

RESOLUTION 2014-05-01

A RESOLUTION OF THE DOWNTOWN INVESTMENT AUTHORITY SUPPORTING RECOMMENDED CONDITIONS PROPOSED BY MULTIPLE MEMBERS OF THE JACKSONVILLE CITY COUNCIL REGARDING THE PROPOSED FLORIDA DEPARTMENT OF TRANSPORTATION I-10/I-95 INTERCHANGE PROJECT, JACKSONVILLE, FLORIDA.

WHEREAS, in December 2013 the Florida Department of Transportation proposed an approximately \$136 million project that would widen the Fuller Warren Bridge on I-95, create/modify lanes on I-10 from Stockton Street eastbound, and create a fly-over ramp for westbound I-10 traffic onto US 17; and

WHEREAS, the project as originally proposed would have expanded the I-10/I-95 interchange footprint that would have negatively impacted an area of the Urban Core; and

WHEREAS, the Florida Department of Transportation presented a revised, scaled down project on February 10, 2014, which did not include increasing the existing the I-10/I-95 interchange footprint; and

WHEREAS, a letter attached hereto as Attachment "A" dated April 1, 2014, from Councilmembers Robin Lumb, Greg Anderson, Reginald Brown, William Bishop, Doyle Carter, Dr. Johnny Gaffney, Warren Jones, Jim Love, and Don Redman, to the District 2 Secretary of the Florida Department of Transportation recommended several additional design conditions; and

WHEREAS, the above referenced design conditions would serve to maintain the surrounding area's health, safety and welfare, reduce negative impacts on adjacent property as well as Downtown's Urban Core; and

WHEREAS, the Downtown Investment Authority ("DIA") has been designated by the City of Jacksonville as the Community Redevelopment Agency ("CRA") for community redevelopment areas within the boundaries of Downtown pursuant to Ordinance 2012-364-E; and

WHEREAS, portions of the project fall within DIA's jurisdictional boundaries as codified in Section 55.305, Jacksonville, Florida, Code of Ordinances.

BE IT RESOLVED, by the Downtown Investment Authority ("DIA"):

Section 1. The DIA finds that the recitals set forth above are true and correct and are incorporated herein by this reference.

Section 2. The DIA respectfully submits this Resolution in support of the recommended design conditions identified in the letter dated April 1, 2014 and attached hereto as Attachment "A" regarding the proposed I-10/I-95 interchange project.

Section 3. This Resolution 2014-05-01 shall become effective upon its approval by the DIA
this 28th day of May, 2014.

WITNESS:



DOWNTOWN INVESTMENT AUTHORITY


Oliver Barakat, Chairman

VOTE: In Favor: 7 Opposed: 0 Abstained: _____

FORM APPROVAL:


Office of General Counsel

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OFFICE OF THE CITY COUNCIL

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32202

April 1, 2014

Greg Evans
District 2 Secretary, Florida Department of Transportation
1109 S. Marion Avenue, Mail Station 2000
Lake City, FL 32025
greg.evans@dot.state.fl.us

Re: Proposed I-10/I-95 Interchange Project, Jacksonville,
Florida;

Dear Secretary Evans:

In December, 2013, the FDOT proposed an approximately \$136M project that would widen the Fuller Warren Bridge on I-95, create/modify lanes on I-10 eastbound from the Stockton Street exit through the ramp onto I-95 southbound, and build a flyover ramp for westbound traffic on I-10 onto US 17 (the "Project"). The Project originally called for significant right of way acquisition and expansion of the I-10/I-95 interchange further into the Riverside Avondale and North Riverside neighborhoods. Significant public concerns were raised about the Project's expansion of the I-10/I-95 interchange beyond its current footprint and its impact on the City of Jacksonville's urban core at the December 12, 2013 North Florida TPO meeting, the December 19, 2013 publically noticed meeting held by At-Large Councilman Robin Lumb, and in public comment by elected officials, Riverside Avondale Preservation, and concerned citizens.

After receiving a considerable amount of public feedback, the FDOT revised the Project, reducing its cost to approximately \$70M, and presented the Project at a public meeting on February 10, 2014. The Project was revised to eliminate any expansion of the I-10/I-95 interchange's current footprint, except for a section of the Fuller Warren Bridge over the St. Johns River and the flyover ramp from I-10 onto US 17. Approximately 200 citizens, including Councilman Lumb, Councilman Love, Councilman Bishop, and representatives of Riverside Avondale Preservation, attended the February 10th public meeting and voiced additional concerns regarding both the effects of past expansion of the I-10/I-95 interchange and the potential impacts of the proposed Project. Although the revisions to the Project were a step in the right direction, past expansion of the I-10/I-95 interchange has had significant negative effects on the surrounding urban core neighborhoods. Left unchecked, these negative effects will only be compounded by the proposed Project.

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While functioning highways and roads are an important part of the City of Jacksonville's infrastructure, every effort must be made to ensure potential negative impacts of highway construction projects, including the I-10/I-95 interchange expansion, are mitigated as part of the projects. The FDOT's previous I-10/I-95 interchange project has had negative impacts on the City's urban core neighborhoods and the proposed Project provides us an opportune time to remedy those impacts. In order for the Project to proceed with the necessary support, certain measures must be taken to mitigate the past negative impacts of the I-10/I-95 interchange as well as the impacts of the proposed Project. The following conditions must be incorporated into the Project's design:

1. US 17 Flyover Design

The FDOT must evaluate how to address its operational concerns regarding westbound traffic on I-10 exiting onto US 17 within the existing footprint of I-10 and US 17. The FDOT must seriously consider all potential alternatives to a flyover, including the proposal of an underpass within the existing footprint, which was suggested at the February 10 public meeting. An underpass could eliminate the need to expand the existing footprint into the North Riverside neighborhood and the need to acquire additional right of way that could negatively impact McCoy's Creek. Eliminating the proposed flyover would also avoid introducing additional traffic noise into the air by way of a significantly raised roadway.

2. Mitigation of Past and Future Negative Impacts of the I-10/I-95 Interchange

- i. Construct aesthetically pleasing and compatible noise walls along the I-10/I-95 interchange from College Street to Stockton Street in Riverside and from King Street to McDuff Avenue in North Riverside. Plant enhanced landscaping along the I-10/I-95 interchange to provide a further buffer from the adjacent neighborhoods. These requirements are necessary to remediate the noise and visual impacts created by previous and proposed expansion of the I-10/I-95 interchange, not simply to address any current incremental effect of the proposed Project.
- ii. Replace existing tower lights in the I-10/I-95 interchange with lights that do not introduce light into the adjacent neighborhoods or shade existing lights to direct light downward onto the roadway and not into the adjacent neighborhoods.
- iii. Install compatible aesthetic treatments to the Stockton Street and Park Street overpasses, and the Fuller Warren Bridge piers. These features will enhance the appearance of the I-10/I-95 interchange in the urban core, similar to features included as part of the FDOT's work on I-4 through the heart of Ybor City in Tampa. The FDOT is expected to work with the community to determine compatible aesthetic treatments for the Project, including noise walls.
- iv. Eliminate the retention pond underneath I-95 between Park Street and College Street. Elimination of the retention pond will remove a hazard and an

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eyesore and allow for other higher uses of the property, such as providing additional parking for adjacent Riverside Park and the Five Points area.

v. Provide funding to the City of Jacksonville to return College Street (between Margaret Street and Roselle Street) to its previous residential character and width, thus improving traffic and pedestrian safety. This section of College Street was previously widened by the FDOT when College Street was utilized as an on-ramp to I-95.

3. Construction of a Shared Use Path in Connection with Widening the Fuller Warren Bridge

If the FDOT has determined it is necessary to expand the Fuller Warren Bridge, a minimum 10-foot wide shared use path should be constructed as part of the Project. To be clear, this is not a request that the FDOT add bicycle lanes across the Fuller Warren Bridge. Section 316.091, Florida Statutes, and its requirements are not applicable to a physically separated shared use path. Any suggestion to the contrary ignores the plain language of section 326.091 and the FDOT's own design criteria and past practices. Likewise, there are no federal laws or regulations that prohibit shared use paths along or near interstate highways or other freeways. See http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/freeways.cfm#bicycles.

Construction of the shared use path and expansion of the Fuller Warren Bridge must not disrupt the Riverside Arts Market, the Artist Walk extension of the Riverwalk, or the dog park being developed at Riverside Park and should utilize the existing on/off ramps if possible. The shared use path should be constructed along one side of the Fuller Warren Bridge over the St Johns River and be physically separated from the vehicular traffic, as contemplated by Chapter 8.6 of the FDOT's Plans Preparation Manual, Volume 1, Design Criteria and Process. Construction of a shared use path will take full advantage of the need to construct new piers in the St Johns River and to widen the surface of the Fuller Warren Bridge and provide a significant asset to the City of Jacksonville's urban core.

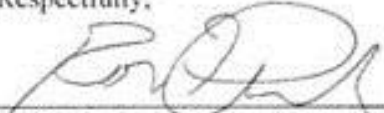
A shared use path across the Fuller Warren Bridge will provide bicyclists and pedestrians a direct connection between Riverside and San Marco, two of the City of Jacksonville's vibrant urban core neighborhoods. Further north on I-95 itself, a prime example of the contemplated shared use path already exists across the Woodrow Wilson Bridge connecting Maryland and Virginia. Many other examples of physically separated shared use paths also exist along Florida's highways, such as on State Road 60 (the Suncoast Parkway), State Road 408 (the East-West Expressway), and State Road 60 (the Courtney Campbell Causeway).


It is imperative that these conditions are incorporated in the Project's design and in order to mitigate the negative impacts of the I-10/I-95 interchange on the City of Jacksonville's urban core. The conditions are reasonable and strike a positive balance between addressing the urban core's needs and allowing the FDOT to address any operational issues related to the I-10/I-95 interchange. We look forward to working with the North Florida TPO


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and the FDOT to ensure our expectations regarding the Project are met. Thank you in advance for your respectful consideration of and incorporation of these conditions into the Project's design.

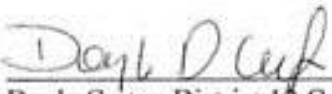
Respectfully,

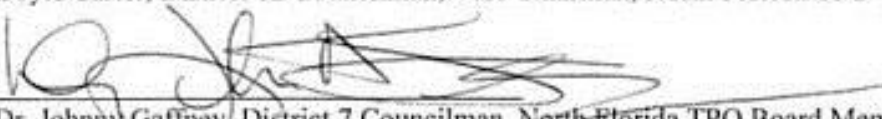

Robin Lumb, At-Large Councilman, Group 5


Greg Anderson, At-Large Councilman, Group 4


Reginafd Brown, District 10 Councilman, North Florida TPO Board Member


William Bishop, District 2 Councilman, North Florida TPO Board Member


Doyle Carter, District 12 Councilman, Vice Chairman, North Florida TPO


Dr. Johnny Gaffney, District 7 Councilman, North Florida TPO Board Member


Warren Jones, District 9 Councilman


Jim Love, District 14 Councilman


Don Redman, District 4 Councilman

cc: James Bennett, FDOT District 2 Urban Transportation Development Manager
Jeff Sheffield, Executive Director, North Florida TPO
Commissioner Nancy Sikes-Kline, Chairwoman, North Florida TPO
Riverside Avondale Preservation c/o Jonathan W. Oliff, Esq., Foley & Lardner LLP
Aundra Wallace, CEO Downtown Investment Authority
Oliver Barakat, Chair Downtown Investment Authority