

Items to Come Back Later

Additional Funding Requested

Item #	Department/Area	Description	Amount
1	Property Appraiser	Salary and Benefits Increase Request	\$ 1,772,717
2	Animal Care and Protective Services	Request for more Enforcement Officers	TBD
3	Parks, Recreation and Community Services	Bucket Truck	TBD
4	Courts	Additional 4 positions	\$ 319,475
5	Ethics	Increase salaries	\$ 12,814
Total			\$ 2,105,006

Designated Contingencies

Item #	Department/Area	Subfund	Amount
1	Jacksonville Symphony	General Fund GSD	\$ 500,000
2	Municipal Dues and Affiliations and associated travel within City Council	General Fund GSD	\$ 251,787
3	Designated Contingency - \$30,188 related to Florida League of Mayor's and United States Conference of Mayor's	General Fund GSD	\$ 30,188
4	Designated Contingency - \$3,600 for Auto Allowance	General Fund GSD	\$ 3,600
Total			\$ 785,575

Council Auditor's Office
All Actions
FY 2024-25

<u>Meeting #</u>	<u>Page #</u>	<u>Item #</u>	<u>Dept./Area</u>	<u>Comments</u>	<u>Use of Operating Reserves</u>
1	52	4	Direct Contracts - Volunteers in Medicine	Attached revised Exhibit 4 (Term Sheet) to correct the budget schedule	
1	53	6	Direct Contracts - Jax Symphony	Added waiver of Section 118.602(b) (Responsibility) to allow for direct contracting with a Cultural Organization (recipient of City grant funds administered by the Cultural Council of Greater Jacksonville). Still below the line. Amended Schedule AF to remove the capital outlay carryforward for \$19,294. The Department expects to encumber this fully in the current year.	
1	91	1	Fire and Rescue	Added \$767,380 for various items with JSO budget via the use of Operating Reserves: - \$341,412 - Part time salaries for Sworn Bailiffs and School Crossing Guards. - \$105,522 - Budget for Cell Phones for Officers. - \$36,500 - Budget for subpoenas of cell phone records. - \$79,800 - Budget for replacing an end of life Bomb Suit and Training Ammunition - \$76,556 - Budget for repair parts for older Bell 407 Helicopter - \$127,590 - Budget for the purchase of replacement drones, replacement Canines	\$ 767,380
1	Floor	N/A	JSO	Increased alarm citation revenue by \$77,900 to better align with anticipated actuals. Utilized these funds to increase clothing, uniform, and safety equipment expenses to purchase equipment for the 40 proposed additional positions.	
1	108	1	JSO	Various adjustments which increased the transfer from fund balance within the E911 fund by a net \$887,678. This ultimately freed up additional funding of \$284,462 to be used to increase clothing, uniform, and safety equipment expenses instead in order to purchase equipment for the 40 proposed additional positions being added within the general fund.	
1	111	1	JSO - E911	Removed the capital outlay carryforward request of \$125,461 from Schedule AF since these funds will be expended in FY 2023/24.	
1	114	1	City Council	Provided additional funding of \$25,000 for a document management system and added \$65,000 in professional service funding for VAB. Of the increase for VAB, \$26,000 will be funded by DCSB. The remaining \$64,000 was funded with Operating Reserves.	\$ 64,000
1	114	Floor	VAB and City Council		
1	116	1	Tourist Development Council	Revised Budget Ordinance Schedule W to correct the Administration amount from \$320,192 to \$320,134 and expenditures for the Remaining to be spent in accordance with any Tourist Development Plan Component from \$644,486 to \$644,544. This will align the schedule with the amounts in the budget.	
1	121	1	Office of General Counsel	Corrected the Food and Beverages Schedule to update the language which was cut off in the final sentence.	
Sub-total End of Meeting - 8/8/24					\$ 5,403,402

Council Auditor's Office
All Actions
FY 2024-25

Meeting #	Page #	Item #	Dept./Area	Comments	Use of Operating Reserves
Finance Committee					
	N/A	N/A	JTA Paratransit	Placed Paratransit funding of \$1,812,937 below the line subject to approval via Ordinance 2024-514	
Sub-total End of Meeting - 8/6/24					47,226,745
Meeting #1					
				Beginning Balance Meeting- 8/8/24	\$ 47,226,745
				Reduced the use of Operating Reserves by \$19,787,223 by removing several non-recurring incentives that were proposed to be funded with the use of Operating Reserves.	
				- \$1,251,430 - DIA - 525 Beaver LLC	
				- \$8,285,793 - DIA - East Union Holdings - Union Terminal Warehouse	
				- \$750,000 - DIA - Fuqua BCDC - One Riverside	
				- \$1,500,000 - OED - Duval County Fair Association	
				- \$3,000,000 - OED - Jacksonville University - Law School	
				- \$5,000,000 - OED - Vestcor Madison Palms 2022-784-E	
1	25	Floor	Non-Dept Revenue	Reduced the use of Operating Reserves for Affordable Housing by \$10 million by removing the proposed \$10 million in funding for the Self-Help Fund Revolving Loan Fund.	\$ (19,787,223)
1	28	Floor - 1	Direct Contract - SHVF	Placed into a designated contingency the \$500,000 proposed to go to the Jacksonville Symphony	\$ (10,000,000)
1	28	Floor - 2	Jax Symphony	Placed into a designated contingency \$228,897 for Municipal Dues and Affiliations as well as the \$22,889 in travel within City Council related to these dues.	
1	29	Floor - 3	Municipal Code	Reduced the use of Operating Reserves by \$2,867,500 by eliminating debt service related to the UF Health and Financial Technology Graduate Education Center to be established and operated by the University of Florida since it is not anticipated that any borrowing will take place in FY 2023/24 which means no debt payment is needed in FY 2024/25.	\$ (2,867,500)
1	37	1 - Amended	Non-Dept Expenses	Added UF Health and Financial Technology Graduate Education Center funding of \$35,000,000 and \$17.5 million for JPA to the Capital Outlay Expenditures Not Lapsed Schedule AF related to past funding that has been authorized that needs to be carried forward into FY 2024/25.	
1	37	2 - Amended	Non-Dept Expenses	Reduced the Use of Operating Reserves by \$10 million by reducing the collective bargaining contingency by a corresponding amount. There was an issue with the estimate that budgeted too much for FOP and IAFF. This would still leave the following amounts:	
				- \$33.6 million net for FOP (This would cover tentative agreement)	
				- \$18.4 million net for IAFF (This would cover tentative agreement)	
1	37	3 - Amended	Non-Dept Expenses	- \$6 million net for Non-Public Safety (No tentative agreements reached yet)	\$ (10,000,000)
1	37	Verbal	B3 Projections	Updated the Projections as reflected on page 37	
1	40	1	PSG	Revised Schedule of Public Service Grants (Schedule A2) to remove Public Service Grant Council funding from the schedule since the funding is appropriated in Ordinance 2024-509.	
1	50	1	Performing Arts Center Inc	Corrected funding amount and clarified language	
1	52	2	Direct Contracts - Agape	Corrected funding amount in the legislation and exhibit to the Budget Ordinance as well as other technical changes.	
				Removed reference of partnership with Mental Health Resource Center because they are no longer involved	
1	52	3	Direct Contracts - I.M. Sulzbacher Center	Attach revised Exhibit 3 (Term Sheet) to correct the schedule and remove reference of partnership with Mental Health Resource Center	

Council Auditor's Office
All Actions
FY 2024-25

Meeting #	Page #	Item #	Dept./Area	Comments	Use of Operating Reserves
				Beginning Balance Meeting - 8/9/24	5,403,402
Meeting #2			Dept.	Comments	
2	N/A	Floor	Mayor's Office	Placed into a Designated Contingency \$30,188 related to Florida League of Mayor's and United States Conference of Mayor's.	
2	N/A	Floor	Mayor's Office	Placed into a Designated Contingency \$3,600 for Auto Allowance within the Mayor's Office.	
2	N/A	Floor	Mayor's Office	Removed DEI position and funding within the Mayor's Office. This reduced use of Operating Reserves by \$232,121.	(232,121)
2	22	1 thru 3	Police and Fire Pension Fund	Removed and replaced Schedule AB and AC to make various adjustments based on benefits and internal service costs amounts being finalized after the budget was submitted by the Police and Fire Pension Fund. Also, made other format changes to the schedule.	
2	35	1	Finance Department	Removed from Capital Outlay Carryforward schedule (AF) \$400,000 related to capital improvements that is no longer needed.	
2	35	1	Finance Department	Made technical changes to Schedule B1a	
2	41	Floor	Administrative Services	Removed two positions and \$153,660 from salaries and benefits within Administrative Services and adding two positions and \$115,349 for salaries and benefits within OED for EBO. Net positive impact of \$38,311.	(38,311)
2	28	1	Fleet - Vehicle Replacement	Revised Budget Ordinance Schedule AF to remove the capital outlay carryforward request of \$63,402 as these funds are already spent/encumbered.	
2	61	1	Copy Center	Adjusted the budget to reflect the full amount JEA is contributing to cover the cost of the hurricane guides. This resulted in a decrease of \$50,000 in the printing and binding commercial expense account, which would be offset by a decrease of \$50,000 in the interfund – internal service funds revenue account. The Fire and Rescue Department within the General Services/GSD Fund (00111), who is charged for the City's portion of the hurricane guides cost, has a corresponding decrease of \$50,000 in the copy center allocation expense account. This reduced use the operating reserves by \$50,000.	(50,000)
2	63	Floor	Information Technologies	Reduced the number of proposed positions related to bringing in-house managed desktop services and deployment services by four positions at the request of the Department.	
2	65	1	Radio Communications	Increase the employee cap by one position to be consistent with Ordinance 2024-425-E. This was offset with a decrease of one position within the Information Technologies Fund (53101) as was done in the bill. This required removing \$57,911 in salaries and benefits within the Information Technologies Fund and transferring that amount into Radio Communications Fund (53102) so that salaries and benefits could be increased by a corresponding amount.	
				Sub-total End of Meeting - 8/9/24	5,082,970

Council Auditor's Office
All Actions
FY 2024-25

<u>Meeting #</u>	<u>Page #</u>	<u>Item #</u>	<u>Dept./Area</u>	<u>Comments</u>	<u>Use of Operating Reserves</u>
				Beginning Balance Meeting - 8/15/24	5,082,970
Meeting #3			Dept.	Comments	
3	N/A	N/A	Jacksonville University	Appropriated \$3 million for remaining portion of the \$6.5 million approved previously approved for Jacksonville University - Law School. This increased the use of Operating Reserves by a corresponding amount.	3,000,000
3	7	1	Supervisor of Elections	To reflect the actions of Ordinance 2024-463-E, increased the employee cap by two, from 32 to 34 and reduce part-time hours by 4,160 within the Registration Division. This will required \$130,647 in personnel costs to be moved from part-time to full-time salary and benefits related line items.	
3	7	2	Supervisor of Elections	Transferred \$292,872 from Printing and Binding within the Elections Division to Overtime (\$49,000), Postage (\$121,853), and Other Operating Supplies (\$35,096) within the Elections Division and to Travel Expense (\$19,818), Printing and Binding (\$60,000), and Employee Training (\$7,105) within the Registration Division. This transfer was needed for the November election and capacity was created within the current year to enable this to not have an impact on FY 24/25 budget.	
3	10	Floor	Clerk of the Courts	Appropriated \$190,000 of Clerk of the Courts Fund balance for computer and monitor replacements.	
3	10	Floor	Clerk of the Courts	Added \$200,000 for repairs and maintenance at the courthouse. This increased the use of Operating Reserves by a corresponding amount.	200,000
3	13	1	Courts	Removed \$30,000 for annual costs associated with the Evolv security system as it has already been included in the FY2024/25 budget for JSO. This reduced use of Operating Reserves by a corresponding amount.	(30,000)
3	22	1	Recording Fee Technologies	The three parties requested and it was approved additional funding needs which increased the budget by \$231,541. This increased the use of Operating Reserves by a corresponding amount.	231,541
3	22	Floor	Recording Fee Technologies	Added to the Capital Outlay carryforward schedule \$200,000 for the Courts and \$67,000 for Public Defender related to Computer Equipment.	
3	27	1	Military Affairs and Veterans	Corrected the Food and Beverages Schedule to update the language which was left out of one column.	
3	27	2	Military Affairs and Veterans	Corrected Schedule B1a to remove a duplicative Defense Infrastructure Grant - Florida Defense Alliance and then increase the amount listed from \$500,000 to \$2,580,100 for the original one.	
3	38	2	Parks, Recreation and Community Services	Corrected cap for Ryan White Grant on B1a to six employees and 0 part-time hours	
3	47	N/A	Equestrian Center	Added \$221,696 in funding for the Equestrian Center from the Solid Waste Facilities Mitigation (Trail Ridge).	
3	50	Foor	Sports and Entertainment	Increased the amount of funding for Food and Beverage by \$10,000 to \$22,000 within the Office of Sports and Entertainment. This increased the use of Operating Reserves by a corresponding amount.	10,000
3	53	Foor #1	Sports and Entertainment	Moved \$35,000 in funding from Mayor's Initiative to a new activity for Hispanic Heritage Initiatives.	
3	53	Floor #2	Sports and Entertainment	Moved \$34,999 in funding from Mayor's Initiative to Jax Fire Works.	
3	58	1	City Venues - City	Moved \$350,000 for repairs to the Arena from Other Construction Costs to Repairs and Maintenance.	
				Sub-total End of Meeting - 8/15/24	8,494,511

Council Auditor's Office
All Actions
FY 2024-25

Meeting #	Page #	Item #	Dept./Area	Comments	Use of Operating Reserves
				Beginning Balance Meeting - 8/16/24	8,494,511
Meeting #4			Dept.	Comments	
4 - Indep.	13	1 thru 3	JAA	Removed the Boeing Facilities Assessment project in the amount of \$300,000 listed on the Capital Schedule for Cecil Airport be removed due to inadvertently including the project in the budget. Revised Schedule G and Revised Schedule H to the Budget Ordinance to reflect the change and to add more detail for capital project listing.	
4 - Indep.	68	1	JEA	The Vogtle Production Tax Credits in the amount of \$13,333,663 was inadvertently double budgeted and was removed from the Fuel and Purchased Power Expense line of the Electric System's budget which increased the expense. Due to the increase in the expense, a charge related to the Vogtle contract referred to as the Buyers Additional Compensation Charge was increased by \$1,653,000 within the Fuel and Purchased Power Expense line, along with an increase of \$29,202 to Uncollectibles. This is a net increase to the Fuel and Purchased Power expense in the amount of \$11,709,865 and the Fuel Revenues will increase by the same amount to balance the budget. Revised Schedule C to be attached to the Budget Ordinance.	
4	14	1	DVI	Corrected amount listed as the assessment roll revenue to \$2,107,621 in Section 8.3 related to DVI	
4	6	1	Downtown Economic Development	Appropriate \$250,000 of Operating Reserves to be transferred to the Downtown Economic Development. This amount is intended to be returned from the Northbank CRA at the end of FY 23/24.	250,000
4	14	1	Northbank CRA	Amended Schedule V (the Budget Schedule in the Budget Ordinance for the Northbank) to remove the FY 2023/24 approved amount column from the schedule.	
4	19	1	Southbank CRA	Amended Southbank CRA schedule included in the Budget Ordinance (Schedule V) to remove the FY 2023/24 approved amount column from the schedule.	
4	23	1	King Soutel CRA	Amended Budget Ordinance Schedule for the King Soutel CRA (Schedule T) be amended to remove the FY 2023/24 approved amount column from the schedule.	
4	26	1	Renew Arlington	Amended Renew Arlington CRA Schedule within the Budget Ordinance (Schedule S) be amended to remove the FY 2023/24 approved amount column from the schedule.	
4	64	1	JHFA	Amended JHFA Schedule included in the Budget Ordinance (Schedule N) to correct rounding issues and adjusted to remove note.	
4	64	2	JHFA	Corrected Attachment A of the Budget Ordinance to reflect \$2,213 for Food and Beverage instead of \$1,750.	
4	64	3	JHFA	Corrected Section 7.2 of the Budget Ordinance to remove reference to the portions of the salaries of Housing employees' costs covered by this fund.	
Sub-total End of Meeting - 8/16/24					8,744,511

Carlucci, Joe - CCDE

From: Derbaum, Michael - PWEN
Sent: Tuesday, July 30, 2024 7:40 AM
To: Carlucci, Joe - CCDE
Cc: McDaniel, Dave - PWML
Subject: RE: Atlantic Blvd Medians

Councilmember Carlucci,

I apologize for not getting this to you last week. I have finished the plans revisions and updated the cost estimate with the new quantities. The new cost estimate is slightly below \$300,000. This is compared to the previous bid of \$583,000 from before we removed the median closest to the railroad. We currently have \$148,000 available. This leaves a \$150,000 shortfall from the available budget to my new cost estimate.

I would like to request an additional \$250,000. That additional \$100,000 would cover us in case bids come in higher than expected and would also cover CEI (Inspections) and any potential unforeseen cost overruns during construction. These numbers are also broken down below. I would be happy to discuss this further if you have any questions at all.

- Previous Bid: \$583,000 (About half of the project has since been removed based on discussions with CM Carlucci)
- Current Cost Estimate: \$300,000
- Available Budget: \$150,000
- Shortfall (For Construction Only): \$150,000
- Request for Additional Funding: \$250,000

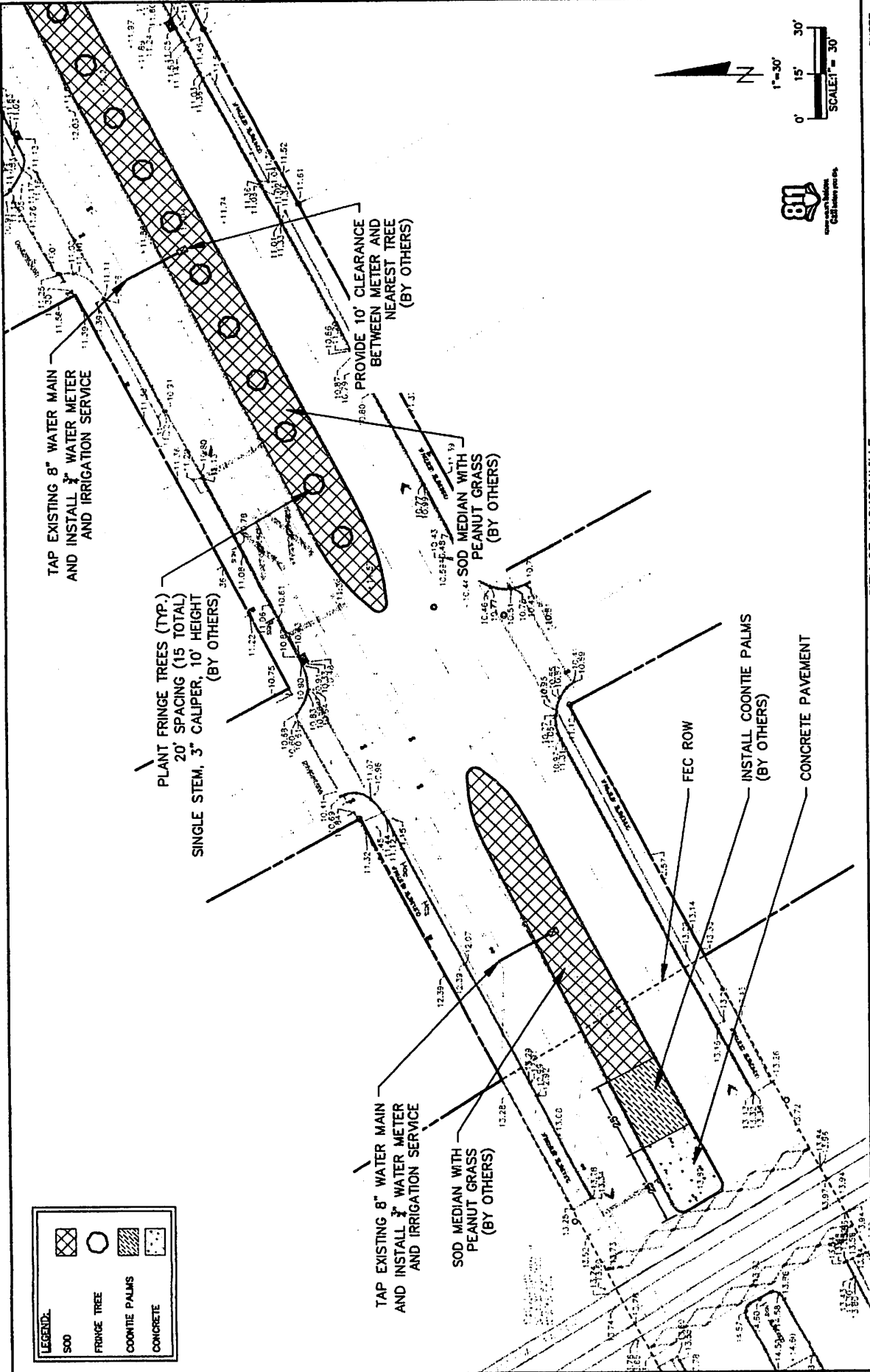
Michael Derbaum, P.E.
City of Jacksonville | Public Works Department
214 N. Hogan St., 10th Floor
Jacksonville, FL 32202
904-255-8703
www.coj.net

From: Carlucci, Joe - CCDE <JoeCarlucci@coj.net>
Sent: Monday, July 29, 2024 1:00 PM
To: Derbaum, Michael - PWEN <MDerbaum@coj.net>
Subject: RE: Atlantic Blvd Medians

Hey Michael

Just making sure I didn't miss anything – new another day or so to get this sent over?

Joe Carlucci
Council Member, District 5
117 West Duval Street, 4th Floor
Jacksonville, Florida 32202
(Office) 904-255-5205



REVISIONS

DATE	DESCRIPTION	DATE	DESCRIPTION
7/29/22	SHEET REVISIONS PER JEA COMMENTS		

ENGINEER OF RECORD:
 MICHAEL P. DERBAUM, P.E. #83323
 CITY OF JACKSONVILLE
 214 N. HOGAN ST.
 JACKSONVILLE, FL 32202

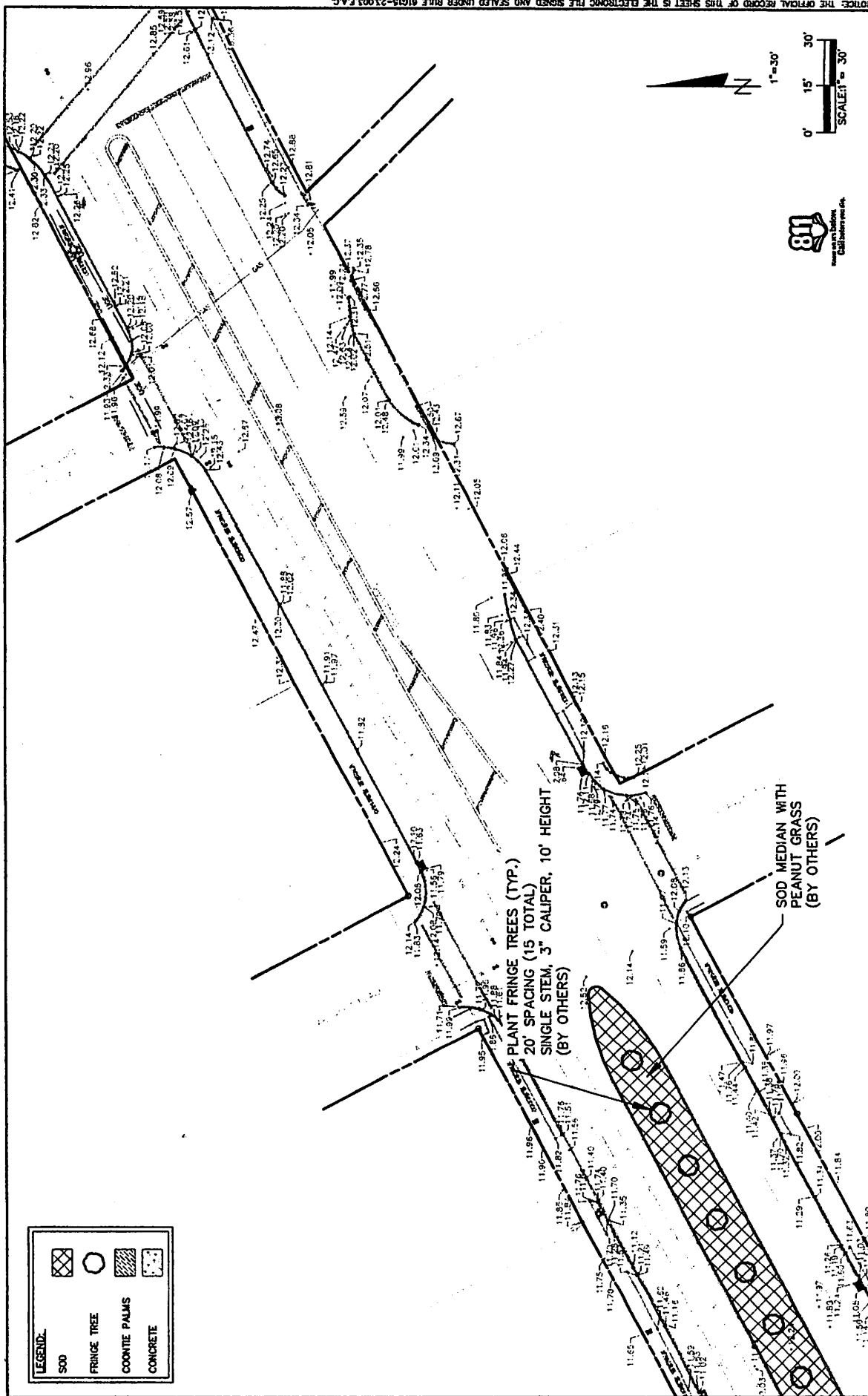
DATE: 7/20/22
CREATED BY: MPD
PROJECT NO.: PW2022-0034

**CITY OF JACKSONVILLE
 PUBLIC WORKS DEPARTMENT**

**ATLANTIC BOULEVARD MEDIANS
 LANDSCAPE PLAN**

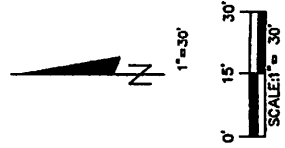
SHEET NO.: C8.00

© 2022 Vermeer Veterinary Project/VistaSite (04) Medians/Plan/Atlantic_Boulevard_LP_Plan.dwg
 7/19/2023 11:35:40 AM
 Jackson, Michael



LEGEND:

	SOD
	FRINGE TREE
	COONIE PALMS
	CONCRETE



ENGINEER OF RECORD: MICHAEL P. DERBAUM, P.E. #83323 CITY OF JACKSONVILLE 214 N. HOGAN ST. JACKSONVILLE, FL 32202		CITY OF JACKSONVILLE PUBLIC WORKS DEPARTMENT DATE: 7/20/22 DRAWN BY: MPD PROJECT NO.: PW2022-0034		SHEET NO.: C9.00
REVISIONS DATE DESCRIPTION		© 2022 Spectrum Nursery Projects/Venue, Inc. All Medians From U.S. Department of Planning		

3.0 PUBLIC INVOLVEMENT

Public involvement is a crucial element in any planning process. The public involvement process provides residents the opportunity to have their voices heard and to be included in the decision-making process.

For this study, a survey was developed and administered online via *SurveyMonkey* and hosted on its own webpage [20isplentyjax.com](https://www.20isplentyjax.com). The survey was promoted both digitally and physically through promotional postcards (right) and web-based platforms.

The survey received a notable **2,619 responses** during the four months it was live (May 2023 through August 2023). The survey consisted of 10 questions (five geodemographic questions, three Likert scale questions, and two open-ended questions).

The overall findings of the survey are provided below. Responses are summarized in further detail in this section. The full survey results and questions are available in **Appendix B**.



Survey
Responses

A total of **2,619 people** responded to the online survey.



Majority
Supports
Lower Speed
Limit

80% of respondents support a 20 mph speed limit on all local residential streets.



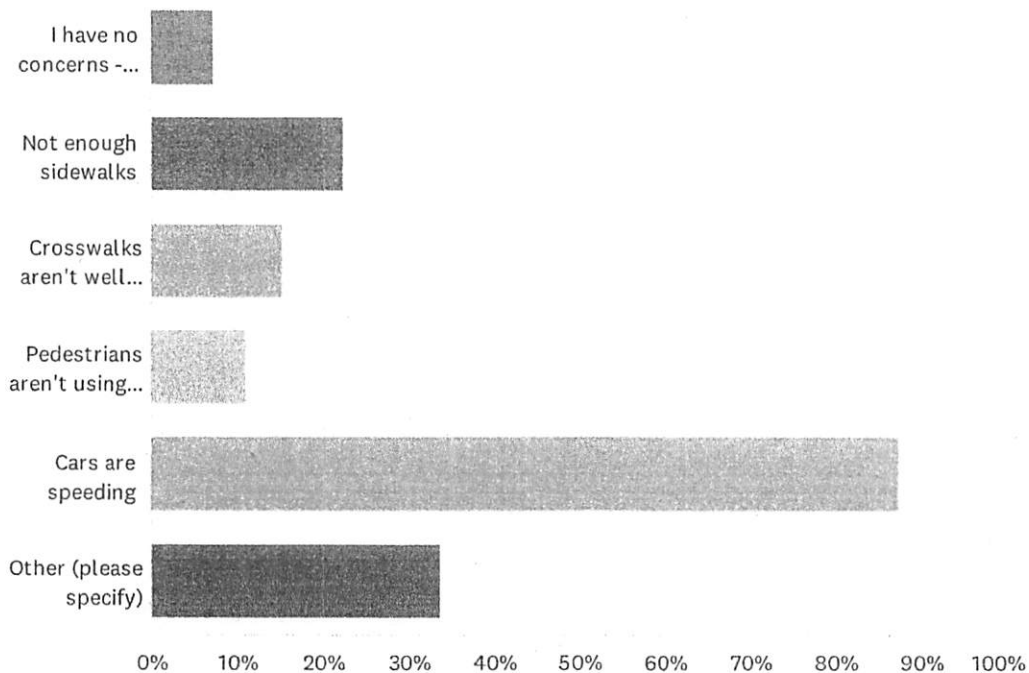
Speeding is
#1 Safety
Concern

Speeding was selected the **#1 pedestrian safety concern** in residential neighborhoods.



Q5 Which of the following concerns do you have regarding pedestrian safety in your neighborhood? (Check all that apply.)

Answered: 2,435 Skipped: 184



ANSWER CHOICES

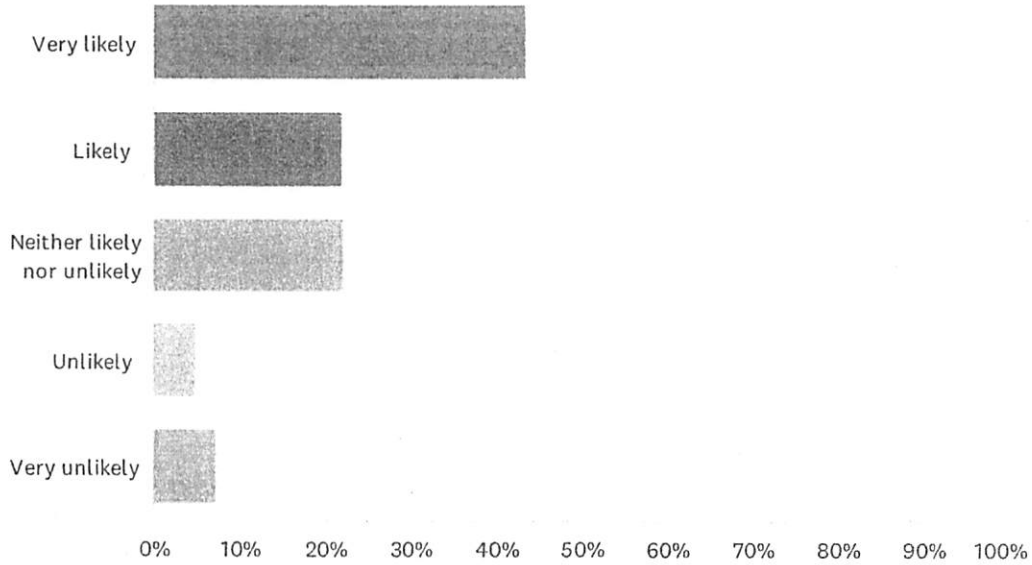
RESPONSES

I have no concerns - pedestrians are safe in my neighborhood.	7.23%	176
Not enough sidewalks	22.34%	544
Crosswalks aren't well marked	15.28%	372
Pedestrians aren't using crosswalks	11.01%	268
Cars are speeding	87.47%	2,130
Other (please specify)	33.68%	820
Total Respondents: 2,435		

#	OTHER (PLEASE SPECIFY)	DATE
1	People walking in the street instead of using sidewalks when available.	8/30/2023 2:32 PM
2	cars parked on street and cars that are impeded DO NOT give right away.	8/29/2023 4:00 PM
3	The stop sign at the intersection of Berrice and Berrice is often ignored as cars speed around.	8/24/2023 8:52 PM
4	Pedestrians don't use the sidewalk	8/24/2023 7:35 AM
5	Cars often block sidewalks causing pedestrians and children to walk in the road	8/23/2023 10:01 PM
6	Cars blocking the only sidewalk	8/23/2023 9:26 PM
7	The City of Jacksonville REFUSES to enforce the speed limit; no officers present, no support	8/23/2023 9:13 PM

Q8 If the City reduces speed limits on residential streets, how likely are you to take up active travel such as walking or bicycling?

Answered: 2,395 Skipped: 224



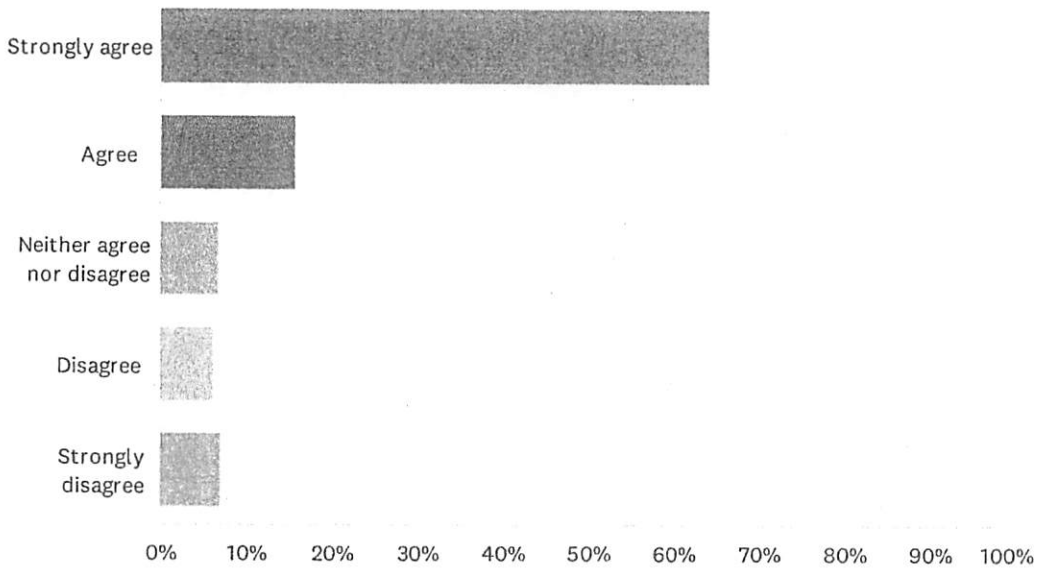
ANSWER CHOICES

RESPONSES

Very likely	43.59%	1,044
Likely	22.00%	527
Neither likely nor unlikely	22.21%	532
Unlikely	4.93%	118
Very unlikely	7.27%	174
TOTAL		2,395

Q6 Please rate how strongly you agree with the following statement: The City of Jacksonville should lower the speed limit on all local residential streets to 20 MPH.

Answered: 2,412 Skipped: 207



ANSWER CHOICES

RESPONSES

Strongly agree	64.14%	1,547
Agree	15.75%	380
Neither agree nor disagree	6.84%	165
Disagree	6.18%	149
Strongly disagree	7.09%	171
TOTAL		2,412

4.1 Action Item 1: Speed Limit Policy



Action Item 1: Adopt a **city-wide policy** mandating a 20 mph speed limit on all residential roads

The first Action Item is to **adopt a city-wide policy which mandates a 20 mph speed limit on all residential roads.**

This Action Item includes:

- ◆ Adopting an ordinance reflecting the following changes to existing local policies:
 - ◇ A text amendment to the City of Jacksonville Traffic Code (specifically, Sec. 804.402 of the Jacksonville Code of Ordinances) adopting the 20 mph speed limit on residential roads.
 - ◇ A text amendment adding the city-wide speed limit to the Transportation Element of the Comprehensive Plan.



Example Ordinance Language:

- ◆ Seattle, WA: *Subject to Section 11.52.020, and except in those instances where a different maximum lawful speed is provided by this Subtitle I or otherwise, no person shall operate any vehicle at speed in excess of twenty (20) miles per hour on any non-arterial street¹⁹.*
- ◆ Portland, OR: *The City of Portland establishes by ordinance a designated speed [of 20 miles per hour] on non-arterial streets under the jurisdiction of the City of Portland in a residence district²⁰.*
- ◆ Salt Lake City, UT: *On all Streets and at all places the prima facie speed limit shall be twenty (20) miles per hour, except on such other streets or places as otherwise posted or marked as directed by the city transportation engineer²¹.*
- ◆ Fayetteville, Arkansas: *Where no special hazard exists, speeds of 20 miles per hour in any residential or business district shall be lawful, but any speed in excess of such limits shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful²².*

¹⁹ [Seattle, Washington Municipal Code Sec. 11.52.060](#)

²⁰ Portland, Oregon Ordinance 188774. Full adopted ordinance with council findings provided in **Appendix C.**

²¹ [Salt Lake City, Utah Code of Ordinances, Sec. 12.36.020.3](#)

²² [Fayetteville, Arkansas Code of Ordinances Sec. 71.065](#), Full adopted ordinance (Ordinance 6488) with council findings is provided in **Appendix C.**

4.2 Action Item 2: Sign Implementation Strategy

▶▶ **Action Item 2:** Develop a **sign implementation strategy** for systematically **installing new speed limit signs** and **increasing sign density** (as needed) across the city.

According to Florida Statute, new speed limits **do not take effect until the zone is posted** by the authority changing the speed²³. Therefore, it is paramount that the City of Jacksonville develop a sign implementation strategy once the speed limit policy has been adopted.

The sign implementation strategy will focus on accomplishing two goals: replacing existing signs and increasing sign density. It has been found that **lowering speed limits and increasing sign density alone** (absent any marketing campaigns, additional enforcement, retimed signal progressions, or engineering changes) resulted in **lower speeds and fewer crashes**²⁴.

Lowering speed limits and increasing sign density alone results in lower speeds and fewer crashes. - *Speed Limit Case Studies, Seattle, WA*

- ◆ **Sign Replacement Strategy:** Develop a sign replacement strategy that best works for the City of Jacksonville. City-wide sign replacement is completed within one to three years in other cities²⁵. For example, the city of Nashville replaced their signs in phases over one year based on council district focusing on central, urbanized districts and expanding outward²⁶.
- ◆ **Increasing Sign Density:** Establish a target sign density to spread driver awareness of the lower speed limit. An example goal sign density is one sign per every 0.25 miles (Denver, CO²⁷).

Sign Replacement Costs

The cost for implementation of new speed limit signs is estimated at **\$190 per sign** and includes installation²⁸. All identified **2,715 miles of candidate roadways** (those roadways that are currently 25 mph or 30 mph and in a residential area) were included in the calculation. An assumption of the new sign spacing of 0.33 miles was utilized (8,200 signs). Overall, the total estimated cost to replace existing signs and increase sign density is \$1.6 million.



²³ Florida Statute 3.16.189 (3) Posting of Speed Limits

²⁴ *Speed Limit Case Studies, (Seattle; 2020).*

²⁵ *Denver, CO:* Plans to replace 2,000 signs over a "few years". *Eugene, OR* replaced the signs within "fall 2020" (number of signs were not included). *Tigard, OR* estimated one year to replace signs.

²⁶ *Speed Reduction Feasibility Study, (Nashville, Tennessee; 2019).*

²⁷ *Denver Vision Zero: Speed Limit Reduction Feasibility Study (Denver, Colorado; 2021).*

²⁸ Costs provided by City of Jacksonville staff.

Speed Limit Guiding Document Summaries

Appropriate Speed Limits for All Road Users, FHWA

Overview: Provides safety benefits, application examples, and considerations for setting appropriate speed limits.

Findings:

- ◆ **Speed control** is one of the **most important methods for reducing fatalities and serious injuries.**
- ◆ **Speed is especially important** on non-limited access roadways where vehicles and vulnerable road users mix (i.e., **local streets**).
- ◆ A driver traveling **30 mph who hits a pedestrian has a 45% chance** of killing or seriously injuring them. This drops to **5% at 20 mph.**
- ◆ **Speed limit changes alone can lead to measurable declines in speeds and crashes.**
- ◆ **Traffic fatalities** in Seattle, WA **decreased by 26%** after the city implemented **speed management strategies** and countermeasures, including reducing the **speed limits on all non-arterial streets to 20 mph.**
- ◆ Encourages the **Safe Systems Approach** when setting speed limits.
- ◆ To achieve desired speeds, agencies often implement **other speed management strategies concurrently** with setting speed limits including **self-enforcing roadways, traffic calming, and safety cameras.**

*City Limits, Setting Safe Speed Limits on Urban Streets (NACTO)*

Overview: Provides municipalities with guidance on how to strategically set speed limits on urban streets using the *Safe Systems Approach*.

Findings:

- ◆ Reducing vehicle speed **reduces the frequency and severity of traffic crashes.**
- ◆ Reducing speeds involves **design and regulation.**
- ◆ People tend to decide how fast they drive based on the **design of the roadway** and other cues such as **posted speed limit signs** and the **speed other drivers are traveling.**
- ◆ **Lowering speed limits alone has a dramatic impact on lowering fatalities.**
- ◆ The **Safe Systems Approach** is the **guiding philosophy behind safer streets.**
- ◆ A **5 mph increase in the maximum speed limit** is associated with an **8% increase in the fatality rate** on interstates and freeways and a **3% increase on other roads.**
- ◆ Small reductions in speed result in large safety gains.
- ◆ Local streets are more impacted due to different types of road users sharing the space and interacting frequently.



Speed as a Safety Problem (ITE)

Overview: A resource provided by ITE describing speed in relation to safety, vision zero, and road users.

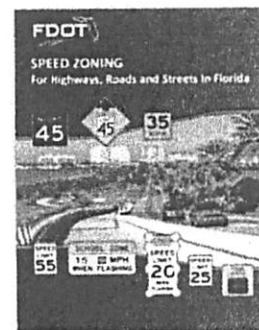


Key Findings:

- ◆ Speed is a safety problem. Crash severity increases as vehicle speed increases, especially for non-motorized users.
- ◆ **The percentage of speed-related fatalities is highest on local road types compared to all other road types.**
- ◆ A core element of Vision Zero is creating safe speeds for specific road context.
- ◆ The survival rate for a pedestrian being hit at 40 mph is 20%. When this is compared to a vehicle traveling at 20 mph, the likelihood of survival for a pedestrian increases to approximately 90%.
- ◆ Speeding-related crashes involving a bicycle or pedestrian occurred most often on local roads, on roads between 30 to 35 mph, and on non-intersection points of the road.

Speed Zoning: For Highways, Roads, and Streets in Florida (FDOT)

Overview: Provides guidelines and recommended procedures for establishing uniform speeds on municipal, county, and state roads within Florida.



Findings:

- ◆ The **default speed limit on Florida residential roadways is 30 mph.**
- ◆ **Local municipalities can set their own maximum speed limit for local streets** as long as an engineering and traffic investigation determines the change in speed is reasonable and conforms to criteria set forth by the FDOT.
- ◆ The preferred way of determining speed limits is to use the **85th Percentile method**¹⁸.
- ◆ When the **mean speed of traffic is reduced, the number of crashes and the severity of injuries almost always goes down.**
- ◆ The relationship between speed and crash risk can be modified to some extent by road environment and driver behavior.
- ◆ **A change in speed limit almost always changes the mean speed of traffic.**
- ◆ It is evident that lowering the speed limit will reduce crash risk.
- ◆ Within residential districts, a municipality may set a maximum speed limit of 20 mph on local streets.

¹⁸ Florida Statute 316.189, "Establishment of municipal and county speed zones. (1) Municipal Speed—the maximum speed within any municipality is 30 miles per hour. With respect to residence districts, a municipality may set a maximum speed limit of 20 or 25 miles per hour on local streets and highways after an investigation determines that such a limit is reasonable. It shall not be necessary to conduct a separate investigation for each residence district."

4.4 Action Item 4: Enforcement Plan

▶▶ **Action Item 4:** Partner with the Jacksonville Sheriff's Office (JSO) to create a residential speed enforcement plan to support the citywide 20 mph speed limit.

Enforcement is one of the five key components of the *Safe System Approach*. According to the National Highway Safety Administration (NHTSA), fair and equitable law enforcement increases safety of the roadways by preventing, responding to, and expediting scene clearance. In addition, law enforcement officers have the shared responsibility to provide feedback to improve system design and operation based on the officer's experience in responding to crashes³⁰.

Therefore, it is important to form a strong partnership with JSO to enforce lower speed limits to successfully implement the program. NHTSA recommends high visibility enforcement campaigns as successful strategies to support the *Safe System Approach*³⁰.



"Everyone plays a role—from community and advocacy organizations to public safety officials and transportation experts, road users, vehicle designers and developers, law enforcement, and first responders³⁰."

Example Law Enforcement Strategies

- ◆ **Fayetteville, AR:** Fayetteville Police Department provides a 30-day grace period following a reduction in speed limit before issuing citations for speed violations. Any increase in traffic patrol in residential areas will be complaint-driven via a non-emergency number³¹.
- ◆ **New York City, NY:** Utilized a period of targeted enforcement of the most common moving violations leading to modal conflicts. As a result, speeding summonses issued increased by over 93% from years preceding Vision Zero³².
- ◆ **Portland, OR:** Installed safety cameras on streets with high injury rates. At three study intersections, speeding was reduced by 47% to 68% after camera installation³².
- ◆ **Wheaton, IL:** Law enforcement began with the installation of new speed limit signs, which was carried out within a few weeks of council approval of the speed limit reduction²⁷.

³⁰ NHTSA's *Safe System Approach: Educating and Protecting All Road Users*, FHWA; 2022.

³¹ Fayetteville 20 mph Speed Limit Ordinance Amendment [website](#).

³² *Nashville Speed Study*, 2019

4.5 Action Item 5: Public Outreach Program

- ▶▶ **Action Item 5:** Initiate a **public outreach program** with the goal of **informing** the public on the **new 20 mph policy** and **educating** them about the dangers of speeding.

Education is another one of the five Es of traffic safety and is an important step in implementing a lower speed limit. Therefore, the City of Jacksonville should develop a public outreach program which focuses on two primary elements:

- 1) **Inform** the public of the **new speed limit policy**
- 2) **Educate** them on the **relationship between speed and transportation safety**.

This program could potentially expand on the existing *20 is Plenty* program and branding developed through this study.



Public Outreach Methods

Following examples from other *20 is Plenty* programs throughout the country, the City of Jacksonville can utilize the following methods for public outreach:

- ◆ **Free Yard Signs:** The number one method for public outreach amongst *20 is Plenty* programs is to provide **free yard signs**. These yard signs allow residents to show their support of *20 is Plenty* and encourage safe driving within their neighborhoods.
- ◆ **Other Promotional Material:** Other *20 is Plenty* promotional materials include: car magnets to allow residents to show support while on the road or vinyl stickers that can be attached to cars, water bottles, computers, etc.
- ◆ **Example Promotional Material Distribution Methods:** Yard signs and other marketing materials can be allocated through the distribution methods for yard signs and materials include:
 - ◇ Providing them for free pick up at city permit centers, city hall, or libraries
 - ◇ Holding material pick-up events
 - ◇ Offering an online form to request signs and materials
- ◆ **Additional Outreach Methods:** The following outreach methods are used by *Slow Down Dublin* (Ohio) initiative:
 - ◇ Speed Lasers: Residents can become trained to use a handheld speed-measuring device and borrow one to measure traffic speeds on a roadway
 - ◇ Police Ride-Alongs: Residents can request a ride along with local police to see for themselves how speed is enforced and how data is collected
 - ◇ Speed Concern Requests: Residents can request a speed study or report an issue on their street.
 - ◇ Speed Management and Dashboard: Provides an online dashboard displaying up-to-date speed data. More detailed steps for implementing a speed management dashboard are provided in **Action Item 4.**