

Jacksonville BPAC Meeting Notes  
Hybrid Meeting  
August 3, 2023 @ 5:30 PM  
Ed Ball Building – 3<sup>rd</sup> Floor Conference Room  
214 N Hogan Street – Jacksonville FL

**Copies of presentation materials from the August 3, 2023 BPAC meeting may be viewed or edownloaded 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, NFBC), Lauren Rushing (Secretary), Matt Fall (COJ Bicycle Pedestrian Coordinator), Len Burroughs (CPAC, NFBC), Barry Cotter, Logan Cross (San Marco Preservation Society, Chair Sierra Club North Florida), Larry Roberts (JTC Running), Wiatt Bowers (Atkins), Thalia Fuste (COJ), Larry Roberts, Todd Addicott (SORBA), Stacy Addicot (SORBA) (SORBA), Janelle Appara (resident)

***Virtual:*** Chris Schnoenig (Atkins), Monty Selim Groundwork Jax), Daniel Ashworth (EMT, SPAR), Tyler Blair (EXP), Danny Padilla, Alyssa Goldberg (EXP)

Peter Borenstein chaired the meeting.

**I. Introduction & Adoption of Minutes**

Peter Borenstein moved for the adoption of the notes for the BPAC meeting that was held on July 6, 2023. Lauren Rushing seconded the motion. The vote to approve the meeting notes was unanimous.

**II. Presentation SORBA Jax Update on “Jeremy’s Hill” along Sunbeam Road, Todd Addicott, President, Southern Off-Road Bicycle Association Jacksonville (SORBA Jax)**

SORBA Jax is building an off-road bicycle park at 4520 Sunbeam Road called Attero Recreational Park Trail System. SORBA is 501c3 with no paid staff. Todd visited BPAC earlier this year when the committee hosted a presentation on UPWP study of Sunbeam Road and gave the committee preliminary information on the project. He has returned to give an official update.

The park will reimagine an old construction materials landfill that closed in 1985. A golf course was partially built at the location, but was never completed. Due to the types of materials discarded there the site had low levels of methane contamination, however the land still cannot be built on. The bicycle park will be 100 acres with 5 acres of frontage that will be used as dog park and pickleball court. The hill on the property is one of Jacksonville’s highest point at an elevation of 65 feet. Approximately 3 miles of the trail has already been built and will be a total of 12 miles in length at build out.

Jeremy Hill and JT Thorton are the current owners of property. The owners have an obligation to build a trail on this part of the property to mitigate the impact of PUD that developed a 55+ community adjacent. The community was originally promised a golf course. The bicycle park is being pursued as a win-win solution to fulfill the trail obligation and allow SORBA to rent the property at no cost. The property will still include a few smaller parcels that the developer can use to build camping sites and or other activities. The property is not yet open to the public.

A question is asked about whether SORBA has considered how connections to the park might be made with surrounding communities. Todd responded yes, and discussed that he had to provide FDEP with an

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analysis of how he could connect to citywide bike lanes and trails. There are several connections that are feasible. Matt Fall suggested that SORBA coordinates with those conducting the Sunbeam Road study.

The estimated cost of the park and trail system is \$425,000. However, this doesn't include infrastructure including bathrooms, parking, fencing, etc. The final cost will be in the millions. About two months ago, SORBA secured the park an official designation as part of the FDEP State Greenways and Trails System. This is the first privately owned bike park in the state of Florida to have that designation. This means that the owner and SORBA are not allowed to benefit financially from its development. This also means that the state takes on all liability as long as the public isn't charged and trails are maintained to standards. SORBA will manage the park's gated entrance.

The bike park already has around twenty sponsors who have made donations. Sponsors include the Jacksonville Track Club has committed to donating \$85,000 as an initial donation and will consider donating up to a total of \$220,000 to build a 5k unpaved running trail. Trek has committed to donating \$155,000 as an initial donation for design and construction of the mountain bike trails. The trail will be built 100% by volunteers. SORBA is also planning to bring in a professional to help design the trail. Safety concerns will be managed between bikers and pedestrians in the park. Todd says that over 100 signs will keep pedestrians and cyclists separate.

SORBA is working on developing a series of youth programs including summer camps and a Youth Cycling Council and will provide bikes on site. The non-profit has a relationship with Trek who is making both a dollar donation and donating bikes. SORBA also currently partners with Boys & Girls Club of Jax and has built smaller trails in other locations. SORBA expects the bike park to be a destination and has aspirations to host national bike events. Todd also expressed interest in partnering with the North Florida Bicycle Club to host events.

Please visit the [SORBA Jax Facebook page](#) to stay up-to-date on the trail's progress and to volunteer:

Check out videos of the trail [Youtube.com/@PMStudios904](https://www.youtube.com/@PMStudios904).

## **II. Presentation – Citywide Speed Reduction Study Update, Chris Schoenig, AICP, Transportation Planner – Engineering Services, Atkins Consultants**

The goal of the speed study is to find a method for speed reduction to improve safety on local, city maintained streets. The challenge is reducing pedestrian fatalities.

The study includes a literature review that looks at 4 peer city studies and campaigns. '20 is Plenty' is a new concept that has been implemented mostly out west in Oregon, Washington, Colorado, etc. The literature review explored common challenges, recommendations, and next steps. Recommendations were often found in three subject areas: 1) Enforcement 2) Education; and 3) Signal Retiming. Recommendations also included sign frequency and traffic calming.

The study also includes a review of NACTO guidelines. The three main tools NACTO recommends are: 1)

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setting default speed limits; 2) slow zones; and 3) setting corridor speed limits on major streets.

Next, the study includes a policy/guide review. Florida Statute 316.189 says that if no speed is posted, the default speed limit is 30mph. The project team also looked at local ordinances. COJ local ordinance 2014-666-E allows residents to petition for counter measures to reduce speeds. Neighborhood associations and HOAs can pay for speed limit reductions, but this is a lengthy process that requires the associations to pay. The COJ Public Works department also has guidance on traffic calming measures that can be implemented. The study also took guidance from the FDOT Speed Zoning Manual and the Manual on Uniform Traffic Studies (MUTS)

An analysis of existing conditions shows that approximately 14,001 streets in Jacksonville are classified as local and 95.2% are between 25-35mph.

The project is currently in the public outreach stage and includes a resident's survey. The survey is still open and residents can visit to [www.20isPlentyJax.com](http://www.20isPlentyJax.com) to fill out survey. Some results from the survey include:

- Most people agree that residential streets should be 20mph
- Most people agree that reducing speed limit would reduce severe crashes
- Most people said they are very likely to take up active travel if speed limits were lower
- Speed was the largest factor named impacting pedestrian safety

Next step recommendations may include the following:

- Language for setting a citywide residential speed limit
- Enforcement plan with local law enforcement
- Increase installation of temporary treatments
- Gateway signs
- Creation of a task force to monitor progress of the program

BPAC Chair, Peter Borenstein, mentioned that Jacksonville just reached its 100<sup>th</sup> fatality in 2023. Wiatt Bowers points out that most of the fatalities are happening on collectors, arterials, and state maintained roadways.

Daniel mentions that he would encourage incentivizing doubling down on traffic calming rather than posted speed limits.

Wiatt mentions new bill that just went into effect on July 1 that allows speed cameras in school zones

Matt Fall mentions a study from Copenhagen where they monitored a street after a bike lane was put in (as both a multimodal facility and a traffic calming measure) and the results of the evaluation showed that the on-street bike lane had an impact on slowing cars down. Only known study. He stated that this is the only study he has seen that has actually monitored the effects of a bike-lane on traffic calming.

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### **III. Discussion/Rapid Fire**

BPAC Chair Peter Borenstein presented data on commuter spending from the Bureau of Labor Statistics. The key take aways from the data are:

- Transportation is a significant financial burden, but is also the most flexible spending compared to other types of spending.
- We should pursue policies that support those financial decisions and provides more mobility choices.

### **IV. Wrap-up / Announcements / Next Meeting Info**

- JTA Community Workshop next Tuesday and Wednesday on transit-oriented development surrounding the proposed commuter rail between Jacksonville and St. Augustine. Find more information here: <https://www.jtafcrtod.com/>
- September BPAC meeting will be delayed until Sept 14<sup>th</sup> due to 2023 Florida American Planning Association conference being held in Jacksonville on Sept 5<sup>th</sup>-8<sup>th</sup>

### **V. Adjourn**

The meeting adjourned at 6:54 PM