Brooklyn



Space Required	None	5-6' standard	4' min. lane + 3' min. buffer + 4' min. buffer if no maintenance plan (does not apply if parking-protected)	8' min. (4' min. each lane) + 3' min. buffer if no maintenance plan + 2' if protected by Jersey barrier	5' min. one-way, 8' min. two-way + buffer for edge treatments and any obstructions
Ideal Application	<ul style="list-style-type: none"> One- or two-lane street No excess road space Connected to other bike facilities 	<ul style="list-style-type: none"> One- or two-lane street Excess road space Low potential for intrusion into bike lane 	<ul style="list-style-type: none"> Excess road space Low-speed vehicular traffic High potential for intrusion into bike lane 	<ul style="list-style-type: none"> Favorable edge conditions Excess road space Adjacent to parks and waterfront public spaces Within industrial areas 	<ul style="list-style-type: none"> As part of a continuous "Greenway" Adjacent to or through parks and waterfront public spaces
Advantages	<ul style="list-style-type: none"> Clear, easy to follow bike route Heightens driver awareness of cyclists Preserves curbside access Simple implementation 	<ul style="list-style-type: none"> Dedicated roadway space for cycling Preserves curbside access Simple implementation 	<ul style="list-style-type: none"> Protection for cyclists Proven safety benefits for all modes Enhanced pedestrian safety and comfort Allows for pedestrian improvements like safety islands 	<ul style="list-style-type: none"> More spatially efficient than two separate one-way bike lanes Enhanced visibility of cyclists Enhanced access and circulation next to parks and public spaces Safer passing for cyclists traveling at different speeds 	<ul style="list-style-type: none"> Greatest safety benefit to cyclists Connects cycling facilities where on-street facilities are infeasible Preserves curbside access
Disadvantages	<ul style="list-style-type: none"> Does not provide dedicated roadway space for cycling Cyclists not separated from traffic 	<ul style="list-style-type: none"> Vehicular intrusion remains possible Cyclists have minimal separation from traffic Perceived as less safe than protected lanes 	<ul style="list-style-type: none"> Parking impacts Loading activity occurs across bike lane Challenging to regulate floating parking Bike signal timing may impact traffic Maintenance plan required at ped. safety islands for lanes under 11' wide Complex review and implementation 	<ul style="list-style-type: none"> Parking impacts Bike signal timing may impact traffic Requires turn controls or restrictions on a two-way street Complex review and implementation 	<ul style="list-style-type: none"> Often requires capital reconstruction Complex review and implementation
Green Pavement	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Standard if lane is immediately adjacent to curb, especially in areas with high pedestrian volumes Standard if lane is located between a travel lane and a turn lane ("pocket lane") 	<ul style="list-style-type: none"> Standard if there is high parking turnover; not recommended at locations with low turnover Not used when protected by a permanent, continuous vertical element 	<ul style="list-style-type: none"> Preferred if lane is exclusive to cyclists and/or is in an area with high pedestrian volumes 	<ul style="list-style-type: none"> Not used when protected by a permanent, continuous vertical element (e.g., curb, Jersey barrier)
Intersection Treatments	<ul style="list-style-type: none"> Chevrons to indicate bike facility 	<ul style="list-style-type: none"> Chevrons to indicate bike facility 	<ul style="list-style-type: none"> Turn restrictions may be needed at complex intersections Shared crossing ("mixing zone"), separated crossing ("signal-protected turn"), or offset crossing ("protected intersection") to manage turning conflict Chevrons to indicate bike facility 	<ul style="list-style-type: none"> Turn restrictions may be needed at complex intersections Separated crossing ("signal-protected turn") or offset crossing ("protected intersection") to manage turning conflict Chevrons to indicate bike facility 	<ul style="list-style-type: none"> Separated crossing ("signal-protected turn") or offset crossing ("protected intersection") to manage turning conflict Chevrons to indicate bike facility

PARKING-PROTECTED BICYCLE LANES: DESIGN GUIDANCE: NACTO



Design Guidance

One-Way Protected Cycle Tracks

Required Features

- 1 A cycle track, like a bike lane, is a type of preferential lane as defined by the MUTCD.²⁰
- 2 Bicycle lane word, symbol, and/or arrow markings (MUTCD Figure 9C-3) shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment.
- 3 If pavement markings are used to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. Diagonal crosshatch markings may be placed in the neutral area for special emphasis. See MUTCD Section 3B.24. Raised medians or other barriers can also provide physical separation to the cycle track.

Recommended Features

- 4 The minimum desired width for a cycle track should be 5 feet. In areas with high bicyclist volumes or uphill sections, the minimum desired width should be 7 feet to allow for bicyclists passing each other.²⁰
- 5 Three feet is the desired width for a parking buffer to allow for passenger loading and to prevent door collisions.²¹
- 6 When using a parking protected pavement marking buffer, desired parking lane and buffer combined width is 11 feet to discourage motor vehicle encroachment into the cycle track.
- 7 In the absence of a raised median or curb, the minimum desired width of the painted buffer is 3 ft. The buffer space should be used to locate bollards, planters, signs or other forms of physical protection.²²

- 8 Driveways and minor street crossings are a unique challenge to cycle track design. A review of existing facilities and design practice has shown that the following guidance may improve safety at crossings of driveways and minor intersections:

- If the cycle track is parking protected, parking should be prohibited near the intersection to improve visibility. The desirable no-parking area is 30 feet from each side of the crossing.²³
- For motor vehicles attempting to cross the cycle track from the side street or driveway, street and sidewalk furnishings and/or other features should accommodate a sight triangle of 20 feet to the cycle track from minor street crossings, and 10 feet from driveway crossing.
- Color, yield lines, and "Yield to Bikes" signage should be used to identify the conflict area and make it clear that the cycle track has priority over entering and exiting traffic.²⁴

- Motor vehicle traffic crossing the cycle track should be constrained or channelized to make turns at sharp angles to reduce travel speed prior to the crossing.

- 9 Gutter seams, drainage inlets, and utility covers should be configured so as not to impede bicycle travel and to facilitate run-off.

- 10 Sidewalk curbs and furnishings should be used to prevent pedestrian use of the cycle zone.

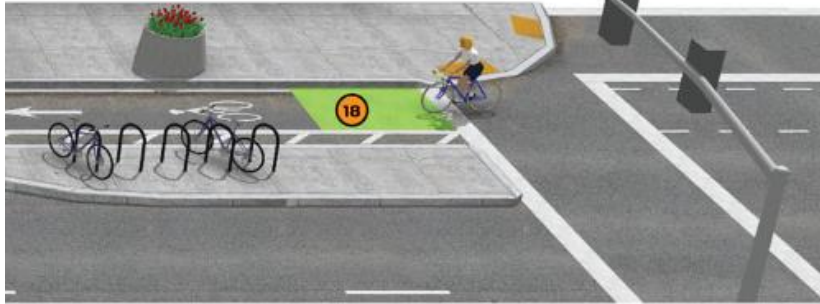
- 11 Cycle track width should be larger in locations where the gutter seam extends more than 12 inches from the curb.²⁵

Optional Features

- 12 Tubular markers may be used to protect the cycle track from the adjacent travel lane. The color of the tubular markers shall be the same color as the pavement marking they supplement.²⁶



PARKING-PROTECTED BICYCLE LANES: DESIGN GUIDANCE: NACTO (continued)



13 Cycle tracks may be shifted more closely to the travel lanes on minor intersection approaches to put bicyclists clearly in the field of view of motorists. See Cycle Track Intersection Approach for other methods of transitioning a cycle track to an intersection.²⁷

14 A raised median, bus bulb, or curb extension may be configured in the cycle track buffer area to accommodate transit stops. Bicyclists should yield to pedestrians crossing the roadway at these points to reach the transit stop.

15 At transit stops, consider wrapping the cycle track behind the transit stop zone to reduce conflicts with transit vehicles and passengers. Bicyclists should yield to pedestrians in these areas. At intersection bus stops, an extended mixing zone may be provided with signage directing bicyclists to yield to buses and loading passengers,

Cycle tracks may be configured on the left side of a one-way street to avoid conflicts at transit stops.

16 A "Bike Lane" sign (MUTCD R3-17) may be used to designate the portion of the street for preferential use by bicyclists. A supplemental "No Cars" selective exclusion sign may be added for further clarification.

17 "Bike Only" legend (MUTCD 3D.01) may be used to supplement the preferential lane word or symbol marking.²⁸

18 Colored pavement may be used to further define the bicycle space.

Alternate Protection Strategies



- ▶ Ashley & Church Streets Parking-Protected Bicycle Lanes
- ▶ **2025 Events & Community Engagement Priorities**
- ▶ 2025 BPAC Officer Positions



Lauren Rushing, BPAC Vice Chair



2025 Community Engagement/Event Priorities

Event	Date
Primary Event	
World Day of Remembrance	Nov 16, 2025
Secondary Events	
Bike Month Bike Ride	March 2025
DCPS Youth Events	TBD
Parking Day	Sept 19, 2025

Other event ideas? Volunteers to lead new efforts?



- Ashley & Church Streets Parking-Protected Bicycle Lanes
- 2025 Events & Community Engagement Priorities
- **2025 BPAC Officer Positions**



Lauren Rushing, BPAC Vice Chair





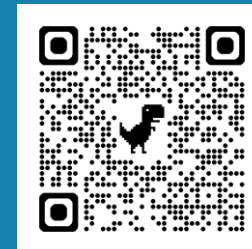
National Association of City Transportation Officials

Designing Cities 2025

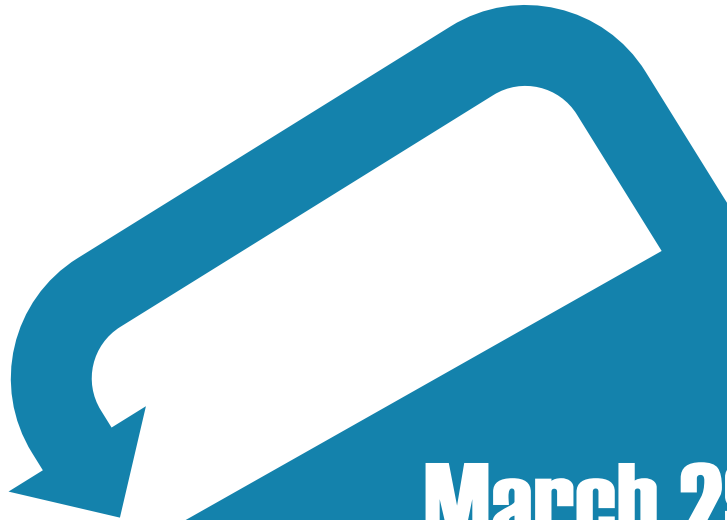
The annual NACTO Designing Cities Conference brings together over 1,000 people passionate about advancing the state of transportation in North American cities—engineers, planners, government agency leaders, elected officials, advocates, and other transportation professionals of all career levels.

2025 host: The District Department of Transportation

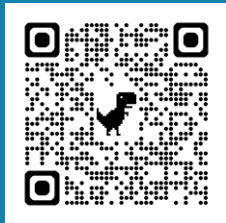
May 29-31, 2025
Washington, D.C.



American Planning Association 2025 National Planning Conference



March 29–April 1, 2025
Denver, Colorado



NPC25 program areas will include sessions on these topics:

- Climate Change, Energy, and the Environment
- Economic Trends and Transformations
- Emerging and Evolving Technology
- Inclusive Planning for Social Change
- Housing Challenges and Solutions
- Navigating Politics to Advance Planning
- Transportation and Infrastructure
- Upskilling for the Future

