



OFFICE OF THE CITY COUNCIL

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RE: Landon Middle School Traffic Study (Part 3)

Tuesday, August 9, 2022
2:30 P.M.

Location: Lynwood Roberts Room

Attendees:

CM Matt Carlucci	Principal Ryan Casey	Shane Sheffield	Debbie Pataky
CM LeAnna Cumber	John Pappas	Lee Durban	Jim Harrelson
Cindy Pearson	Chris LeDew	Dale Farrow	Sheri Webber
Paul Soares	Jennifer Sheffield	John Livingston	

[Video Link](#)

Meeting Convened: 2:32 PM

CM CARLUCCI

Alright, we're started up. I thank everybody for being here. My part is to say the welcome and I was just commenting that we have a lot of neighbors from my side of the highway here: the Sheffield family and John Livingston and Dale Farrow. And I've got my other neighbor, LeAnna, she's here. Cindy Pearson, she lives down the road. We have the principal here and Planning [department], so I'm gonna try and be on my best behavior. [off mic conversation] Anyway, John's got everything planned out, he's got the perfect situation—just kidding. I want to thank Sheri. She has done just a terrific job of putting together some of the things we have on panels [screens] up here. And did you pass out any of these to the neighbors?

[off mic conversation]

Well, I just want to welcome everybody here. I'm hoping this is our last meeting for a while. And I want to thank School Board Member Pearson who put a lot of work into this since the last time we met, and I met her over there with the Principal one day, with Ms. Pearson, and we talked about a few things with Chris LeDew and so, you know, that's my welcome. The District Council person is Councilmember Cumber, and of course, School Board Member Pearson is the District School Board member, so I want to give some opening remarks. So, Councilmember Cumber, if you'll share with us and then we'll go to Ms. Pearson and then we'll do the map presentation and there have been some changes that Chris is making recommendations on, so I turn it over to Councilmember Cumber.

CM CUMBER



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Right. Thank you, Councilmember Carlucci. It's good to see everyone here and I'm gonna make it short and sweet. So, I want to get into this presentation so that we don't run out of time this time.

CM CARLUCCI

We've got until what time?

WEBBER

Hard stop at 3:15.

CM CARLUCCI

3:15? Okay, good. You're up.

CM PEARSON

Ok, thank you. When I ran, I talked about collaboration with one of my, or is a high value for me and so I'm glad that we can meet together and talk about issues where our common constituents have concerns and work on solutions to those. I brought this up, but first I will say that Julia Landon Middle was Julia Landon High School built in 1926. So, Landon high school, Landon Middle, is a fixture in the San Marco community and it's interesting in our inventory of schools in that it's a block off of Atlantic Boulevard at a very busy intersection. I've said this before that it is one of the more urban campuses that we have. It has two cross streets running through it. And y'all have worked with us to help make the internal campus safer after an incident last year.

When the growth in San Marco, that I've seen—in the last 11 or 10 years that we've lived here—is exciting. And I think my neighbors are excited about the Publix going in, my children are excited about Crumble Cookie going in, and my husband and I are excited about a rooftop restaurant in San Marco. I will spend a lot of money on that corner for the next several, or you know, as long as we live here. So, growth is exciting, but I will continue to be an advocate for, as our city grows, that we consider our schools. Schools are anchor points in communities. And so, as our communities grow and develop and we have exciting things happening, whether it be commercial or multifamily housing or whatever, that we consider the impact on school. In the neighborhood, it's very much a heartbeat and a part of the neighborhood as much as anything else is. And consider particularly the safety of the students as they travel to and from school, which is why we're here. Because I had a number of constituents ask me if I had seen the new markings on Atlantic Boulevard. And so, we have had a number of conversations about this, and I believe that we have a presentation to talk about some of the issues that were raised at the last meeting and what the city's response is to those.

CM CARLUCCI



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Chris? Or Councilmember Cumber, do you think we should let Chris take it from here?

CM CUMBER
Yes, absolutely.

LEDEW
Okay, well, I guess we're gonna go through the presentation?

WEBBER
So, what we'll do is just go through them. You've got the main image here, then the next slide will be a detail of that image. If there's anything to point out and anybody can just interject as you need to. And then the slide after that we'll be dealing specifically with Aspire So these first two are Landon and Publix.

LEDEW
Well, here is, I guess, a big aerial of the area. North would be off to the right. I guess, for you guys, it's that way. So I think the next slide is a blow up there? Yes, and Atlantic Boulevard on the screen is running sideways. And the yellow—I call it a yellow bulb out—the pavement markings in the westbound inside lane, initially put in there. I required the Publix development to put that in as part of their site because I was concerned with crashes, rear-end crashes, at that area, and that's one of the ways that you can kind of break up a left turn lane so there would be a distinct left turn lane going into Mango Place and into the Publix, and then a second left turn lane at the signal at Hendricks.

However, when we were looking at that we were not thinking about the school traffic and the backup that was extending along Atlantic Boulevard in those westbound lanes.

CM CARLUCCI
Back beyond the railroad tracks.

LEDEW
So, I met with Councilman Carlucci, and he showed me the error of my ways [laughter] and we decided to remove those yellow bulb out markings. [off mic conversation, laughing] And so barring any problems with the weather, that work should be done this week, and school starts Monday. So, we should be able to get those out of there just in time. There's also a sign in the median that says you must turn left, or left turn within 100 feet. That sign will be removed as well. There's some "only" pavement messages that refer to a left turn only and those will also be taken out. So anyway, that's gonna happen.

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We have some new folks here. Would you quickly go over some of the work that y'all in Public Works have already done? Crossings and flashing light crossings and so forth. I think Councilmember Cumber played a big role in having those put in.

LEDEW

Well, can we back up one slide? Yeah, backup one slide and show the larger aerial. The up-and-down road, that's Atlantic Boulevard. And as you go downward in your picture, that's towards the railroad tracks. Well, in between the railroad tracks and Hendricks, we have placed two pedestrian crossings, and these are at Arcadia and also add Mango. And these are placed to be spaced along that corridor and created about 300 feet separation between other crossings, the crossing signal at Hendricks. And the signal at Mango was actually partially paid for by the Publix development. So that was part of their agreement that Councilmember Cumber acquired additional funding for that. So those are what we call our RRFBs: Rapid Rectangular Flashing Beacons. You press the button and yellow flashing lights come on. And that brings awareness that there's a pedestrian in the crosswalk. So that's changed the character of that area. And hopefully it'll slow down some of the traffic as well.

Some of the other improvements that we made are on Minerva, and this is between the school... if you travel from the school towards the track, there was a... sorry I just can't read the street names. Sorry. So, from the school towards the track is Minerva and then Arcadia. The crosswalk at Minerva was partially obliterated from some JEA work and that was repaired. A new crosswalk was placed on Arcadia where you go into the track. So that is in place as well.

I just found out from the School Board and Mr. Soares that the sidewalk between the two, across that block that's in between the school and the track, that sidewalk on School Board property has been completed. That's now in place connecting the two crosswalks there.

SOARES

And a pedestrian gate as well.

LEDEW

A pedestrian gate as well. And so that has happened. All good things to bring awareness to pedestrian crossing locations. We have installed school warning signs to let people on Arcadia and Minerva know that they're coming into a school area and that this is no longer a residential and not a business area. It's a school area.

CM CARLUCCI

You put that on Arcadia and Minerva?



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LEDEW

That's correct. Yes. And we lowered the posted speed limit to 20 miles per hour.

PAPPAS

One additional thing is you added is 'no parking' signs adjacent to the crossings to provide additional buffer for vehicles coming so they didn't block visibility. With that, that's a little history of some of the improvements that have been made. So, we can move on. Okay, so we've talked about that [the bulb out] and then on to the next thing, and I don't know if somebody else wants to lead this discussion about a potential for a separate drop-and-walk from Aspire Church to Landon to help with the drop off traffic, and possibly, if more parents drive to that location and drop their kids off that will lessen the line of cars on Atlantic Boulevard.

CM CARLUCCI

And actually, although Aspire owns that—and Jim is here to speak to Aspire—but they make it open to the public. Whatever they want to use it for, for the most part. And so that's somewhat of a gift that might relieve 20-30 cars. But if I could, Ms. Pearson, were you able to... along with Principal Casey, get the extra police officer? Or maybe you could give a little report on that.

PEARSON

Sure. After we met to talk about the Aspire parking option, I contacted Dr. Greene's chief of staff to find out if the District would have a concern about liability in promoting an offsite parking location and encouraging students to cross, not only Hendricks that Atlantic, but cross the car line going into Thacker. And indeed, the District did have a big, big issue with that. And so, we met to discuss that. So the District would not be—while very grateful for the opportunity and grateful for Aspire's partnership in many ways with our District schools—the District through orientation or other means would not be promoting the Aspire, what I've been calling a Kiss-and-Ride type of lot for middle school students who would then be crossing several intersections, one of which would be especially dangerous at Thacker because they would be crossing the car line.

We did talk about potentially putting a crosswalk in where the sidewalk ends on Thacker, but even there, we would need to have a crossing guard or someone there, we feel, and we simply don't have the staff to do that. Because of the Marjory Stoneman Douglas act, even this year, Officer Jackson who previously has been on Atlantic Boulevard crossing students and directing traffic, is no longer able to be there because he has to be in the school, bell to bell, or we would be fined.

CM CARLUCCI

We talked about trying to get another officer.



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PEARSON

Well, so we spoke with Chief Burton about that, and we are going to hire, through JSO, an officer to be on Atlantic for at least the first two weeks of school and then evaluate after that. So, Chief Burton will absorb that cost of hiring an officer, a JSO traffic-qualified officer, to be there for the first two weeks of school to help parents make the turn and safely cross students, and then we're going to have to figure out an education plan for parents and students once the officer is no longer there. They're used to having a very qualified officer there making things run smoothly. And so, we're going to have to work on weening them from that and helping them figure out how to make that work smoothly in the morning.

HARRELSON

If I could just interject here for a second. The intersection at Atlantic and Hendricks, we're currently at Aspire in the process of doing a master plan with Haskell. Haskell brought out traffic engineers to look at that intersection. And they happened to be there when school was released and there were just tons of kids crossing the street. And it was really, really unsafe. But their recommendation was that we go to an all-stop there to allow safety for those children crossing the roads and consider possibly putting in a diagonal crossing as well. And with the growth that we're having in San Marco, it just kind of makes sense. There are going to be a lot of people within walking distance of the Square and pedestrian traffic is going to increase likely. So that might be something to consider from a safety standpoint.

PEARSON

So, in the morning, currently, there aren't a lot of students crossing.

HARRELSON

Yeah, it was afternoon.

PEARSON

But in the afternoon, there are a lot of students going to Starbucks, Firehouse, a lot of other businesses in the Square. My daughter does that when I'm running late to pick her up. She will just go to the Square and hang out at Starbucks and get a drink until I can get there to get her. So, you're absolutely right. There is a huge group of students who crosses there.

CM CAR:LUCCI

Well, so, are you saying that that will be done?

HARRELSON



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No, no, Haskell made a recommendation to us that we try to work with the City to get on all-ways stop there so that it would just be safer for those children crossing the street because we just don't want any accidents to happen.

WEBBER

How far out were they talking, Jim? Are they talking, like, you know, future or are they talking immediate?

HARRELSON

Obviously, this was in our master plan. So, it's down the road. Right but for the growth in San Marco, it's now.

CM CARLUCCI

Where are you talking about exactly? So, John Pappas and Mr. LeDew know.

HARRELSON

The intersection of Hendricks and Atlantic Boulevard.

PAPPAS

Where the signal is now?

HARRELSON

Correct.

PAPPAS

Make it an all-stop?

HARRELSON

Yes. Meaning all traffic stops in all directions.

WEBBER

Right, for one cycle through all the signals there would be an all-stop. When everything is red in every direction, so that all pedestrians cross at once, I guess.

LEDEW



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What we call that is an “exclusive pedestrian phase.” And I’d just like to remind everyone that Hendricks is a state road. So that is a Florida DOT jurisdiction. They would be the group that makes the final decision on something like that.

CM CARLUCCI

I think this is something that's an idea that needs to be talked about. Maybe not pressing at the moment, and if parents find out they can park over at Aspire without being encouraged by the school, they might find that it makes for a little bit of sense. And, by the way, can the crosswalk from... Chris or John, can the crosswalk from the Aspire parking lot—that they allow San Marco to use seven days a week—can we freshen it up a little bit? And that’s from here over to the church sidewalk.

PAPPAS

Is that San Marco Place?

WEBBER

Yeah, you can see it in this slide. That top yellow arrow is pointing to where the crosswalk begins.

CM CARLUCCI

There are a lot of people that use it besides church members. A lot of people use it. So just throwing that out there. If y'all can do that.

PAPPAS

Councilman, Chris said they need to [indecipherable] and an ADA ramp, I think, on one of the sides.

CM CARLUCCI

Okay, well, we are always for being accessible for everybody, everywhere, all the time. But if y'all could look at that, I would appreciate it. Okay, so I think one of the challenges is that there's not going to be a police officer there as much as we want. And I'm gonna let Principal Casey speak in one minute.

I do want to make one comment to the Sheffield's, to John and to Dale. I did not take time to look at the Belote/Marco [issue], because this is just so much right here. And Council Member Cumber would need to be at the head of that conversation. And I could help a little bit as well on what we do with that. But it's not that we don't want to [assist], but this is kind of a big deal right here. We were dealing with Belote Place since the beginning of time. So not to diminish that problem. It certainly is a problem on Marco.



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Okay. Does anybody else... CM Cumber, Is there anything you want to say before we go? Any other panelists? Oh, we want to hear from Principal Casey. And if School Board Member Pearson has additional thoughts she wants to say, or Paul [Soares]? But we're gonna turn it over to the principal.

CASEY

Okay, well, I'll just say that we're really appreciative of the attention. I know that SBM Pearson has really been the expert on trying to bring our attention to it. So, at the school level, we are thinking about it and putting in our pre-planning and making sure that our staff is aware to help with students and parents. The support that we got from the police department to have somebody there to start school think is going to make a big difference, at least in our training phase for our students, and also helping our parents to feel comfortable to get school going. So that is something I did this morning reaching out to try to get that scheduled to make sure that we that they hire someone or there's someone there. So, I feel like that's a good step and then the next phase for us would be, exactly as the School Board member was talking about, we have to figure out how the release works when that [officer] goes away so that parents feel safe and kids are trained well enough to be safe doing that.

CM CAR:LUCCI

It sounds like the second policeman is going to be there for two weeks or however long. They need to be trained up by [Officer] Jackson.

CASEY

And I think that is exactly what's happened, and the fact that we have Officer Jackson, with all of his experience and knowledge. He's really helping bring me up to speed on what it is that I'm going to be facing on that first day because it's going to be new for me. So, I think that we aren't completely sure what this looks like, but we have some good, predictable planning in place and the work that's been done is going to help us alleviate as much as we possibly could with what we know is coming. I'm hopeful to work with the officer at the crosswalk and see just what it's like after those two weeks before they release him, so that we can have a plan. Hopefully, we'll be feeling good about where our students are, and our families are, and how we've done our opening of schools. And if we aren't feeling good about that, at that time, we'll have to make some decisions about how to push for, you know, extending that, or what it is that... maybe I'll be down there. I'm not trained to do crosswalk, but I don't think they're gonna let me do that. So, it's kind of like the Aspire [indecipherable], we have to play within our rules.

CM CARLUCCI

Having arrived at so many accidents, I've gotten to be a pretty good traffic cop. I can make it happen.



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CASEY

Then we may be reaching out.

CM CARLUCCI

Tried and true. But all kidding aside, I appreciate that. Kind of, you know, we're all here, but the parents will come see.

CASEY

I'm going to be out there and what we want them to see it's our intention to work with the people involved and make it as safe as we possibly can, given all the barriers that are out of our control. So, controlling what we can, and I think the first step is learning from all of you about why things replace what's in place and having our staff and students communicate and talk with me and I have to be really open with my family.

CM CARLUCCI

Thank you, Principal Casey, and Paul, do you have anything?

SOARES

I'd like to say that the words I never want to have to say or hear is "I'm sorry." And we know there's a lot of risk in this area to pedestrians or students. So, all the actions today I think are really going to work. I think the challenge for people like me and others, John and Chris, are the unintended consequences. I think we're really taking a hard look at those and trying to head those off. So, I think overall, it's a good plan and great effort and we've made some real progress.

CM CARLUCCI

Well, this will kind of be our last meeting for a while because six months from now, we may want to get together again and see how it's all working. But this is our best effort today, here today. SBM Pearson?

PEARSON

Thank you. The left turn lane only going away and yellow bulb going away is going to be very helpful, I think. The other set of lines that was confusing to a lot of us are the white lines on the corner of Hendricks and Atlantic. And it seems that we're losing a lane for a bit there. And I think Councilman Carlucci, she told me that you've got some new information, but you would wait till this meeting for me...

CM CARLUCCI

Which white lines?



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PEARSON

The white lines on Atlantic.

CM CARLUCCI

Oh, those white lines really need to stay there, and I'll tell you why. Because people are going to be coming north on Hendricks, and then that right turn, because there's that parallel parking right there. Without those white lines there, I'm afraid you're gonna see people having a collision with that parallel parking being so close to Hendricks. So that's going to kind of push people away. And I think that's a good risk management, whatever you would call it, I think it needs to stay.

PEARSON

That's something we can continue to watch and then make a decision on whether six parallel parking spaces are worth whatever trouble they might cause for everyone else who's on the road.

CM CARLUCCI

I want to say I've been doing this a long, long time, working with the traffic engineers. This the first time I stumped one. They are very manual heavy, let's just stick by the manual. Because the manuals are what they use in defense, you know, lawyers get involved.

CM CUMBER

Yeah, and I think just the other thing on the white lines and the parallel parking, you know, what we want to do is slow people down, and particularly when they're going around a curve. And so, the white lines, anything we can do to physically slow people down is a benefit to everyone. And so having those bulb outs is something that's very useful and really does slow people down. So, you know, that's why that was put in [indecipherable], you know, all of these things, make people more aware of what's going on around in their surroundings and don't take that curve really fast. So, you know, if anything, I'd like to see more of those throughout the city rather than fewer because we really do want to, you know, as we talked about the '20 is plenty' and the goal is to slow drivers down.

So, people need to just kind of add another few more minutes to their traffic time when they leave the house. But those are very helpful. And I do want to thank Chris LeDew and John Pappas for working so hard on finding solutions and making this as safe as possible. You know, it is an urban area, but it really is... you guys have worked really hard on this. I really appreciate it. [off mic conversation] Sure, can I ask Chris LeDew? Because he looks like he is chomping at the bit. Do you want to add something real quick?

LEDEW



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I wanted to add something to the discussion about the parallel parking. And when people are maneuvering to park, they stop in the travel lane and then they back up and it's kind of a slow process. So, we don't want somebody turning right on top of that. So, this white bulb out creates a buffer to keep that from happening. The other comment is, at that point of the intersection, there's only a single lane feeding in that one remaining lane at any given time. Maybe way back when Atlantic Boulevard eastbound was two through lanes. Now it's a left turn lane and a through lane. So, if east-west traffic is moving, and there's only one lane feeding that one lane, northbound right turn is one lane, southbound left turn is only one lane. So, we're really not hurting the capacity of the intersection at all by doing that.

WEBBER

There's one more slide. Did you want to say anything about Arcadia and parking for Advanced Dermatology? Because that came up last time.

LEDEW

Okay, I know there's a desire to eliminate the parking on Arcadia. Right now, the vehicles parked there are legal, their parking on the right of way in the grass. That's a perfectly legal place to park. There was an idea of putting a sidewalk in and of course we're all in favor of sidewalks. You legally cannot park on top of a sidewalk. However, that would create a situation where people may park in the roadway. And in residential areas, it's very common that people park within the road and there's only enough space for one car to get by, and they have to kind of find their way and that may happen if the sidewalk is put in.

CM CARLUCCI

My concern, if I can just take a minute, is I think for right now, letting those people continue to park there will be best. Unless there is some other designated place where they can park because people are gonna park somewhere, and we don't know where they have to go. So, if somebody's got a better idea than me, then I'm all ears, but I just know from my insurance background and 15-16 years on City Council. Okay, we're gonna quit parking here and then it winds up that you transfer complaints from here to over there. So, if somebody's got a better idea, I'm all for it. I just don't know where else they would park.

CM CUMBER

So, we'll go to public comment, and if you can just state your name before. Yeah, just so Sheri... it makes it easier for recording and for taking minutes. So, if you can just state your name, just so when she goes back to type up the minutes, she knows who's speaking. That would be great.

SHEFFIELD



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Shane Sheffield. Thank you again for this meeting. So, I had a couple of questions. One: I still struggle with that issue right there with the parking on the street. And it comes to a greater issue of why do we continue to permit offices, restaurants, whatever with limited parking and then you create parking issues on all these extraneous properties and people having to block their property and having to block their parking lots. But I would still question... I mean, my understanding of the Marjory Stoneman Douglas Act, because every two years, there has to be a review by the Sheriff's department, with the School Board to observe that, and I just wonder is the Sheriff's Department aware that, with Marjory Stoneman Douglas Act, we are encouraging or accommodating commercial parking for the employees of that doctor's office on that street? Because that will be limiting if anybody is on the track, if kids are on the track or P.E., they can't see what's going on across there. And I know it's written; I've read the law. It's written into law. A huge thing is clear line of sight and you're eliminating clear line of sight across that whole way, so I think it's a major issue with regard to the Marjory Stoneman Douglas Act. And I've heard comments from different people around the school that have concerns about that. So, I think that's an issue with goes to how do we, in permitting businesses there, [indecipherable] have adequate parking. We heard last time that they have adequate parking for their employees, so why aren't they parking there? So, I definitely want to bring attention to that.

The other question is, if we're eliminating... you're taking out that bulb out on Atlantic. Has there been conversation, John or Chris, of getting rid of that median there? So, people could turn into the Publix. So, you kind of open that up and keep the two lines flowing through there.

CM CUMBER

The way it is set, you can turn into the Publix, so there's not a...

SHEFFIELD

Well, it looks like there's a little bit of median there [indecipherable] kind of make a middle turn lane into the Publix.

CM CUMBER

Yeah, it's set so you can turn in.

SHEFFIELD

Well, you could always make a third lane, like a middle lane there, instead of taking the two through lanes. So it doesn't block traffic. Because it's gonna be a mess in the morning, I think. Anyway, that's all I have.

[off mic conversation]



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CM CUMBER

So, again, it goes to the traffic calming and you want to keep medians. The purpose for putting in those medians, I think about 10 years ago, was just to slow traffic on Atlantic. So, the more you open up, we really want to condense the streets. So, people slow down rather than, you know, expand them like where you all, you know, the residential streets, some of them are runways, so you want to make them smaller.

LIVINGSTON

My name is John Livingston. Just had some questions. So there used to be something, and I don't know the terminology, but it was like *Safe Routes to School* or something like that. And it used to go down Mango, and then to Mitchell. Then to Hendricks. So, I live on the corner of Hendricks and Mitchell, and I have tons of kids from Landon coming through.

CM CARLUCCI

Coming through where?

LIVINGSTON

Coming across, they come back behind Mitchell where the parking garage is now. Coming away from school. Leaving school. So there used to be something, and I don't know if it was a federal program or something like that. But it was *Safe Routes to School*. And so, I guess the question I have is, what is the appropriate route for a student leaving Landon and going south along Hendricks. Where do we want them to go?

LEDEW

I can take that. Chris LeDew, city traffic engineer. In a previous life, I was a traffic engineer for the DOTs, and I administered the *Safe Routes to School* program. The sidewalk that you're referring to, and I gotta squint and look at this, that it is on Arcadia Place. And that sidewalk was built from Atlantic Boulevard south to Mitchell and then along Mitchell to Hendricks. And that was an attempt to provide a path with sidewalks all the way to Landon Middle School. It's one of the reasons we chose to put the new mid-block crossing on Atlantic at Arcadia. So that will align and that will allow students to walk into the backside of the school. If they choose to.

Now, middle school children are older than elementary, and most middle schools do not have their own crossing guards. So, the middle school kids here are treated like the general public where we have an RRFB, Rapid Rectangular Flashing Beacon, type crossing. And that's for the general public, but the middle school kids can use it as well.



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LIVINGSTON

Okay, so one of the challenges that I see is they have to go a long way to go to school. What's happening is they're going back roads. So, they're coming down Hendricks, if they're going to school, or even if they're leaving school, they come down Hendricks, they go down Mitchell, they'd have to go two blocks, past the school, then go up, cross the street, and then two blocks back to school. Instead of, typically, what they're doing is either they're going all the way down to Hendricks and Atlantic, or they're going to Mitchell and going up, so they'd be walking behind Publix. That's the route that they take. So, I understand Arcadia and being one of the routes that you want kids to go, but they just don't do that because it's two blocks out of the way.

But it's something, see my office is right on the corner there. My child has almost been hit by a car crossing Mitchell, as well as crossing Hendricks. And I see the kids coming with their bikes and everything, and I also see wrecks there. This is at the corner where we have tremendous amount of wrecks, and y'all have worked on that and it's helped those wrecks. It used to be one wreck a week at the corner of Mitchell and Hendricks. The last three weeks, there's been two wrecks. One was with an infant child and a dog in a car. Same thing, they're doing the U turns, but they're going to past the cones and then turning. So, I know we can't completely stop that, but it has become better. But it still is a very dangerous intersection, and I'm just worried about the kids that are crossing there.

CM CARLUCCI

What's the solution?

LIVINGSTON

That's a great question.

PAPPAS

I can tell you with DOT and with resurfacing through there, there used to be a right turn arrow if you're headed down Mitchell. We've had them remove that, so that it was less kind of guiding to send people that way. And I think that's why it has improved some. There was some talk in the past about [indecipherable] one way with Mitchell, but there was a lot of objections to that. That was one way to the west so that you couldn't make the right turn off of Hendricks. There were a lot of things that were contemplated, but there were a lot of objections back in the neighborhood and how that would impact your own traffic.

LIVINGSTON

A couple of things I'd like to suggest. I know there's some tremendous amount of change in this area. Publix is going to be open from seven in the morning to ten a night. We have the new condos that are



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going in, the new apartments going in. Obviously, there's a lot more traffic going on. I'd love to recommend having some type of... maybe a month, two months down the road, having a town hall that kind of talks about more of what needs to be done with the traffic in this area, and let the neighbors really be aware of what's going on. I think that can be very helpful.

I have a question about—you made a comment, Chris, about the state, Hendricks as a State Road. Do you know where it stops? Where the state road picks up and where it's the city's road?

LEDEW

On Hendricks Avenue?

LIVINGSTON

Yes. Sir.

LEDEW

I believe the entire, where Hendricks becomes San Jose. And then it's all State Road 13. So, Hendricks. I'm trying to remember where it kind of becomes San Jose at the south end, and then where Hendricks ends at Prudential drive. Okay, so that's all state road.

LIVINGSTON

So, all the way through. So, like my house is right on Hendricks. You know where my house is, and I have a 95 sign. There's two signs that are on Hendricks. One points to get through Hendricks to get on 95 and this sign was put in before the interchange [indecipherable]. The other arrow points getting people to the Atlantic exchange. So just things like that. Like I would think you wouldn't want to push more people through San Marco to go to 95. You'd want to push them to Atlantic. But then we have all this traffic issue with Atlantic and Hendricks so any of those type of things. I think it would be helpful if the community could kind of voice some of the things, and I know that would go into more of the Belote issues and stuff like that. I think the right-hand turn, the one way with Mitchell, with all of the new growth, maybe we need to re-look at that. And I don't know the objections to that.

CM CARLUCCI

Well, this is where I had mentioned to John and to Shane, in a text or an email. We were trying to concentrate mostly on the Landon issue. But then our, and I say our neighborhood, because that's where we all live. I'd like to kind of see once it's complete, what the traffic patterns are. And then I'll talk with CM Cumber, and if she thinks it is well to have a talk with people, and she's the District Council person, and I want to respect that. But that's probably not a bad idea. But what do you think, CM Cumber?



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CM CUMBER

Yeah, I think it's good to start with figuring out what traffic actually looks like in reality, because I think it may end up looking a little different. And I know that there was a lot of pushback on making Mitchell one way because people who live on Mitchell want to be able or to not have to go all the way around. So that was one of the options when we're going through the PUD and that was not well received. So, and the only other thing I would say is, to your point, that people are moving and walking down Mango. That's why that second crosswalk was put there. So not just at Arcadia, but also at Mango. So, I do think, and we talked about it last time that, you know, a lot of this, you can, you know, the government can only control behaviors so much. And a lot of it, too, is talking to neighbors and talking to parents dropping their kids off, that it's not safe to drop your kids off outside of the line. To go to the line and not drop off in the neighborhood and so forth.

And also, I think the kids knowing and the parents knowing where the new crosswalks are because they are new, and also talking about how to use the crosswalks because I know there's a lot of confusion that people hit the crosswalk and just expect the cars to stop and it doesn't work that way, unfortunately. So, you know, I think once people get used to it and once people get used to seeing those crosswalks on Atlantic that will help as well. So, you know, and I'm not sure what's with Belote because I didn't talk to CM Carlucci about, obviously, what the Belote issue is, but I think if you actually allow parking on Belote next to the park, it will slow people down, if the problem is speed. Then again, I know that there's "no parking" signs there now so it kind of opens it up. The more we open up the streets, the more people will want to kind of go down them and go down them quickly.

So those are my kind of initial thoughts, but it's 3:15. I'm getting the nod from Sheri. Thank you to everyone. I'll hand it over to Councilmember Carlucci.

CM CARLUCCI

Well, I want to thank everybody, and we got some great opportunities, and Sheri, am I missing anything? So, then this is something to keep an eye on. It's not a one-and-done, but it's a one-and-done here, and I think it's a one-and-done for the time being for the school. And then we got a lot of other issues depending on what's happening in the neighborhoods surrounding, and we'll keep an eye on out. So, with that, meeting adjourned.

Transcribed by <https://otter.ai>

Meeting Adjourned: 3:23 PM



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