



OFFICE OF THE CITY COUNCIL

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RE: '20 is Plenty' (Part 2)

Tuesday, August 2, 2022
1:00 P.M.

Location: Lynwood Roberts Room

Attendees:

CM Matt Carlucci	Lee Durban	Montell Trammell	Brooks Dame
CM Joyce Morgan	Sgt. Perry Yarborough	Ryan Murphy	Kristin Fletcher
CM Randy DeFoor	Lisa Wright	Debbi Pataky	Edward Tooker
CM Leeanna Cumber	Phil Peterson	Colin Moore	John ?
CM Ju'Coby Pittman	Chester Aikens	Amber Lehman	Sheri Webber
John Pappas	John Wright	Brian Simmons	
Chris LeDew	Nora Lee	Connie Holt	
Matt Fall	Linda Ellis	Ryan Murphy	

Video Link: <https://jaxcityc.granicus.com/player/clip/4377?&redirect=true>

Meeting Convened: 1:04 PM

CM CARLUCCI

We're still waiting on CM DeFoor, but I'm gonna go ahead and start because we have a dead stop at 1:45. And so, we're only four minutes over, but is everybody okay with that? [yes, from several people] And what I'm gonna do, instead of going around everybody introduce themselves, just those who are microphoned-up, and Sheri if you will introduce yourself as my Council aide, so people will know if they need something.

So, we're here to continue discussion about residential speed reduction and pedestrian safety measures, as well as the merits of the '20 is plenty' program. We have a hard stop to observe at 1:45. If this young lady wants to make public comments, I will do my best to that that gets done because what a great experience that will be for her, growing up and being involved in her civic process. So, everybody in front of a microphone will go around and then we'll move on by turning it over to you, Councilmember Morgan. But let's go around please.

FALL

Sure. I'll start. Hey, everybody, I'm Matt Fall, Bike-Ped coordinator for the City of Jacksonville.

PAPPAS



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John Pappas, Director of Public Works.

LEDEW

Chris LeDew, City traffic engineer.

CM MORGAN

Good afternoon, everyone. Joyce Morgan, City Council District One.

CM CARLUCCI

Again, I'm Matt Carlucci, City Council Member At Large, Group 4.

CM CUMBER

Leeanna Cumber, City Council District Five.

YARBOROUGH

Sergeant Perry Yarborough in the Jacksonville Sheriff's Office, Traffic Enforcement.

CM CARLUCCI

And salute to you and thank you for being here. Thank you for how you keep our city safe as you possibly can. Okay, I'm turning it over to Councilmember Morgan for her remarks please.

CM MORGAN

Thank you. Thank you. Thank you and thank you to each one of you for being here today. That means that you are just as concerned as we are about safety, about speeding, and just generally, overall, folks just going too fast. We know that it is true. Unfortunately, it's one of those things that it just seems no matter what we say, no matter what we do, people are just going to do what they want to, and it just makes it so dangerous for all of us. And so, I'm really looking forward to this session today to see how we take those next steps to really putting something in place that's going to be long-term solution to the situation. Thank you, Mr. Carlucci.

CM CARLUCCI

You're welcome. And I had asked Councilmember Morgan to speak because she was last year's TEU [chair], Transportation chairperson, and so I had Councilmember Pittman to go next as kind of the passing of the torch. And actually, she may be in an agenda meeting, because you have meetings before her actual meeting and that's the one that's set up in just a few minutes so she may or may not be able to make it depending on how long that agenda meeting goes. And so, Chris LeDew and Ms. Santana and Mr. Fall. You have some Planning and Traffic Engineering remarks. And I think you were charged to bring



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back some information to us. Maybe some actionable items or some items to consider. So, I'm gonna turn it over to you, sir.

LEDEW

Thank you, Councilman. Yes. I'd like to make a couple points and then talk about what actions we recommend going forward. Well, first of all, I support the effort of lowering speeds of traffic in residential areas. In Jacksonville, we have a real problem with pedestrian fatalities, with pedestrian injuries. This is something important that we need to do. But I will tell you that as a traffic engineer, the speed zoning methods that I'm familiar with, that I've learned my entire career, tell me that just simply putting the sign up alone won't work. It will not change actual behavior of motorists. So, I am concerned about the effectiveness of a program to lower speed limits. So that's why we're proposing some traffic studies to measure that.

The other thing is I'm concerned about the magnitude of this issue. When you think of changing all the speed limits in all the residential areas in the city of Jacksonville, that's huge. My guess is we're getting into the millions of dollars, and it'll take several years to implement. Right now, the state statutes say that the speed limit in residential areas is 30 miles per hour. Okay, that's everywhere in the state. So, you don't have to have a sign to make that enforceable. That is the state statute. So, if the City of Jacksonville chooses to do something a little bit different, we have to let the reasonably prudent driver know that it's different here. And that means posting a lot of signs. So, what's the magnitude of that? How much will that cost? That's something that we would really like to find out.

So, with that being said, what we propose is a short-term action and a long-term action. I had a few of these printouts here, it's a map of the Lakewood area. And I understand we want to do a pilot study. And this is a draft. This is our first attempt to communicate what the study would look like. Basically, we would post speed and size reduce speeds between the sides either 20 or 25 miles per hour. And we would collect data. Actually, we would collect *actual* speed data of what *actual* motorist, you know, travel, before the signs are placed. And then we put the signs up and we'd wait about three or four weeks. We would do another study and we would compare the data. It's a pretty simple study.

CM CARLUCCI
I'm so sorry.

LEDEW
Okay. Sure.

CM CARLUCCI



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I'm so intrigued with looking at all the different roads and that went by me. I apologize.

LEDEW

Okay. Well, our speed study would be a before-and-after speed study. We would measure a sample of motorists and what their actual speeds are. And then we would post the signs and come back later, after about three or four weeks, and measure the actual speeds again. And we would see if there is a significant difference between the two. So that's our short-term solution. And we know that there's some residents of Lakewood here. So, we're asking them to look at the map and give us your comments. This is our best guess of where the signs would be posted. And the yellow dots are where the speed data would be collected. We would place a radar unit on a pole and basically leave it running for a couple of days gather about 48 hours with the data and that's how we would collect the data. So, if this is not the right location, if you think another part of the of the neighborhood would be a better location, please let us know and we're flexible. This is our this is our first draft.

So that's all I have to say about this map. I'd like to also say that I passed out something that says city wide *Residential Speed Limit Reduction Study Draft Scope of Work*, and basically, we wrote out what we would like to hire a consultant to do. They would do a countywide study to try to answer some of the questions that I posed. What's the magnitude of this problem? But not only that, what have other jurisdictions around the country, and what has worked, what didn't work. We want to we want to learn from other cities mistakes. We want this to be effective. We don't want to just slap up a bunch of signs knowing that they're not going to work. So, there's enough information I understand the Atlanta, New York City... there's a few others that have done this, and we would like to learn from them, and also do an inventory to try to get the magnitude of how many signs are we talking about here. So that's what we plan on doing from Traffic Engineering. With that, I will take questions.

CM CARLUCCI

Okay, does anybody have... Ms. Cumber or...

CM MORGAN

Yes, thank you. Mr. LeDew, thank you so much. This is exactly what I had kind of been envisioning as next steps. We need to keep moving forward. We need to keep doing something that is significant and will ultimately create what we're exactly talking about. So, with just what you're talking about, your draft scope of work, you're saying... are you saying that the study that you were going to do before and after is the \$103,000 for the consultant or is it all the same?

LEDEW



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These are two different studies. The first study, the Lakewood before-and-after study, would be something that we would do in-house.

CM MORGAN

Okay, you could do that in-house.

LEDEW

Yes, we can do that in-house. And this is a longer-term approach to look at the entire city of Jacksonville, all the residential areas in the city of Jacksonville. And because that's such a big effort, we think we need to do a detailed study

CM MORGAN

Okay, so that's what this is? [holding up the Atkins draft]

LEDEW

Yes.

CM MORGAN

Okay, and are you saying that this \$103,000 would be the estimated cost of this?

LEDEW

Yes, of the long-term study, correct.

CM MORGAN

Of the long-term study. And it would take how long?

LEDEW

That I don't know.

[off mic sidebar conversations]

CM CUMBER

On the last page there's an estimated time.

CM CARLUCCI



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Oh, good. Thank you. Before we go any further, unless you have something else, Council member [Morgan]? We got a customer mortgage. We have Councilmember DeFoor here and we allowed each of the chairs and vice chairs to say a few words, so if you'd like to make some remarks?

CM DEFOOR

Thank you, CM Carlucci. I apologize for being tardy. You got a lot done in a very short period of time because I was looking at my watch and it's only 1:05.

This is really new to me, in terms of looking at this from a holistic point of view. You know, obviously as a district council person, I've looked at it from neighborhood to neighborhood, but haven't thought about it in terms of Jacksonville in its entirety. So, I'm looking forward to it. I think it's important. If we're going to be successful as a city, we need to be more walkable. And it's hard to do when you've got, in neighborhoods, you've got 30-mile-an-hour speed limits, which is way too fast, probably anywhere, if you really think about it. Unless it has a four-lane highway through it. So, I look forward to supporting this effort and finding out what the report tells us.

CM CARLUCCI

Thank you, and CM DeFoor is the chair of Neighborhoods [Committee] and on and on... plus public safety. [laughter] It's a big committee. There's a lot under its umbrella. I just can't always figure out what all the acronyms are. But we appreciate that and hope the committee will definitely be taking a hard look at some of this. Any other question? CM Cumber?

CM CUMBER

Thank you, through the chair, Matt? We have... I'm going to put you on the spot. First, great to have you in Jacksonville.

FALL

Thanks, appreciate it.

CM CUMBER

We're really lucky to have you. Eventually our schedules will collide, and we'll actually meet. But we have the 30 miles per hour statewide. Is that standard across similar states? And you know what I'm asking. Is that an aberration of highs and lows?

FALL

Yeah, it's something that I'd have to do research on. I just know it's different everywhere. So, I'll look into it and I can circle back at some point.



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CM CARLUCCI

Sheri, do you know the answer to that perhaps?

WEBBER

Well, I just know the other cities that have done a similar Vision Zero, or '20 is plenty' is the language here. Everything essentially is Vision Zero, which is kind of the way it started out when it came across the ditch [from Europe]. And so, D.C. has a similar one going through a similar process, Seattle, the Twin cities went through a similar process, so that there are several out there that we can look to for comparison's sake.

CM CUMBER

But yeah, through the chair, what I was getting at was... just to kind of have the landscape of how the state stacks up speed wise. Just so we can, I mean I think it's great to start looking at this, and I think if we look at it and it comes down to putting all this together with Council members Morgan and DeFoor. And I just want to make sure that whatever we do, if there's an investment of both time and money, that it actually makes a difference. So, I think we look at other states, too. That would just be helpful. And then the other quick question I have is to Mr. LeDew. Do we have 20-miles-per-hour in a piece of San Marco? Could we not do a study there? I mean, I know it would not necessarily be before-and-after, but I think what you're getting at is: are people obeying the signs. So, I just was wondering if, like, can we just do a faster, quicker study to see, if we already have signs up, are people still going through the neighborhood at 30 miles an hour? Or are they actually going through at 20?

CM CARLUCCI

Do you mind if I dovetail into that? So, we did our neighborhood at 20 miles per hour. And I felt that, in large part, it was effective. And I had asked at the last meeting, and John had expressed. And I said, you know, listen, tell me if it's working because if it's not working, then I'll tell you it was hot out collecting those signatures in the middle of July and August. And what makes it hard is so many people live in neighborhoods, different neighborhoods, or perhaps have rentals, so you can't ask the renter. You have to go to the property owner and who knows. It took a lot of time. A lot of sweat and a lot of work. But I think it is working in our neighborhood. Did you ever set that up for a trial run as Councilmember Cumber is talking about?

PAPPAS

Short answer: not yet. Speaking with Chris, one of the things, and I agree, I think we need to take a look at that and see if people are now going the speed limit. Because I think that's part of it. The other part is how effective are the signs once they go in? So, I think it is two parts, and Chris and I have been kind of



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more focused on how effective did the signs make it from the standpoint of what were the speeds before and what are they now. But I think it is reasonable and I think it is something we're going to talk more about and determining what they're doing in those areas now.

CM CARLUCCI

I think what helps, and this is speculation perhaps, but I think it's also, you know, just an intuition. If men have intuitions, that the word "neighborhood" appearing under the speed limit. I really think that's as effective as the "20" because...

Oh, good, we'll get right to you, Madame Chairwoman. But I think that when you have that, and by the way. Committee, if the group here doesn't mind, like I mentioned that we put this together prior to when the new committees were assigned. And so, I've mentioned to everybody that you were probably in an agenda meeting for your Transportation, Energy, and Utilities Committee, but I wanted to make sure you've had a chance to speak, and I had Councilmember Morgan speak and you have the ability to turn the baton over because you're the new chair, but your important part of this. So, if you have any comments that you'd like to make, I would certainly want to open the microphone up to you. We have a hard stop at 1:45, but I think we're doing pretty good so far.

CM PITTMAN

Well, first of all, I apologize for being late because I was upstairs waiting and came back from lunch early. But anyway, I just want to say I would like to know a little bit more about it, and I'm glad that you had this noticed meeting because I do have the vice chair who had an opportunity for presentation last year and we also have some of the Council members who were on the committee as well. So, I want to, you know, gather the information and get thoughts from members that are on TEU, about this, you know. I'm very concerned what the budget would be if something like this would pass, and the input from the community, you know, and are we doing it in a certain community as a pilot program, or have we decided, you know, to do a pilot program in each community, and what does that look like?

CM CARLUCCI

Let me if the group is okay with it maybe. Chris LeDew, he kind of went through that just before you got here. And I think he can answer some of those questions that might help you. And it would be great, if you were up to it, or if you were open to it, to maybe have a presentation at TEU.

CM PITTMAN

Sure.

CM CARLUCCI



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But that's your decision, of course. Then Chris, would you kind of explain the pilot that we're looking at and the cost and that type of thing?

LEDEW

Yes, yes. Basically, I support lowering speed limits in residential areas.

CM PITTMAN

You said you support it?

LEDEW

I do support it. However, I'm concerned with the effectiveness of just putting a sign up and not doing anything else. And also, the cost. If we ever go county wide or city wide and do it everywhere, the cost is going to be really high. That's why we're proposing a short-term action and a long-term action. The short-term action would be to do a study in the Lakewood area. We have some residents that are concerned and involved and they're promoting that and we're willing to do that. And then in the long term, we want to hire a consultant and I have a scope of services document around here of what will be in that study. And that will be a longer-term study for the entire county. So, in a nutshell, that's what we're proposing. If we expanded the pilot study to every district that might get a little time consuming and tax our capabilities, because the Lakewood study we're going to do in house with our own people. And we've already done one study in the Springfield area where we lower the speed limit to 25 miles an hour. So, we're gathering data.

CM PITTMAN

Are those communities that you've done, can you compare them to each other in terms of Lakewood or Springfield? Is the traffic the same or different?

LEDEW

There are differences, yes. The character of the neighborhoods, the widths of the roads, the number of driveways, how close the landscaping is to the roadway, if there's parked cars... there are a lot of things that change the character. One of the things I'm interested here [in Lakewood] is: this is different than Springfield. Springfield was built, what 120 years ago, and was built on a walkable scale. And Lakewood is a more modern subdivision. I don't want to hazard a guess as when it was built. Possibly in the 50s. So, after World War II, and it was built on more of an automobile scale. So, from an engineering geek standpoint, it's interesting to me to see the difference between those two.

CM PITTMAN



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But I just, you know, if we're gonna compare apples, oranges, and peaches, you know, when we start out with a study. And do you know what the timeline is? Do you have any idea what the timeline would be to complete the study?

LEDEW

I would say give us about six weeks to two months to complete the Lakewood study. And for the longer-term study, we're still searching for funds, but once we give it to the consultant and put them to work, they're estimating a 10-month timeframe.

CM PITTMAN

For the Lakewood study?

LEDEW

No, for the for the longer-term stuff.

[off-mic sidebar conversations]

CM PITTMAN

I definitely think this would be a great conversation for the TEU, and you know, we can ask questions among ourselves and make sure that we have all the information that is needed to move forward. So, thank you.

CM CARLUCCI

Thank you, Madame Chair. Councilmember DeFoor?

CM DEFOOR

Thank you, CM Carlucci. Have we gone over these JSO crash reports? Because I'm interested that, and my neighborhood is on it?

YARBOROUGH

Which neighborhood?

CM DEFOOR

In Riverside.

YARBOROUGH



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I can't speak to that one as much. A lot of these high crash locations are more intersection related, not speed related, because they are all small neighborhoods, like the Loretto neighborhood. There's a school zone in the middle of that, it's a two-lane road, and there's a red light. Like I said, a lot of those are during five o'clock traffic, or in the school zone. Lots of stop-and-go type of traffic crashes. It's not necessarily speed related for those.

CM MORGAN
Woodland Acres as well?

YARBOROUGH
I don't know anything about that one so I can't speak to it.

CM DEFOOR
Can we get more information on it? Because I've got 48 crash reports from the past two years. Two years, three months. Who can I...?

YARBOROUGH
[indecipherable] see if we can get the data on that. Yes, ma'am, and a couple of areas I have actually worked. Like the Loretto one I've actually worked for 10 years so I can speak to what those are. Like I said a lot of those are during five o'clock traffic or during the school zone. Lots of stop-and-go types of crashes, so to speak, [indecipherable] But we'll get with our Comms house and get some kind of data on what types of crashes those are.

CM DEFOOR
I would appreciate that, thank you.

CM CARLUCCI
Mr. Fall, were you wanting to make a comment?

FALL
Yeah, I've got a quick question for Chris. On the scope, I know that it says that it's just going to be the signage is going to be changed and then you're going to review the before and afters without examining physical changes or increased enforcement. Do you think it can maybe be divided into a two-parter where you do that first and then the second part, maybe you do look at, you know, maybe temporary physical changes or just increased enforcement? To see if any of the drivers have complied a little bit more.



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I mean, anything's possible. It would cost more money, of course. It would take coordination with JSO for the enforcement. And the physical changes... I'm assuming these are physical changes that were implemented under other projects and not under the speed reduction project. We've talked about that. I'm not sure how we would write that and how we would coordinate those different projects. But yeah, that's possible.

FALL

It might even be an interesting follow up to this study, like a secondary study or something like that. Though you do include some of those changes here... [off-mic conversation] So, this study looks at what the changes are when we change the signage but without seeing physical changes to the roadway, or how increased enforcement affects how cars are complying to that reduced speed. So, I was just saying maybe there's a second part where we do include those elements to see if that helps as well.

CM MORGAN

But would that be written into this particular study, or would that be a separate study? Perhaps?

FALL

Yeah, it would be something we'd have to discuss. If it increases the costs, then maybe it's something that we don't do for this study, and we just follow up later.

PAPPAS

If I could? On that, one of the other things we do is we look at traffic calming with physical changes to the road itself. And certainly, we've done that on several roads, and we could obviously monitor the speeds on those. We haven't done it where we've done... I don't know if we had speed data before the traffic calming then and after, but I think for this one, for this signage, I think it would be very important to understand how impactful the signs are. Because I think from a city-wide standpoint, that's something that I think is more doable than a lot of the more physical, but I think it's certainly something to keep in mind as we look forward to how do we truly get the speeds down.

[off-mic conversation]

CM CUMBER

Thank you. So, I think that it is really, and I'm just picking up on what Matt and Director Pappas just said, and Chris LeDew. I think it's important that we look at physical changes. And also, a lot of, as I was telling you that in our neighborhood, when we dropped to 20, the people who were getting pulled over were our neighbors. [laughter] So it's more about talking and getting the word out whether it's to the churches, the community meetings, to slow down because, you know, I have people wanting to reduce



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the speed limit and add speed humps on a cul-de-sac. If you live on a cul-de-sac, it's your next-door neighbor who's speeding, and I think if we speak to our neighbors a little bit more and really get more of a community together, that will help a lot. It's not going to solve everything, but I also know having worked in transportation now for 20 years, I'd hate to see the city spend a lot of time putting up signs that really don't do anything when we could spend maybe a little bit more [money] especially right now when [indecipherable] on the federal level, [indecipherable] such things and change the infrastructure. Because at the end of the day, if you have a runway, people are going to drive fast. And if you don't, then people will drive slowly. And so, you can really, the signs, you know, people will pay attention to them or not, but I would like to really focus on that physical barrier, these physical changes in the road, particularly.

I think it would be great, now that this focus is happening, to start when we're looking at rebuilding roads, you know, I'm really big on bike lanes and putting in bike lanes and making sure they're safe. But when we're renaming and when we're re-doing roads, to think about them, not in the sense of cars, but in the sense of safety and people. You know, the other thing that I will ask everyone here and anyone who's listening is to set expectations for people. And we can't have both things. We can't get as fast as we want from A to B and also keep our kids safe. And I have an eight- and 11-year-old and so something needs to give and so if we all talk to our neighbors about slowing down and getting there, you know, having to leave your house five minutes faster. So, you go a little slower it's not going to break the bank.

So I was really excited that we're having this conversation and I would really love to take the opportunity to really make really good changes, through City and policy changes, and it's not gonna happen overnight over 874 square miles, but we can make serious changes especially and, you know, throughout the city and again, I think if we partner with you all in the community and the churches in the community, you know, everyone in the community needs to, and every time JSO goes out and so forth, and really make it a point to remind your neighbors to slow down. Remind them that you know, you can't rely on the person in front of you not looking at their phone while they're driving. But anyway, I'm really big on physical changes to our infrastructure and not being so focused on the roads. So, anything we can do on that, I am fully on board. I think people should slow down in general. So, anything we can do to make that happen. I'm on board. I just want to make sure that we get the result that we're really looking for.

CM CARLUCCI
Thank you. Madame Chair?

CM PITTMAN



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I just wanted to ask a question. John, for the speed bumps we have put into neighborhoods, and roundabouts in those areas, have those slowed traffic down? And what has been the outcome of that? Because now we're talking about probably reducing the speed even more so and I'd like to know what's going on right now and have we done any research or data on that?

PAPPAS

I'm going to turn that over to Chris, but I'll tell you, from a very high level, it has. Anytime you create a change in the travel way that makes it uncomfortable to go fast, you won't go fast. It will physically slow you down. If you look at how some of the speed limits are set, it's based on how fast people are driving. They look at the 85th percentile of what the speed is people are driving. They must feel comfortable driving it, so then it gets set at that speed. So, what you have to do is create conditions that make it uncomfortable to drive fast. And so those are some of the things we've done, as you mentioned, speed humps, roundabouts. I can tell you, there is Peach, Forest, and Live Oak, a connection between Atlantic and Beach that parallels Southside Boulevard. Had many accidents along there because it's just a main drag. People were hitting houses. I mean, that's a long two-lane road. Chris came forward with speed humps along there. There are a lot of speed humps. I was very concerned about putting those in. Just what are we going to hear? And quite frankly, I don't know that we've had any challenges since those went in. Chris?

LEDEW

I won't say we haven't had any [laughter] But I am not aware of any serious problems.

CM MORGAN

Yes, and John, of course knows that I know about that one. Because I use that street a lot. And to go from Atlanta to Beach. And when I first hit it, I went 'wow.' I mean, you have to slow down, and to me, it's the most extreme version of traffic calming that I've seen. It's extreme because there are so many; however, I think it's a good point to make. And I don't know who was going to talk about this sheet [holds up document], but... oh, you're going to talk about that, Matt?

FALL

Sure. Yeah, I can.

CM CARLUCCI

We have five minutes left.

CM MORGAN

Okay, well, we definitely need to talk about this one.



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CM CARLUCCI

Ok, this young lady right here, I want her to have a chance to speak.

FALL

So, there's are things on the Highway Safety Improvement Program that could fund something like this study. Traditionally, District Two has not done this for local roads, they did for the state roads. But I spoke to them, and they said that it is possible, and they can do it. Generally, what they've done before is they'll have the city, or the county will do the study in-house and come up with a list of recommended safety countermeasures. And then they apply for the HSIP funding to construct those to build those like it might be [indecipherable] or whatever it may be. But they can do this, if we want to do the study in-house and then come up with, you know, whatever costs may be associated with that. The OPCC's and then we go for HSIP funding. That's a route you can take, or we can just go directly to have this help fund the study. And we could talk to FDOT a little bit more about that.

Two questions that they did want to ask us. If we do move forward with this: what are the particular corridors that we have in mind that we would want to do a study related to? And also, they asked, are we looking for just to reduce speeds or do we want to look more holistic, Complete Streets type of outcome? What are some of those recommendations that they could come up with that way? So that's HSIP funding.

There's also a grant that they just released a note for a Notice of Funding Opportunity, which is called *Safe Streets and Roads for All*. This USDOT that you could apply for. The problem with this is that the funding generally goes to the development of a safety plan, a citywide safety plan, which we don't have an adopted plan that we could use some of those recommendations and get this funding to construct those. It would just have to go to the development of a plan and part of that plan would be a reduced speed as a safety countermeasure.

And then the following year, we could apply again, and get funding to build some of those treatments. So, this would be a two-parter. Although, I do have an idea, the TPO did a study which is the *Regional Systems Safety Plan*. And in that plan, they mentioned some things that are proven safety countermeasures, like raised crosswalks and raised intersections, and reduced and enforced speed limits. So, we could maybe speak with the USDOT about riding coattails and using this TPO study and just applying for construction of raised crosswalks and, you know, increased enforcement, reduced speed limits, that type of stuff. So, if the TPO would be willing to talk to us about that and USDOT would want to talk about that, we can use that as the adopted safety plan and not have to build the whole safety plan on our own and then ask for funding for more safety treatments.



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CM CARLUCCI

Thank you very much, sir. What I'd like to do real quickly... I took on this because it's a county wide problem we have with pedestrian safety. And some very dear friends of mine and neighbors who have leaned in on this came and asked me if I would have a meeting. So, this is not a special committee, it's just me, and thankfully having some friends to come. And I wanted to make sure I had the two TEU chairs here. And Madame Chair, if somehow in some form or fashion, you want to do this in a way that's different from kind of just the ad hoc way that I'm doing it, listen, you're the chair.

But I am not claiming that signs are going to be the full answer because they will not. But I believe they made a difference in our neighborhood. And we are a major cut-through, and hopefully John's gonna get some information on that. I do want to ask the group here... Yes, ma'am?

CM PITTMAN

I'm sorry. I've got some folks waiting in my office, but I'm going to circle back around with you. Let me know what the questions are. Joyce has got this. Sorry, I thank you all.

CM CARLUCCI

Okay, now. What's your name, young lady?

LEE

Nora.

CM CARLUCCI

Come on, Nora. You can stand right there, and we'll hear from you. And then I'll adjourn this when you're through. I will be around as long as I can to talk to anybody to take questions. but we're just kind of under the gun. My apologies. Nora, whatcha got? Give us your name and your address.

LEE

My name is Nora Lee and I support '20 is plenty' and one of my main reasons is my dog, Roman. I'm responsible for walking him throughout the day, and he can easily—if a car's gone too fast—he can easily... he's not really afraid of cars, so he can easily prance into the road and then that car, if it's going too fast, can run him over. But most cars if they're going slower, they can easily see him. Not easily, but they can see him and stop, but if they're going too fast, they don't have as much time to stop. And I'm sure some of you have dogs at home and I wouldn't want my dog getting run over and I don't think you do either.



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CM MORGAN
How old are you?

LEE
Ten. [off-mic conversation]

CM CARLUCCI
You'll be 11 tomorrow? Happy birthday.

[off-mic conversations]

CM CARLUCCI
Let me tell you, you have just placed an issue into this, an element of this issue into place, when it comes to pets. And so, I appreciate you doing that. So thank you for being here. I'm going to adjourn the meeting... [off-mic conversation] ok, I was told hard stop.

CM MORGAN
It's only 1:42, so quick questions.

CM CARLUCCI
Okay. Brian Simmons, one minute.

SIMMONS
Good afternoon. First and foremost, thank you very much for having these meetings. Well, I had three minutes of comments, so I'll cut it down to the really important stuff. I'm from the Miramar neighborhood. My address is on file. And I'll tell you that recently we had JSO come out to our neighborhood after a traffic complaint. The officer, who was incredibly professional by the way, I want to make sure I say that. He was only out there for a few hours and either cited or warned four people. Now that doesn't sound like a lot, but keep in mind, that's just a couple of hours on a random weekday. It wasn't rush hour in the morning or rush hour in the afternoon, or a beautiful Saturday like we just had, where I got probably a half a dozen people on film, doing 40+, 40+ and that's not an exaggeration. And our neighborhood is already speed limited at 20.

So, I think you're right, the signs are not necessarily the answer. I think the one size fits all and make all the neighbors pay for it isn't necessarily the answer either. Especially in neighborhoods where families don't have \$10K grand a pop sitting around to write a check. So, I don't know what the answer is to that



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part. But I know it's important. I know that it's going to take more than just signs. And again, thank you very much for setting this up.

CM CARLUCCI

I thank you. That's valuable information. Monty Trammell?

TRAMMELL

Do you mind if I don't stand? I've hurt my back. I just want to tell you about something that the night before last to a neighbor on my street, three doors down. He was coming over to help me do something and his daughter was with him. She has one of those toy Jeep things and she had come from the driveway and was parallel to the driveway, partially in the driveway, when this car came speeding now [indecipherable] Avenue. You could have placed a piece of tissue paper between that car and her little Jeep. And I hate to say this, but they turned into his driveway. The driver's driveway. And Charlie went over there to have a word with him, and I won't repeat what Charlie said. But all the man did was get out of the car-- and a speed limit sign happens to be in his yard—and he pointed to the 30 miles per hour sign. 30 mph does not work, you know? That child could easily have been hit or Charlie could have. I don't know what he was doing, if he was distracted [indecipherable] or whatever. But the potential for these things happening is there.

CM CARLUCCI

It's a close call in every neighborhood. Monte, I gotta go to our next speaker. Thank you for that point. John? You got minus one minute. [laughter]

JOHN

Hi, everyone. I use every chance I can now to praise my own Councilwoman [DeFoor] who works her butt off every day, 24 hours a day. And we're all in tears that she's not running for reelection. We need her, but let me tell you, I walk everywhere. I'm currently not driving by choice. Ms. Cumber is the only one of y'all that I haven't had experience working with, and I'd like to know more about you.

But anyway, I'm here to say that I own my home. I own property on Fourth Street and Riverside. And we don't have as big a problem, but I look forward to the to the study. Because Riverside and San Marco are very much alike. And don't forget Avondale. We're fortunate, I think in Riverside/Avondale that people, a majority of people, still respect one another. And that helps both the people that come there and most definitely the people that live there overall. I travel a lot. I'm very familiar with roundabouts and whatever that's called it, but I think they the worst thing I've ever seen in any city is whatever that's called in Fairfield/Fishweir that they've been working on, it seems like, forever. And when they work on



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it, it gets worse and worse and worse. City buses have been rerouted more times than I have fingers.
[laughter]

People that are good drivers have trouble figuring out where to go, how to go. It's just not better than the original plan. At any rate, the roundabout in San Marco seems to be working, but I don't think Jacksonville is a roundabout town, but that's a whole other at least three minutes. So, I would like to encourage the hastening of the study in Riverside and 20 was one of the two proposals that I was going to whisper in the ear of the man that I still think should be our next mayor before he decided to step aside [laughter]. And I'll give him a second [proposal] if he can find time to bring it to the Council. Thank you all. Thank you all for all the work you do to make this a safer city.

CM CARLUCCI

I have to tell you one story because this relates to what Councilmember Cumber said. But when I was a freshman Council member just a few years ago [laughter], I got a call from five people. "We need a speed trap in San Marco." People are speeding through the shopping area, so I put a speed trap up. Everybody in San Marco started getting speeding tickets. Do you know how many votes I lost over that? [laughter] But I will have to adjourn the meeting. I'll be around as long as I can. [off-mic conversation] Okay, meeting is now adjourned.

Transcribed by <https://otter.ai>

Meeting Adjourned: 1:53 PM

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

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