

City of Jacksonville Pedestrian & Bicycle Master Plan Study

Phase I Public Involvement Summary

Overview

Public meetings were held February 24, 5-7 p.m. at the Jacksonville Main Library, 303 North Laura Street and February 25, 5-7 p.m. at the Greater Refuge Temple Annex, 7626 Lem Turner Road. The purpose of the meetings was to obtain input on issues impacting walking and bicycling in Jacksonville.

The meetings were an open house format with maps on display depicting crash locations and enhanced areas near the mobility zones for that meeting. A paper survey was given to each attendee upon arrival. A formal PowerPoint presentation was delivered as a critical mass of attendees formed, followed by a group discussion. The survey results and presentations are included at the end of this report.

For the Main Library meeting, 39 people signed in as attending and 11 survey forms were submitted. Four people signed in as attending the Temple Annex meeting and all four submitted completed survey.

Total Attendance: 43

Surveys Submitted: 15

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 and 40 schools and community centers near the meeting locations.
- Meetings were announced on the COJ website, Facebook and Twitter.
- The study and public meetings were promoted as the lead article on Metrojacksonville.com for three days.



Public Meeting Comments

Main Library, Feb. 24, 2016: Verbal Comments

- JTA bus route consolidation increased need to change buses at busiest intersections
- Need to change Fla statute that assigns yielding responsibility
- No “safe” walk/bike infrastructure on US 17 between 103rd and Naval Base
- Missing connections in Arlington – no sidewalks for long sections Arlington Rd, Arlington Expwy, Cesery
- Bike lane stripes need to be more visible, reflective
- Travel lanes in general need to be reflective
- Alternate route to Park/Riverside needed – parallel route is there but not clear
- Crossing of major roads is difficult without signals, crosswalks
- Importance of bridges to connectivity
- Quality of sidewalks an issue, uneven, not good for limited ability as well as runners
- University/Cesery from Atlantic to Arlington Expwy has no place to ride
- Cobblestones downtown are disaster for bikes
- Maintenance and sweeping of bike lanes to keep them usable
- San Jose – great bike lanes but inconsistent treatment with parking, no lanes, shoulder
- Appropriate bike lane design for location – buffered, protected, wider with higher speeds, volume
- Major interchanges are too scary to ride
- Look at Skyway access for bikes
- Importance of connectivity
- Signal detection for bikes is patchy – can call 630 City
- Signal timing is an issue; can’t clear intersection before traffic starts up
- Facilities end suddenly; are isolated, random
- Access – especially to school – only possible on major roads, too scary with drivers
- S-line is great but opening hours and street crossings and on-street section need attention
- Loose dogs an issue from North Jacksonville to downtown
- Cars still passing too close, honking, harassment
- JSO needs training, encouragement to act
- FDOT roads the real problem
- RTOR should be limited in more places especially downtown
- Cyclists riding in all the wrong ways
- Pedestrians crossing mid-block to avoid turning motor vehicles that are fast, don’t yield
- Several comments related to need for extensive, connected bike lane network
- Several comments about speed, need for speed reduction

Greater Refuge Temple, Lem Turner @ Rowe – Feb. 25, 2016: Verbal Comments

- Heckscher Drive is popular road for riding; weekends especially are quite busy. Narrow shoulder to ride on, but better than nothing.
- Shoulder disappears on bridges and is preceded by long stretch of FDOT rumble stripes that make it unridable.
- Question whether a road like Heckscher is urban or not when applied to FDOT PPM guidelines.
- Speed of traffic is an issue on Heckscher and other area roads
- Pecan Park Road is a missing link for bike access/loops.
- Maintenance of shoulders/bike lanes is an issue—sweeping, e.g. on Main Street, would be welcome.
- Combining bikes and transit on busier corridors like Lem Turner makes sense.

- Shared bus and bike lanes raise some issues of comfort for everyday riders.
- Opportunity for roundabouts on new roads should be encouraged.
- Education of riders and drivers needed
- Question about the geographic scope of the study – re-affirmed that study is focused on area inside I-295 for data collection and analysis but recommendations are to be citywide in application and relevance.
- Trails like Baldwin are nice but can't only ride there; don't want to have to take bike there to ride.
- Fort Caroline has nice bike lanes, roundabout
- Streets with bike lanes don't carry through bike access at big interchanges (e.g. 295)



Survey Results

1. How often do you walk to get where you need to go?		
1	7%	<input type="checkbox"/> Never
6	40%	<input type="checkbox"/> Less than once a week
5	33%	<input type="checkbox"/> Once or twice a week
0	0%	<input type="checkbox"/> Three or four times a week
3	20%	<input type="checkbox"/> Five or more times a week
2. How many minutes would you want to walk daily, if walking felt safe and pleasant?		
2	13%	<input type="checkbox"/> Less than 15 min
7	44%	<input type="checkbox"/> 15-30 min
2	13%	<input type="checkbox"/> 31-45 min
3	19%	<input type="checkbox"/> 46 min - 1 hour
2	13%	<input type="checkbox"/> Other: Please specify -if spots between spots along bike trail; 4 hours a day or more

3. Following is a list of common reasons why people do not **walk**. How important are each of these on your decision to walk to get somewhere, like to a job or to run errands?

	Not important		Somewhat important		Very important	
There are no or not enough sidewalks.	0	0%	6	46%	7	54%
The area feels unsafe due to crime.	3	21%	8	57%	3	21%
The sidewalks are too close to the roadway.	4	29%	8	57%	2	14%
There are too many cars going too fast.	3	23%	5	38%	5	38%
Crossing the street is too difficult (not enough places to cross).	0	0%	8	62%	5	38%
Crossing the street is too difficult (I have to wait too long).	3	20%	8	50%	5	31%
Crossing the street feels too dangerous.	1	6%	11	69%	4	25%
There are not many destinations (grocery store, jobs, shops, school, park, transit station) close-by.	3	20%	4	29%	8	33%
I don't have anyone to walk with me.	11	79%	3	21%	0	0%
I don't enjoy walking.	10	77%	2	15%	1	8%
There is not enough shade to keep me comfortable on the walk.	7	47%	6	40%	2	13%
I'm physically unable to walk.	12	86%	1	7%	1	7%

4. Are you affected by other barriers to walking that are not listed above? Please describe.

- I own a bicycle, no need to walk
- My feet are inefficient and poorly designed
- I could run because walking is too slow
- Suburban sprawl – Large parking lots, no sidewalks on shopping center properties
- For me, the biggest barrier to walking is the fact that everything in Jax is very spread out
- Intersections are not safe for ped or bikes
- Almost all accidents are at intersection
- No

- Vehicles (Go Karts lawn mower driven) going 30-40 mph on sidewalks – 1591 Lane Ave. S.!
- No
- Our neighborhood is eight miles long and one street wide for the most part – Hecksher Drive east of 295 to ferry terminal; neighbors are afraid to walk next door to their neighbors – no sidewalks, no bike path

5. How often do you bicycle to get where you need to go?		
1	7%	<input type="checkbox"/> Never
4	29%	<input type="checkbox"/> Less than once a week
3	21%	<input type="checkbox"/> Once or twice a week
1	7%	<input type="checkbox"/> Three or four times a week
5	36%	<input type="checkbox"/> Five or more times a week
6. How many minutes would you want to bicycle daily, if bicycling felt safe and pleasant?		
2	13%	<input type="checkbox"/> Less than 15 min
2	13%	<input type="checkbox"/> 15-30 min
1	7%	<input type="checkbox"/> 31-45 min
6	40%	<input type="checkbox"/> 46 min - 1 hour
4	27%	<input type="checkbox"/> Other: Please specify+3 hrs +forever and ever; +all the time; +8 hrs a day

7. Following is a list of common reasons why people do not **bicycle**. How important are each of these on your decision to bicycle to get somewhere, like to a job or to run errands?

	Not important		Somewhat important		Very important	
The area feels unsafe due to crime.	4	31%	7	54%	2	15%
There are too many cars going too fast.	0	0%	3	23%	11	85%
Crossing the street feels too dangerous.	1	8%	4	31%	9	69%
There are not many destinations (grocery store, jobs, shops, school, park, transit station) close-by.	5	38%	4	31%	5	38%
I don't know anyone else who rides a bicycle.	9	69%	3	23%	1	8%
I don't own a bicycle.	11	85%	0	0%	1	8%
I cannot safely carry packages.	9	69%	4	31%	0	0%
I cannot safely carry my children.	9	69%	1	8%	3	23%
I don't enjoy riding a bicycle.	10	77%	2	15%	1	8%
There is no place to lock my bicycle.	5	38%	5	38%	5	38%
There are no showers at my workplace.	7	54%	4	31%	2	15%
I'm physically unable to ride a bicycle.	10	77%	0	0%	1	8%
There are no bicycle facilities to take me where I want to go.	5	38%	4	31%	5	38%

8. Are you affected by other barriers to bicycling that are not listed above? Please describe.

- Bike lanes and trails not completed
- Lack of cycling law knowledge by motorists
- Lack of connected bike lanes
- Cobblestones on Laura need to be removed
- Securing bike/bike theft

- Potholes on side streets need to be removed too
- Lack of protected bike lanes on throughways
- Bike lanes do not connect to other bike lanes and sidewalks
- “Historic” decorations in the road
- This town is designed for cars only
- There is very little bicycle infrastructure
- What infrastructure we do have is very inadequate.
- Also, the cobblestones on Laura St. area horrible – they need to be redesigned
- Mostly traffic safety and lack of bike lanes
- Sidewalks are not lighted at night
- Narrow shoulders

Age		
		<input type="checkbox"/> Younger than 18
1	7%	<input type="checkbox"/> 18-24
2	14%	<input type="checkbox"/> 25-34
2	14%	<input type="checkbox"/> 35-44
2	14%	<input type="checkbox"/> 45-54
5	36%	<input type="checkbox"/> 55-64
2	14%	<input type="checkbox"/> 65+
Race		
10	71%	<input type="checkbox"/> White or Caucasian
1	7%	<input type="checkbox"/> Hispanic or Latino
2	14%	<input type="checkbox"/> Black or African American
0	0%	<input type="checkbox"/> Native American or American Indian
1	7%	<input type="checkbox"/> Asian / Pacific Islander
		<input type="checkbox"/> Other: Please specify _____
		<input type="checkbox"/> Prefer not to say
Gender		
2	14%	<input type="checkbox"/> Female
12	86%	<input type="checkbox"/> Male
		<input type="checkbox"/> Other: please specify _____
		<input type="checkbox"/> Prefer not to say
Household Income		
2	14%	<input type="checkbox"/> Less than \$35,000
2	14%	<input type="checkbox"/> \$35,000-\$49,999
1	7%	<input type="checkbox"/> \$50,000-\$74,999
4	29%	<input type="checkbox"/> \$75,000-\$99,999
3	21%	<input type="checkbox"/> \$100,000-\$124,999
1	7%	<input type="checkbox"/> \$150,000 or more
1	7%	<input type="checkbox"/> Prefer not to say

Wikimap Results

Through February 2016 there have 582 comments and entries onto the Wikimap from 125 registered users. Activity has increased due to the public meetings and we will continue to keep the Wikimap online to collect input for the near future. The Wikimap results will be combined with other public input and presented prior to the next round of public meetings.

Additional Outreach

- Jacksonville BPAC – a small group meeting was held with the Jacksonville BPAC group February 23, 2016.
- Agency Meetings – individual meetings were held with staff from the North Florida TPO, JTA, Florida Highway Patrol, Wolfson Children’s Hospital, St. Vincent’s Hospital/Emergency Medical Specialists, Health Planning Council and Jacksonville City Council Member Lori Boyer.

Next Steps

The next Steering Committee meeting is being planned for the last week of March and the second round of public meetings is anticipated to occur in late summer/early fall in the Westside and Southside areas.



Jacksonville Pedestrian and Bicycle Master Plan Study



Help Us Create a Roadmap for Change!

Let us know by coming to an open house public meeting:

Wednesday, Feb. 24, 5-7 p.m.

COJ Main Library

“Lounge at 303 North”

on ground floor by Laura St. entrance
303 North Laura St.

Thursday, Feb. 25, 5-7 p.m.

Greater Refuge Temple Annex

7626 Lem Turner Road

Visit www.jaxpedbikestudy.com for more information.

Share your ideas at www.jaxpedbikemap.com.