



OFFICE OF THE CITY COUNCIL

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RE: Landon Middle School Traffic Study (Part 2)

Monday, July 18, 2022
1:00 P.M.

Location: Lynwood Roberts Room

Attendees:

CM Matt Carlucci	Principal Ryan Casey	Shane Sheffield	Gabrielle S.
CM LeAnna Cumber	John Pappas	Lee Durban	Nina
Cindy Pearson	Chris LeDew	Paige Johnston	Sheri Webber
Paul Soares	Jennifer Sheffield	Debbie Patak	

[Audio Link](#)

Meeting Convened: 1:04 PM

CM CARLUCCI

Okay, we're gonna get started. And what I'd like to do is go around the room. And we'll start back here and just work our way up and then around here and introduce everybody. And this is the meeting that we're having on a Landon Middle School traffic study, and so the first order of business is welcome. So, welcome. And why don't we start right back here.

DURBAN

My name is Lee Durban. I'm a traffic studies engineer in the Traffic Engineering division.

PATAKY

Debbie Patak, ECA to CM Cumber.

WEBBER

Sheri Webber, ECA to Carlucci.

J. SHEFFIELD

Jennifer Sheffield.

S. SHEFFIELD

Shane Sheffield.

JOHNSTON



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Paige Johnston, Office of General Counsel.

PAPPAS
John Pappas, Public Works.

SOARES
I'm Paul Soares, Superintendent of Operations for the school district.

LEDEW
I'm Chris Ledew. I'm the City Traffic Engineer.

CM CUMBER
LeAnna Cumber, District Five.

CM CARLUCCI
And I'm Matt Carlucci, At-Large, Group Four.

PEARSON
I'm Cindy Pearson, School Board District Three.

JACKSON
Dennis Jackson, School Resource Officer at Landon.

CASEY
I'm Ryan Casey, I'm the principal [indecipherable].

CM CARLUCCI
Great. Heard a lot of great things about you, Mr. Casey. And I have some grand-youngin's coming up that way in a few years, in stages. So, good luck. [laughter] My Council Aide, Sheri Webber, is in the back here. I'm going to ask her if she will come up there, in case she needs to help keep me on track with something. But I think what we're... you know, School Board Member Pearson or my colleague Councilmember Cumber, if y'all have anything you want to start out with first. You know, I'd certainly want to, you know, give you some time to say a few things and then we'll go into the updates. So?

CM CUMBER
Let's get right in.
CM CARLUCCI



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Okay. So, Traffic Engineering. I think that would be Mr. Chris Ledew and thank you for being here.

LEDEW

Thank you, Councilmember Carlucci. I am going to talk about the Landon Middle School traffic improvements. There's a three-page handout. It's the one with the photographs on it. So, I'm going to be basically running through that. And this is what we have done so far as the results of previous meetings that we've had and some of the traffic studies we've conducted. We have re-established the crosswalk on Minerva Avenue. That was... half of it was removed because of some utility work and just never put back so we went ahead and put it back. And we also installed static signs.

Whenever we say static signs, they're just signs. Plain signs. They don't have any flashing lights on them. So, we upgraded that with the signs and the pavement markings. The second item are 'no parking' signs on Arcadia place. And the standard is, for these 30 miles per hour section, to put 'no parking' 20 feet from a crosswalk and that's so that pedestrians can see approaching vehicles and vehicles can see the pedestrians, and that's at the crosswalk from the Landon Middle School track. So, we have 'no parking' signs, crosswalk signs, the crossing pavement markings. And there's an ADA sidewalk connection that's also installed up to the fence line. And after that, the School Board will take over and build a sidewalk connecting the rest of the way to the school.

CM CARLUCCI

Excuse me, but has all this work been done since we met last time?

LEDEW

Yes.

CM CARLUCCI

Okay. All right, and then the Sheffield's. I want to make sure that if y'all have a question or something along the line as we go through, please, just let me know because it was your son, who, thankfully, wasn't hurt, but brought us to this meeting here today. And so, we got to keep our youngin's safe.

PAPPAS

Councilman, if I could add one thing to Chris... if you go back to Minerva. He also added some new parking signs. I think there was a lot of discussion about cars parking right up to it and you couldn't see people coming across. So, I think that creates a buffer on either side of the crosswalk at both locations.

CM CARLUCCI

Okay. That will help because it's hard to see around those. Okay.



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LEDEW

Okay, and number three, we lowered the speed limit, the regulatory speed limit, on Thacker, Minerva, and Arcadia to 20 mph. We installed the speed limit signs throughout the neighborhood. We added caution signs as you enter the school block, the school property—a diamond warning sign with the word 'school' on it. Number four, on Atlantic Boulevard, we installed our RRFBs, Rapid Rectangular Flashing Beacons, and these are more active crossings that have the yellow flashing lights. So, they are up and in working condition.

We're still making some adjustments out there in the field. We have some tree trimming and additional flashers that need to be put in, so it's not 100% quite yet.

CM CARLUCCI

Where are they at on Atlantic?

LEDEW

They are at the intersections of Mango and also Arcadia. So, the corner of the park and Mango is... I guess it would be the eastern corner next to the Publix at the bank, Wells Fargo Bank. So those are up there operational, but we do have a few minor adjustments to make out there. And then number five, we were asked to provide a cost estimate for speed humps on Minerva and Arcadia. And if you look at the picture there, if speed humps were to go in on these roads, that would be the approximate spacing where the red bars are on Minerva and Arcadia. The speed humps in total would cost \$21,600, and if RRFB flashers were to be installed at Minerva and Arcadia crossings, they would cross costs \$29,000.

CM CARLUCCI

What does RRFB stand for?

LEDEW

It stands for Rapid Rectangular Flashing Beacon. A flashing yellow light. And number six, the crosswalk at Thacker Avenue. And okay, we believe that we were referring to the crossing across Atlantic Boulevard. Mango and Thacker are offset a little bit and we actually installed the crosswalk at Mango. But there will not be or we're not contemplating a crossing across the Atlantic at Thacker, but it was installed at Mango Place and the cost for that one was \$36,648, and that's already been done. But that was the actual cost.

I would say at this point in time with the signing and the pavement marking that we have installed around Landon Middle School, I do not recommend speed humps on Minerva and Arcadia. I do not



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recommend RRFB flashers at the crosswalks on Minerva and Arcadia going to the track. My understanding is they're used for internal circulation of pedestrians during the school day and there are teachers basically watching the children, and I believe that the humps are not needed because the speeds are already relatively low. We conducted speed studies and found that the high end of normal, what we call the 85th percentile speed, is about 26 miles per hour. And this is back when it was posted at 30 miles per hour. So, I don't recommend the speed humps. I don't recommend the RRFB flashers at this time. And that concludes my report. If you have any questions, I'd be happy to take questions.

CM CARLUCCI

Let's do this. Let's go to the updates by the Duval schools and then after that, if any of the Council member, or the School Board member here for the area, would like to speak. And then we'll have questions and kind of just have some discussion time. But let's go next to the school system updates if we can.

SOARES

Sure, we had a chance to go over the area and see the work and improvements which look great. As Mr. LeDew mentioned, with that ramp, we need to do the concrete walkway all the way back to the parking lot which is essentially an American Disabilities Act (ADA) requirement, so that someone that's not ambulatory that needs assistance, wheelchair or whatever, will have a paved path all the way through that ramp. So, we're committed to do that and we'll get that work done probably over the next couple of months. I can't say it will be done by opening but sometime shortly thereafter, we should be able to finish that.

CM CARLUCCI

Finish what? I'm sorry.

SOARES

The concrete sidewalk from the new ramp at the crosswalk back to the paved parking lot. We need to have a continuous walking path for the purposes of ADA. yes, sir. Other than that, that's really all have as far as updates. Ms. Pearson probably has some additional updates or concerns based on some of her emails earlier.

PEARSON

I do have a question. First of all, thank you for going down this inventory. I think it's gonna make a big difference. And I appreciate it. I've driven through that, run through it. It's, you know, my neighborhood. So, I've been I've been watching the progress and thank you. The one thing that was on my list that I don't see addressed, and this is could be achieved by going to Ace Hardware. It's pretty simple. But the



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'no parking' signs on the double gate that leads to the track, the athletic director... and maybe that's something we need to do. But there's a double gate that leads to the track and it's how maintenance gets in to cut the grass, but it's also, I think, more importantly, when talking about safety, is how an ambulance would get in. If a student needed emergency services during PE or at a game. And without the 'no parking' signs being on that double gate, people do park in front of them. So, I don't know if that's our purchase and installation or your purchase and installation. But I think it would be good to clarify whose responsibility and let's get that done before school starts.

LEDEW

Okay, we can look into that.

CM CARLUCCI

Shane, I'll need you to go up and use microphone, brother. I think it's on. I think Sheri has it on.

S. SHEFFIELD

I do want to add on to that. We do know there was an incident maybe a couple years ago where there was either an event at the track or during school that a child was injured, they could not get the ambulance in there to the child. So, I know there is a documented case of that being an issue. You know, along the lines of that parking on, I guess it's Thacker, right?

J SHEFFIELD

Arcadia.

S. SHEFFIELD

Arcadia, thanks. Yeah, every day there's like 12 cars, from the doctor's office, that park on the right of way on both sides. And it bothers me on a couple levels. One, school safety and all the issues like we hear about in the news all the time, and I do know, in Florida, with Marjory Stoneman Douglas Act, there has to be reviews periodically. Kind of how safety is assessed in conjunction with the School Board and the Sheriff's department. I'm just a sales guy, so I'm not a lawyer or school safety expert or anything else. But I brought these pictures y'all can circulate around. But you know, there's couple concerns: one is huge. You know, we're having... and maybe you can address this, but my understanding is the city is granted for the tenant in that building to park on that right of way. Which, one, I would think causes a visibility issue from a pedestrian standpoint. It's going to be [indecipherable] right of way from the taxpayer standpoint, which is gonna lead to an additional maintenance issue. So, I would love to hear that addressed because I know that's a concern to the staff at the school. And as a taxpayer, I get frustrated when I see us not taking parking into account when we're permitting businesses in the San



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Marco area. I know there's issues, like where the Dreamette is, from a few years ago. So anyway, that's an overall gripe as a taxpayer. Anyway, I'll let y'all address that.

CM CUMBER

So, if I could just ask Mr. Pappas on public right of way, could you speak to public right away?

PAPPAS

Yeah, I would like to know more about an agreement or whatever you heard, because I'm not sure of anywhere that we have authorized specific use to the city right of way.

S. SHEFFIELD

I don't either. [laughter] Except, my understanding is it's been a concern to some of the staff at the school, and, you know, they've gone to talk to some of the employees at the doctor's office about people parking there. They say they have permission to park there.

CM CUMBER

This is on Arcadia you're saying?

S. SHEFFIELD

Yes. So, they park like six of them on both sides and [indecipherable] parked about halfway up the road every day. Every employee is from that doctor's office. So, you know...

CM CUMBER

So if, Mr. Pappas, you can look at the photos. It looks like it's public right of way. And so, there's no restriction on parking on public right of way.

S. SHEFFIELD

Doesn't seem that way. I've read the Statutes as much as I can, but it's up to the enforcement of the city. Once again, I'm not a lawyer. I'm not a traffic engineer. I'm not any of that, but I don't understand why we're having a private business that doesn't have enough parking in the parking lot to park on the right of way and destroy the right of way, which is going to create, beyond a safety issue, but a city maintenance issue on that right of way.

CM CUMBER

Great, thanks. Mr. Pappas, is that just, it appears it is just public right away that anyone in the public could park on?



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PAPPAS

Yeah. There wouldn't be a restriction that I'm aware of. That's why I want to dig into a little bit more on this. But public right of way, we don't restrict who and who can't. It does not. We do not. Yeah, it's all public. It's all public. But I'd like to know more about that as well.

PEARSON

I have an item for new business.

CM CARLUCCI

Okay. Let me just ask one question. So, first of all, we have another couple in the back. I don't know if they're parents who have children at Landon or...

NINA

Oh, no, I'm a student, so I'm just observing.

CM CARLUCCI

Okay, all right. Well, nice to have you here. What's your name?

NINA

Nina.

CM CARLUCCI

Okay. Where are you a student at?

NINA

UNF, I'm a nursing student there.

CM CARLUCCI

Boy, congratulations. They've got a great nursing school there. Who's your friend there to the right?

NINA

Um, this is my husband, Alex.

CM CARLUCCI

Hey, Alex, how you doing? [laughter] What are you doing? Are you in school?

ALEX



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I'm just with her. [laughter]

CM CARLUCCI

My son couldn't figure out, you know, when people said, "What do you do?" He couldn't figure out what to say, so he just said, "I'm Lauren's husband." [laughter] So, that's what he said. So, you [to Ms. Pearson] had a new issue, but just before we get to that, if we were to put 'no parking' signs up on that right of way, where would those cars wind up, do you think?

PAPPAS

Well, if they if they park there with the 'no parking signs', they'd be ticketed, but I don't know where they would end up. If they weren't parking there.

CM CARLUCCI

That's always kind of important to know where they wind up. Are those a threat or an impediment to the safety there where those cars are being parked on that right of way?

S. SHEFFIELD

You'd have to ask the people who assess school safety. I don't know.

JACKSON

Well, basically, when we've got to cross two streets to get to the field for PE. Minerva and Arcadia. And when the kids are going back and forth from outside and trying to get water, use the bathroom or whatever, those vehicles block the view of the oncoming traffic. And that's the issue that it causes. And we've been back and forth with it for about three years now. And we don't seem to be able to get anything done.

CM CARLUCCI

Do you know where those cars, where the people are going to?

JACKSON

They're going to the doctor's office, employees and patients. It's not just employees. It's patients also.

CM CARLUCCI

And where is this doctor's office at?

JACKSON

It's at the corner of Atlantic and I think that's Minerva.



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PEARSON

Arcadia. It's across from Robert Southbank pharmacy, which is another issue because that's now up for sale or lease, and so depending on what goes in there, there might not be enough parking.

CM CARLUCCI

You might have spill over. Has it always been there like that or was it not?

PEARSON

It was redeveloped recently. And Vestcor is going in next door to it. But I talked to someone from Vestcor who said they have enough parking for their employees.

CM CARLUCCI

So, you have...

PEARSON

I do. I have a new issue that I don't know if y'all have received any constituent concerns about this, but I certainly have is that starting with the corner of Hendricks and Atlantic, there are some new lines on the road where there used to be two lanes if you were going to turn right onto Atlantic there were two lanes now there's a crosshatch for maybe the equivalent of a couple of parking spaces. And then where the new parallel parking spaces start, next to the Publix affiliated businesses, it opens back up and you get the right lane back. So that's one that I think people are wondering exactly like Does that mean that I can only turn into that one lane and what if traffic backs up from Landon for the car lane and it's already an issue in the mornings at that. Or do I just like does that mean look for pedestrians trying to cross but I drive through these lines anyway. I think there's it's strange in the year two years that I've been driving I hadn't seen anything quite like that and I'm not sure that I know what to do.

CM CARLUCCI

And where's that area again?

PEARSON

Hendricks going north, turn right onto Atlantic. So going east on Atlantic and where there used to be two lanes there, now there's one that has diagonal white lines in it and kind of an odd shape and then and that only last for a bit and then you get that right lane back. So that's one. But actually more concerning is if you're on Atlantic heading west, I'm going to do this... if you're in Atlantic heading west, around Arcadia. So, you have two lanes of traffic and parallel spots. Currently, in the morning and in the afternoon, in the seven years that I was driving kids to school, parents would line up in those parallel



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spots as much as possible. So as not to block through-traffic. Now the left lane that used to be a three lane is a turn lane and then on the other side of the intersection is yellow lines. To me it looks like we're losing a lane of through-traffic. We have more businesses going in on those storefronts. And when I've been there this summer, I've seen quite a bit of parallel... quite a few cars parked in the middle of the day on those parallel spots. My concern is if parents can't pull over into the parallel spots, and they're in the one thru lane we have, what are we going to do? Because then you're going to have a line of parents lined up waiting for school to get out, blocking the only thru lane on Atlantic Boulevard.

So, what I put in my email and asked is if it would be possible to, and I've seen this another place that I've lived. This happens on Constitution and Independence in D.C. every day. No parking from 7:30 to 8:30 in the morning or from 2:30 to 3:30 in the afternoon, which would guarantee, as much as you can guarantee that people follow rules, that those parallel spots will be open for parents to line up in and hopefully not block the one lane of through-traffic going from, you know, going west on Atlantic. And it's not just a concern for Hendricks, I mean, for Landon parents. I've had Episcopal parents, Bolles parents, BK parents, because that's the way, if you live in San Marco or Riverside. That's the way a lot of people go and come back dropping kids off to school.

So, it's not just a public school issue. It's also a private school parent issue. And I put in my email I'm concerned, and that doesn't even get into the commuters coming from Mandarin who are going straight, you know, straight up Hendricks to get across the river or to the school board. But I'm concerned that it's going to push traffic in the morning and in the afternoon through the neighborhoods, which I don't think the residents want. Perhaps the ones who live on Alexandria Place really don't want it or the ones who live on Marco really don't want it.

CM CARLUCCI

It's Marco and Belotte, and I can tell you, it's just like anything. You put a bottleneck up here, more people are going to go and they're gonna go down Marco and go down below and they've been doing that my whole life.

S. SHEFFIELD

This has been my issue from the beginning. It has been an issue for years.

PEARSON

So yes, right. And I'm aware. I'm aware. We've talked about it. So again, I'm not a traffic engineer, but just as someone who drives a car, that's what it looks like to me, and that's what several constituents have raised as concerns. My understanding is that the Publix is going to open at the end of July. So, there will be two-ish weeks of Publix traffic and then school starts, and I can tell you, and this is why I



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wanted officer Jackson to be here. When school starts Atlanta in the first two weeks, the traffic is incredible. It's horrible. And that's without a train. If you throw a train into it's even worse, but I think what's going to happen is parents already drop kids off where they're not supposed to creating crossing hazards and safety hazards. So, you're gonna have a lot more "creative dropping" of students because nobody has time for all that mess in the morning. Once families figure out their carpool situation or their bus situation that does die down some. But then another concern is you know, throw a train into it. But then ultimately from an education point of view is lost class time, because I have been on campus and heard the announcement, "please hold tardies for the next 10 minutes." You know there was a wreck on 95. There was a train. There was whatever. And I don't think we want students, on a routine basis, missing the first 10 to 15 minutes of first period, which could very well be a core subject because of traffic issues. I would much rather be proactive and address it on the front and then have to figure out a month from now how to deal with it.

LEDEW

I'd be happy to share my thoughts. Okay. First of all, the Publix that's going in, our office reviewed that plan before they came in, that northbound to eastbound right turn. I believe that's a temporary situation. That's part of the maintenance of traffic while they finished the construction of the public's okay concerning the westbound left turn. And we had a situation we had when we were reviewing the traffic flow of the new Publix, we knew that there was going to be a high volume of westbound cars that turn left into Mango into the Publix. That's their direct line for a lot of customers. That volume is going to be so heavy that if you get into that left turn lane and you're expecting to turn left a block later at Hendricks, there might be confusion in the traffic stream. You got your turn signal on and then all of a sudden, you're expecting that car in front of you to continue on another 100 feet or 200 feet or whatever to Hendricks and they don't. They slam on the brakes at Mango. We know that situation is going to happen. So that creates a rear end crash problem. Typically, when you have a high volume left turn, you don't let them do it out of a thru lane. Okay, well you can go both left or through. If it's a low volume, it's not a problem. But if you have a high volume doing that, that's going to create a safety problem. So that's why with paint, we paint it out. We call it a "bowl bout" and we put in yellow diagonal markings to designate that that is a no drive area.

CM CARLUCCI

And, excuse me, but where's that particular area?

LEDEW

That is just to the west of Mango in the westbound left turn lane. Okay. And so, basically, what we want drivers to do is we want them to stay in the thru lane, in the right the right-hand lane, as they go past Mango and then weave over into the left turn lane at Hendricks. Now, I know some people will drive



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right over that yellow paint. And that really won't cause that much trouble. But I want them to be aware of it. I want them to be aware that, you know, there is the possible conflict with the left turners at mango and the left turners at Hendricks so that's why that was done. And that's based on traffic projections and how we think the traffic is going to flow in and out of the Publix, and it's different, it's changed. But really, you only have one thru lane westbound going into the San Marco Square. So, there's a left turn only so we're really not losing that through and but we are impeding the flow slightly of the left turners that used to get into the left turn lane early and now they have to get into the left turn lane a little bit later. And that's the only change

PEARSON

Did you understand what I'm saying, though, about cars backing up for drop off and pick up in the morning? Have you ever experienced that?

LEDEW

I have seen that.

PEARSON

It can get backed up all the way past the railroad tracks at the beginning of the school, past the highway.

LEDEW

And I'm gonna tell you something you don't want to hear. So, get ready. And that is that when we design the traffic flow, we usually design it for the peak hour of the day. So that situation... now for school traffic, every school in town has that problem for about 20 minutes in the morning. And then it goes away. So that's just something we have to live with in a lot of places.

PEARSON

Well, it has always been a problem, and it's going to be a bigger problem. Like it was already a problem. Kids were already late for school. Cars were already backed up. It was already a problem. I know that private school parents drop off and then they come back west because I wave to my neighbors while I'm sitting in line waiting. It's already a problem. This is gonna make it a much worse problem.

PAPPA

Can I, to your point, is there something we can look at? Because you're saying the parallel parking places along the north, the north side, of Atlantic. If that could be utilized for stacking, that removes them from that thru lane .

PEARSON



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That's what I'm asking because that's what people already do. But when I've been down this summer looking at lanes and taking pictures, I've noticed it in the middle of, you know, during the day in the summer there are quite a few people parked in those parallel spaces, whereas in the past they haven't been.

CM CUMBER

So yeah, so if I could just... I think the challenge is if... well the kind of the tradeoff is then they're going to park down the street. So, the tradeoff is that if you don't have people park on Atlantic, they're gonna go down to Minerva and Arcadia to park because that's all public right of way. So, you're not reducing the number of people who are going to park on Atlantic or need to park there in the morning. But if you restrict it? We could, but then the most logical place to park would be to take a right into where you don't want people parking. So, we can't restrict the parking in all of the public right of way. So that's the challenge is looking at it.

PEARSON

I don't think the morning is as big an issue as the afternoon is but what I'm trying to communicate is that I foresee when school starts you're going to end up with Atlantic Boulevard with one thru lane not going anywhere because it's going to be full of parents waiting in line to either drop their kids off or pick their kids up from school, and then I'm not sure... Then you're gonna have people shooting off to the left going through neighborhoods or doing whatever they do.

CM CUMBER

So, I think what, and Chris correct me if I'm wrong, so just looking at it because it's a half a block that we're looking at. And I think Chris's point is, if you look at it on the Google Map, you're looking at half a block where there's a new left turn before you get to Thacker. And so, because there's no physical barrier, you can still go through that. The only time it would back up is if you had an extended backup trying to turn left onto Mango. But it's unlikely to happen both at the same time. So, I think maybe waiting to see because it's just that half a block and since the city didn't put any physical barrier. So, you can still, as everyone knows, you still drive right over people do it all time all over the yellow that you're going to the backup may not may not exist because it's not like you have a physical bollard in front of you where you can't there's nothing physically stopping you from using that passing lane.

PEARSON

Okay, it's been a while since I've taken the driver's test, but I did just go through this with a 15- or 14-year-old who's about to take hers. I thought on terms of, like, lines: white means you can cross. Yellow means you cannot. So, it's a yellow. Those are yellow lines.



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J. SHEFFIELD

Technically, you're not supposed to go over it, but she's saying...

CM CUMBER

I'm saying that it's probably going to happen, especially if it's since it's a half a block. Well, and it's half a block. So, I think that... I just think the challenge, and you know, whatever...

JACKSON

Are you [to Ms. Pearson] concerned with the turn lane?

PEARSON

I'm concerned with only having one thru lane and if people are parked in those parallel spots, then there's nowhere for Landon parents to queue up and they'll be in the one thru lane queued up from 2:35, 2:40. You know somewhere in there because they have all the way from Thacker a lineup and then it turns onto Atlantic, and I know if I leave my office too late from the School Board, it is its way back there.

WEBBER

May I ask a question? I'm sorry, I don't normally interrupt. So has anybody talked to Aspire Church San Marco about a partnership using that merchant lot behind San Marco Square, and then finding a way to let commuter parents bring children there, loading them onto some kind of a shuttle, and then safely getting them to Landon. It would reduce the number of commuter cars that are sitting there on Atlantic, and I know that the church is always open to talking about partnerships like that. During those times in the morning drop off and the afternoon drop off when the volume is highest, those are not peak times for the merchants or the church. So, I feel like they could possibly accommodate a large number of cars at a time. It's just something to think about. And if that's something that this group is interested in, I can certainly get you in touch with the right people.

PEARSON

I'm sure you can. [laughter] And I so appreciate Aspire and how generous they are with their parking. We could look at that. Already, there is one lot off of Thacker at the school and actually that's where I have always parked and just let my daughter come to me. But then also a number of parents will park on Thacker and in the library lot and have their students walk to them. There is crossing coming from the school and then there's a light going over, across from Atlantic, over across Hendricks, so there really wouldn't need to be a shuttle. There's already a big group of kids that already crosses and then they go to Starbucks or wherever they go after school. I mean that could be another solution. It's kind of



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like a Kiss and Ride or a cell-phone-waiting-lot kind of thing, like you have at the airport. In that lot behind. That's certainly something that we could talk about and is a very generous offer. Thank you.

CM CARLUCCI

I've lived in this area within what used to be maybe three baseball throws, now probably about seven, my whole life, and it as well as I know the streets and everywhere you're talking about, I'm having a real hard time visualizing everything that everybody's talking about. And I just I wish we had a... Leanna has got the idea right here on her phone and if we have maybe a computer or something that you could, you know, see the big area. Because I'm gonna ride over there today.

PEARSON

Yeah, I sent pictures in my first email.

CM CARLUCCI

And I appreciate the pictures that have been provided us. That's been a good help. But when we're talking about the yellow lines, you know, I had not noticed them. I should. I hadn't noticed them because I go the other way to work and then by the time I head down to City Hall, you know, it's a pretty clear shot. So, I feel like we've kind of got a lot of different moving targets and trying to wrap our arms around them. And but I'm not real clear on how we do it because I can't visualize it. Mr. Casey, you're the principal. You might have a thing or two to say about all these issues.

CASEY

Well, this is really new to me. And I will thank our School Board member for her pictures. It gave me a chance to really visualize what it's going to look like based on her experience and talk to our officer. And I think the biggest concern for anybody that's been a parent that's dropped off is just the kids want to get dropped off in front of the school. That's where we want them to be dropped off [indecipherable]. So, the way you wanted their time, and this is, you know, 500 or 400 people trying to... and the cars go a long way back.

CM CARLUCCI

And it's not just the beginning of school at Landon. I've noticed that it goes on beyond just the beginning of school. And it's a neighborhood school, right?

PEARSON

It is not. It's a magnet.

CM CARLUCCI



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It's a magnet but there are neighborhood kids that go there. And there'll be some more neighborhood kids going there before too long. And so, Mr. Sheffield and Ms. Sheffield they have a son that rides a bike, you know, and that's part of the joys of going to school when you're a kid is like, "I get to ride my bike to school." But I'm telling you that is such, you know, it's gonna take a while for all of that to work its way out, and so I'd like to be a little proactive, like what you're saying, and see if... because when I hear yellow lines, you know, there's always a part of me that when I see yellow lines, I'm like, I don't know whether I should go through them or not. You know? And some people will, but some people will be overcautious because they don't want, you know, to disobey the law. And so, the percentage of people that don't want to go through that, it's going to back up, and then the one person who goes through it, you know, gives a little relief to the problem. But what the heck are the yellow lines doing there to begin with? And that's what I don't understand.

S. SHEFFIELD

Well, the yellow lines are there to create the turn lane.

CM CUMBER

The yellow lines aren't there to create the turn. The yellow lines are there because you have two turn lanes one block away from each other. It's to, when you have the turn lane, to give people notice that there's another turn lane ahead, so that when you have your blinker on that you don't put your blinker on a block ahead of time. [indecipherable off mic conversation from audience]

Correct, but the yellow lines are not... you don't need the yellow lines for the turn. You can have the turn lane without the yellow lines. The yellow lines are there to tell you there's another left turn another block away. So, if you put your turn signal on ahead... it's basically trying to stop you putting their turn signal on two blocks ahead of time because there's two left turns there. [indecipherable off mic conversation from audience]

So, Mr. Casey, on just looking, has there been any discussion, and it may not work from a operational standpoint. But I don't know if they've ever done it and just got rid of it, but having drop off both on Minerva and Thacker? Like splitting the grades and so...

CASEY

Officer would probably be better to answer that.

JACKSON

They won't be able to do that because you can't drop off.... you can't have a car drop off and a bus lane in the same area.



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CM CUMBER

I see so... got it.

CASEY

And the bus has to have that access because of the covered access.

PEARSON

And per school safety.

JACKSON

So, what are we concerned about? What are store hours that Publix is gonna be open?

J. SHEFFIELD

Seven to nine. Like, 7 AM to 9 PM every day. [indecipherable off mic conversation from audience]

J. SHEFFIELD

Officer Jackson, to the point of security on Atlantic for the kids, and our son does ride his bike, and there is a contingency [of riders], and last year you graciously were out there yourself in the middle of the Atlantic there, helping these kids cross.

JACKSON

I'll be out there this year. [laughter]

J. SHEFFIELD

And thank you for doing that. In light of the fact that there's a crosswalk not over here but it's down on Mango. Is your plan different? Are you going to be out there again? Because it's gonna be because the changes, while I know, had to occur because Publix is there, is a learning curve for all drivers now. And unfortunately, from 7:30 to 8:30, you've got your youngest drivers on the road, right? You've got a lot of parents, but you also have a lot of high schoolers. Okay, so my concern is, does my son just not ride his bike to school anymore because the traffic concern is extremely scary up there?

JACKSON

Well, I can tell you that we can adjust to it once we see it. You know, we can make whatever adjustments are needed.

J. SHEFFIELD

Are you planning on being out there again? Like, even at the crosswalk?



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S. SHEFFIELD

The traffic [indecipherable, off mic] confusing. [indecipherable off mic conversation from audience]

JACKSON

I mean, if we have to shut that turn lane down and make the left turn at Atlantic for 15 minutes til school started, and then we'll get through that.

S. SHEFFIELD

There is, and I appreciate you bringing that up. Because I've been concerned about this. I've seen that. I also raised this concern with Councilwoman Boyer for years and years and years. It is that the more they've done in San Marco [indecipherable, off mic] the more they've done in San Marco when they changed the traffic flow, it gets backed up down Hendricks. I live on Marco. It's a big wide road and I talked with Councilwoman Cumber and with Doug Skiles and talking about this that you're gonna push for more people that turn my street into a driveway in the morning and the evenings because it's going to be a mess at Hendricks and Atlantic. And it's gonna push more people down Belotte, Marco, and then Pine Ridge to get safely out.

CM CARLUCCI

Because really that's the cut through for three schools: Landon, Episcopal, and Kenny.

PEARSON

And Bolles Middle and Cornerstone, if anyone goes to the new classical campus next to Bolles.

CM CARLUCCI

Oh, okay, wait... Bolles Middle? That's way up the other way.

PEARSON

You still have to go to it by Atlantic.

CM CARLUCCI

Okay. Well, but the people that are heading north on Hendricks, they will be taking that right on Marco, and then they've been doing that since the beginning of those roads. And Marco is a very wide road. So, you know, people...

S. SHEFFIELD



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I think it will get worse because all these things happen there. And I just think it's going to back up more in the mornings. And in the afternoons when people are dropping off and it's backing up [indecipherable, off mic] I know that a lot of these traffic studies don't take into account the neighborhood roads. They're taking into account the main thoroughfares. That's what I remember from 10 years ago with Councilwoman Boyer, Jim Robinson, and all that. They did the traffic studies for Publix and didn't take into account the neighborhood roads around that. Is that correct? Like, you [to Mr. Ledew] wouldn't have taken account of Marco or Belotte?

LEDEW

Well, the studies, they take into account the traffic that the new development generates. And this is based on averages. Other Publixes around the state and around the country. And they will estimate the paths that those cars will travel. Okay, and most people, if you live in that area, you'll drive the neighborhood roads to there. If you're coming from further away, a mile away or so, then cutting through the neighborhoods, in most cases, won't be the path of least resistance. And most cars will travel like, you know, like water flows, and it takes on the path of least resistance and that's the way the studies are done. So, there is some traffic in the blocks immediately adjacent to the Publix, but they're not assuming that people are going to go down, say, Belotte and go around about, go a longer way just to avoid a busier road.

CM CARLUCCI

Oh, they will. [laughter]

LEDEW

And some may, but most traffic will take the path of least resistance. Now what we try to make sure of is that that there are no failures that are caused by that extra traffic. In other words, you don't have to wait through a traffic signal twice. And if you go up to a signal and you have to wait. Yeah, we have to wait, and it'll take you know, three minutes or so to get through the signal. But that's what we make sure of with those traffic studies.

S. SHEFFIELD

Well, I think the unusual thing there, and I do think this is on the topic, is that you're dealing with traffic for not just Landon, you're dealing with Episcopal and Bishop Kenney. And as you do these things, you're backing them up through multiple traffic lights and you're re-training these commuters that don't live within a mile there. They live 10 miles this way, five miles this way, whatever. You train them to take a different route every single day, down my street, down Alexandria, down Belotte. And Publix opening is only going to exacerbate that. I'm not a traffic engineer but, you know, it's gonna [indecipherable, off mic]



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CM CARLUCCI

But you live there, and you see what you see.

J. SHEFFIELD

And I think the problem is, really, like back to the core of the matter, is the safety. Like in my mind, okay, so I understand growth is great. We can't stop the Publix. It's there. It's going to open, but my concern is when I send my 13-year-old out, down Marco Place, on his bike with 10 buddies. He's not a sole rider and there are a lot of them, and we don't have the tools in place at that corner to alleviate these alternate traffic flows. Going down, there is going to be a push down Alexandra because, to use your words, it was happening before the Publix was in. This was a concern prior to the Publix. The Publix is going to exasperate it. It is what it is. We can't go backwards on it. We could move, but it's necessarily going to push traffic down Alexandria, where Councilman lives, down Marco, and Shane and I live there, and down the next street because it's an obvious cut through. It has always been that way.

To the safety of school and getting to school, which is the point of why we're all here anyway, my kids and five, 10, 25 others, they take off down, what they feel are, safe streets. Marco Place, Belotte. Some of the ways where they can come in to Officer Jackson. But what's happened is we've pushed traffic onto the side streets and we're not... nothing has changed on the side street. So, they [drivers] can hit 60 [mph] going down Marco Place, coming around Belotte, so that they can catch Atlantic. So, I'm just envisioning my child simply trying to get the school because six months ago I sent my son to school and got a phone call at noon that while he was on campus coming in from PE he was hit by a car because we're not putting the tools in place. So, it's about safety. We can't go backwards. We can't change what's in place. But it's incumbent upon us as adults to look around and say, "my gosh, we are pushing traffic to other ways." My goodness. Kids have the benefit of walking to school from our area and south up to Landon. And we're not putting any tools in place to keep them safe. So that's what I'm concerned about.

CM CUMBER

So, in light of that, and just one quick thing, I know we have to wrap up. But, Chris, would Marco then be something that you would consider talking to the neighborhood about doing speed humps if they wanted to go that route?

LEDEW

I'm sorry, you said on Marco?



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CM CUMBER
On Marco.

LEDEW
Excuse me, I'm trying to find it here where Marco is.

CM CUMBER
Because that would be, if the goal is to slow the traffic down on Belotte and Marco, the option would be to do what River Oaks did, and do the speed humps. And we can certainly, you know, go down that route. But that would be your best option to slow, and it wouldn't... You know it's going to slow neighbors, certainly. And so that would be the way to, you know, if there's a concern about, you know, the speed with which people are going, that's the best way to lower the speed. And, you know, we've done that in several areas of the neighborhood where, you know, the speed signs weren't enough that, you know, they really wanted the speed humps. And so we could certainly do that.

S. SHEFFIELD
[indcipherable, off mic] 15 years ago, when we first heard about the Publix coming in, that there was actually a Resident article [indcipherable, off mic] But Lori Boyer had several, like, townhall meetings with residents to talk about, like, even making Belotte a one-way, so there was a lot of discussion two years ago.

PAPPAS
I remember that.

S. SHEFFIELD
And about maybe putting a stop sign, like, on Marco, and Jim Robinson, you know, said well, a stop sign should be a traffic calming device. So, I'm well versed in trying to understand, like, all the things there and you know, there was concern that we don't want to put speed humps, or damage cars, cars and speeding cars, you know, but then the residents, you know, to get speed humps, have to get like 200 residents to say yes to do it. And then they've also got to pay for it, and good luck on that. And when when that was it, it just died. It's an impossible task to get the traffic calming done.

CM CARLUCCI
Let me do some here. I don't mean to interrupt. Our School Board member Pearson wants to make a couple of comments. I want to go back out to the public. I see we have two new participants here and I don't know if y'all have any thing that you'd like to say. And I want to give you that opportunity if you would like to. Okay, and before Councilmember Cumber leaves, so I'll finish up. But basically, what I'm



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gonna finish up with is that we've made some good progress, and I appreciate what Public Works and the school system has done and so forth. But I still don't feel like we've gotten a real, complete answer. And I don't like to have meetings unless they finish up with a real good, complete answer. And I'm, in my mind, I'm still trying to understand the flows that everybody's talking about and the yellow lines and why the heck do we have the yellow lines? Well, now I know a little bit about why we have yellow lines, but I'm for doing away with the darn things. But I'm not sure either. So, I'm trying to figure out my own mind. So, we're gonna come back, and I will lay out some suggestions that when we come back, we will be ready to execute some ideas that makes sense. And so, we can put a bow on top of this box of problems we're trying to wrap up. Okay. So, that's what I want to try to do, and so I'm gonna let our School Board member...

PEARON

Two questions. One is for Mr. Ledew. You said the hash marks, those white lines at Hendricks and Atlantic, are temporary?

LEDEW

The northbound right turn lane that's been striped out, I believe, is temporary.

PEARSON

Will y'all pain over that at some point?

LEDEW

The contractor working for the Publix is handling that. They do that by permit.

PEARSON

So, we'll get that back someday?

LEDEW

Yes.

PEARSON

Okay. And then the second is, just in the conversation... This is by no means, I'm pretty excited about the Publix. I think the tilework they have done on it is beautiful. Like I think they're doing a lot, they've done a lot, to make it really a pretty place that blends in with the neighborhood. I'm not even concerned about Publix traffic between 7:30 and 8:30, and 2:30 and 3:30, because I don't think those are peak times at Publix. What I'm concerned about is what's been put on the pavement for peak times, how it affects school peak times. And that's really what my concern is. I'm not concerned about Publix traffic



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interfering with school traffic. I'm concerned about what y'all have done to accommodate or make Publix traffic safer, but making school traffic less safe. So, I just wanted to clarify, this is not about Publix, really. It's about really, it's about lines on the road for me.

CM CARLUCCI

Well, it's got to be about both. We can't pit one against the other. It's got to be about the whole dadgum picture. And I appreciate what you're saying about that. Our two new participants, would y'all like to speak? Do you have anything to offer? Do y'all have children at Landon?

GABRIELLE

[indecipherable, off mic]

CM CARLUCCI

If you'll get to my Executive Council Assistant, Ms. Webber, your name, we'll make sure that when we have, hopefully, our final wrap up meeting where we put the bow on top, you'll be invited to come. What I would like to ask is if the District Council person and the School Board District person, do you have any idea on how we might come up with these concerns and solve them? I don't think a meeting on site is going to do much good because it's so hot. I mean, it's just too hot. I really wish we had a computer screen with Google Earth like what Ms. Cumber had on her phone. So, we could get a better idea. But I want to make sure that we have some good suggestions that make sense for the whole issue. Be it Marco or Belotte. We don't get that much on Alexandria. We get some, but it's Marco and Belotte. And but mostly I think the problem, to me, is right there going to Hendricks, Atlantic, that corridor, Landon is over here. This right here is messy, and I'm not sure where we are in putting that in an order where people will be able to flow with their vehicles safely, watching out for children on bicycles, and getting into the school, and/or getting into Publix. You know, and I just think that corner right now, to me, and this is no reflection on... well, I think it's a work in progress still, but to me, it's confusing, just listening to it. And I think we need to find a way to make it understandable and easily understood to the drivers. So, whether they go into Publix or whether they go into Landon or Episcopal or wherever, that it makes sense. Yellow lines, to me, means maybe something different than it would to Ms. Pearson.

PEARSON

No, actually, we're on the same page with the yellow lines [meaning] "Don't go there."

CM CARLUCCI

Ms. Cumber has a lot of experience in...

CM CUMBER



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Watching people go over yellow lines. [laughter]

CM CARLUCCI

Right. [laughter] She does, you do, a lot of work with transportation. And listen, I was the kid that had an old, old, old VW, and my whole answer to that Marco Place “business” was I would come down and I'd get on River Road and I'd cut through FEC Park because there weren't bollards there. And I would drive my VW all the way through FEC Park and hop over Marco, down Broadmoor, and then take a right on Avoca. [laughter] That was a simpler time then. It was a simpler time. So, Mr. Ledew, how do we make this happen, sir? And Casey and/or Officer Jackson?

LEDEW

Well, I will say this. I don't know if I have a specific answer. So, I'll give you some generalities. Some thoughts I had while I was listening to this conversation, I really appreciate the conversation and hearing everything. The driving task has three main components: the vehicle, the driver, and the roadway. We control one of those. We control the right of way. We don't control what drivers do behind their cars. We don't control how they maintain their vehicles. As traffic engineers, we try to make sure that the geometry is there so drivers can make good decisions. They have adequate lines of sight. The speed limits are set properly, the roadways are designed properly. When we're dealing with public right of way, there's a lot of things inside those right of way lines. There's roadways for moving vehicles, sometimes we have bike lanes, we have sidewalks, we have utilities, underground utilities, overhead utilities, lights, streetlights, and we have landscaping. Now, the question is: what is more important? There's only so much space. We have to decide what to do with that space. Do we want it for school traffic that lasts for 20 minutes in the morning? Do we want the signal [PROGRAMMED] for the traffic that's bad during the peak hours of the day? Do we want that space To be used for landscaping? Do we want it to be used for drainage? We have to make those choices.

I enjoyed the conversation because we were hitting on all those things. But when it comes down to making the decision of what that space is going to be used for, We have to ask ourselves: what's the problem? What is the root cause of the problem? Are we having crashes out there? We have some, AND at Landon Middle School we're lucky that we don't have very many. The speeds—are the speeds very high? At least in Landon Middle School where we undertook the speed study, we don't really have a speeding problem. So, we're fortunate in that respect. So as traffic engineers, we tried to measure the problem, whatever it is, and base that on some data, and I know we all have our own feelings about how bad it is. And I'm not saying it's not valid. I'm just saying we need to measure the magnitude of those problems, so we can make better judgments.

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Well, I'm gonna adjourn this meeting here in just second, if that's okay with our friends, but if Council Member Cumber and School Board Member Pearson will allow me to, and everybody else here, to put on my thinking cap about how to take a good large view of this and then come back and communicate an idea. If y'all will indulge me of that opportunity. We're gonna solve the problem the best we can, and we aren't ever going to do away with Marco and Belotte. Trust me. I lived on Belotte and we literally moved off Belotte when Matthew became one-year old. We moved because we were concerned. It's literally a racetrack, even 27 years ago. So, if everybody's okay with that, then I'll communicate back when we're going to meet. And then we're gonna solve this problem the best we can and be done with it. That sound good? [affirmatives from audience].

Alright, thank you to the Sheffield's and our other guests who have come here today. I appreciate it.
Meeting adjourned.

Transcribed by <https://otter.ai>

Meeting Adjourned: 2:08 PM

Minutes: Prepared by Sheri Webber, Executive Council Assistant – At-Large, Group 4, 904-255-5159, swebber@coj.net

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