

Public Meetings

Public meetings were held August 23, 5-7 p.m. at the Jewish Community Alliance, 8505 San Jose Boulevard and August 25, 5-7 p.m. at St. Andrews Presbyterian Church, 6317 103rd Street. Both locations are in focus corridors. The purpose of the meetings was to obtain comments on proposed improvements for walking and bicycling in Jacksonville.

The meetings were an open house format with displays showing types of improvements. A formal PowerPoint presentation was delivered as a critical mass of attendees formed, followed by a group discussion. The comment forms, displays and presentation are included at the end of this report. The presentation is the same for the Steering Committee and Public Meetings.

Total Attendance: 67
 Comment Forms Submitted: 4

Meeting Promotion

- Meeting announcements were distributed to steering committee members, neighborhood associations, CPAC contacts, bicycle and pedestrian advocates, community leaders, health agency representatives, government agency representatives, elected officials, schools and community centers near the meeting locations.
- Meetings were announced on the COJ website, Facebook and Twitter; and on the Metrojacksonville forum.

Jacksonville, FL Ranks First in Nation
Unfortunatley, in this case first is worst.

Jacksonville has the highest rate of bicycle/pedestrian fatalities among the 50 most populous cities in America. At 50.8 per 10,000 commuters, we're even a bit higher than the state of Florida average of 34.3, which is the worst state rate in the nation.

State of Florida	1 Jacksonville	50.8	26 Long Beach	13.7
2 Dallas	48.8	27 Tucson	13.4	
3 Fort Worth	40.7	28 Austin	12.6	
4 Fresno	38.8	29 Sacramento	12.0	
5 San Antonio	30.9	30 Los Angeles	11.6	
6 Oklahoma City	30.8	31 Atlanta	11.2	
7 Dallas	29.8	32 San Diego	10.7	
8 Memphis	29.7	33 Colorado Springs	10.0	
9 Phoenix	29.1	34 Columbus	8.8	
10 El Paso	27.2	35 Omaha	7.8	
11 Tulsa	24.8	36 Oakland	7.4	
12 Kansas City, MO	22.9	37 Milwaukee	6.9	
13 Indianapolis	21.7	38 Cleveland	6.7	
14 Charlotte	21.1	39 Denver	6.4	
15 Las Vegas	20.8	40 Philadelphia	6.4	
16 Miami	20.2	41 Baltimore	5.3	
17 Louisville	19.0	42 Chicago	4.3	
18 Houston	18.7	43 New York	3.9	
19 Albuquerque	18.7	44 Virginia Beach	3.8	
20 Arlington, TX	18.0	45 Portland, OR	3.4	
21 Raleigh	17.7	46 San Francisco	2.8	
22 San Jose	17.3	47 Minneapolis	2.8	
23 Nashville	16.7	48 Seattle	1.9	
24 Mesa	16.5	49 Boston	1.6	
25 Wichita, KS	15.8	50 Washington, DC	1.6	

We can do better!
 Stay up to date with the Jacksonville Pedestrian and Bicycle Master Plan Study at www.COJPedBike.com.
*Source: Alliance for Biking and Walking 2016 Benchmarking Report

Public Meeting Comments

Jewish Community Alliance, Aug. 23, 2016: Verbal Comments

- Priority factors – safety first, then connectivity
- Consider employee commuting
- Constraints – we don't have enough funding – prefer having more smaller projects than fewer large projects
- Educate the public – teach us to be safe; enforcement is good
- There is public apathy about people getting hit



- Volume usage – start with areas being used
- Track bike lane use via Strava GPS – FDOT purchases Strava data quarterly
- Is COJ working with new development to be bike-friendly?
- How do we go back to developers who didn't follow rules?
- Train code inspectors
- Hard to get crash data timely – cause of crashes
- Vehicles ignoring signs and controls
- Are you taking account of aging population – growing number of older adults?
- Availability and especially condition of sidewalks and paths
- Do no harm – rumble strip example
- Once there was a plan for a separate bike path by JTB to get to the beach
- Scope of study is within I-295 – need to encourage COJ to broaden this to rest of City
- Safety and existing conditions are second – level of connectivity – low-income people don't have connectivity to get to where they need to go
- There are commercial corridors where people walk or bike to work – they have no infrastructure
- Need understandable system for who's responsible for what improvements
- Is there a safe way to get to Orange Park from Duval biking or walking?
- With all the improvements, who's going to do maintenance?
- How have other cities implemented?
 - Need political champion (Lori Boyer)
 - Have a plan in place
 - Have city staff in place
 - Missing ingredient – broad cross-section of constituents
- Do you have cities with corporate sponsorships?
- Development community is critical piece
- Look at power line corridors
- So much success is dependent on participation
- Had bad experience with chicanes – not good for bikes



St. Andrews Presbyterian Church, Aug. 25, 2016: Verbal Comments:

Priorities are connectivity then safety

- City needs more sidewalks for children walking to school
- Places needed to secure bicycles
- Make developers responsible for building sidewalks
- We need to look at other cities for better ideas
- JSO needs a bicycle unit to help police fatalities
- What is this going to cost the city?
- There is a parking issue with new “downtown” plan
- We need better public transportation



Additional Outreach

ShAdCo Presentations

COJ Staff made study presentations to Sheriff's Advisory Councils (ShAdCo's) in focus areas outside of the public meeting corridors:

- Zone 2, Sector D – July 14 at Regency Mall
- Zone 2, Sector E – July 21 at Regency Mall
- Zone 1, Sector C – July 21 at Caroline Oaks Apartments
- Zone 5, Sector N – August 1 at the Legends Center

Next Steps

The final Steering Committee is anticipated to be scheduled in December when the draft report is ready for review.