

Ordinance 2018-824

2018B Series Text Amendment
City of Jacksonville 2030 Comprehensive Plan
Transportation Element

TRANSPORTATION ELEMENT

Policy 2.1.14

The City shall add ~~b~~Bicycle facilities on roadway corridors that are being milled, resurfaces, or otherwise reconstructed so long as sufficient width exists. shall be provided in accordance with Policy 4.1.1.

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Policy 3.1.3

Within the City, the following guidelines shall be used to determine minimum lane widths on new or expanded roadways, as defined by the proposed roadway's operating functional classification:

-	Urban Profile	Rural Profile
Limited Access	12 feet	12 feet
Minor Arterial	-	-
Outside lane	16 feet ^{1,2}	N/A
All other lanes	12 feet	12 feet
Minor Arterial	-	-
Outside lane	16 feet ^{1,2}	17 feet ^{1,3}
All other lanes	12 feet	12 feet
Collector	-	-
Outside lane	16 feet ^{1,2}	17 feet ^{1,3}
All other lanes	12 feet	12 feet

-	Urban Profile	Rural Profile
Local Over 1,600 ADT	-	-
Outside lane	14 feet ⁴	12 feet
All other lanes	12 feet	12 feet
Local Under 1,600 ADT	-	-
Outside lane	12 feet	12 feet
All other lanes	12 feet	12 feet
Cul-de-sacs and loop streets	-	-
Outside lane	10 feet	10 feet
All other lanes	10 feet	10 feet

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- ~~1. In areas where right-of-way width constraints are presented, consideration shall be given to reducing travel lane widths to eleven (11) feet to still allow for the designated bicycle lanes. The lack of adequate right-of-way width and the costs associated with acquisition in built-up areas may not allow provision of the additional width for bicyclists on all projects. The inclusion of designated bicycle lanes in roadway improvements shall be reviewed on a case-by-case basis. Only under extreme right-of-way width constraints, should designated bicycle lanes be excluded from a project; in which case a design standard of fourteen (14) foot wide outside-curb lanes shall be used for both urban and rural profiles.~~
- ~~2. In an urban profile, the outside lanes of major arterial, minor arterial, and collector roadways shall include four-foot wide designated bicycle lanes.~~
- ~~3. In a rural profile, the outside lanes of major arterial, minor arterial, and collector roadways shall include five-foot wide designated bicycle lanes.~~
- ~~4. Unless it is determined, by the Director of Public Works that such need does not exist.~~

The City shall establish guidelines for reviewing and designing new, resurfaced, or reconstructed roadways. These guidelines shall include dimensions for travel lane width, sidewalk width, and bicycle facility width and type. In order to create roadways that meet the needs of their surroundings, roadway designs are context sensitive based on adjacent land use, posted speed, number of travel lanes, and roadway users (pedestrians, bicyclists, persons with disabilities, motorists, transit riders, and freight operators).

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Objective 4.1

The City shall support the establishment and maintenance of facilities designed to ~~balance the needs of the complete spectrum of transportation users specifically for non-motorized transportation users such as~~ pedestrians and bicyclists ~~within arterial and collector along all~~ roadways.

Policy 4.1.1

The City shall ~~implement~~ establish and maintain ~~the a~~ bicycle facility prioritized transportation bicycle facility project improvement list, as described in the Mobility Plan or its latest update by considering the needs of bicyclists on all roadway projects. This policy provides for the construction of designated bicycle lanes or paved shoulders when

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~~constructing or reconstructing roads in Jacksonville in accordance with the North Florida Transportation Planning Organization for the Jacksonville Urbanized Area (TPO) Transportation Improvement Program. As stated in Policy 3.1.3, the roadway design shall contain twelve (12) foot wide travel lanes with four (4) foot wide designated bicycle lanes in an urban profile and twelve (12) foot wide travel lanes with five (5) foot wide designated bicycle lanes in a rural profile or an alternative non-motorized multi-modal transportation network as approved by the JPDD. However, in areas where right-of-way width constraints are present, consideration shall be given to reducing travel lane widths to eleven (11) feet to still allow for the designated bicycle lanes. The lack of adequate right-of-way width and the costs associated with acquisition in built up areas may not allow provision of the additional width for bicyclist on all projects. The inclusion of designated bicycle lanes in roadway improvements shall be reviewed on a case-by-case basis. Only under extreme right-of-way width constraints, should designated bicycle lanes be excluded from a project; in which case, a design standard of fourteen (14) foot wide outside curb lanes shall be used for both urban and rural profiles. Bicycle facilities include protected bicycle lanes, buffered bicycle lanes, bicycle lanes, and shared use/multi-use paths. The prioritized bicycle facility projects shall be based on each project's ability to improve safety in locations with high numbers of bicycle crashes; increase the connectivity of the bicycle facility network by filling gaps in the existing and planned network; provide bicycle facilities in economically distressed areas; and meet demand for bicycle facilities based on the presence of transit routes and bicyclist destinations such as parks, schools, multi-family housing and employment centers.~~

The City shall require all new or reconstructed streets to include bicycle facilities except for residential local subdivision streets. Residential local subdivision streets are local streets within platted subdivisions that provide access to residential lots and that do not provide connectivity to collector streets, major arterials or minor arterials or serve as major traffic generators. Bicycle facilities shall be required on subdivision entrance streets along the portion of the street with no home frontages. Subdivision entrance streets are those streets in a platted subdivision that provide a connection to a collector street, major arterial or minor arterial or otherwise are the entrance or exit point(s) to the subdivision.

The City shall add bicycle facilities on streets that are being resurfaced so long as sufficient pavement width exists. If the pavement width is not sufficient, the City shall determine the feasibility of a road diet and will consider widening to create space for bicycle facilities.

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Policy 4.1.2

~~The City shall require new local streets serving residential areas development or redevelopment projects that front along City or state road right-of-way to include four-foot sidewalks on both sides of the street within the dedicated public right-of-way or an approved alternative pedestrian circulation system shared use/multi-use path approved subject to approval by the Jacksonville Planning and Development Department (JPDD), unless otherwise exempted by criteria contained in the Code of Subdivision Regulations (Ordinance Code, Chapter 654). In rural areas, sidewalks are only required on one side of the street, unless there is development on both sides of the street, then sidewalks shall be required on both sides.~~

All sidewalk designs shall be consistent with the City's context-sensitive design guidelines. A shared use/multi-use path may be approved by the JPDD based upon an evaluation of the following: the presence of nearby paths, if the location is part of an established plan for shared use/multi-use paths, or if the location is an important link between existing bicycle and pedestrian facilities.

Policy 4.1.3

~~The City shall require new dedicated local or reconstructed streets serving non-residential areas to include five-foot sidewalks within the dedicated public right-of-way or an alternative pedestrian circulation system shared use/multi-use path approved subject to approval by the JPDD, unless otherwise exempted by criteria contained in the Code of Subdivision Regulations (Ordinance Code, Chapter 654).~~

All sidewalk designs shall be consistent with the City's context-sensitive design guidelines. A shared use/multi-use path may be approved by the JPDD based upon the presence of nearby paths, if the location is part of an established plan for shared use/multi-use paths, or if the location is an important link between existing bicycle and pedestrian facilities.

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Policy 4.1.6

Where intersection construction or improvements are performed, the City shall provide or require curb-cut ADA standard curb ramps at all intersections where one or more of the rights-of-way of the intersecting streets contain sidewalks and where roadway lane widths do not exceed twelve (12) feet.