The Transportation, Energy and Utilities Committee offers the following Substitute to File No. 2017-807:

Introduced by the Council President at the request of the Context Sensitive Streets Standards Committee:

**ORDINANCE 2017-807**

AN ORDINANCE CREATING A NEW PART 16(TRUCK ROUTE REGULATIONS), CHAPTER 804 (JACKSONVILLE TRAFFIC CODE), ORDINANCE CODE, to designate PREFERRED Truck Routes AND RESTRICTED ROADS for the City of Jacksonville; DESIGNATING THE PLANNING AND DEVELOPMENT DEPARTMENT TO PROVIDE AN EDUCATIONAL COMPONENT; DIRECTING CODIFIERS TO INCORPORATE THE CITY OF JACKSONVILLE REGULATED TRUCK ROUTE SYSTEMS MAP; DIRECTING THE JACKSONVILLE SHERIFF’S OFFICE TO ISSUE WARNINGS FOR THE FIRST 6 MONTHS AFTER THE EFFECTIVE DATE OF THIS ORDINANCE; PROVIDING FOR AN EFFECTIVE DATE.

 **WHEREAS,** the City of Jacksonville (“City”) contains numerous commercial truck traffic generators and destinations including the Jacksonville Port Authority’s (“JAXPORT”) international seaports, industrial and commercial sites, warehouses, intermodal train yards and the Jacksonville International Airport (“JIA”); and

 **WHEREAS,** truck movement is essential to providing the vital goods and services citizens need in daily interactions; and

 **WHEREAS,** the efficient movement of trucks benefits residents by reducing the cost of shipping goods and contributes to the economic growth of the municipality; and

 **WHEREAS,** by establishing appropriate commercial truck routes designed with input from the trucking industry and the affected community, the City can help ensure that mobility for all roadway users is preserved, freight and goods can move safely and efficiently, and the local economy continues to grow; and

 **WHEREAS,** the purpose of a commercial truck route system is to provide guidelines that balance the needs of interstate commerce and the trucking industry with the desire to minimize the impacts of trucks on sensitive land uses; and

 **WHEREAS,** a truck route system does not prohibit trucks from using all roads within a municipality, but it does require the use of certain roads that are more suitable to such commercial truck traffic to the greatest extent possible, and also minimizes truck intrusion into sensitive areas to the extent possible; and

 **WHEREAS,** *Goal 10* of the Transportation Element of the *2030 Comprehensive Plan*, entitled, “Intermodal Transportation Systems,” states that Interagency coordination and implementation of an intermodal transportation system which integrates highway, mass transit, port, airport, rail, and other transportation modes and facilities shall be supported; and

 **WHEREAS,** *Policy 10.6.4* of the Transportation Element of the *2030 Comprehensive Plan* provides that the City shall designate truck routes to minimize the impact of traffic through residential areas and maximize the flow of intermodal shipment of goods; and

 **WHEREAS,** Section 32.702 (a), Ordinance Code, authorizes the Context Sensitive Streets Standards Committee to review, revise and recommend amendments to the Ordinance Code relating to transportation and traffic engineering; and

 **WHEREAS,** Section 32.702 (f), Ordinance Code, also authorizes the Context Sensitive Streets Standards Committee to adopt policies with respect to freight, and set guidelines for those streets classified as “Major Truck Streets” hereafter, these streets are identified as “Preferred Truck Routes”; and

 **WHEREAS,** during a noticed public meeting held on July 26, 2016, the Context Sensitive Streets Standards Committee (“CSSSC”) voted to designate Truck Routes for the City of Jacksonville (the minutes of the July 26, 2016, CSSSC meeting are attached and incorporated as **Exhibit 1**); and

 **WHEREAS,** from March 2018 to September 2018, several noticed public meetings were held with full participation from the members of the trucking industry, City staff and citizens; now therefore

**Be it ordained** by the Council of the City of Jacksonville:

**Section 1. Creating a new part 16 (Truck Route Regulations), Chapter 804 (Jacksonville Traffic Code), *Ordinance Code.*** Part 16 (Truck Route Regulations), Chapter 804 (Jacksonville Traffic Code), *Ordinance Code,* is hereby created to read as follows:

**CHAPTER 804. JACKSONVILLE TRAFFIC CODE.**

**\* \* \***

**PART 16. TRUCK ROUTE REGULATIONS**

 **Sec. 804.1601 – Purpose & Intent.**

 The City of Jacksonville (“City”) recognizes the various changes occurring to the vehicle transportation network, and acknowledges the need to examine its unique truck traffic situation, and determine a solution that mutually serves the unique needs of the local community. The purpose of this system is to establish truck routes within the City that promote compatible land uses, enhance public safety, and minimize pavement maintenance and reconstruction costs in conjunction with the following:

1. Provide safe roadways for vehicles, bicyclists, and pedestrians;
2. Provide truck routes that follow the guidance contained in the City’s Transportation Element of the *2030 Comprehensive Plan*;
3. Designate acceptable routes for trucks to access the Strategic Intermodal System (SIS) and State Highway System (SHS) in order to complete extended distance travel;
4. The City Traffic Engineer to install signage designating the truck route system as needed;
5. Provide for the transportation of freight on roads (truck routes) best designed to handle the additional pavement stress in order to minimize the amount of maintenance and repair costs required on Jacksonville streets;
6. Reduce the use of regulated trucks traveling on restricted roads except for delivery and pickup;
7. Protect residential neighborhoods from:
8. Excessive truck traffic creating greater hazards to pedestrians, bicyclists, and children;
9. Increased congestion and noise pollution from truck traffic; and
10. Pavement pot holes, raveling, rutting, or other pavement distress conditions that cause hazards to motorcyclists, bicyclists, pedestrians, motorists and local residents;
11. Procedures for enforcing truck route violations;
12. During an emergency, the Director of Public Works or his/her designee shall have the authority to further restrict loads or create detours for vehicles traveling on City roads.

 **Sec. 804.1602 – Definitions.**

 *Gross Weight* means the net weight of a motor vehicle in pounds plus the weight of the load carried by it, pursuant to F.S. §320.01(7).

 *Regulated truck* means a truck having a gross vehicle weight which exceeds 26,001 pounds, and is designed for the specific purpose of transporting freight. A regulated truck does not include those trucks that are used for government, utility or solid waste purposes.

*Truck route system* means those streets that are defined and identified as truck routes on the City of Jacksonville Regulated Truck Route System Map as found at the end of this part, and described below:

1. *Preferred truck routes (Blue)* means those routes or roads designated for travel by regulated trucks. Regulated trucks are encouraged to use Preferred Truck Routes (Blue) as the primary means of travel within Jacksonville.
2. *Restricted roads (Red)* means those routes or roads that are prohibited for travel or use by regulated trucks.
3. *Non-regulated truck routes (Gray)* means those routes or roads that are not designated as a Preferred truck route (Blue) or Restricted Road (Red). Regulated trucks are permitted to travel on these non-regulated truck routes (Gray).

 *State Highway System (SHS)* means all roadways that the Florida Department of Transportation operates and maintains; the SHS consists of the Florida Intrastate Highway System and other state roads; all streets under the jurisdiction of the Florida Department of Transportation are truck routes.

 *Strategic Intermodal System (SIS)* meansFlorida’s transportation system composed of facilities and services of statewide and interregional significance, including appropriate components of all modes.

 **Sec. 804.1603 - Truck Route Selection Criteria and Design Characteristics.**

The selection and designation of truck routes shall be based on the selection criteria as set forth in this Section.

(a) **Land Uses/Truck Trip Generators.** The future land use designation may indicate current and future trucking dependent development such as industrial uses and/or heavy commercial uses, seaports, and airports. Industrial and commercial development may routinely generate truck traffic, either for deliveries or as part of their regular business activities. While not practical to exclude trucks from all residential neighborhoods, regular truck routes should avoid areas that are predominantly residential, particularly single family neighborhoods, or areas where there is high pedestrian activity.

(b) **Street Classifications.** Preferred truck routes should reflect current truck access patterns, and should not attract additional trucks to streets not currently used by trucks. The City of Jacksonville Regulated Truck Route System Mapdepicts the existing state and local roadway facilities marked with the designated Preferred Routes (Blue) and Restricted Roads (Red) for Jacksonville.

(c) **Lane Widths.** In order for roadways to be compatible with regulated trucks they should have travel lanes that are wide enough to accommodate such vehicles. Lane width on truck routes may be 12 feet, however 11 feet is acceptable when truck volume is less than 10%.

(d) **Bridge Locations.** In order for roadways containing bridges to be compatible with regulated trucks, the amount of weight a bridge can handle dictates whether a road has the ability to serve as a truck route. The FDOT Office of Maintenance provides data on bridges throughout the state and has established vehicle weight restrictions for each bridge. Truck routes may only be allowed on roads whose bridges have been rated by FDOT to support the weight limit for the expected truck type designated for that roadway.

(e) **Speed Limits.** The speed limit of a roadway tends to reflect the character of the roadway. Roads with higher speed limits are, generally, free flowing and have limited access. Roadways with lower speed limits are generally less free flowing and have a greater number of driveways and intersections.

 **Sec. 804.1604 - City of Jacksonville Regulated Truck Route System Map for Preferred Truck Routes (Blue) and Restricted Roads (Red).**

 All regulated trucks within the City shall be operated only over and along the truck routes as established and depicted in the City of Jacksonville Regulated Truck Route System Map which is found at the end of this Part**.**

 *Operation on Restricted Roads (Red).* The driver of a regulated truck may travel on a Restricted Road (Red) for the primary purpose of delivery and pickup. The driver of the regulated truck must return to the Preferred (Blue) or non-regulated (Gray) truck route network by the shortest possible distance after completion of the delivery and/or pickup.

 **Sec. 804.1605 – Signage.**

 The City Traffic Engineer is authorized to install adequate signage placed on Preferred (Blue) truck routes and Restricted roads (Red), as needed.

 **Sec. 804.1606 – Documented Records required for operation on a Restricted road (Red); enforcement; penalties.**

(a) Any person driving or in charge or control of any regulated truck operating on a Restricted Road (Red) shall be prepared to present for the inspection to the Jacksonville Sheriff’s Office (“JSO”) officers, the truck's log book, weight slips, delivery slips, or other written records of the regulated truck's origin and destination to justify the operation on the Restricted Road (Red).

(b) Due to the transient nature of these actions, a violation of this Section shall constitute an irreversible and irreparable violation and will result in the immediate issuance of a civil citation by a JSO officer pursuant to Section 804.301, Ordinance Code and Section 636.204, Ordinance Code.

(c) A violation of this Section shall constitute a Class C offense.

 **Section 2.** **Designating the Planning and Development Department to provide an educational component.** The Planning and Development Department shall coordinate with the Jacksonville Sheriff’s Office to develop a program to educate the public and regulated trucking industry about the location of Preferred truck routes.

 **Section 3. Directing Codifiers to incorporate map.** The codifiers are hereby directed to incorporate the City of Jacksonville Regulated Truck Route System Map, attached hereto as **Exhibit 2,** at the end of the new Part 16 (Truck Route Regulations), Chapter 804 (Jacksonville Traffic Code).

 **Section 4. Directing the Jacksonville Sheriff’s Office to issue warnings for the first 6 months after the effective date of this Ordinance.** The Jacksonville Sheriff’s Office shall issue warnings for a time period that shall expire 6 months from the effective date of this ordinance, wherein the Planning and Development Department shall prepare a report to be delivered to the Context Sensitive Streets Standards Committee which describes the number of warnings issued during the 6-month timeframe.

 **Section 5. Effective Date.** This ordinance shall become effective upon signature by the Mayor or upon becoming effective without the Mayor’s signature.

Form Approved:

/s/Cherry Shaw Pollock\_\_\_\_

Office of General Counsel

Legislation prepared by: Cherry Shaw Pollock

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