

**Staff Report on**  
**Proposed 2018B Series Amendment**  
**to the Transportation Element of the**  
**2030 Comprehensive Plan**

**ORDINANCE 2018-824**

As indicated in EXHIBIT 1 for Ordinance 2018-824, a text amendment is proposed to amend the Transportation Element (TE) of the 2030 Comprehensive Plan to revise objectives and policies in order to adopt the City's Context Sensitive Street Standards.

Proposed changes to the TE amend roadway design standards to allow for flexible, context sensitive design. The changes require including bicycle facilities on resurfaced roadways if sufficient space exists, and they remove the requirements for minimum travel lane width, minimum bicycle facility width, and minimum sidewalk width. Removing these design details from the Comprehensive Plan allows for increased flexibility when designing and constructing context sensitive streets that prioritize safety for all roadway users. Context sensitive roadway design standards will be included in the Ordinance Code, the City Standard Details and the Land Development Procedures Manual.

The Planning and Development Department recommends **APPROVAL** of the text amendment as identified in the attached **EXHIBIT 1** to **Ordinance 2018-824**.

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

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5 **ORDINANCE 2018-824**

6 AN ORDINANCE APPROVING THE PROPOSED 2018B SERIES  
7 TEXT AMENDMENT TO THE TRANSPORTATION ELEMENT OF  
8 THE 2030 COMPREHENSIVE PLAN OF THE CITY OF  
9 JACKSONVILLE TO PROVIDE FOR FLEXIBLE CONTEXT  
10 SENSITIVE ROADWAY DESIGN, FOR TRANSMITTAL TO THE  
11 STATE OF FLORIDA'S VARIOUS AGENCIES FOR REVIEW;  
12 PROVIDING A DISCLAIMER THAT THE AMENDMENT GRANTED  
13 HEREIN SHALL NOT BE CONSTRUED AS AN EXEMPTION  
14 FROM ANY OTHER APPLICABLE LAWS; PROVIDING AN  
15 EFFECTIVE DATE.

16  
17 **WHEREAS**, the Planning and Development Department has initiated  
18 certain revisions and modifications to the text of the *2030*  
19 *Comprehensive Plan* in accordance with the procedures and requirements  
20 set forth in Chapter 650, Part 4, *Ordinance Code* to facilitate the  
21 appropriate and timely implementation of the plan, and has provided the  
22 necessary supporting data and analysis to support and justify the  
23 amendments determined to be required and accordingly has proposed  
24 certain revisions and modifications which are more particularly set  
25 forth in **Exhibit 1, attached hereto**, dated October 5, 2018, and  
26 incorporated herein by reference; and

27 **WHEREAS**, the Jacksonville Planning Commission, as the Local  
28 Planning Agency, held a public hearing on this proposed amendment to  
29 the *2030 Comprehensive Plan*, with due public notice having been  
30 provided, and reviewed and considered all comments received during the  
31 public hearing, and made a recommendation to the City Council; and

1           **WHEREAS**, the Land Use and Zoning (LUZ) Committee held a public  
2 hearing on this proposed amendment pursuant to Chapter 650, Part 4,  
3 *Ordinance Code*, and having considered all written and oral comments  
4 received during the public hearing, has made its recommendation to the  
5 Council; and

6           **WHEREAS**, the City Council held a public hearing on this proposed  
7 amendment with public notice having been provided, pursuant to Section  
8 163.3184(3), *Florida Statutes*, and Chapter 650, Part 4, *Ordinance Code*,  
9 and having considered all written and oral comments received during the  
10 public hearing, the recommendations of the Planning and Development  
11 Department, the Planning Commission and the LUZ Committee, desires to  
12 transmit this proposed amendment through the State's expedited state  
13 review process to the Florida Department of Economic Opportunity, as  
14 the State Land Planning Agency, the Northeast Florida Regional Council,  
15 the Florida Department of Transportation, the St. Johns River Water  
16 Management District, the Florida Department of Environmental  
17 Protection, the Florida Fish and Wildlife Conservation Commission, the  
18 Department of State's Bureau of Historic Preservation, the Florida  
19 Department of Education, and the Department of Agriculture and Consumer  
20 Affairs; now, therefore

21           **BE IT ORDAINED** by the Council for the City of Jacksonville:

22           **Section 1. Approval of Amendment for Transmittal Purposes.** The  
23 Council hereby approves the proposed 2018B Series Text Amendment to the  
24 Transportation Element of the *2030 Comprehensive Plan* as set forth in  
25 **Exhibit 1, attached hereto**, for transmittal to Florida's various  
26 required State Agencies for review.

27           **Section 2. Disclaimer.** The amendment granted herein shall  
28 **not** be construed as an exemption from any other applicable local,  
29 state, or federal laws, regulations, requirements, permits or  
30 approvals. All other applicable local, state or federal permits or  
31 approvals shall be obtained before commencement of the development or

1 use and issuance of this amendment is based upon acknowledgement,  
2 representation and confirmation made by the applicant(s), owner(s),  
3 developer(s) and/or any authorized agent(s) or designee(s) that the  
4 subject business, development and/or use will be operated in strict  
5 compliance with all laws. Issuance of this amendment does not approve,  
6 promote or condone any practice or act that is prohibited or restricted  
7 by any federal, state or local laws.

8       **Section 3. Effective Date.** This ordinance shall become  
9 effective upon the signature by the Mayor or upon becoming effective  
10 without the Mayor's signature.

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12 Form Approved:

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15           /s/ Shannon K. Eller          

16 Office of General Counsel

17 Legislation Prepared By: Stephanie Zarkis

18 GC-#1240819-v1-TX\_AMD\_TRANS\_(TE)

**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 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.~~

\* \* \*

**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.~~

-	<b>Urban Profile</b>	<b>Rural Profile</b>
<b>Limited Access</b>	12 feet	12 feet
<b>Minor Arterial</b>	-	-
Outside lane	—16 feet <sup>1,2</sup>	N/A
All other lanes	12 feet	12 feet
<b>Minor Arterial</b>	-	-
Outside lane	—16 feet <sup>1,2</sup>	—17 feet <sup>1,3</sup>
All other lanes	12 feet	12 feet
<b>Collector</b>	-	-
Outside lane	—16 feet <sup>1,2</sup>	—17 feet <sup>1,3</sup>
All other lanes	12 feet	12 feet

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

## Ordinance 2018-824

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

- ~~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).

\* \* \*

#### **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~~

## Ordinance 2018-824

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

~~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.

**Ordinance 2018-824**

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

**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.

\* \* \*

**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.~~