



ONE CITY. ONE JACKSONVILLE.

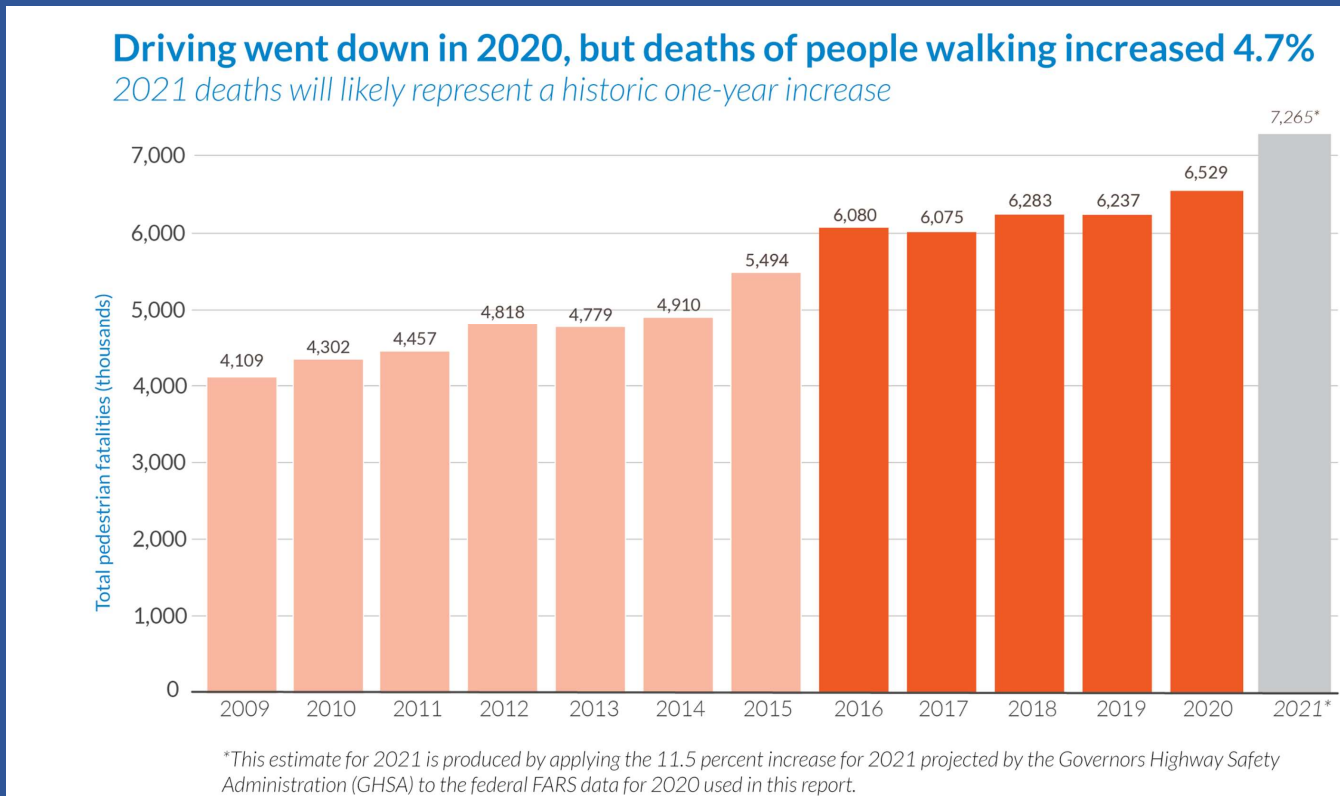


COJ Traffic Calming Program  
Transportation, Energy, and Utilities  
Committee  
February 6<sup>th</sup>, 2024

by Christopher W. LeDew, P.E.  
Chief of Traffic Engineering

# Why traffic calming?

Pedestrian fatalities in the United States have been rising since 2009



Source: Smart Growth America- Dangerous By Design 2022

# Why traffic calming?

Jacksonville has the 6<sup>th</sup> most pedestrian deaths per capita (2020)  
Consistently one of the top 10 worst cities for pedestrians



NEWS.WJCT.ORG

**Study: Jax Among Most Dangerous Metros For Pedestrians, But Improving**



JACKSONVILLE.COM

**Jacksonville remains one of country's most dangerous cities for pedestrians, study says**



FIRSTCOASTNEWS.COM

**'Dangerous By Design' report for 2021 ranks Jacksonville as 10th most dangerous city for pedestrians**

# What: Types of Traffic Calming

# Lowering the Posted Speed Limit

## Pros:

- Builds awareness
- JSO enforcement
- Relatively low cost (\$280)

## Cons:

- Low effectiveness

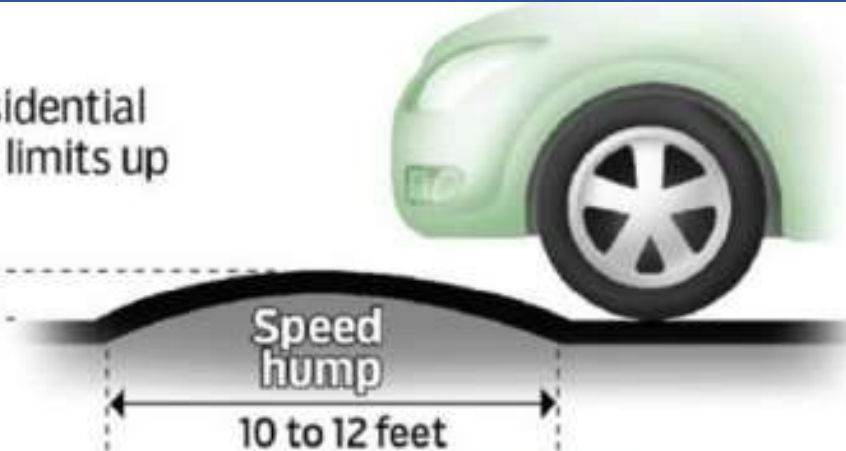


# Speed Humps and Speed Tables

## Speed hump

Used mostly on residential streets with speed limits up to 25 mph.

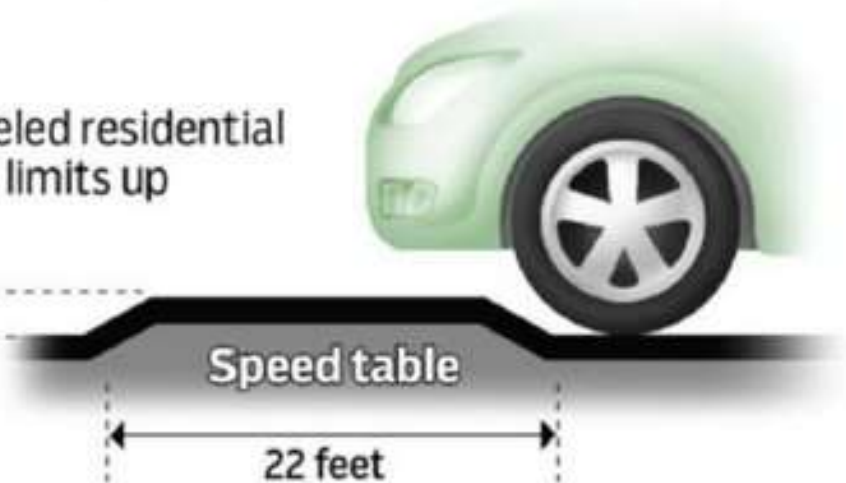
↕ 3 to 4 inches



## Speed table

Used on more traveled residential streets with speed limits up to 30 mph.

↕ 3 to 4 inches



Note: Drawings not to scale

# Raised Crosswalks



# Bulb-Outs & Narrowing Lanes





# Mini-Roundabouts



# How: COJ Traffic Calming Process

1. Petition
2. Safety Study
3. CIP/CRA Funded



# Petition Process

- COJ Ordinance 2014-666-E
- Residential streets
- Public Meeting
- 75% Sign Petition
- Residents Pay
- COJ installs & maintains

The Palms at Nocatee  
Coconut Palm Parkway, King Palm Court, Queensland Circle, Senegal Drive, Carnauba Way, Kiwi Palm Court  
August, 2020

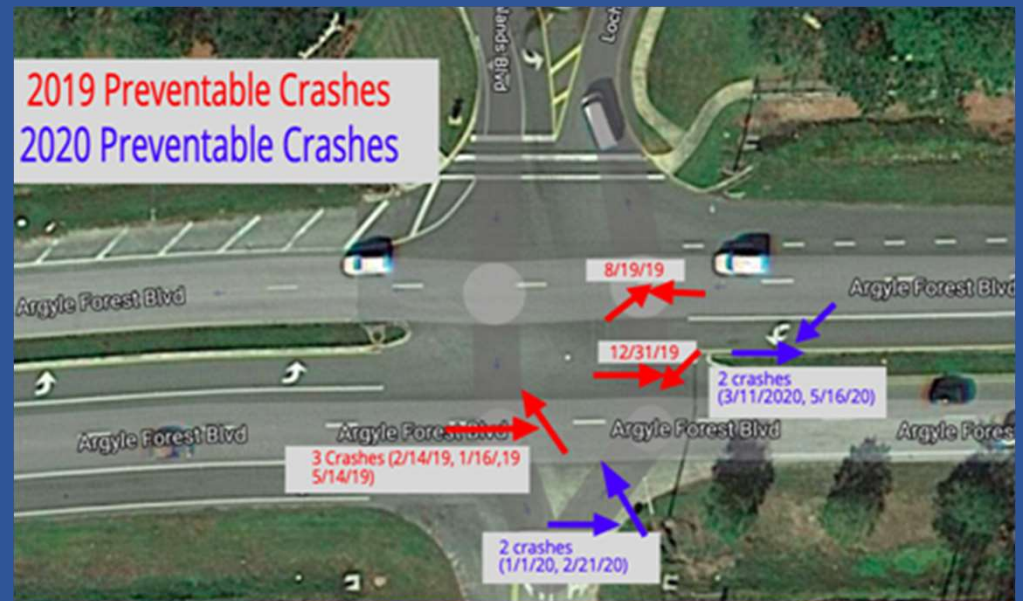
## PETITION FORM

We the undersigned property owners of The Palms at Nocatee, approve the installation of the proposed traffic calming technique being identified as: lowered speed limit. We further understand that the property owners will be required to pay 50% of the cost which is \$275 per sign. The number of signs required will be determined by the Traffic Engineer. 75% of the property owners listed below must sign, signaling their approval.

Property Owner	Signature	House #	Street/Road (Alt Address)	Lowered Limit	Speed Hump
GUNN JAMES E		13	CARNAUBA WAY		
WEBB CECIL GREEN		14	CARNAUBA WAY		
REID ASHLEY M		25	CARNAUBA WAY		
BORISADE ARIELLE C		32	CARNAUBA WAY		
HOFFMANN SHERRELL S		37	CARNAUBA WAY		
QUINT TERRI L		46	CARNAUBA WAY		
HIMES MARK		49	CARNAUBA WAY		

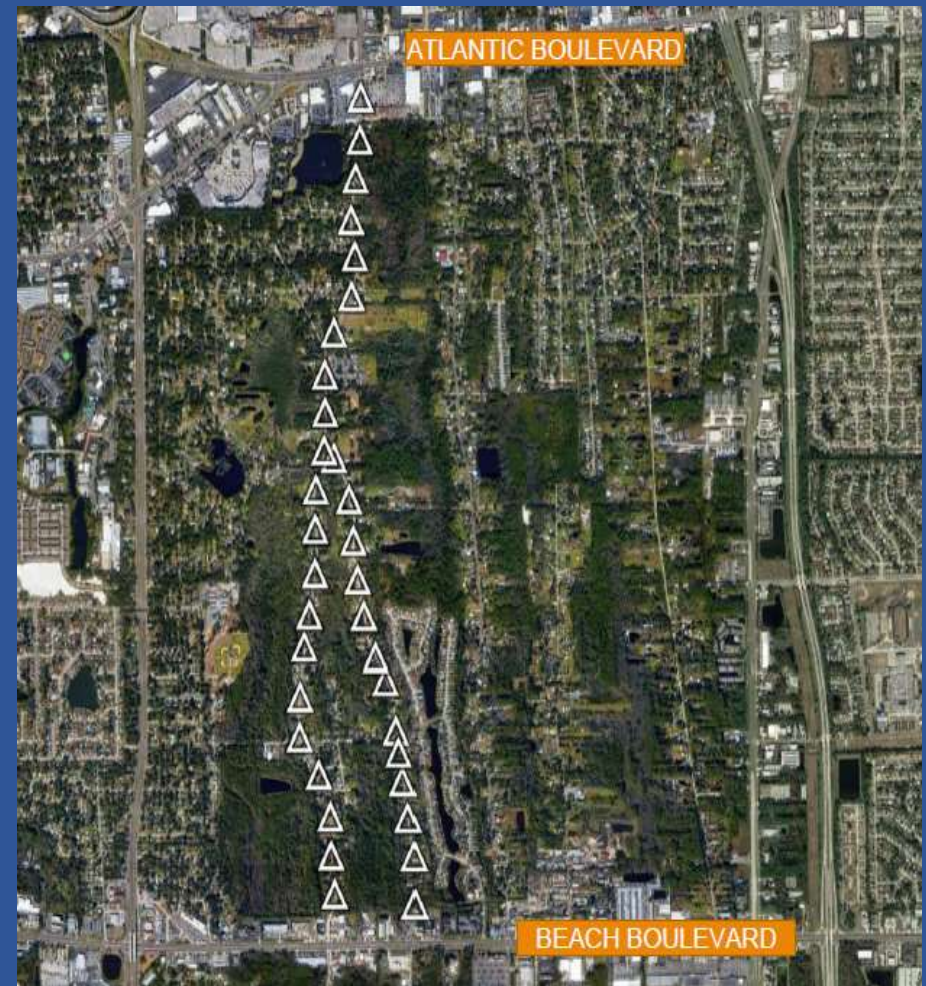
# Safety Study Process

- Citizen request
- Reported Crashes
- Field Reviews
- Speed Studies
- Prioritized by Crash Rate



# Completed Safety Project

Peach Dr., Forest Blvd. & Live Oak Dr.  
High Crash rate  
35 speed tables  
Total Cost: \$ 224,000



# Other Safety Projects

Completed:

Clyde Dr.- \$ 76,800

Anniston Rd.- \$ 134,400

Cortez Rd.- \$ 147,400

Next:

Forest Blvd. South- \$ 51,200

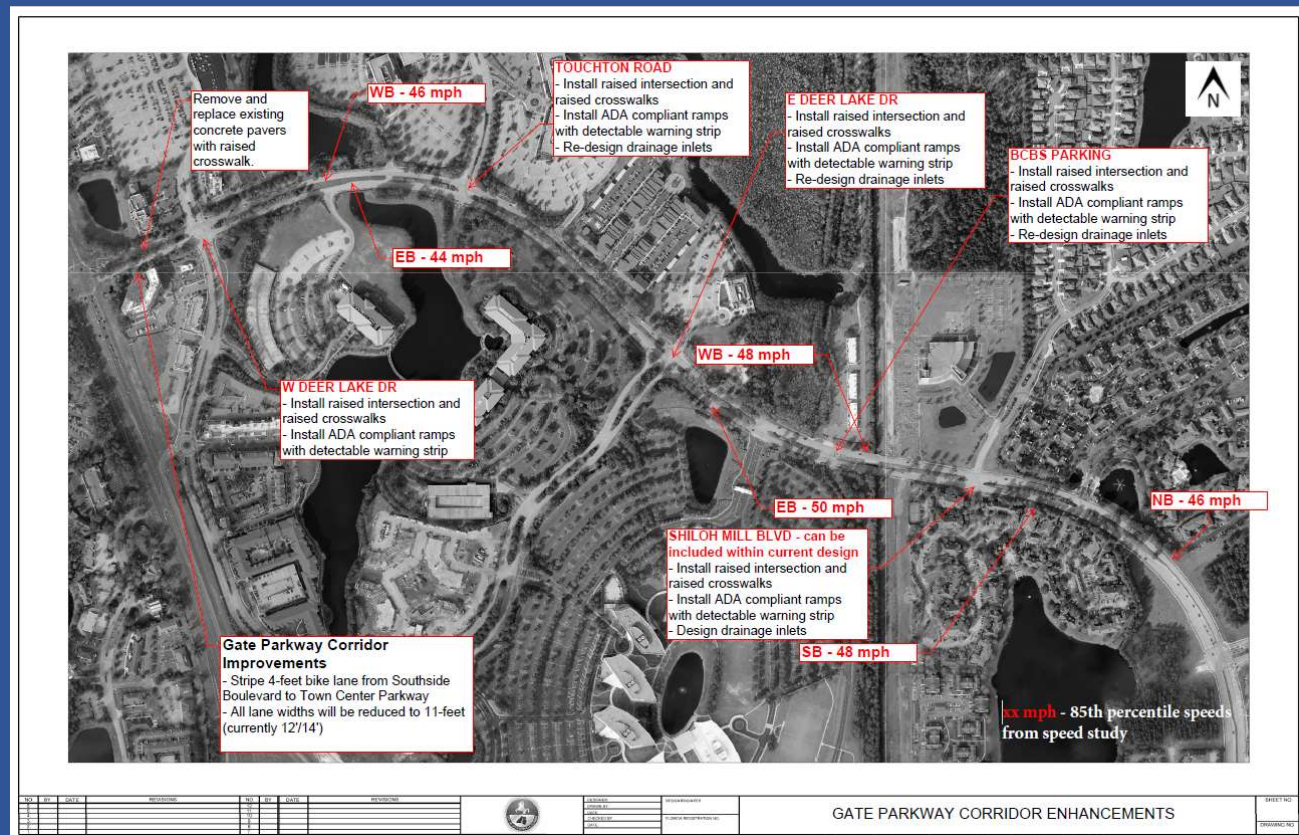
# Upcoming Safety Projects

Forest Blvd. South- \$ 51,200



# CIP or CRA Funded Projects

- Gate Parkway
- Harts Road
- St. Johns Avenue





# Funding

- CIP funds: \$200,000 annually
- To offset neighborhood's costs
- Costs
  - Signs \$280
  - Speed Hump \$4124 (actual cost)
  - Speed Hump \$3000 (Residents' cost)
- Residents' Share of the cost
  - Signs 50%
  - Speed Humps 100%
  - Humps- Cut-Thru Traffic 50%





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# Questions?

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