

November 2024

Technical Report 6

Public Outreach

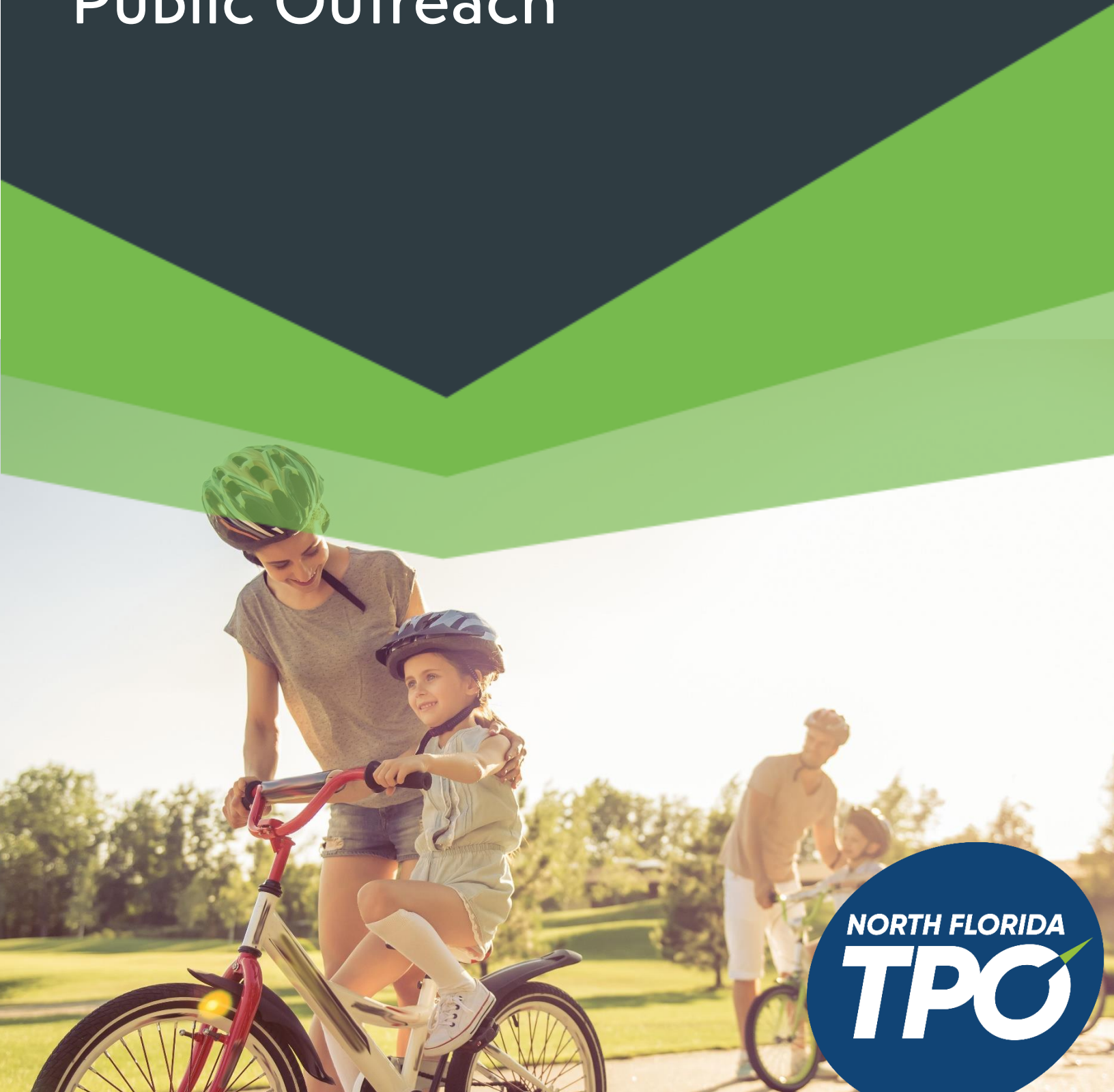


Table of Contents

1.0 Commitment to Public Outreach.....	1
1.1 Importance of Public Outreach.....	1
1.2 Objectives of the Outreach Program	1
1.3 Public Involvement Plan.....	2
2.0 Obtaining Public Input	2
2.1 Digital Transformation in Public Outreach.....	2
Interactive Website.....	3
Online Surveys:	4
Social Media Posts	5
2.2 Newsletter	7
3.0 Community Outreach.....	8
3.1 Outreach to Underserved Communities	9
3.2 Community, Neighborhood, and Business Group Presentations	9
3.3 Elected Officials Coordination	9
3.4 LRTP Steering Committee Meetings	10
3.5 Public Hearing.....	10
5.0 Integration of Public Input.....	11
5.1 Guidance from Decision Marker and Stakeholders Groups	11
5.2 Public Comments on the Draft 2050 Plan	11
5.3 Sharing Input with Decision Markers	12
5.3.1 Who Are the Decision Makers?	12
6.0 Plan Development Updates.....	12
7.0 Summary.....	14

List of Tables

Table 1 – Community Meetings	9
------------------------------------	---

1.0 Commitment to Public Outreach

Public outreach in the development of the North Florida Transportation Planning Organization's 2050 Long Range Transportation Plan (LRTP) ensures that the process is inclusive, transparent, and reflects of community needs. It builds trust, improves plan quality, resolves conflicts, ensures regulatory compliance, and fosters community support, all of which are essential to successfully development and implement transportation projects.

This Public Outreach Technical Report is a comprehensive documentation of the public engagement activities conducted during the development of the 2050 LRTP update. This report details the methodologies, tools, and outcomes of the outreach efforts aimed at involving a diverse range of stakeholders in the planning process.

1.1 Importance of Public Outreach

Public outreach is a cornerstone of effective transportation planning. It ensures that the voices of community members, local businesses, and other stakeholders are heard and considered in the decision-making process. By engaging the public, we aim to create a transportation plan that is not only technically sound but also reflect of the community's needs, values, and aspirations.

1.2 Objectives of the Outreach Program

The primary objectives of the public outreach program for this LRTP update were to:

Gather Input: Collect feedback from a broad spectrum of the community to understand their transportation needs, preferences, and concerns.

Inform and Educate: Provide clear and accessible information about the LRTP update process, potential projects, and their impacts.

Build Trust and Transparency: Foster a transparent planning process that builds trust between the planning agency and the public.

Encourage Participation: Motivate stakeholders to actively participate in shaping the future of transportation in our region.

1.3 Public Involvement Plan

A Public Involvement Plan (PIP) was developed for this update to guide the interaction with the public throughout the process. The PIP contained a structured process to inform the public and interested parties and solicited input in identifying transportation needs and prioritizing projects. Multiple methods were used to engage and solicit input from the public as part of the planning process. Appendix A contains the PIP and it is available on the 2050 LRTP website.

2.0 Obtaining Public Input

Historically, it has been a challenge to bring large numbers of people to the table to discuss transportation projects needed over the next 20 years. Traditional methods of public engagement often face obstacles such as limited participation, accessibility issues,



and logistical constraints. However, one of the beneficial outcomes of the COVID-19 pandemic has been the shift towards digital approaches for obtaining public input.

For the 2050 LRTP update, the North Florida TPO embraced this digital transformation to enhance outreach efforts. By leveraging online tools—such as interactive websites, surveys, and social media—the TPO increased accessibility, encouraged broader participation, and ensured that the community's voice is reflected in future transportation decisions. This innovative approach marks a pivotal step forward in building more connected communities and fostering inclusive decision-making.

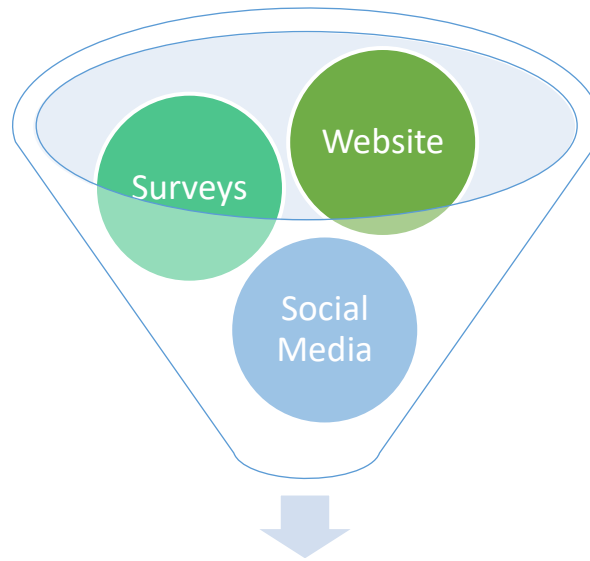
2.1 Digital Transformation in Public Outreach

The public outreach for the 2050 LRTP update included significant use of online tools, marking a transformative shift in our engagement strategy.

Leveraging digital tools and platforms, this transformation enhances communication, increases accessibility, and encourages greater community involvement in decision-making processes. By embracing digital tools and strategies, the TPO was able to reach broader audiences, foster greater participation, and make more informed decisions. This transformation represents a significant opportunity to enhance democratic processes and build stronger, more connected communities.



These tools included:



2050 LRTP Projects

Interactive Website: A dedicated website providing detailed information about the LRTP update, project timelines, and opportunities for public involvement. It featured interactive maps, project descriptions, and a platform for submitting comments.

The following information was provided on the LRTP website:

- News events and project announcements
- Plan development overview with the project calendar
- Project lists, maps, and documents
- Public involvement opportunities including the online survey and social media
- Project team contact information

The website contains all the Technical Memos and Reports associated with the 2050 LRTP. It also included all the supporting studies and reports the TPO has developed. PowerPoint presentations are included on the website for the presentations made to the various groups, steering, and advisory committees.

**2050 PATH
FORWARD** 2050 Long Range Transportation Plan Update

2050 Long Range Transportation Plan Update

North Florida TPO



Online Surveys: Online surveys served as a crucial tool in developing the 2050 LRTP. The primary objective of these surveys was to gather input from a broad spectrum of the community, including residents, commuters, businesses, and other stakeholders. These surveys help in understanding public priorities, concerns, and preferences regarding transportation infrastructure, services, and policies over the next 20 to 30 years. Surveys were distributed online to capture a wide range of perspectives from different demographics and geographic areas.



The surveys were designed to be user-friendly and accessible across various devices. They typically included a mix of quantitative and qualitative questions, such as multiple-choice, ranking, and open-ended questions. Topics covered featured:

Current Transportation Issues: Participants were asked about their experiences with existing transportation systems, including road conditions, public transit, cycling, and pedestrian infrastructure.

Future Transportation Needs: Explored public expectations and aspirations for future transportation projects, such as new highways, transit expansions, or sustainable transportation options.

Prioritization of Investments: Respondents were asked to prioritize different types of investments, such as road maintenance, new construction, or public transportation enhancements.

Sustainability and Innovation: Questions included attitudes toward emerging technologies, like electric vehicles, autonomous transportation, and smart infrastructure, as well as support for sustainable practices.

Demographic Information: Collecting demographic data helped the TPO ensure that the feedback represents the diverse views of the community.

Appendix B contains the summaries of all three (3) survey summaries.

Social Media Posts: Strategic use of social media platforms were used to disseminate information, engage with the public, and drive participation in surveys and virtual meetings.

By leveraging digital tools and engaging the community at every stage, we aimed to develop a Long Range Transportation Plan that truly meets the needs of our region, both now and in the future. The innovative use of online tools has expanded our reach and enhanced our ability to gather meaningful input, setting a new standard for public engagement in transportation planning.

The North Florida TPO and its partners utilized social media platforms to promote the 2050 LRTP and mobility surveys throughout the plan update process.





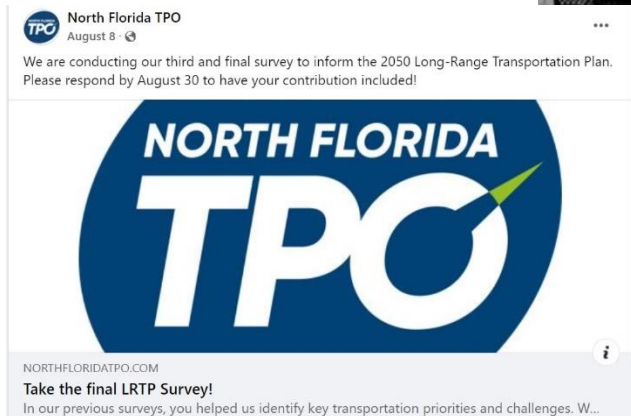
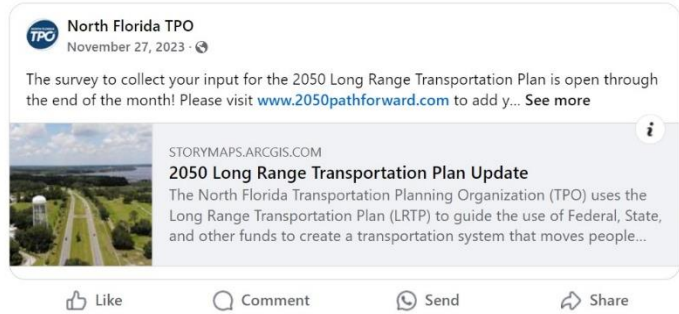
The North Florida TPO is developing its long-range transportation plan 2050 Path Forward and needs to hear from citizens in Clay, Duval, Nassau and...



Help Shape North Florida's Transportation Future
Final Citizen Survey ends August 30

Transportation improvements are needed to keep our economy moving by road, sea, rail and air. As part of its regional transportation planning the North Florida TPO is conducting the final survey for the 2050 Long Range Transportation Plan (LRTP). Every five years, the North Florida TPO revises the area's transportation plan which has a 20-25-year horizon and addresses roads, transit, freight, bike and pedestrian needs as well as technology for our growing region. Citizen insight and feedback are crucial as the TPO develops a comprehensive plan that meets the diverse needs of our community.

Take the survey at www.2050PathForward.com.



2.2 Newsletter

The North Florida TPO used its established electronic newsletter, North Florida TPO News, to share updates on the LRTP effort, rather than creating a separate publication. Key milestones in the LRTP process were highlighted in articles throughout the update, such as the survey kickoff and project website updates.

The TPO is committed to ensuring that North Florida TPO News reaches organizations representing low-income, minority, and other traditionally underserved populations. TPO staff regularly reviewed the subscriber list to maintain inclusiveness and relevance. Additionally, opportunities to subscribe to the email newsletter are extended to all individuals interested in participating in the TPO's transportation planning and programming activities. Currently, the following departments and agencies are receiving the TPO's Newsletter:

- Traffic agencies
- Private providers of transportation services
- Ridesharing agencies
- Parking agencies
- Transportation safety agencies
- Traffic enforcement agencies
- Commuter rail operators
- Airport and port authorities
- Freight companies
- Railroad companies
- Environmental organizations
- Neighborhood associations
- Local Health Departments
- City, County, and Municipal Departments
- Advocacy Groups
- Interested citizens
- Public/Private/Parochial/Charter Schools
- Employers

Organizations representing the interests of:

- Older Adults
- Minority populations
- Transportation agency employees
- Users of various modes of transportation
- Persons with disabilities
- Economically disadvantaged persons
- Others underserved by the transportation system

3.0 Community Outreach

As part of the LRTP update process, an extensive public outreach campaign was conducted to ensure broad community engagement and gather valuable input on future transportation needs. The effort successfully reached and involved a wide range of stakeholders, including residents, commuters, businesses, and advocacy groups, resulting in significant participation across various outreach channels.

Key Engagement Highlights:

Direct Input from **2,641 Individuals**. Through surveys, community meetings, and online engagement platforms, 2,641 people provided direct input on the LRTP update. This feedback helped identify transportation priorities, concerns, and preferences, shaping the direction of future projects and programs.



9 Speaking Engagements: To engage community members where they live and work, a series of nine speaking engagements were attended with local organizations, advocacy groups, and community leaders. These events provided an opportunity for stakeholders to hear directly from transportation planners about the LRTP process, ask questions, and offer feedback in person. **Table 1** lists the community groups that received presentations on the LRTP. Many of these were in-person and virtual meetings as well as recorded and posted to public websites.



1,010 New Email Subscribers: Throughout the outreach campaign, 1,010 individuals signed up to receive regular email updates on transportation issues and the LRTP progress. These subscribers reflect a growing interest in staying informed and actively participating in ongoing transportation planning efforts.

950 Public Comments Submitted: A total of 950 comments were submitted, representing a wide range of opinions on transportation priorities. The comments addressed issues such as improving public transit options, enhancing pedestrian and bicycle safety, investing in emerging transportation technologies, and reducing traffic congestion.

Table 1 – Community Meetings

Group	Date
First Coast ITE Section Meeting	13-Feb-24
Jacksonville Chamber of Commerce Transportation and Logistics Luncheon	22-Feb-24
City of Jacksonville Citizen Planning Advisory Committee (CPAC) District 2	11-Mar-24
City of Jacksonville Citizen Planning Advisory Committee (CPAC) District 3	3/25/2024
City of Jacksonville Citizens Planning Advisory Committee (CPAC) Urban Core	4/1/2024
City of Jacksonville Citizens Planning Advisory Committee (CPAC) Northwest District	4/11/2024
Cuppa Jax	5/29/2024
Springfield Business Leadership Meeting	6/10/2024
Regional Transit Working Group	8/21/2024
St Johns County Commission Briefing	9/3/2024
WJTC - First Coast Connects	8/27/2024

3.1 Outreach to Underserved Communities

Federal law requires that organizations like the North Florida TPO make special efforts to engage underserved communities. We focused on these groups participating in community meetings whose groups were made up of traditionally underserved communities. These areas were also targeted in our ads and e-mails promoting the three online surveys for the 2050 LRTP update.

3.2 Community, Neighborhood, and Business Group Presentations

Throughout the 2050 plan update process, the TPO and the study team made presentations to community planning groups and business groups. These included presentations to the Citizens Planning Advisory Committees (CPACs) throughout the study area. Several of these are in traditionally underserved areas and all of these were in person and online. Additionally, the study team made a presentation to a business group in downtown Jacksonville, Cuppa Jax and the Springfield Business Leadership group. Presentations were also made to the St Johns County Roundtable, which is a group representing the Homeowners Associations throughout the County and the local Chapter of the Institute of Traffic Engineers (ITE).

3.3 Elected Officials Coordination

The 2050 Long Range Transportation Plan team kept local, county, state and federal officials briefed and engaged throughout the update process. This occurred through various avenues including the TPO newsletters and the distribution of 2050 Long Range Transportation Plan materials, plus briefings and/or periodic presentations to the North Florida TPO and its partners. Presentations were made to the TPO Board at regular intervals to update them on the

progression of the LRTP as well as to provide them with detailed presentations as they considered the adoption of the Needs and Cost Feasible Plans. Presentations were also made to the North Florida TPO's local government partners.

3.4 LRTP Steering Committee Meetings

The TPO also established the **2050 Steering Committee** to provide detailed feedback on various aspects of the plan. This group included members from the Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC), subject matter experts, and transportation planning and traffic engineering agency staff from the four-county area. They were provided detailed information on all aspects of the plan development, and they provided key input that shaped the outcome of the 2050 LRTP. A total of eight (8) Steering Committee meetings were held throughout the plan update.

3.5 Public Hearing

The plan was adopted by the North Florida TPO Board as part of the **November 6, 2024**, special board meeting. A unanimous vote was recorded to approve the plan. The meeting materials are provided in **Appendix C**.

Our public engagement strategies prioritized fostering meaningful two-way communication at events. Our goal was to increase awareness of long-range transportation planning and gather input to shape the 2050 Plan. We employed both in-person and virtual formats. The table below outlines the results achieved during each phase of outreach.

North Florida TPO
17h · 🌐

The 2050 Long Range Transportation Plan Public Hearing will be held at the North Florida TPO Board Meeting at 10 a.m. on Wednesday Nov. 6 in the TPO Board Room at 980 N. Jefferson Street. The November TAC/ CAC meetings are canceled.

PUBLIC HEARING NOTICE
2050 Long Range Transportation Plan
Wednesday, November 6 at 10 a.m.
North Florida TPO Board Room
980 North Jefferson Street
Jacksonville, FL 32209

WE'RE PLANNING YOUR FUTURE TRANSPORTATION TODAY.

The North Florida TPO developed the Path Forward 2050 Long Range Transportation Plan to meet future needs in our region.

The TPO will hold a public hearing to receive public comments on the Plan and subsequently adopt it Wednesday, November 6 at 10 a.m. The plan is available for review online at 2050pathforward.com. Printed copies are available for review at the North Florida TPO office, 980 N. Jefferson Street, Jacksonville, FL from 8 a.m. to 5 p.m. Monday through Friday.

If you have questions or comments please contact Mari Larson, Public Affairs Manager at 904-307-2888 or mlarson@northfloridatpo.com.

www.northfloridatpo.com
(904) 304-7500
980 North Jefferson St., Jacksonville, FL 32209

All meetings are held at 980 North Jefferson St., unless otherwise noted. Full participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Mari Larson at 904-307-2888 or e-mail at mlarson@northfloridatpo.com or least 72 hours prior to the meeting. The TPO meeting agenda is available on the website.

5.0 Integration of Public Input

The 2050 LRTP resulted from robust technical planning and the integrating of public input. Feedback from the community was crucial to creating a plan that reflects the values of people who live, work, and play in Northeast Florida. This collaborative approach ensured that the 2050 LRTP not only addressed technical and logistical aspects but also aligned with the community's vision for the future.



The North Florida TPO sought public opinions primarily in two areas: 1) 2050 Plan goals and 2) desired long-term transportation solutions.

What We Learned

The **top desired changes** to the transportation system are more use of **technology to improve traffic congestion, better public transportation** and more and safer **bicycle and pedestrian facilities**.

These responses remained the same when comparing results from all the surveys and input at public presentations.

5.1 Guidance from Decision Maker and Stakeholders Groups

North Florida TPO's board and committees – our decision-makers – had a hands-on role in shaping the plan and were involved in key decision points and task milestones. We also convened a 2050 Plan Steering Committee to guide the development of the plan by taking a deep dive into technical issues. This committee provided detailed feedback on various aspects of the plan and included volunteer community leaders, subject matter experts, and transportation planning and traffic engineering agency staff from the four-county area.



Outreach for the 2050 LRTP update involved representatives from additional stakeholder groups in the planning process including environmental planning and advocacy, resiliency, transit, business, technology, bicycle and pedestrian groups, commuter assistance and more.

5.2 Public Comments on the Draft 2050 Plan

The draft 2050 Cost Feasible Plan was made available for public review and comment on September 15, 2024. Over the next 30 days, the TPO received comments on the 2050 Cost Feasible Plan. These comments were summarized and provided to the TPO Board as part of the

presentation during the adoption of the 2050 Cost Feasible Plan. **Appendix D** presents the questions and comments received on the plan.

5.3 Sharing Input with Decision Markers

Completing the loop of public involvement meant making community opinions available to those who directly influence the plan, in a timely way. To achieve this, we set up presentations for decision-makers, allowing them to consider how the community saw our planning goals and activities. These presentations dovetailed with technical presentations on various areas of the 2050 Plan, ensuring that public feedback was integrated at key stages. For a full list of presentations, see **Appendix E**.

5.3.1 Who Are the Decision Makers?

The North Florida TPO's board and two advisory committees played an integral role at key decision points throughout the plan's development. Additionally, the 2050 Steering Committee focused on examining technical issues and providing feedback on various plan elements during their formative stages. These discussions ensured that decision-makers had access to both staff expertise and community input as they shaped the plan.



The **North Florida TPO Board** is made up of elected officials from the four-county area and its largest cities, along with representatives from the region's transportation operating agencies. This body is responsible for implementing transportation planning in Clay, Duval, St Johns and Nassau counties.

Advisory committees provide recommendations to the board that influence policy decisions. Committee members have access to the same information and presentations as the board. The North Florida TPO Advisory committees are:

- ◆ **Citizens Advisory Committee (CAC):** Members of the community outside the transportation industry, who offer a layperson's perspective on planning decisions.
- ◆ **Technical Advisory Committee (TAC):** Technical staff from various local governments and transportation operating agencies, who evaluate technical aspects of proposed plans.

6.0 Plan Development Updates

The North Florida TPO and Advisory Committees were regularly updated on the progress of the 2050 Plan, including outreach activities and survey summaries, throughout the update process. These updates were conducted in meetings where the public could comment. Milestone presentations were made to the Board and Advisory Committees on the following subjects:

- Project Kickoff
- 2050 Public Involvement Plan
- Development of the Goals and Objectives
- Development of the Financial Resources
- Development of the Needs Plan
- Development of the Cost Feasible Plan
- Adoption of the Cost Feasible Plan



7.0 Summary

The robust public involvement process allowed for meaningful engagement from a broad spectrum of community members, ensuring the LRTP update reflects the diverse needs and interests of the region. The insights and feedback gathered from this outreach will help inform the development of a transportation plan that promotes accessibility, safety, and sustainability for all. As stated in the report, multiple outreach and data-gathering activities were used to engage the public as part of the process. These included:

- Interactive project website
- Newsletter Articles
- Public survey
- Overview brochure
- Social media
- Agency meetings
- Steering committee
- Community meetings
- Public hearing

Several common themes emerged during the plan update process:

1. Residents expressed the need for multiple transportation options.
2. The plan should incorporate transit, automobile, bicycle, and pedestrian programs and projects to ensure a range of mobility choices across the region.
3. Investments in technology should continue to address regional congestion, with an emphasis on improving safety for all users, especially pedestrians and bicyclists.

This input guided the development of the Cost Feasible Plan, which allocated funding to specific projects and programs. The process ensured a fair and equitable distribution of resources across different modes of transportation. Investments were also analyzed to ensure major programs and projects served minority and underserved populations. Key investments included mobility programs, such as safety and complete street initiatives, as well as transit improvements like enhanced bus service, bus rapid transit, and commuter rail. Additionally, the Jacksonville Transportation Authority plans to implement transit mobility and enhancement projects to better serve many of these communities.

Overall, the public involvement process helped balance community needs with the regional goals identified in the LRTP process.

Appendix A: Public Involvement Plan

Public Involvement Plan

August 2023
Prepared by: Atkins



Table of Contents

1.0	Introduction.....	1
1.1	What is the North Florida Transportation Planning Organization (TPO)?	1
1.2	Background	2
1.3	Purpose of the Plan.....	2
1.4	Study Area.....	2
1.5	2050 LRTP Logo.....	5
1.6	Identifying Stakeholders.....	5
	Elected and Appointed Officials Coordination	6
	2050 LRTP Steering Committee.....	6
2.0	Public Involvement Outreach.....	7
2.1	Outreach Events.....	7
2.2	Technology & Interactive Elements for Community Presentations	7
2.3	Fact Sheets for Major Milestones.....	8
2.4	Social Media Content	8
2.5	Media Coverage.....	8
2.6	Website & Interactive Virtual Tools.....	8
2.7	LRTP Story Map.....	9
2.8	Public Opinion Surveys	9
2.9	Email Blasts	10
2.10	TPO Governing Board & Advisory Committees.....	10
2.11	Advisory Committees	10
2.12	Photo and Video Documentation.....	10
2.13	Final Public Hearing Announcement & Presentation	10
3.0	PIP Final Report and Executive Summary	11
3.1	Title VI & Nondiscrimination.....	11
4.0	Public Engagement Tracking and Effectiveness	12
4.1	Purpose.....	12

4.2	Disposition of Public Comments.....	12
4.3	Effectiveness of the Public Involvement Process.....	12
4.4	Plan Development to Implementation	12

APPENDIX A

List of Figures

Figure 1: LRTP Study Area.....	4
--------------------------------	---

List of Tables

Table 1: North Florida TPO Governing Board Municipal Websites	7
---	---

1.0 Introduction

How people communicate continues to evolve. The internet, virtual meetings, smartphones (apps and web) and social media are the preferred tools for sharing information and encouraging participation. Traditionally, a series of public workshops are held in each county at critical phases of the plan update to solicit input from the public. Participation is limited and has been supplemented with outreach at school events, local government meetings, public events, and meetings of civic organizations and homeowners.

For the 2050 Long-Range Transportation Plan (LRTP) update, the North Florida TPO will forgo the traditional public workshops and instead use innovative approaches to drive public participation. This will be accomplished through a robust interactive website, virtual meetings, and online surveys. To encourage participation by the underserved members of the community, a more traditional outreach will be used to ensure participation in the LRTP update process. If needed, focus groups will be used to solicit input from underserved communities.

Public involvement during the 2050 LRTP process will engage the community, federal, state, and local agencies, to provide opportunities for input as well as documentation of key public involvement activities, which will be used to help develop a blueprint for the First Coast's future multimodal transportation network.

The 2050 LRTP public involvement efforts will be an ongoing and continuous process throughout the update of the Plan. This PIP outlines the purpose and need for the 2050 LRTP, identifies stakeholders, provides outreach strategies to inform and engage the community during the plan development process as well as provides an overall schedule of events.

The purpose of the 2050 LRTP PIP is to assist in providing information to and obtaining feedback from, citizens, agencies, private groups (residential/business), and governmental entities, with a focus on inclusiveness and diversity throughout the study area. The overall goal is to ensure the 2050 LRTP reflects the values and needs of the communities within the North Florida TPO region.

1.1 What is the North Florida Transportation Planning Organization (TPO)?

The North Florida Transportation Planning Organization (North Florida TPO) is the state and federally-recognized organization for the metropolitan transportation planning process for the Jacksonville and St. Augustine Urbanized Areas described in federal and state statutes. Pursuant to Title 23 of the United States Code (See Section 134 on Metropolitan Planning) it fulfills federal and state mandates that require a regional planning organization to exist as a condition of

funding. Urbanized areas with populations of 200,000 or more, such as the Jacksonville Urbanized Area with a population of 821,668, are also designated as transportation management areas or TMAs.

As a regional transportation planning organization, the North Florida TPO provides a forum for local elected officials, transportation experts, and citizens to work together to improve mobility for residents, businesses, and visitors. Operating as an independent agency since 2004, the TPO's membership includes Clay, Duval (Jacksonville), Nassau, and St. Johns (St. Augustine) counties and five independent transportation authorities. The TPO's mission is to provide a regional forum for developing an effective transportation system that moves people and goods safely, economically, and efficiently while maintaining a high quality of life in North Florida.

1.2 Background

The 2050 LRTP Public Involvement Plan (PIP) is derived from the North Florida Transportation Planning Organization's (TPO) federally mandated Public Participation Plan (PPP) adopted by the TPO Governing Board. The PPP is governed by 23CFR 450.316 and the LRTP's Public Involvement Plan (PIP) is governed by 23CFR 450.324(j) & (k). The North Florida TPO maintains a PPP to meet the requirements of state and federal laws by providing opportunities for public involvement and input in the multimodal transportation planning process. The development of the 2050 LRTP PIP is guided by and consistent with the TPO's adopted PPP.

1.3 Purpose of the Plan

The 2050 LRTP for the North Florida TPO outlines the goals, objectives, policies, and improvements that are needed to maintain a safe and efficient multimodal transportation system for the movement of people and goods throughout the area in a manner that will enhance the economic, social and environmental qualities of the community. The purpose of this document is to satisfy the metropolitan planning requirements of the federal transportation planning process and to identify priority transportation investments in the region.

The 2050 LRTP replaces the 2045 LRTP, which was adopted on November 2, 2015. The 2050 LRTP update process began in April 2023 and plans for transportation projects to 2050. The TPO formed an LRTP Working Group comprised of Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC) members to establish the goals of the region's transportation network and guide the planning process.

1.4 Study Area

The North Florida TPO study area encompasses all of Clay, Duval, Nassau, and St. Johns Counties including the incorporated cities of Atlantic Beach, Neptune Beach, Jacksonville Beach, St.

Augustine, St. Augustine Beach, Fernandina Beach, Green Cove Springs, Keystone Heights and the towns of Baldwin, Callahan, Hilliard, Orange Park, and Penney Farms. It is situated along the St. Johns River, with the Atlantic Ocean to the east and bordering Georgia to the north.

The land area within the North Florida TPO study area is approximately 3,000 square miles and has 1.55 million residents. **Figure 1** presents the North Florida TPO Study Area.

The City of Jacksonville serves as the anchor of the metropolitan area. It is the largest city by land area in the contiguous United States and boasts a diverse range of neighborhoods and districts. Jacksonville is known for its riverfront downtown area, historic sites, vibrant arts scene, and a mix of modern and traditional architecture.

Surrounding Jacksonville are various suburban communities that make up the Greater Jacksonville area. These include Orange Park, Ponte Vedra Beach, Jacksonville Beach, Atlantic Beach, Neptune Beach, Fernandina Beach, and more. Each of these communities has its distinct character, with a blend of residential areas, commercial centers, and recreational spaces.

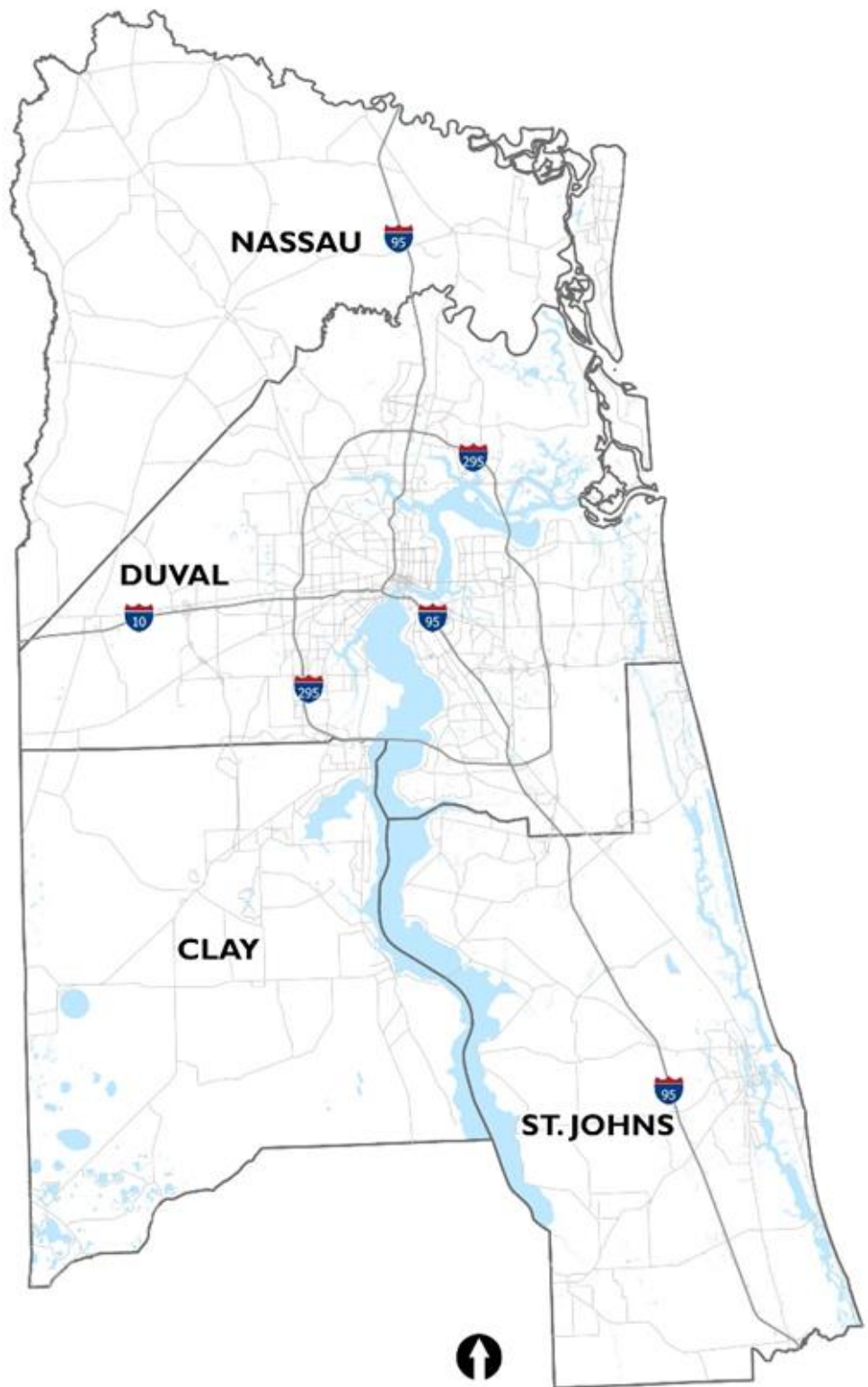
The area is renowned for its natural beauty and outdoor recreational opportunities. The St. Johns River, which flows through the region, offers opportunities for boating, fishing, and water sports. There are also numerous parks, including the expansive Timucuan Ecological and Historic Preserve, which preserves wetlands, forests, and historic sites. The coastal areas provide beaches, dunes, and marshes for residents and visitors to enjoy.

Jacksonville is a major economic hub in northeastern Florida, with diverse industries contributing to its economy. It has a strong presence in industries such as finance, insurance, healthcare, logistics, manufacturing, and technology. The Port of Jacksonville is one of the busiest ports on the East Coast of the United States, facilitating trade and commerce.

The Jacksonville area offers a variety of cultural and entertainment options. The region has several museums, including the Cummer Museum of Art and Gardens, the Museum of Science and History (MOSH), and the Jacksonville Zoo and Gardens. There are also numerous festivals, theaters, sports events, and recreational activities throughout the year.

Its diverse communities, economic opportunities, and abundance of recreational activities continue to make the region an attractive place to live, work, and explore.

Figure 1: LRTP Study Area



1.5 2050 LRTP Logo

A theme for the 2050 LRTP with an official logo and tagline has been developed to be used throughout the public involvement and documentation process (**Figure 2**). These items are necessary to help build the identification and relationship with the community/public for their vision. All educational materials (fact sheets, handouts, etc.) with the 2050 LRTP logo and website QR code will be incorporated to support public engagement.

Figure 2: 2050 LRTP Logo



Document templates will be developed for the respective 2050 LRTP final reports. This also includes a template for the final Executive Summary of the adopted 2050 LRTP.

1.6 Identifying Stakeholders

Achieving these public participation goals and objectives begins with appropriately identifying stakeholders with a jurisdictional, direct, or other interest in contributing input to the 2050 LRTP. The PIP includes conducting a formal, comprehensive community inventory to develop a stakeholder database. A variety of resources will be used to compile the database, including updating existing agency stakeholder lists. The North Florida TPO will receive regular updates on community feedback. The stakeholder database will be updated throughout the public participation process.

A comprehensive effort will be made to engage minority and underserved populations in accordance with the requirements of Executive Order 12898 and Title VI of the Civil Rights. Strategies and tactics used to engage minorities and the underserved will include identifying the population locations, targeted outreach to organizations serving these populations, scheduling focus groups in areas with clusters of these populations, and identifying community champions

that will assist in supporting our efforts. Analysis of the investments related to these populations can be performed to ensure the investments resulted in equity and the projects implemented would not result in disproportionate impacts.

Elected and Appointed Officials Coordination

The 2050 LRTP team will keep local, state, county, and federal officials briefed and engaged. This will occur through various avenues including newsletters and the distribution of 2050 LRTP materials, as well as through briefings and/or periodic presentations to the North Florida TPO and its partners. At a minimum, presentations will be made as the TPO Board is considering the adoption of the Needs and Cost Feasible Plans. As the TPO staff presents the Transportation Improvement Plan (TIP) to the various community partners, an update to the LRTP process will be given as well.

Appendix A lists all of the North Florida TPO's governmental partners.

2050 LRTP Steering Committee

The Steering Committee for the 2050 LRTP will be composed of members of the TPO's Citizens and Technical Advisory Committees. They will meet throughout the plan update process to review products and provide guidance to the study team.

2.0 Public Involvement Outreach

2.1 Outreach Events

One of the most effective ways to learn about a community's transportation needs is to engage them in various platforms such as in-person and virtually. The North Florida TPO will interact with members of the public, by either hosting or attending a variety of outreach events, for the community. The following types of events will occur at key milestones during the 2050 LRTP process and will solicit needed feedback during the respective 2050 LRTP phase.

2.2 Technology & Interactive Elements for Community Presentations

The Team will incorporate technology and social media as public outreach strategies. The Team will share information with stakeholders using social media tools such as Facebook and YouTube. Consideration will be given to using technology as much as possible, including exploring potential uses of augmented or virtual reality tools which could allow for more meaningful community engagement. During the 2050 LRTP process, the general public will be reached in their homes, businesses, or wherever they may connect. To eliminate transportation barriers and make access easier and more convenient to participate in the planning process. The activity should be flexible enough to be adapted into a non-digital format for audiences or individuals with limited access to technology.

Furthermore, the TPO Governing Board and partner municipalities will be encouraged to connect their constituents to the process by adding a 2050 LRTP link to their websites (see **Table 1**).

Table 1: North Florida TPO Governing Board Municipal Websites

Municipality	Website
City of Jacksonville	www.coj.net
City of Atlantic Beach	www.coab.us
City of Neptune Beach	www.nbfl.gov
City of Jacksonville Beach	www.jacksonvillebeach.org
Town of Orange Park	www.townoforange park.com
Clay County	www.claycountygov.com
City of Green Cove Springs	www.greencovesprings.com
City of Keystone Heights	www.keystoneheights.us
Nassau County	www.nassaucountyfl.com
City of Fernandina Beach	www.fbfl.us
St Johns County	www.co.st-johns.fl.us
City of St Augustine	www.citystaug.com
City of St Augustine Beach	www.staugbch.com

2.3 Fact Sheets for Major Milestones

Fact sheets will be developed and utilized to explain the 2050 LRTP process and how the public can get involved throughout the plan update.

2.4 Social Media Content

The TPO regularly uses social media channels to keep the public informed about timely transportation topics and to obtain public input in the planning process. Social media will continuously be used throughout the 2050 LRTP process to convey key messages and opportunities for comment. Scaled graphics and appropriate length verbiage will be developed for key 2050 LRTP process posts for the TPO's Twitter, Instagram, Facebook, and LinkedIn accounts.

2.5 Media Coverage

Press releases, meeting notices, and ads will be utilized to inform the public throughout the 2050 plan update. The North Florida TPO has an existing list of regional media contacts and ad specs for various publications. All notices will be designed to reflect the look and feel of the Path Forward brand and be used to inform the public about upcoming participation opportunities.

2.6 Website & Interactive Virtual Tools

A standalone, ADA-compliant website will be developed for digital outreach and the housing of all 2050 LRTP deliverables. The goal of the website is to keep the public involved throughout the entire 2050 LRTP process, house the draft and final products, and process any 2050 LRTP amendments.

A website specific to the 2050 LRTP is an effective method of communication that provides a central, consistent source of updates. Web surveys can be conducted through the website at critical milestones to efficiently gauge public opinion of the decision-making process.

A website can perform several functions, such as providing updates, allowing users to submit comments, offering contact information, web links to other partners and social media accounts, as well as press and media-related information. Websites can also be a repository for project-related maps, plans, and information.

In addition, utilizing existing websites of partner agencies or area municipalities to post information about the 2050 LRTP can be an effective means of notification and awareness.

Project deliverables will be posted on the LRTP website to ensure all public materials are available to the public. This will include outreach materials and summaries, surveys or questionnaires, and draft sections of the 2050 LRTP. Visitors to the website will have an opportunity to comment and provide ideas and suggestions throughout the development of the plan.

2.7 LRTP Story Map

A story map for the 2050 LRTP update will be developed and published as part of the project-specific website. This tool will help to plan, organize, and communicate the key elements of a project clearly and concisely. It will be a visual representation of the project that can be used to communicate the project's goals, scope, timeline, and deliverables to the public, stakeholders, and team members.

The 2050 LRTP update story map will consist of several components:

- ◆ **Project Overview:** Introduces the purpose, goals, and scope of the project.
- ◆ **Project Phases:** Consolidates the project into smaller, more manageable phases or stages. Each phase is defined by a set of goals, deliverables, and timelines.
- ◆ **Milestones:** Key events or accomplishments that mark progress toward completing the project. Each milestone should be clearly defined and assigned to a specific phase.
- ◆ **Resources:** The documents, related studies, project materials, etc.

2.8 Public Opinion Surveys

Surveys will be deployed at the five 2050 LRTP process milestones to solicit the feedback needed during the respective plan phase. Each survey will be developed and provided in the applicable ADA-accessible format if requested by the disabled community. Survey samples shall include representation from underserved communities. The survey method shall be administered using an online platform, QR Codes, printed versions, etc.

Surveys will be made available online on the LRTP website, and TPO website, announced through the mailing list, or they can be handed out in person and collected for analysis. They can be developed and utilized to obtain the public's opinion about current and future transportation needs and the best way to prioritize public funds for future transportation improvements. Surveys may also capture demographic information about respondents.

Survey findings will be analyzed and presented. The presentation will outline the survey development, deployment process, overall results (including by county and by demographic group), and key take-away and analysis; consistent with the TPO's graphic standards and visualization expectations.

2.9 Email Blasts

Email blasts are often used to provide updates and special announcements to the mailing list. Email blasts will be sent to stakeholders, their constituents, and others on the mailing list to ask for opinions and ideas as well as provide information on the Plan's development. Email blasts may be sent during specific milestones of the Plan, such as the early outreach period with an overview of the 2050 LRTP, development of a needs assessment, discussion of investment priorities, and development of the Cost Feasible Plan. Email blasts may also include information and announcements regarding public participation events, as well as opportunities and reminders to complete surveys and questionnaires integral to the plan.

2.10 TPO Governing Board & Advisory Committees

Technical presentations will be given to the North Florida TPO Governing Board and advisory committees at project milestones to help guide key decisions. This includes the development of TPO Board Member briefing packages to ensure the timely presentation and dissemination of materials throughout the 2050 LRTP development process.

2.11 Advisory Committees

North Florida TPO utilizes advisory committees in its transportation planning decision processes. Periodic updates regarding the 2050 Long Range Transportation Plan and community outreach activities will be presented at advisory committee meetings. The following committees have been established to provide additional public input in the transportation planning process:

- ◆ **2050 LRTP Steering Committee**
- ◆ **Citizens Advisory Committee (CAC)**
- ◆ **Technical Advisory Committee (TAC)**

2.12 Photo and Video Documentation

Outreach activities will be captured via photos and videos at key 2050 LRTP process milestones. Some uses for photos and videos include memorializing community engagement events, more in-depth stakeholder/community leader interviews to inform community needs, and brief informational video updates of projects for website/social media use.

2.13 Final Public Hearing Announcement & Presentation

A final Public Hearing will take place for the adoption of the 2050 LRTP at a designated North Florida TPO Governing Board meeting. A Public Hearing announcement will be publicized in applicable publications and online.

3.0 PIP Final Report and Executive Summary

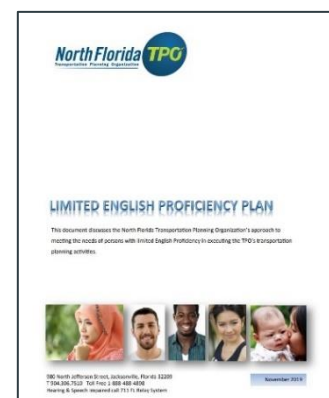
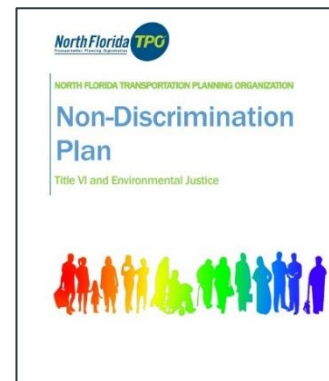
A PIP Technical Memo will be developed at the conclusion of the 2050 LRTP development process that will document the public involvement strategies, outcomes, and findings. The document will present a high-level overview of socioeconomic population and employment data for the base and horizon year. The report will also include an in-depth overview of outreach activities, an evaluation of the effectiveness of these activities, and a summary of public feedback received. An evaluation will take place to determine any needed changes to the outreach process to be incorporated and documented in the TPO's PPP prior to the next LRTP update {23 CFR 450.316(a)(1)(x)}. An Executive Summary will also be produced that provides high-level details of the Final Report.

3.1 Title VI & Nondiscrimination

Title VI of the Civil Rights Act of 1964 states: "No person in the United States shall, on the ground of race, color or national origin be excluded from participation in, be denied the benefits of or be subjected to discrimination under any program or activity receiving federal financial assistance." Subsequent laws and Presidential Executive Orders added handicap, sex, age, or income status to the criteria for which discrimination is prohibited.

As a recipient of state and federal funds, the North Florida TPO is subject to the provisions of Title VI, including environmental justice. Based on Federal publication #FHWA-EP-00-0143, metropolitan planning organizations like the TPO are the primary forum for state departments of transportation (i.e., the Florida Department of Transportation), transit providers, local agencies, and the public to develop local transportation plans and programs that address a metropolitan area's needs.

The following links will open the TPO's [Non-Discrimination Plan](#) and the [Limited English Proficiency Plan](#).



4.0 Public Engagement Tracking and Effectiveness

4.1 Purpose

Federal legislation requires that TPOs periodically review the effectiveness of their public involvement process. The TPO is aware of the importance of assessing and evaluating public outreach efforts to meet federal and state requirements and ensure that outreach efforts are successful. This allows for the improvement of existing efforts, continuation and enhancement of successful activities, the addition of new public involvement activities, and the opportunity to discontinue activities that have been deemed ineffective.

4.2 Disposition of Public Comments

When significant written and oral comments are received on the draft Year 2050 Long Range Transportation Plan (including the financial plan), a summary, analysis, and reports on the disposition of public comments shall be prepared and included as part of the adopted Year 2050 Long-Range Transportation Cost Feasible Plan Final Report.

4.3 Effectiveness of the Public Involvement Process

As a pathway to continually striving for improved public involvement, changes should be made to increase public awareness and improve the quantity and quality of information provided to the public. This can be achieved in two ways: analysis and evaluation.

Analysis (the creation of comment categories, organization of comments into common themes, and identification of key ideas, trends, and sentiments) will include summarizing and displaying public comments in a way that maximizes the information available to decision-makers and the public about what was said throughout the development of the 2050 LRTP.

4.4 Plan Development to Implementation

The process of developing the 2050 LRTP should consider:

- What needs to be done to track progress over the next five to ten years or longer
- How the public gain access to performance information
- How the Plan sets the stage for continued engagement that links planning with project development
- What ongoing communication with decision-makers and the public will occur

Cooperatively engaging the public and stakeholders should be a continuous process both throughout the development of the plan, as well as between plan cycles. Performance reporting efforts can help convey information about progress and keep stakeholders involved with the latest

developments in transportation. This allows participants in outreach activities to draw explicit connections between their comments, the suggestions they provided, and the changes that have been implemented.

APPENDIX A: PARTNERSHIPS

The North Florida TPO partners with government agencies, businesses, nonprofits, stakeholder groups and the public to help meet the transportation needs of our region. Our partners include, but are not limited to, the following:

Florida Department of Transportation
Jacksonville Aviation Authority
Jacksonville Port Authority
Jacksonville Transportation Authority
Nassau County Ocean Highway and Port Authority
Northeast Florida Regional Council
St. Augustine-St. Johns County Airport Authority
Baker County
City of Atlantic Beach
City of Fernandina Beach
City of Green Cove Springs
City of Jacksonville
City of Jacksonville Beach
City of Keystone Heights
City of Neptune Beach
City of St. Augustine
Clay County
Nassau County
Putnam County
St. Johns County
Town of Baldwin
Town of Orange Park
Atlantic Beach Police Department
Baker County Sheriff's Office
Clay County Sheriff's Office
Fernandina Beach Police Department
Florida Highway Patrol
Green Cove Springs Police Department
Jacksonville Beach Police Department
Jacksonville Sheriff's Office
Nassau County Sheriff's Office
Neptune Beach Police Department
Orange Park Police Department

Putnam County Sheriff's Office
St. Augustine Police Department
St. Augustine Beach Police Department
St. Johns County Sheriff's Office
Federal Highway Administration
Federal Transit Administration
U.S. Department of Energy
North Florida Clean Fuels Coalition
Smart North Florida Coalition
American Planning Association
American Society of Highway Engineers
Association of Metropolitan Planning Organizations
Florida/Northeast Florida League of Cities
Florida Metropolitan Planning Organization Advisory Council
Florida Planning and Zoning Association
Institute of Transportation Engineers
Intelligent Transportation Society of Florida
Jax Chamber Transportation & Logistics Council
National Association of Regional Councils
Propeller Club of Jacksonville
Society for Marketing Professional Services
Urban Land Institute
Women's Transportation Seminar
Amelia Island Tourist Development Council
Amelia Island-Fernandina Beach-Yulee Chamber of Commerce
Baker County Chamber of Commerce
Clay County Chamber of Commerce
Greater Nassau County Chamber of Commerce
Jacksonville Chamber of Commerce
Putnam County Chamber of Commerce

St. Augustine, Ponte Vedra & the Beaches
VCB
St. Johns County Chamber of Commerce
Visit Jacksonville

Appendix B: Survey Summaries

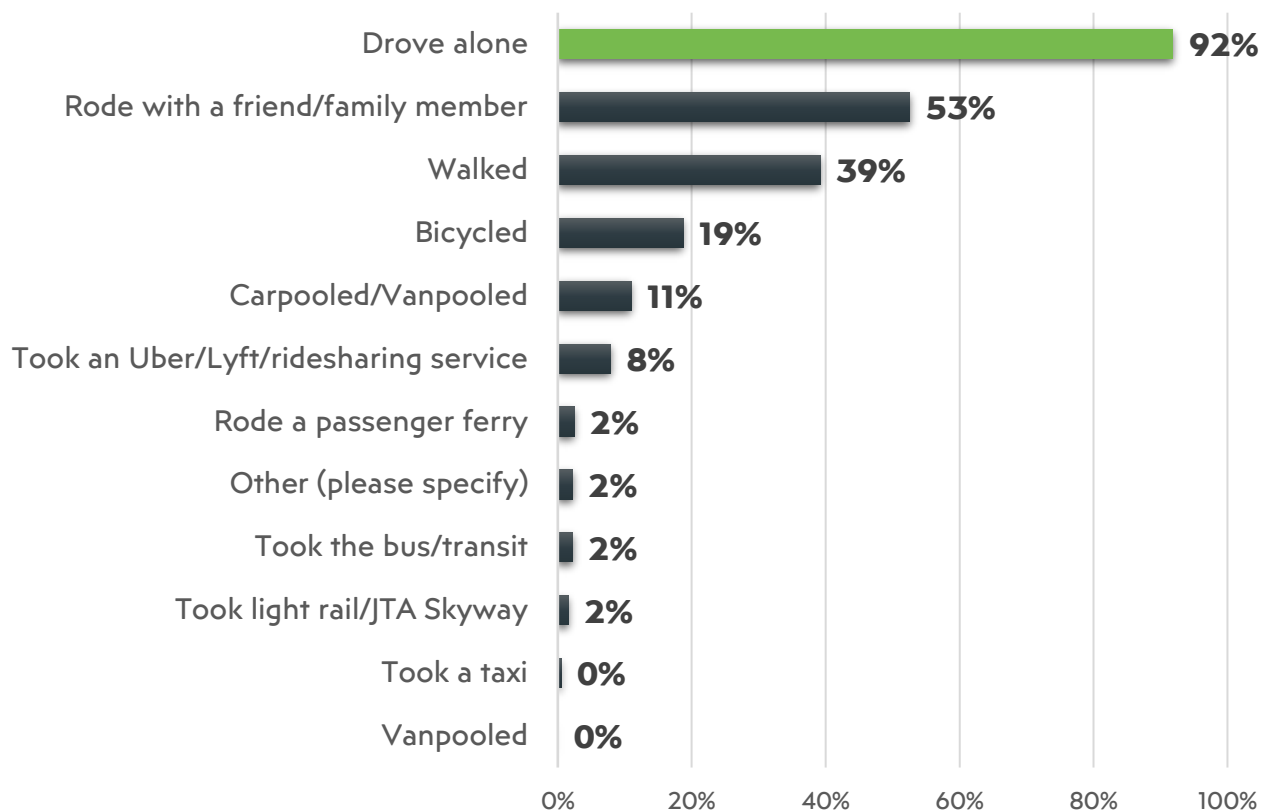
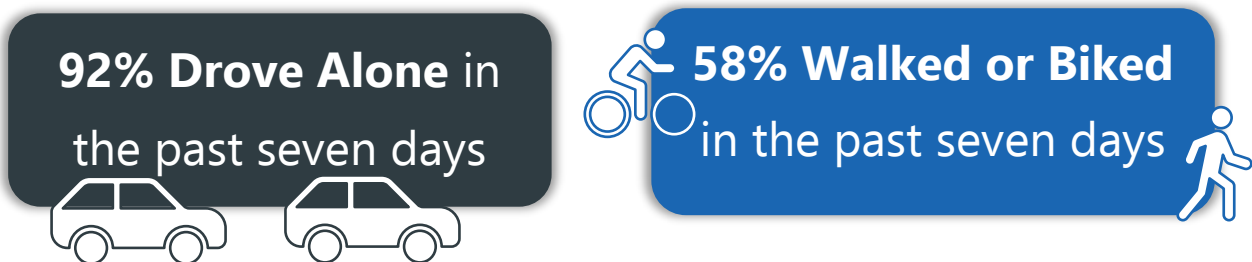
Survey #1 Summary

Q1. Travel Modes

Question 1 of the survey listed 11 travel modes and asked “**which of the following did you use to travel in the North Florida TPO region?**” This was a check all that apply question.

The top response was ***Drove Alone***, with 92%. The next highest responses were ***Rode with a friend/family member*** with 53% and ***Walked*** with 39%. ***Bicycled*** was the fourth highest response with 19%, meaning that 58% of the respondents either walked or biked within the region in the last seven days.

The travel modes receiving the fewest responses were ***Vanpooled*** with zero (0) participants selecting this option, ***Took a Taxi*** with four (4) respondents selecting this option (0.5%), or ***Took light rail/JTA Skyway*** with 13 respondents (1.6%),

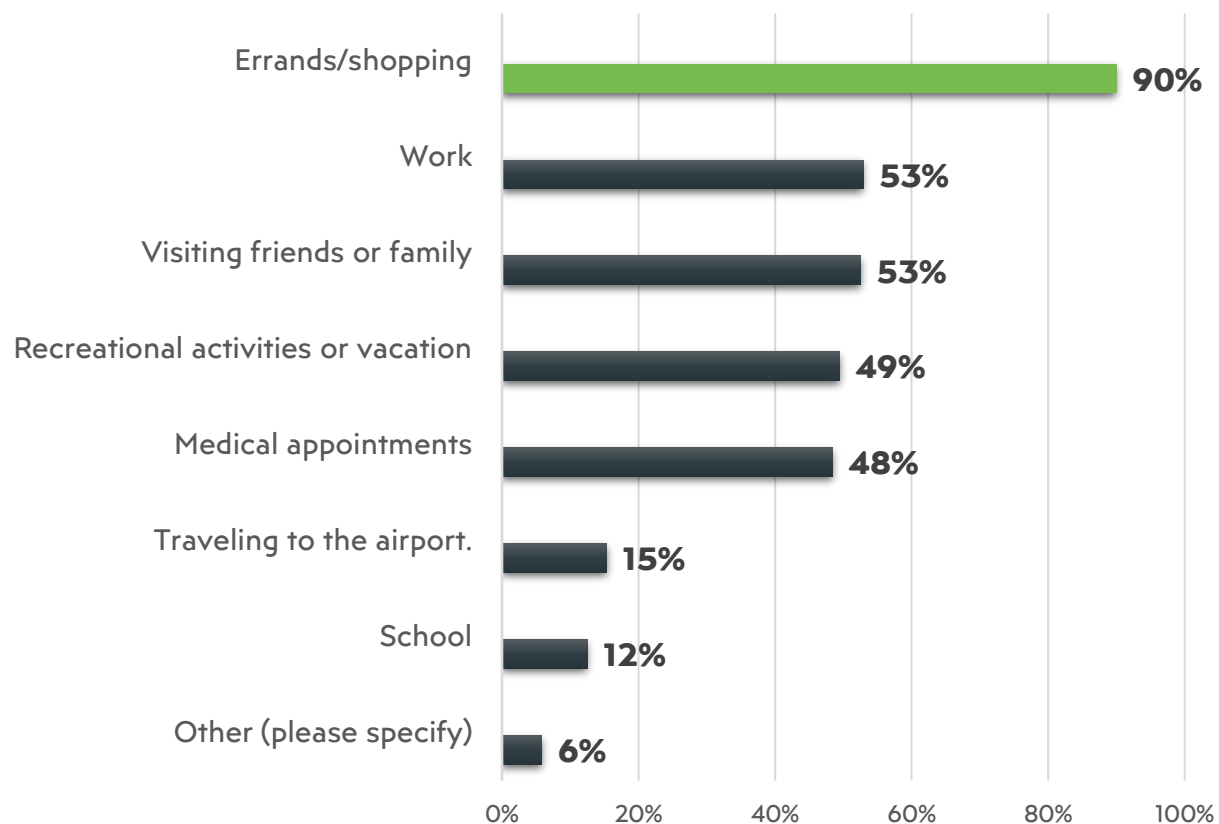


Q2. Reason for Travel

Question 2 listed seven travel reasons and asked “**in the past seven days, why did you travel in the North Florida TPO region?**” This was a check all that apply question.

The top response was **Errands/shopping** with 90%. Traveling for **Work** and **Visiting friends or family** scored the next highest with 53% each. These categories were closely followed by traveling for **Recreational activities or vacation** with 49% and traveling to **Medical appointments** with 48%.

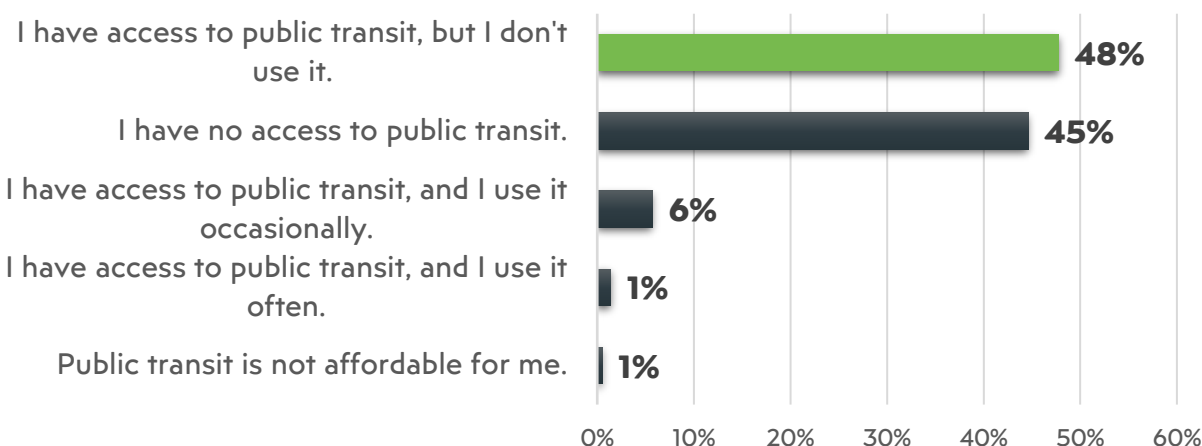
The categories with the fewest responses were **Other** with 6%, **School** with 12%, and **Traveling to the airport** with 15%.



Q3. Public Transit Access and Use

Question 3 asked “When you consider public transit (bus, ferry, monorail, shuttle, etc.) in the region, which of the following is true for you?” The options available involved access and use. Respondents could select only one option.

The top two responses were ***I have access to public transit, but I don't use it*** with 48%, and ***I have no access to public transit*** with 45%. This means that 93% of the respondents do not use public transit within the region, and about half of those do not have access to it as a transportation option.



Of those respondents that have access to public transit, 1% indicated that they use it **often** and 6% use it **occasionally**. Less than 1% indicated that public transit is not affordable to them.

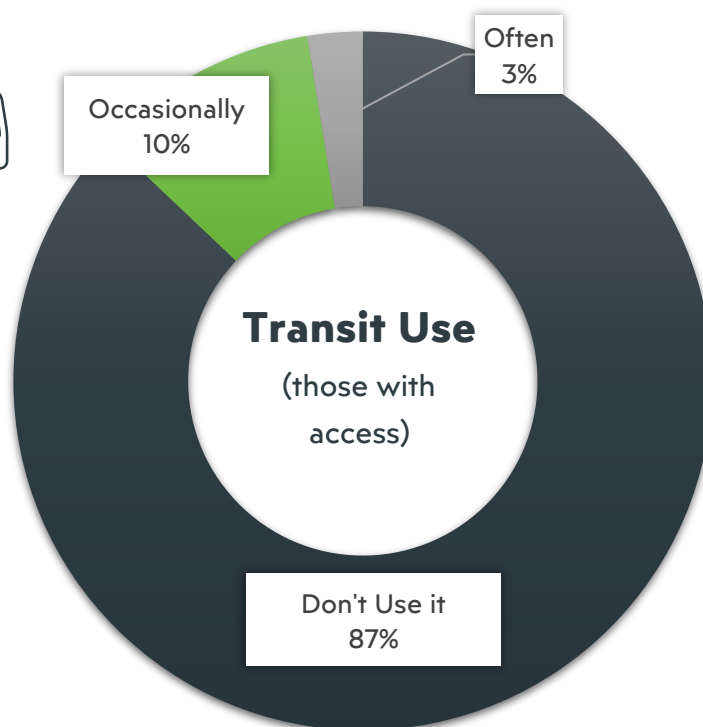
93% do not USE transit
within the region.



45% do not HAVE ACCESS to transit within the region.



87% of those that have access to transit do not use it.



Q4. Barriers to Public Transit Services

Question 4 asked “Which of the following are barriers to you using the public transit services or prevent you from using them more often?” This was a check all that apply question.

The top two responses were *I prefer driving my own car* and *Public transit doesn't go to my desired destination* with 54% each. The next highest responses were *Public transit takes too much time* with 43% and *Public transit doesn't come frequently enough* with 37%.

The lowest responses were *Public transit is not comfortable* with 11%, *Public Transit is not safe* with 12%, and *Public transit doesn't come early enough or run late enough for me* with 13%.

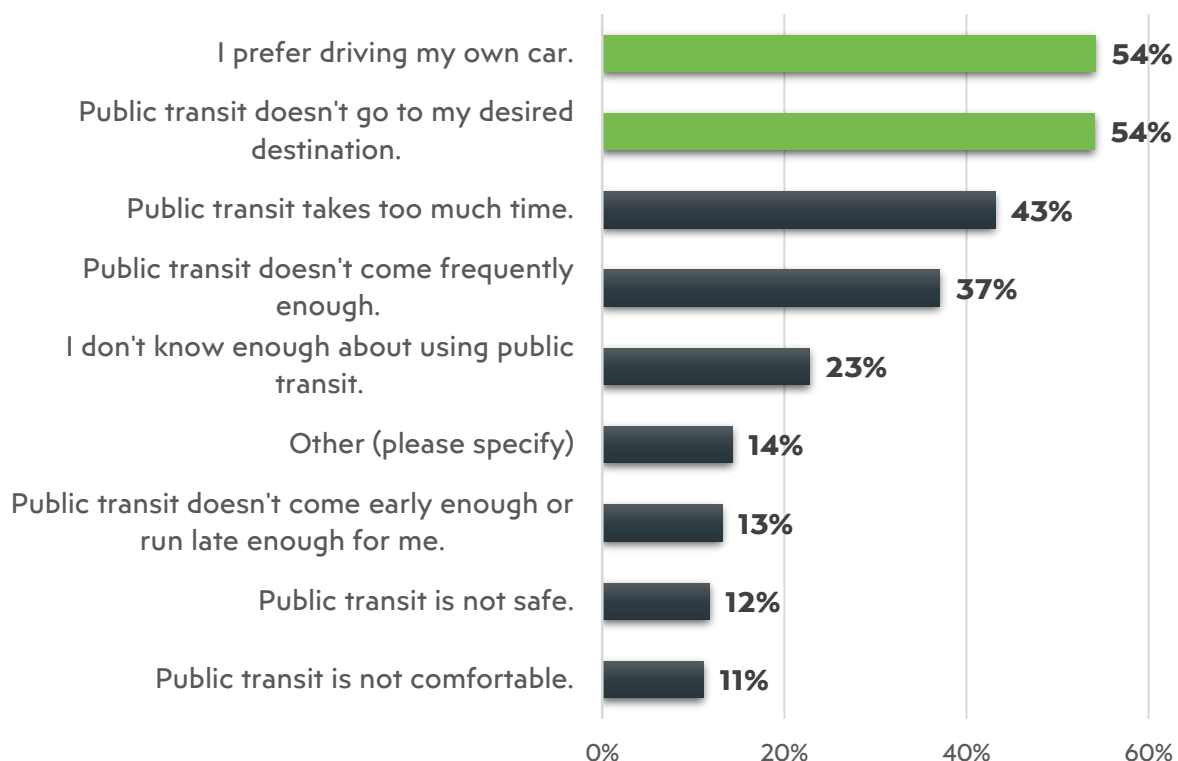
Top Three Barriers

- 1) Preference for driving own car.
- 2) Not enough destinations.
- 3) Takes too much time.



Bottom Three Barriers

- 1) Comfort.
- 2) Safety.
- 3) Hours of operation.



Q5. Critical Transportation Issues

Question 5 asked “Which of the following do you consider to be the three most critical transportation issues in our community?”. Respondents could select up to three answers.

The top response was **Relieving traffic congestion** with 61% followed by **Adding bike lanes, sidewalks, and trails** with 42%. The next two issues were tied at 38% and were **Controlling distracted driving** and **Using technology to improve traffic flow and traveler information**.

The lowest responses were **Other** with 13%, **Improving bicycle safety** with 28%, and **Increasing transit/bus service** with 29%.

Top 3 Critical Transportation Issues

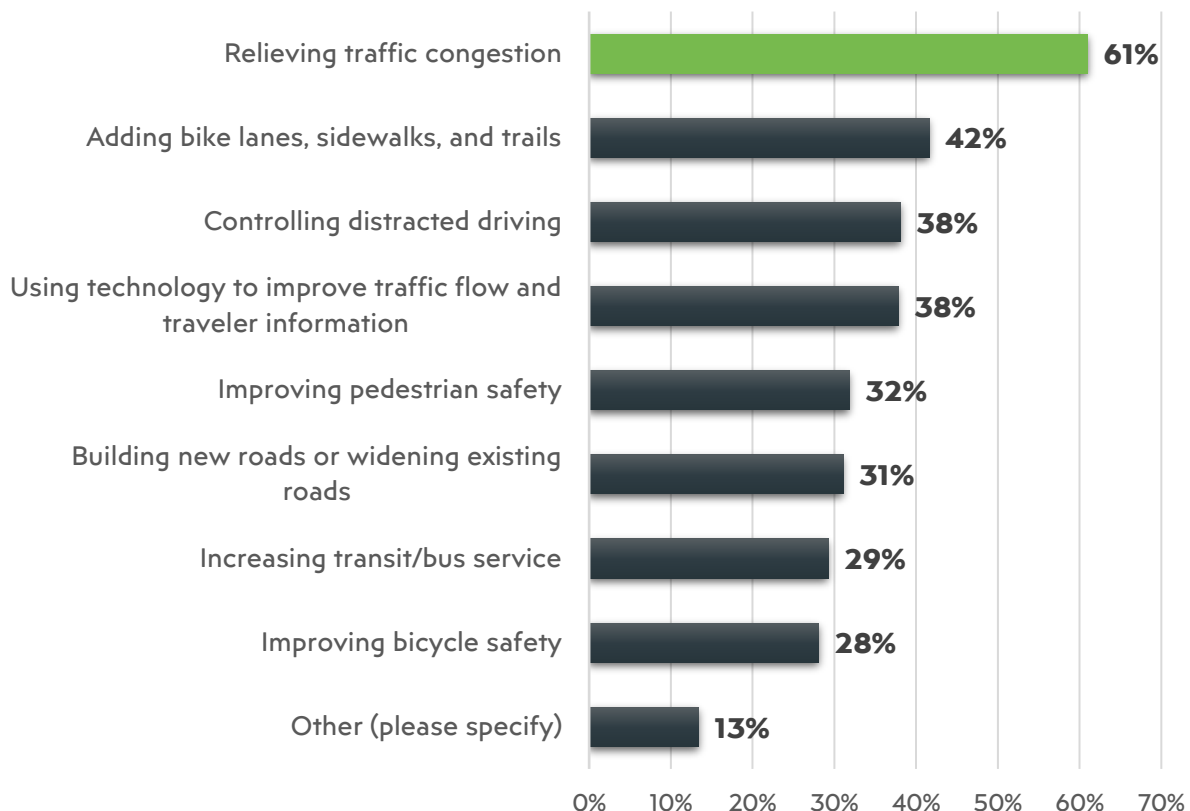
#1 Relieving Traffic Congestion



#2 Adding Bike Lanes, Sidewalks, and Trails



#3 Controlling Distracted Driving



Q6. Trip Type Prioritization

Question 6 asked “Given how and why you travel in the region, which of the following types of trips would you most like to see improved options for?” This was a select one answer only question.

The top three responses were **Travel to/from work** with 31%, **Travel to nearby commercial areas** with 25%, and **Travel to regional recreation/fun** with 18%.

The lowest responses were **Travel to your child/children’s school(s)** and **I don’t believe we need improved transportation options** with 4% each and **Travel to see friends/family** with 5%.



Q7. How to Address Increasing Traffic

Question 7 asked “What do you think should be done to address increasing traffic in our region?”

This was a check all that apply question.

The top response was **Expand public transportation (transit/bus service)** with 49%. The next three popular responses scored closely with **Expand existing roadways** and **Invest in technology-based solutions** with 42% each and **Increase bicycle and pedestrian safety and comfort** with 41%.

The least popular options were **Build new roadways** with 29% and **Other** with 22%.

Nearly half of all respondents voted to **expand public transportation** to address increasing traffic.



Top 4 Methods to Address Traffic

#1 Expand Public Transportation



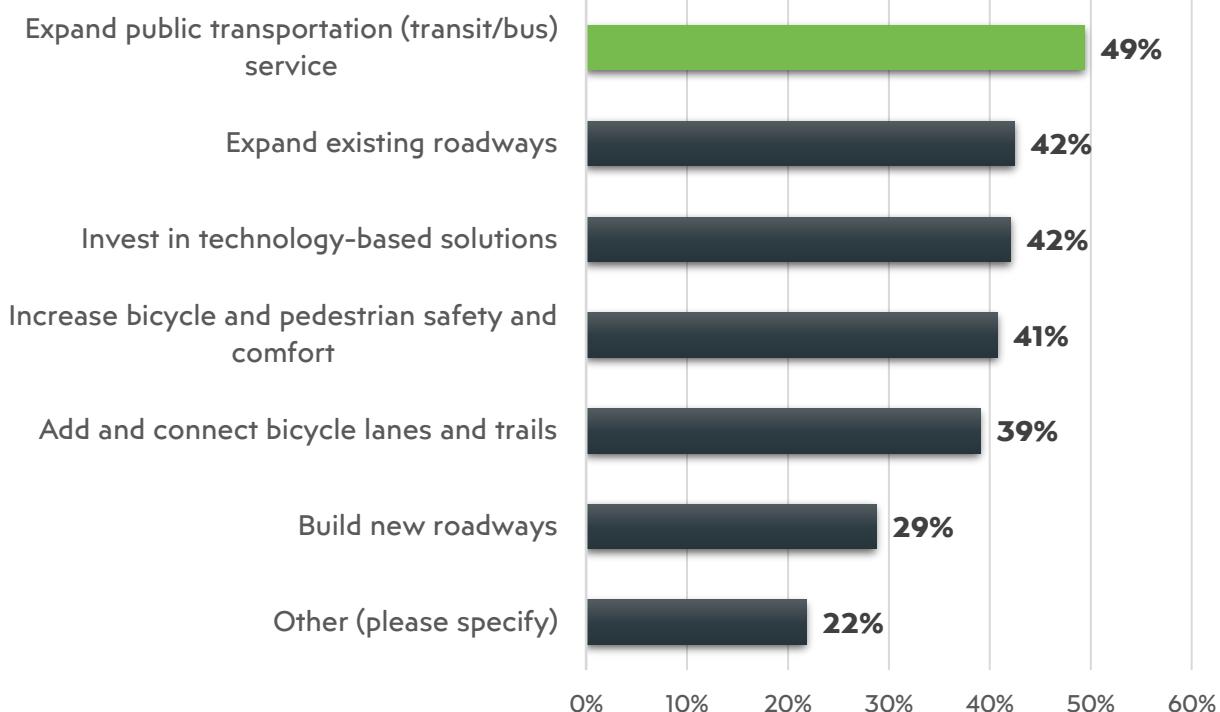
#2 Expand Existing Roadways



#3 Technology-Based Solutions



#4 Bike/Ped Safety and Comfort



Q8. Future Roadway Priorities

Question 8 asked “**When thinking about the future of roads in our region, what priority should be placed on each of the following issues?**” There were 13 issues presented in this question, and respondents ranked each issue as either Very High, High, Medium, Low or Very Low.

The highest ranking priorities were **Maintain our existing roads** with 87% of the respondents ranking it as *Very high* or *High*, **Reduce traffic congestion** with 82% of the respondents ranking it as *Very high* or *High*, and **Add sidewalks and paths to make walking easier and safer** with 72% of the respondents ranking it as *Very high* or *High*.

Top 3 Future Roadway Priorities

#1 Maintain Existing Roads



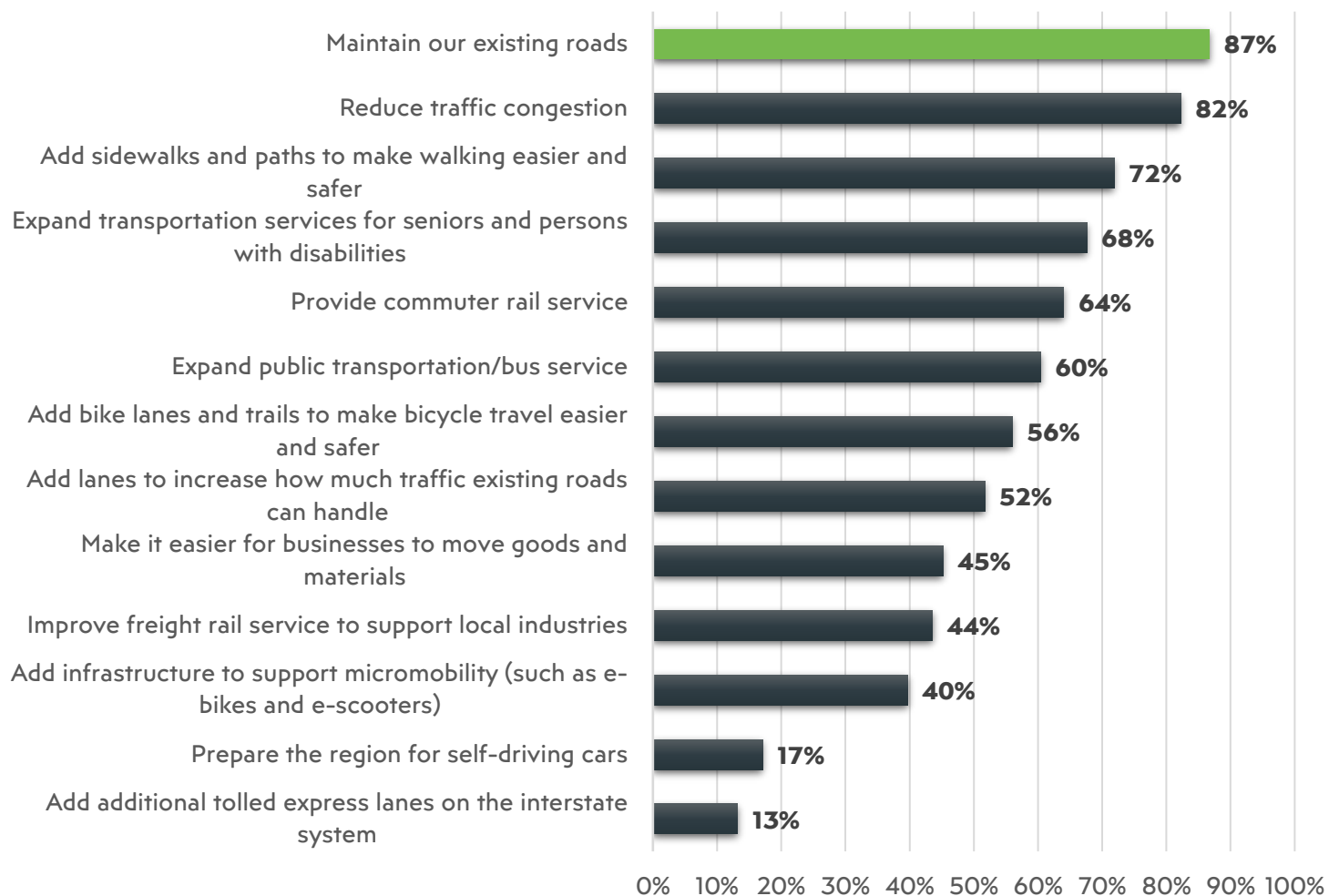
#2 Reduce Traffic Congestion



#3 Make Walking Easier/Safer



Very High/High Priority



FINAL

The lowest ranking priorities were **Add additional tolled express lanes on the interstate system** with 64% of the respondents ranking it as *Low or Very Low*, **Prepare the region for self-driving cars** with 59% of the respondents ranking it as *Low or Very Low*, and **Add infrastructure to support micromobility (such as e-bikes and e-scooters)** with 59% of the respondents ranking it as *Low or Very Low*.

Bottom 3 Future Roadway Priorities

#1 New Tolled Express Lanes



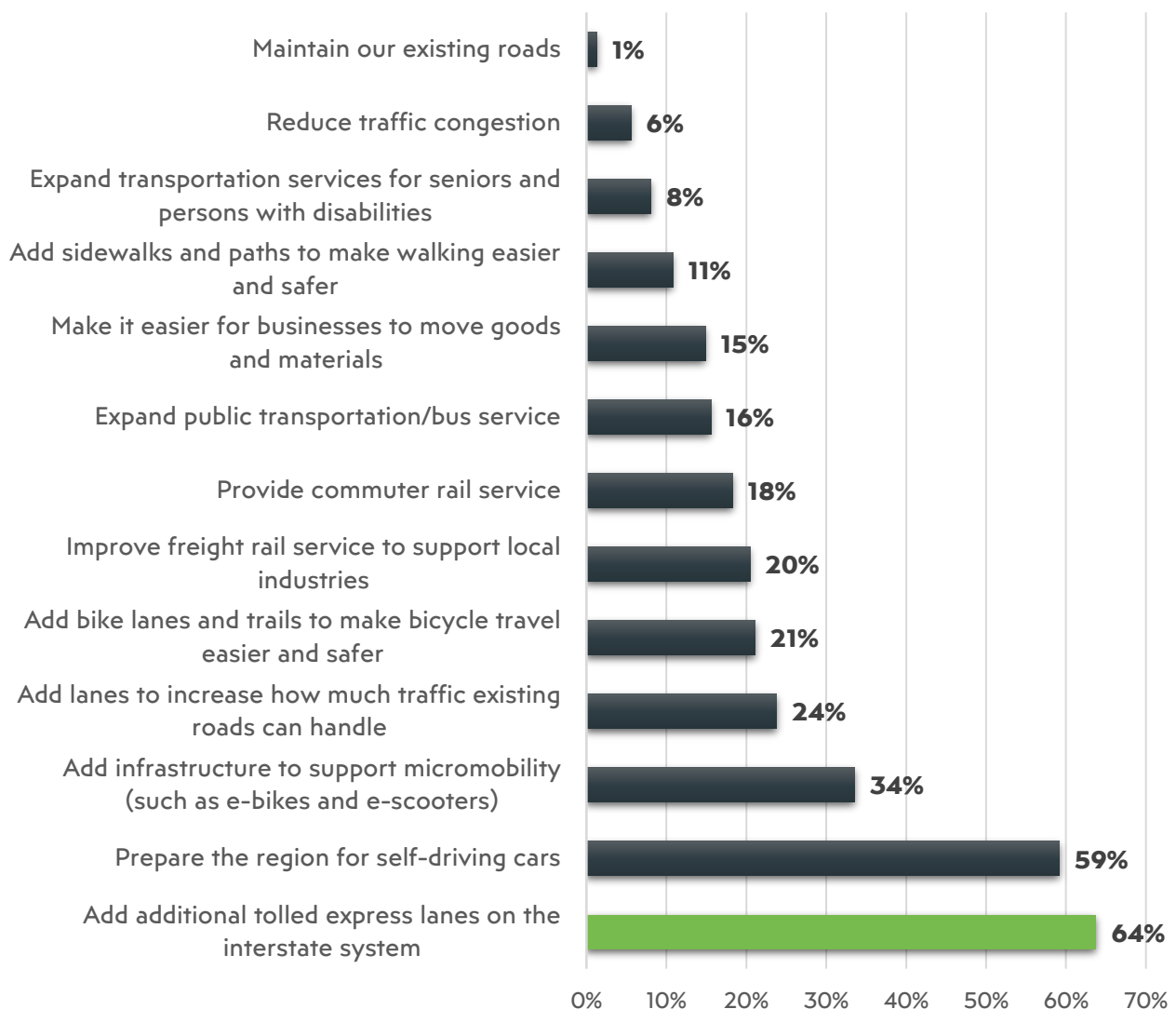
#2 Prepare for Self-Driving Cars



#3 Micromobility Infrastructure



Very Low/Low Priority



Q9. Transportation Improvement Investment

Question 9 asked “Please indicate your level of support for investing in each of the following potential transportation improvements”. There were 10 potential transportation improvements presented. The options for level of support were *Very Supportive*, *Supportive*, *Neutral*, and *Not Supportive*.

The improvements receiving the most support were **Technology to improve traffic flow** with 95% of the respondents indicating they were either *Very Supportive* or *Supportive* of investing in this improvement. Respondents also supported **Roadway maintenance** and **Pedestrian facilities (sidewalks, etc.)**, receiving 86% and 81% of *Very Supportive* or *Supportive* votes, respectively.

Top 3 Improvement Investments

#1 Maintain Existing Roads



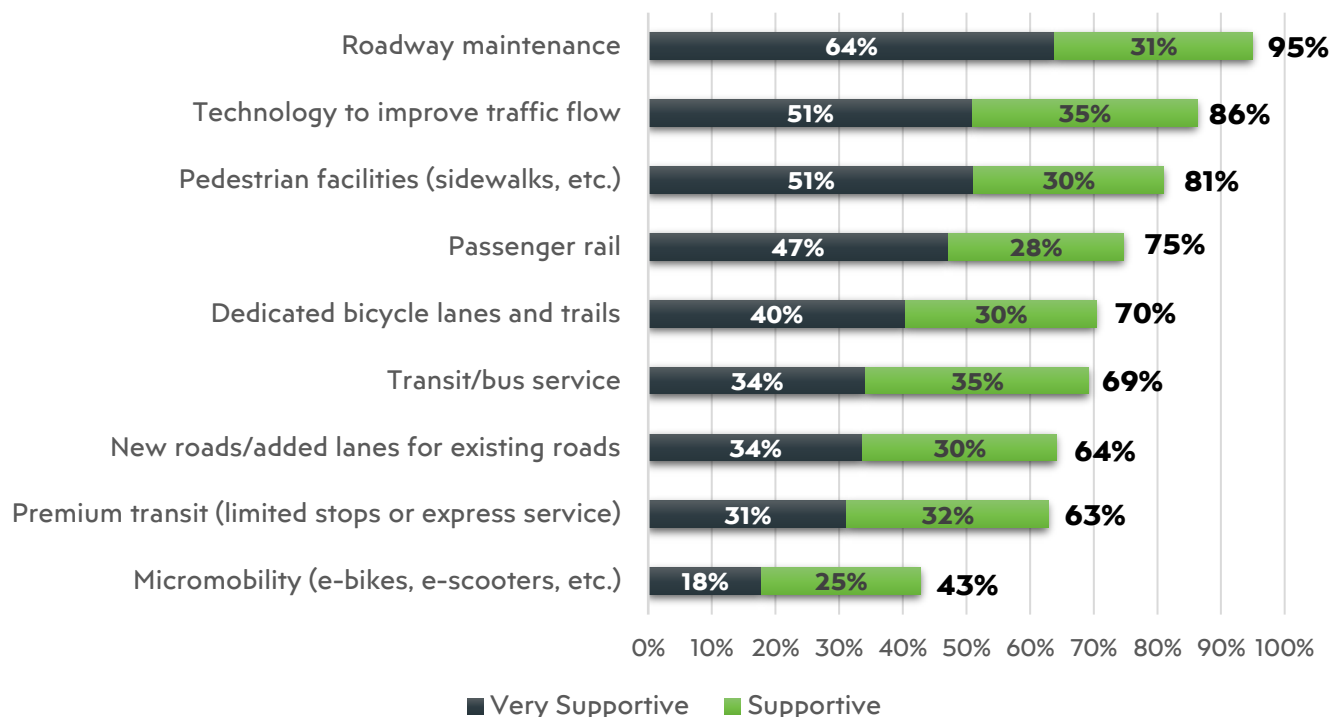
#2 Technology



#3 Pedestrian Facilities



Very Supportive/Supportive Responses



The improvements receiving the least support for investment were **Micromobility (e-bikes, e-scooters)** with 22% indicating they were *Not Supportive* and **New Roads/added lanes for existing roads** with 18% indicating they were not supportive.

The improvements that the respondents were mostly neutral on were **Micromobility (e-bikes, e-scooters)** with 35% indicating they were *Neutral*, **Premium Transit** with 28% indicating they were *Neutral*, and **Transit/bus service** with 23% indicating they were neutral.

Bottom 3 Improvement Investments

#1 Micromobility



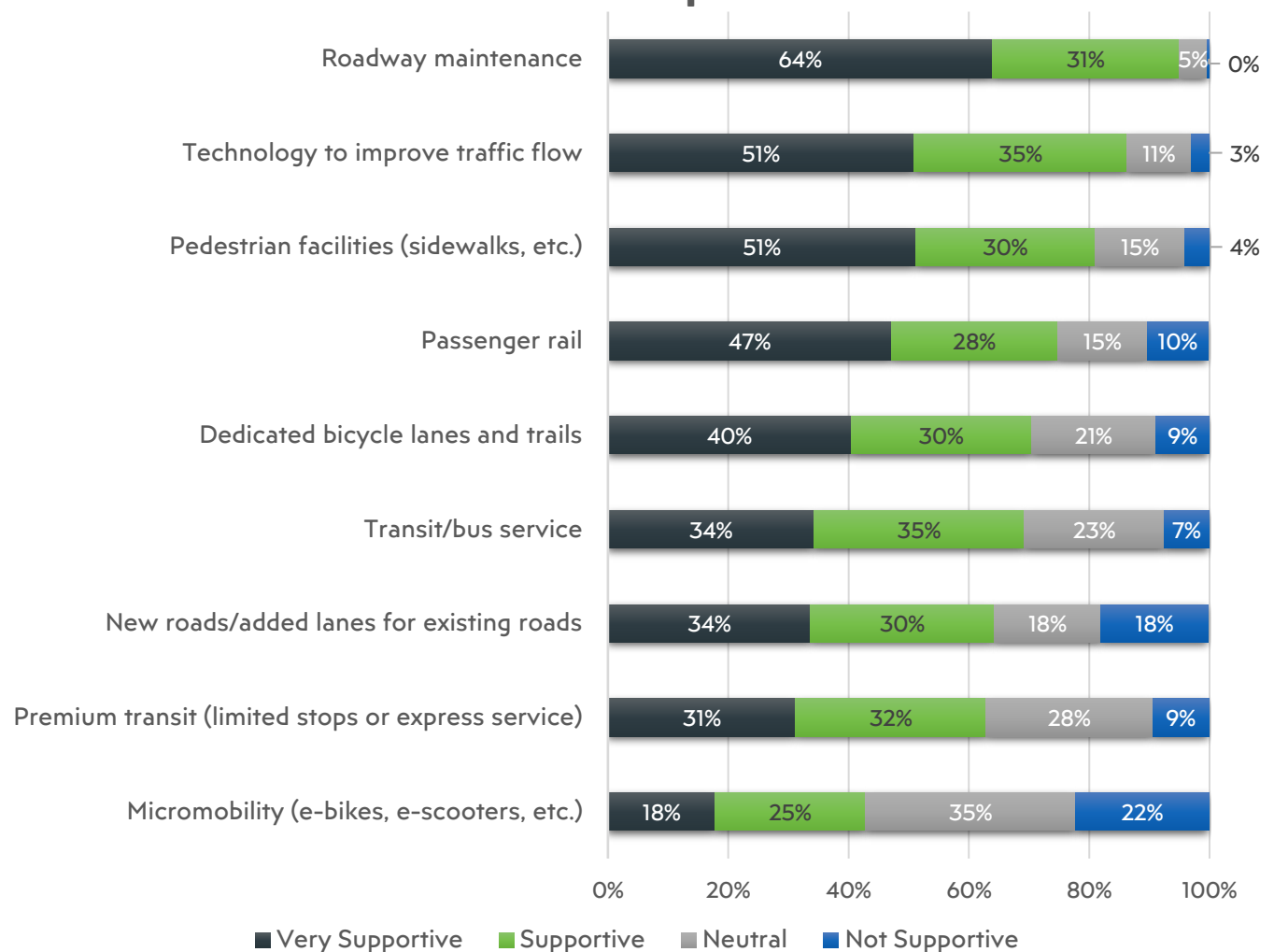
#2 New/Expanded Roads



#3 Passenger Rail



All Responses



Q10. Additional Comments

Question 10 asked ***"Please share any additional comments to share with the study staff in the box below"***. Write-in responses totaled 208 for this question.


Common themes included: Bike lanes, especially across bridges; comments about rail (light and heavy, for and against); concerns for carbon neutrality and weather events; tourism management; concern over growth and roadway expansion; concern over sharing roadways with bicycles and other mobility options; improved bus service; increased park and rides; more mobility solutions/options; desire to be less reliant on cars; growth management.



ALL bridges around Jacksonville should have **pedestrian and bike lanes**, and they should be safely separated from vehicle traffic.



A **rail** connecting JAX airport to St. Augustine to Orlando would transform the northeast for much much better!

Any solutions must include **carbon neutrality**, **extreme weather** events,  **tidal flooding**.



I would take **public transportation** as much as possible if it was **easy and convenient** for my family!



There has to be a balance between **tourism** and looking out for **residents**.



Need **mass transit** in the form of **light rail** and **commuter rail**.

Implement **common sense growth management** practices.



The focus should be **moving people** and **not cars**.



Survey # 2 Summary

Q1. Transportation Priorities

Question 1 of the survey listed 8 transportation priorities and asked the respondents to “**Please rank the following 8 transportation priorities in order of importance with 1 being the most important and 8 being the least important.**”

The top response was ***Maintain/repair roads and bridges***, with the highest score of 5.85. The next highest responses were ***Reduce traffic congestion*** with a score of 5.12 and ***Build more trails and bike paths*** with a score of 5.07. ***Build more trails and bike paths*** received the most #1 priority votes, with 25% of the respondents selecting it as their most important priority.

The lowest priority was ***Invest in transportation technology*** a score of 2.8 followed by ***Build more sidewalks*** with a score of 3.78. ***Invest in transportation technology*** received the most #7 and #8 priority votes, with 55% of the respondents selecting it as their lowest priorities.

Top 3 Transportation Priorities

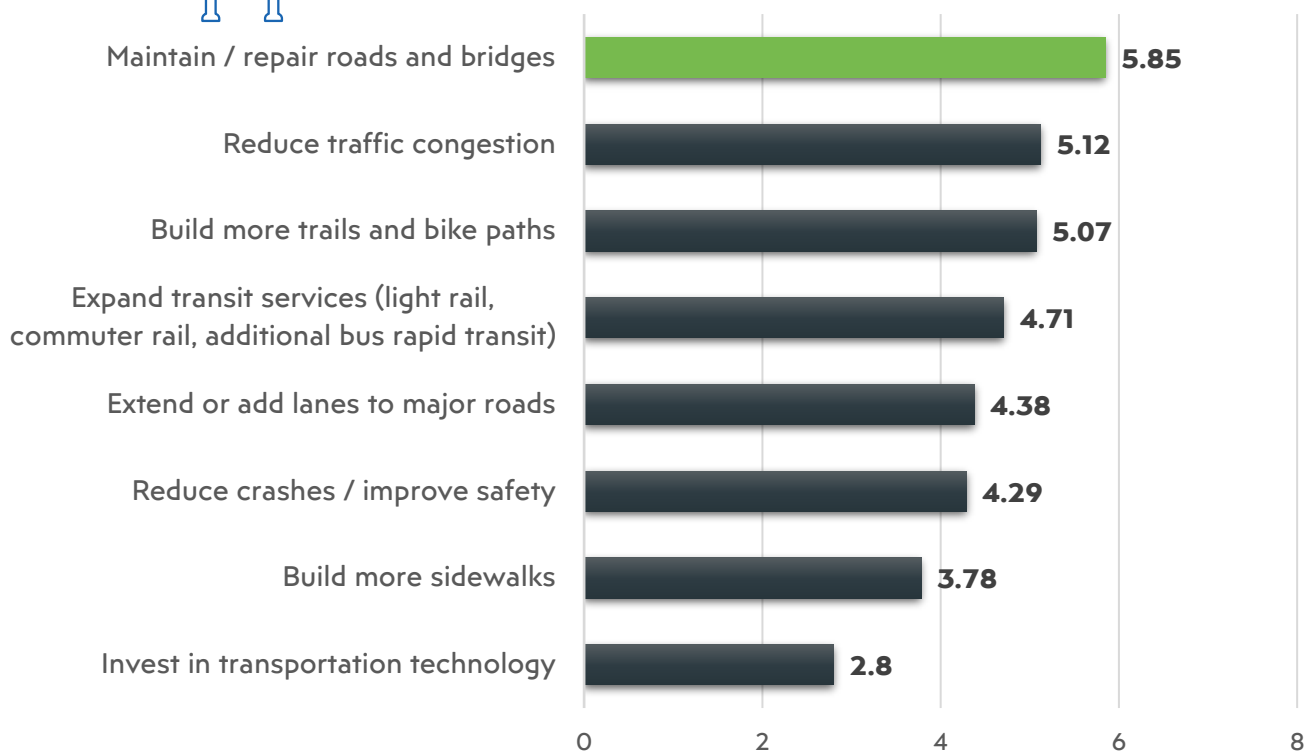
**#1 Maintain/
Repair Roads and
Bridges**



**#2 Reduce Traffic
Congestion**



**#3 Build More
Trails and Bike
Paths**

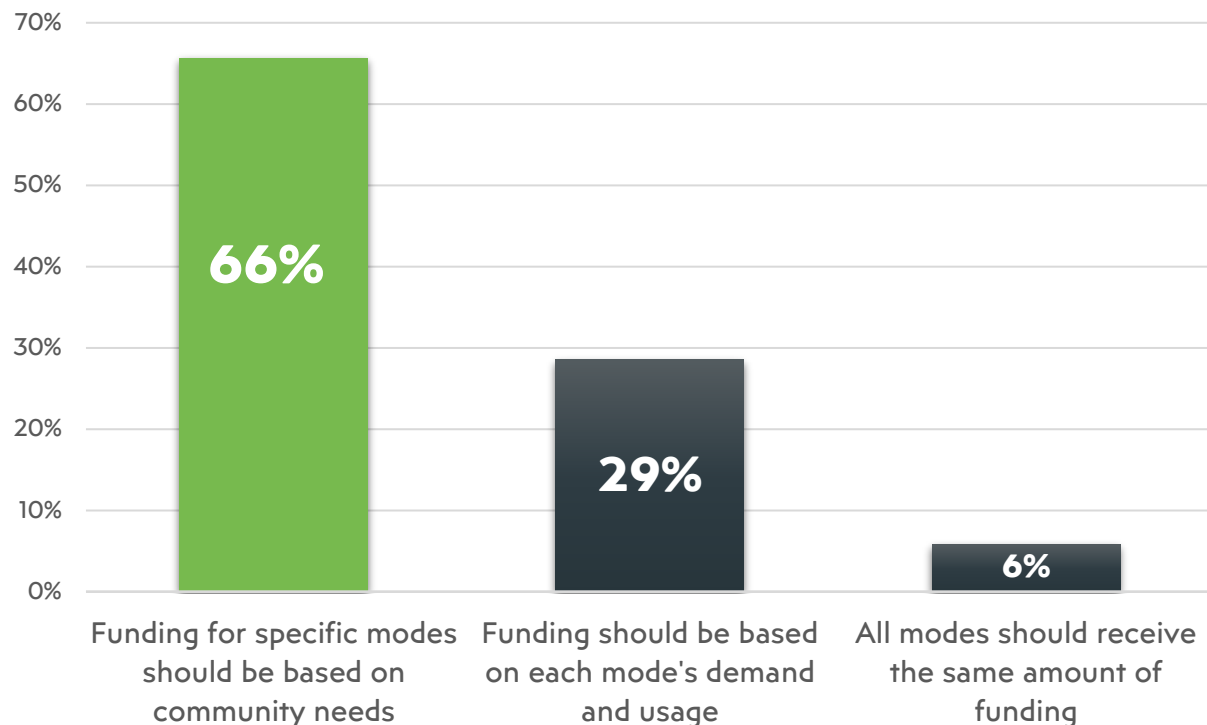
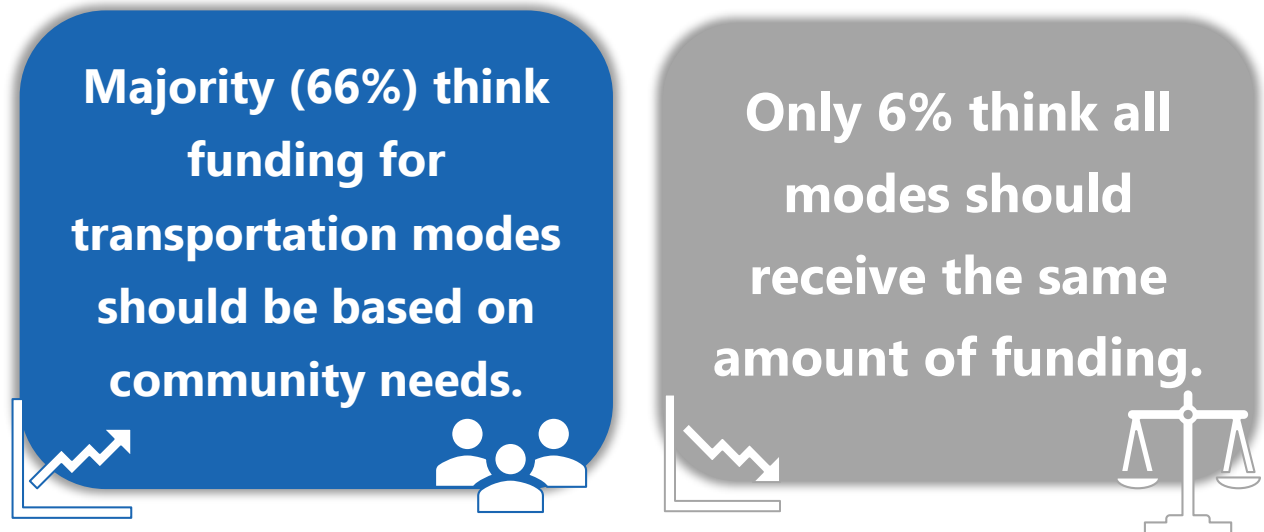


FINAL

Q2. Transportation Funds by Mode

Question 2 asked **“How do you think transportation funds should be allocated among different modes of transportation? (Modes of transportation include roads, public transit, bicycle infrastructure, pedestrian infrastructure, and more.)”**

Two-thirds of the survey respondents (66%) indicated that they think transportation funds by mode should be allocated based on community needs. Less than 10% of the survey respondents think that all modes should receive the same amount of funding. The remaining 29% think that funding should be allocated based on each mode’s demand and usage.



Q3. Transportation Spending Priorities

Question 3 asked “As we prioritize spending on transportation projects, should we invest more, the same, or less than what we are spending on them now?” The options available: **Improve Roadway Safety and Efficiency**; **Improve Walking Conditions**; **Improve Bicycle Conditions**; **Add Lanes to Existing Roads**; **Improve/Add Multi-Use Trails**; **Build New Roads**; and **Improve/Add Transit Services**. Responses to this question yielded the preference to invest more money in non-roadway projects, including walking, biking, and transit and less money in new roadway projects.

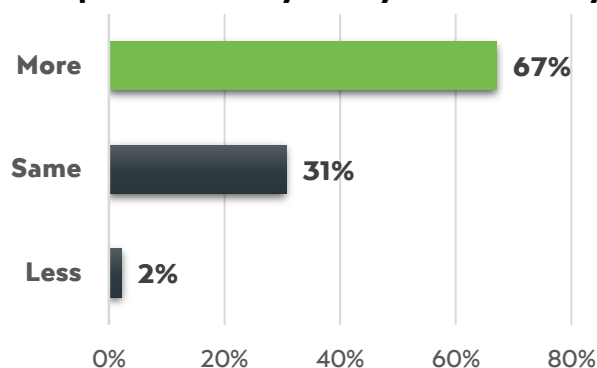
More Spending

The top two categories to prioritize more spending were **Improve Roadway Safety and Efficiency** with 67% voting to increase spending and **Improve Walking Conditions** with 59% voting to increase spending. **Improve Bicycle Conditions** and **Improve/Add Transit Service** were tied for third place with both receiving 56% of the votes to increase spending. The category receiving the fewest “more spending” votes was **Build New Roads** with 28% selecting to increase spending.

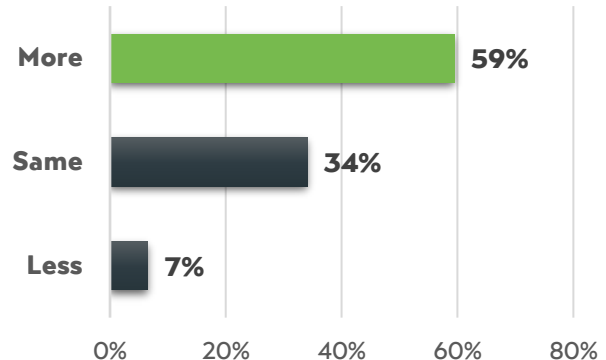
Top 4 More Spending



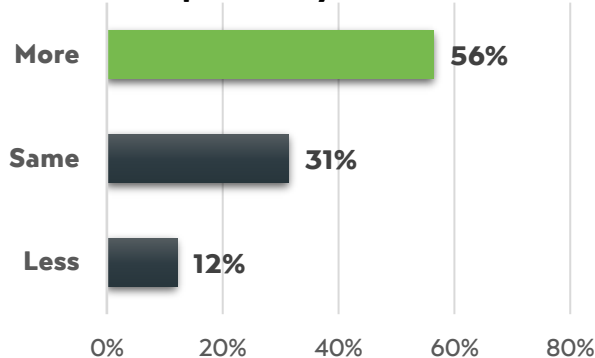
Improve Roadway Safety and Efficiency



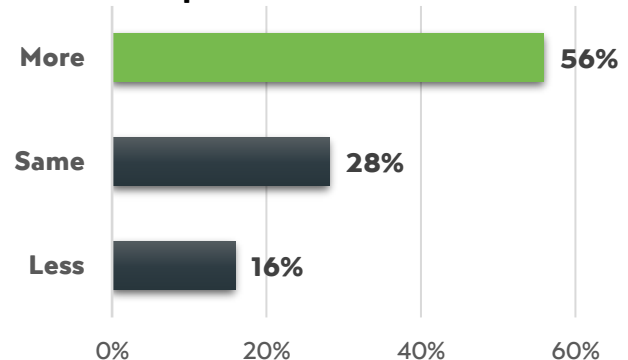
Improve Walking Conditions



Improve Bicycle Conditions

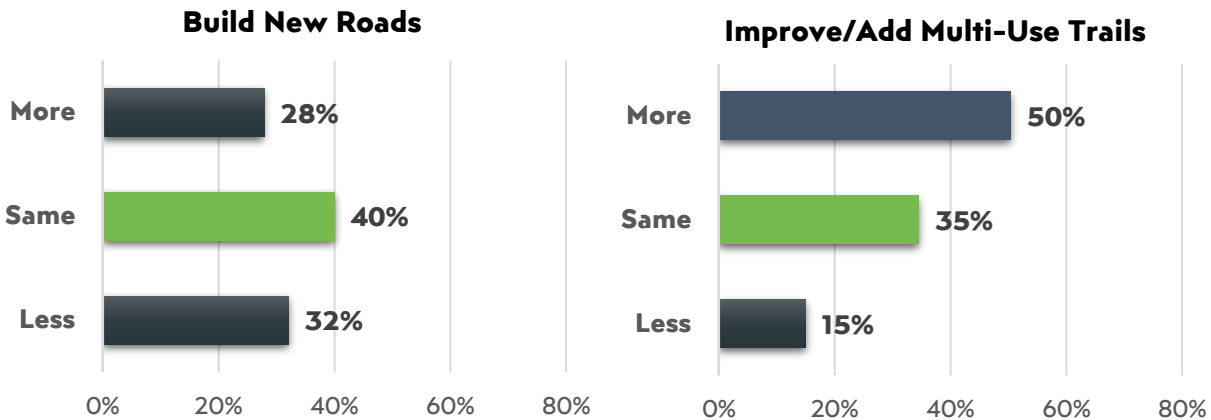


Improve/Add Transit Service



Same Spending

The top category that was selected to keep spending the same was **Build New Roads** with 40% voting to keep spending the same. **Improve Walking Conditions, Improve/Add Multi-Use Trails, and Add Lanes to Existing Roads** all scored similarly with 34%-35% voting to keep spending the same. **Improve/Add Transit Services** Received the fewest votes to keep spending the same, with 28%.

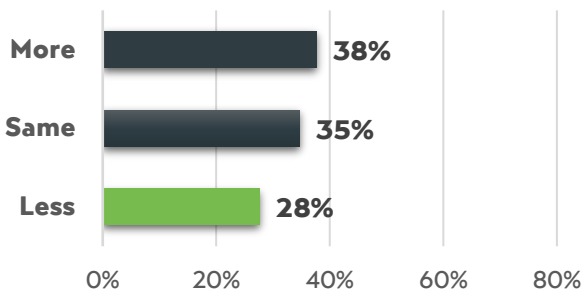


Top 2 Less Spending

#1 Build New Roads

#2 Add Lanes to Existing Roads

Add Lanes to Existing Roads



Less Spending

The top category selected to receive less spending was **Build New Roads** with 32% followed by **Add Lanes to Existing Roads** with 28%.

The categories that received the fewest votes to decrease spending was **Improve Roadway Safety and Efficiency** with 2% and **Improve Walking Conditions** with 7%.

Q4. Most Needed Transportation Improvements (5-10 Years)

Question 4 asked “When looking ahead to the next 5-10 years, what transportation improvements do you think are most needed in the North Florida region?” This was a check all that apply question.

The top three transportation improvements were *Make streets safer for walking and bicycling* with 69%, *Better timing of traffic signals to improve traffic flow* with 66%, and *Apply technology to reduce congestion* with 61%.

The bottom three transportation improvements (that were specified) were *Expand water transportation services* with 19%, *Expand infrastructure for electric vehicles (charging stations, etc.)* with 26%, and *Expand bus service to more hours/more frequent service* with 34%.

Top Three Most Needed



Improvements



#1 Safer streets for walking/biking.

#2 Better traffic signal timing. 

#3 Congestion-reducing technology.

Bottom Three Needed

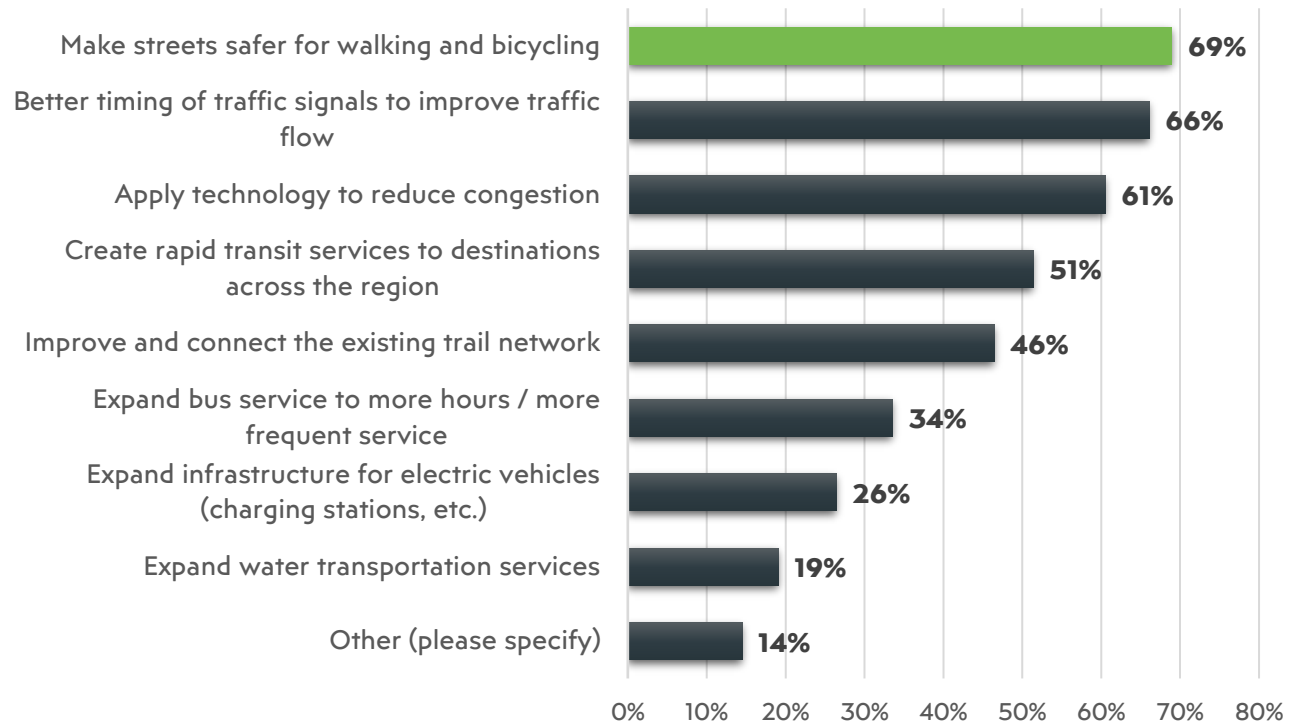


Improvements

#1 Expanded water transportation.

#2 Expanded EV infrastructure. 

#3 Expanded bus hours/frequency.



Q5. \$100 Transportation Project Distribution

Question 5 asked “If you had \$100 to spend on transportation projects, how would you invest your money?”. Respondents could choose to spend all \$100 in one area, or divide it amongst several.

The top response was **Improve roadway safety and efficiency** with 26% of the budget invested. Followed by **Improve/add Transit Services** with 18% of the budget. **Improve Bicycle Infrastructure** and **Improve Walking Infrastructure** scored almost evenly with 12% and 14% invested each.

The lowest responses were **Build new roadways** with 10% invested, **Improve/add multi-use trails** with 9% invested.

Top 3 Transportation Investments

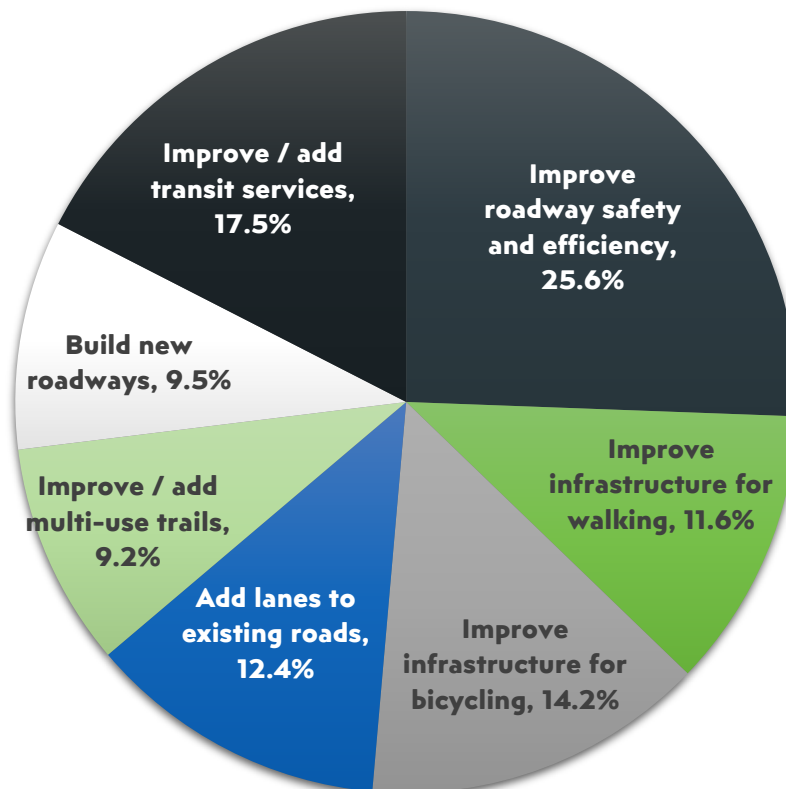
**#1 Improve
Roadway Safety
and Efficiency**



**#2 Improve
Transit Services**



**#3 Improve Biking
Infrastructure**



Q6. Additional Comments

Question 10 asked *“Please share any additional comments you have about transportation priorities for North Florida with project staff using the comment box below”*. There were a total of 493 write-in responses for this question.

Common themes included: shifting the focus from roadway improvements to other modes; better public transportation; bicycle improvements; car-dependence; safer roads for all users; expanded commuting options; enforcement of existing laws and regulations; site-specific issues; mass transit and rail service; increased wayfinding signage for tourists; distracted driving; existing roadway maintenance and repair; concern over logging trucks, commercial trucks, and chemical transportation; emissions-reduction; concern over land use and population growth; increased shade for walkways



Vastly increasing **public transportation options and capacity** is the most important thing we can do for the future of our region.



Escape the **debt spiral of car dependency** and invest in a more **walkable North Florida**.



We need **more commuting options** besides cars and freeways.



Invest in clean, safe, efficient **public transit** and multi-modal transit like **safe bike lanes** and **sidewalks**.



The goal is **reducing emissions!** **Bicycles** and **mass transit** are our **only hope!**



Money should be spent to **maintain what is already in place**.



We need **dedicated bike paths** for daily commuters.



Current **deferred maintenance** of existing infrastructure is snowballing.

Survey # 3 Summary

Q1. LRTP Familiarity

Question 1 of the survey asked “How familiar are you with the North Florida Transportation Planning Organization’s Long Range Transportation Plan (LRTP)?”

Nearly half of the respondents (48.9%) were *not familiar* with the LRTP. Approximately 42% of the respondents indicated that they were *somewhat familiar* with the LRTP. Only 8.6% of the respondents indicated that they were *very familiar* with the LRTP.



LRTP Familiarity

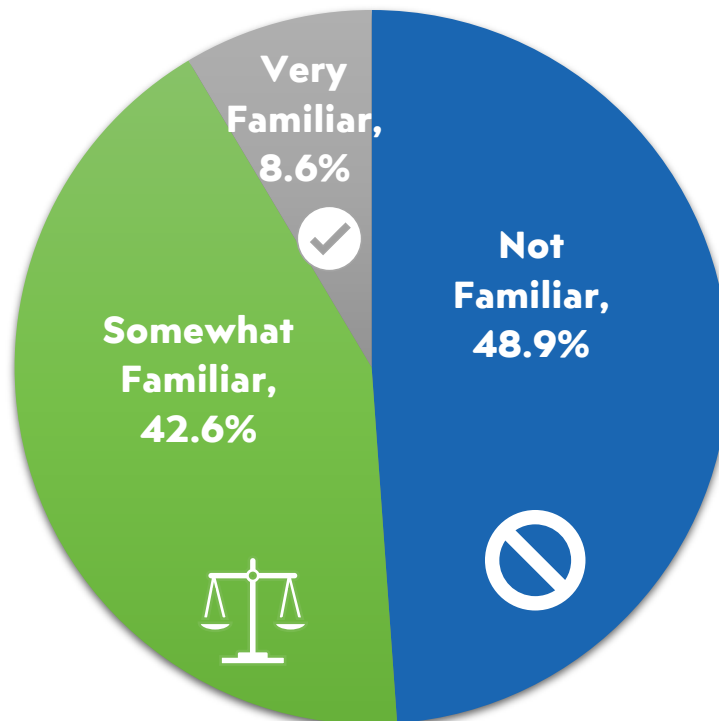
Not Familiar
49%



Somewhat
Familiar
43%



Very Familiar
9%



Q2. Primary Transportation Mode

Question 2 asked “**What is your primary mode of transportation?** (Modes of transportation include car, bus, bicycle, walk, ridesharing services, carpool).”

A significant majority of the respondents (94.4%) use a **car** as their primary mode of transportation. The second most popular primary mode of transportation was **bicycle with 2.6%** followed by **bus with 1.2%**. **Less than 1%** of the respondents **walk** as their primary transportation mode or **rideshare/carpool**.



#1 Transportation Mode

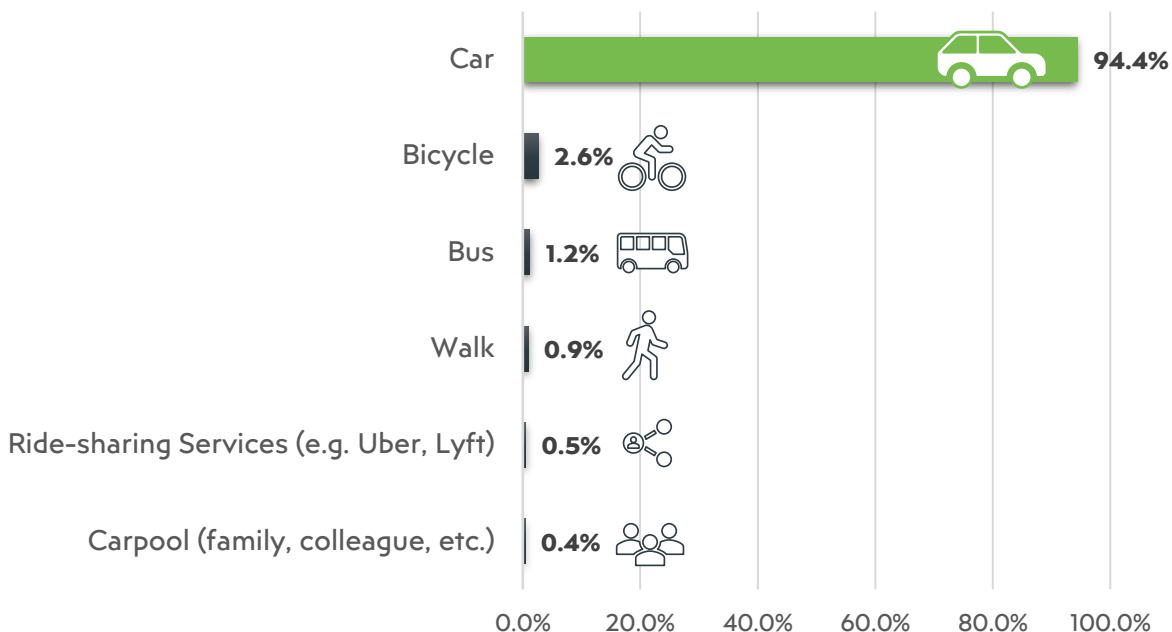


Majority (94.4%) use a car as their primary mode of transportation.

#2 Transportation Mode



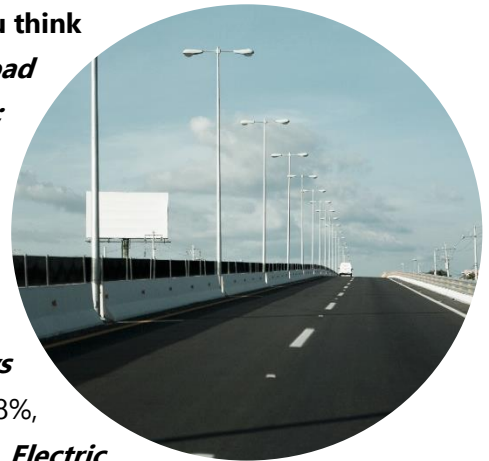
Bicycle is second most popular primary transportation mode.



Q3. Transportation Project Priorities

Question 3 asked “Which types of transportation projects do you think should be prioritized in the LRTP?” The options available were: **Road Improvements**; **Public Transit Expansion**; **Bicycle Lanes**; **Pedestrian Walkways**; **Traffic Safety Enhancements**; **Infrastructure for Electric Vehicles**; and **Other**. This was a select all that apply question.

The top two investment priorities were **Road Improvements** with 66% and **Public Transit Expansion** with 62%. **Pedestrian Walkways** and **Traffic Safety Enhancements** scored similarly with 50% and 48%, respectively. The two lowest priorities were **Infrastructure for Electric Vehicles** (18%) and **Other** (10%). Many of the **Other** suggested improvements included the request for bicycle paths physically separated from the roadway, location-specific improvements, and commuter/high speed rail.



Top 3 Project Priorities

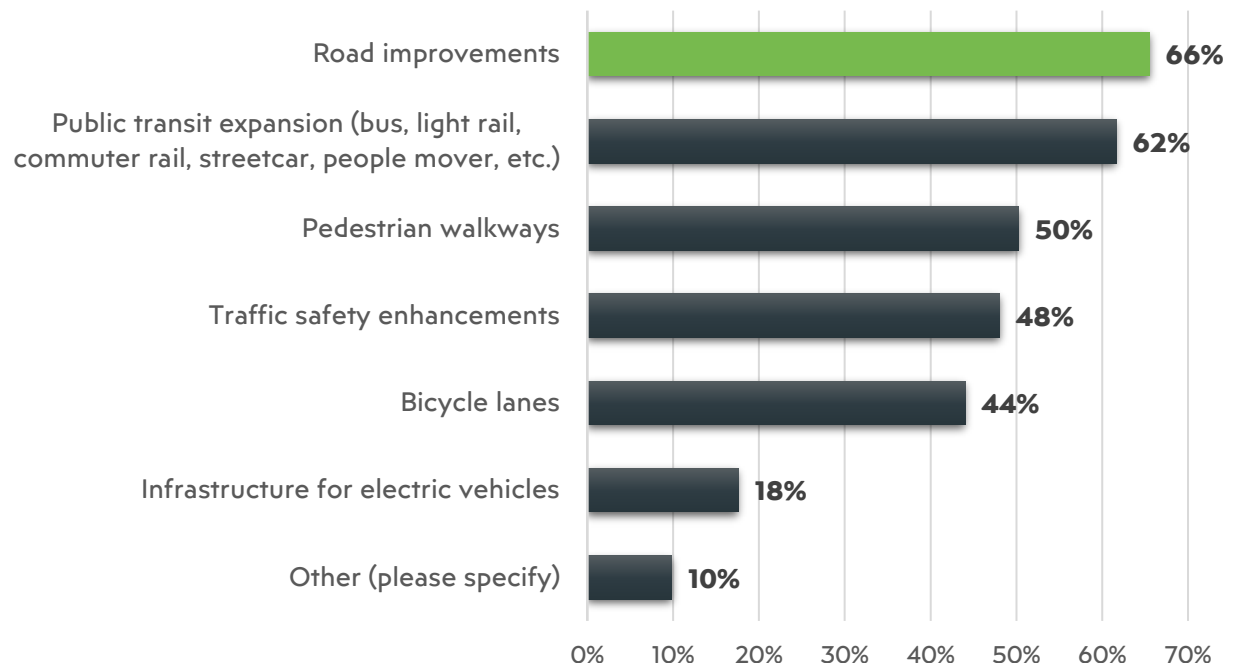
**#1 Road
Improvements**



**#2 Public Transit
Expansion**



**#3 Pedestrian
Walkways**






Q4. Transportation Improvement Priorities

Question 4 asked “How would you rank the following transportation improvements in terms of priority? Rank 1 to 5, with 1 being the highest priority.” The available transportation improvements were: **Reducing Traffic Congestion, Expanding Public Transit, Improving Road Safety, Enhancing Bicycle and Pedestrian Infrastructure, and Environmental Sustainability.**

The top three transportation improvements were **Reducing Traffic Congestion** with a score of 3.59, **Expanding Public Transit** with a score of 3.33, and **Improving Road Safety** with a score of 3.3. The bottom two transportation improvements were **Enhancing Bicycle and Pedestrian Infrastructure** with a score of 2.76 and **Environmental Sustainability** with a score of 2.02.

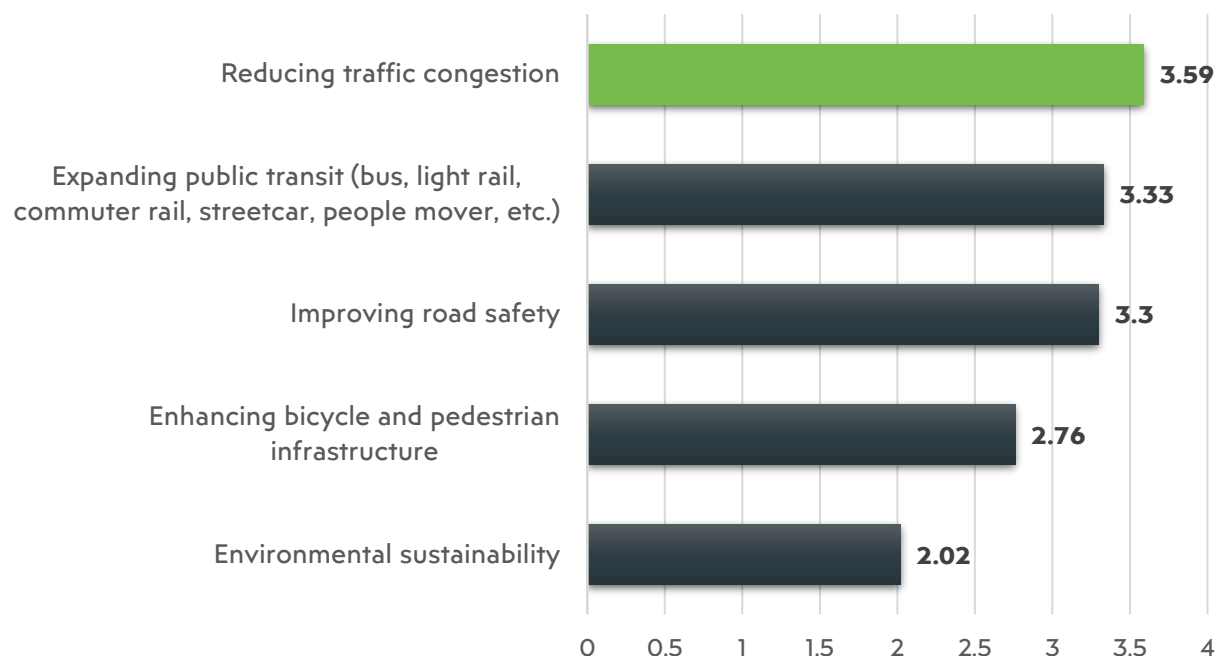


Top Three Improvement Priorities

- #1 Reducing Traffic Congestion 
- #2 Expanding Public Transit 
- #3 Improving Road Safety 

Bottom Two Improvement Priorities

- #4 Enhancing Bike/Ped Infrastructure 
- #5 Environmental Sustainability 



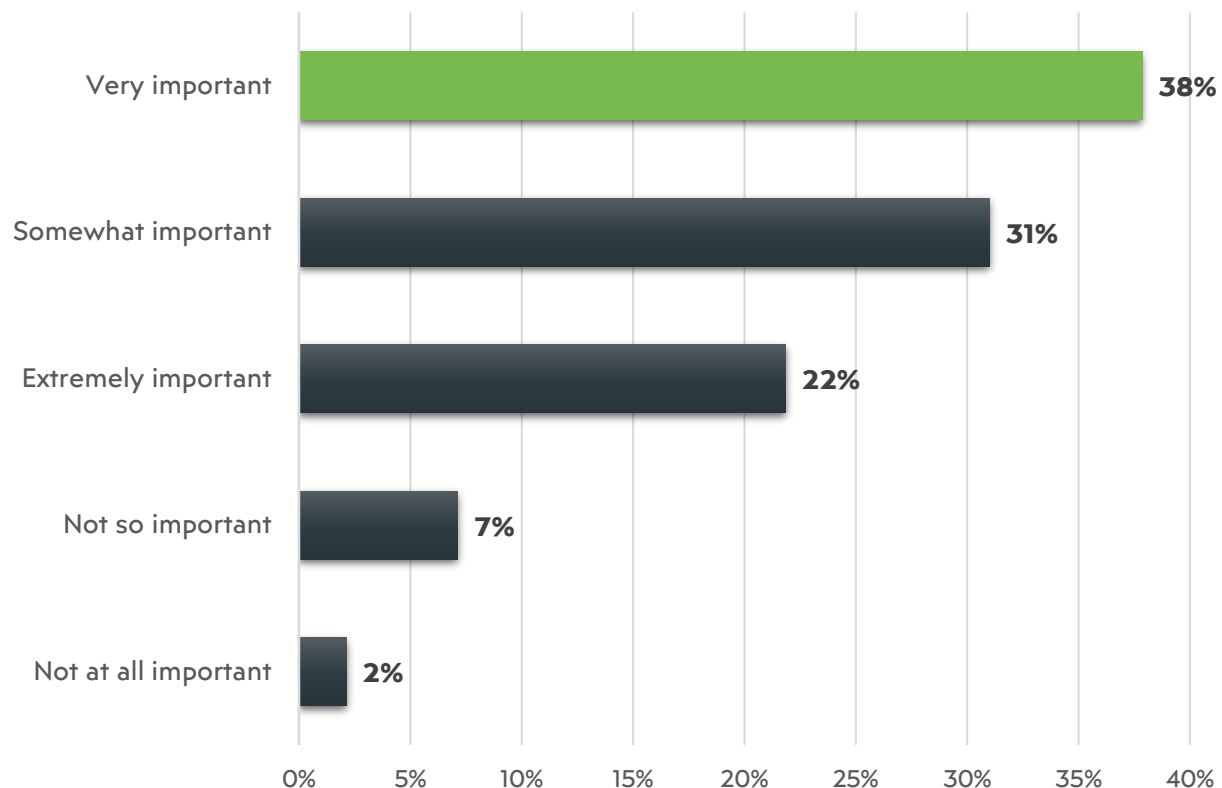
Q5. Cost Effectiveness

Question 5 asked “How important is it to you that transportation projects are cost effective?”

Respondents could choose: Not at all important, somewhat important, very important, or extremely important.

Over half of the respondents (60%) indicated that cost effectiveness was either **Extremely Important** (22%) or **Very Important** (38%) to them. Less than 10% indicated that cost effectiveness was **Not So Important** (7%) or **Not At All Important** (2%).

Cost Effectiveness is a **Very Important** to **Extremely Important** element to transportation projects.



Q6, Tax Increase for Transportation Projects

Question 6 asked “**Would you support additional taxes to increase the revenues available to implement transportation projects?**”

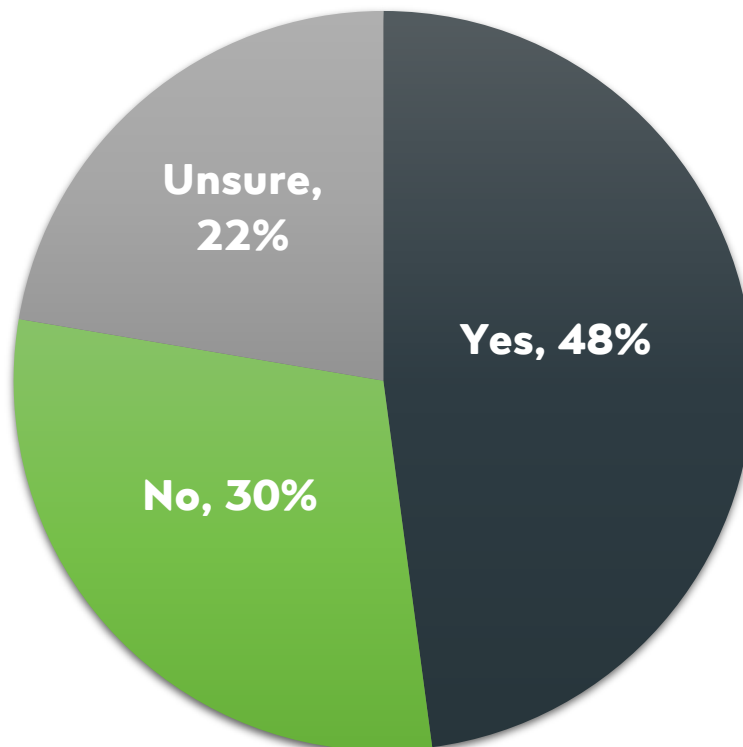
Nearly half of the respondents (48%) indicated that they would support additional taxes to fund transportation projects.

Approximately 30% indicated that they would not support a tax increase, and 22% were unsure if they would support a tax increase.



Nearly half (48%) of respondents would **support a tax increase** to fund transportation projects.

Fewer than 30% respondents would **NOT support a tax increase** to fund transportation projects.

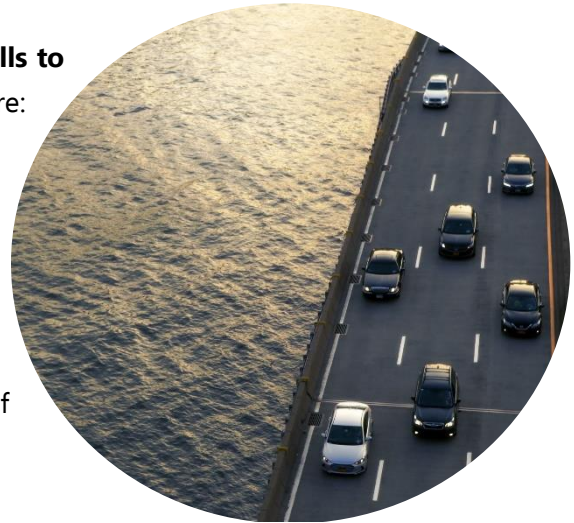


Q7. Tolls to Fund Transportation Projects

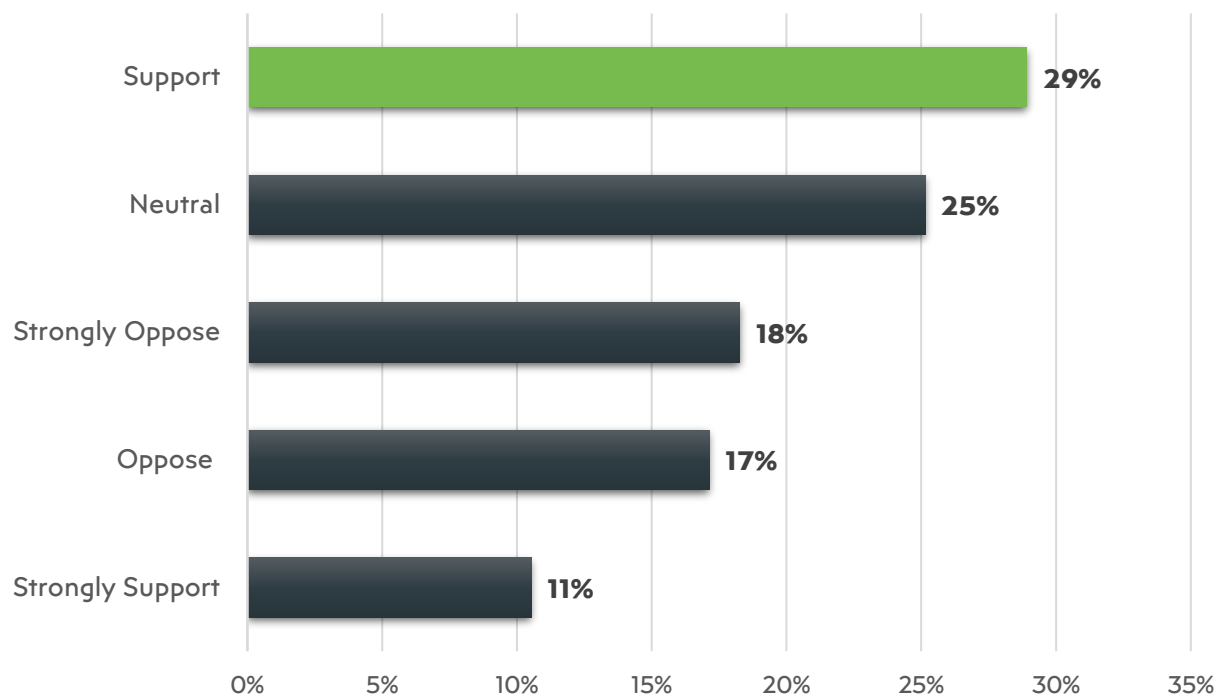
Question 7 asked “How do you feel about the use of tolls to fund specific transportation projects?” The options were:

Strongly Oppose, Oppose, Neutral, Support, and Strongly Support.

Approximately **40%** of the respondents *either **Support or Strongly Support*** the use of tolls to fund transportation projects whereas **35%** either ***Oppose or Strongly Oppose*** tolls as a funding mechanism. The remaining 25% of respondents were neutral on the subject.



More respondents SUPPORT the use of **tolls** to fund transportation projects (40%) than those that **do NOT SUPPORT** the use of tolls (35%).



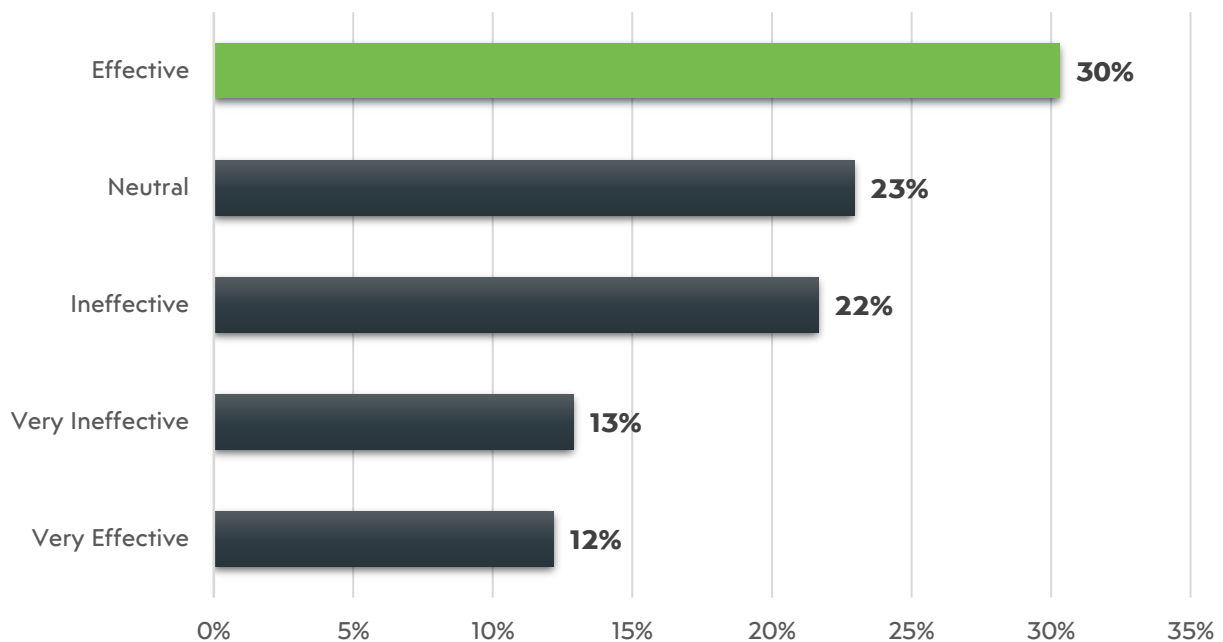
Q8. New Road Construction Effectiveness

Question 8 asked “**How effective do you believe new road construction will be in improving transportation in your area?**” The options were: Very Ineffective, Ineffective, Neutral, Effective, and Very Effective.

Approximately 42% of the respondents believe that new road construction will be **Effective** or **Very Effective** in improving transportation in their area, whereas 35% think it will be either **Ineffective** or **Very Ineffective**. The remaining 23% of respondents had a **Neutral** opinion.



More respondents find **new road construction** to be **EFFECTIVE** (42%) in improving transportation in their area versus 23% who **DO NOT** think new road construction is effective.



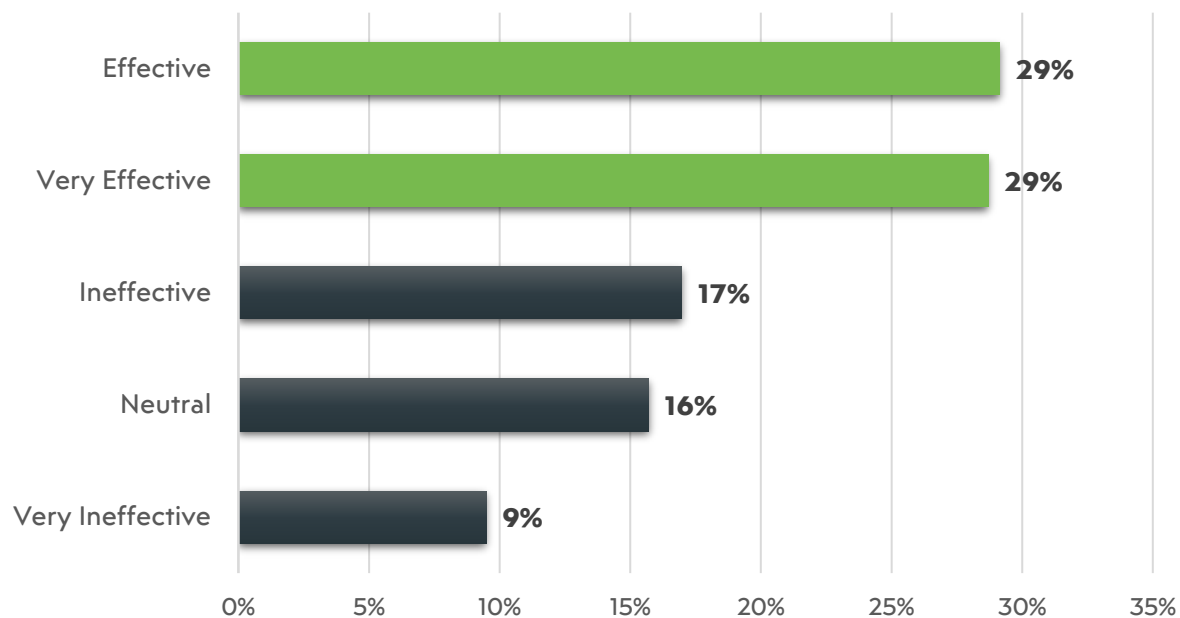
Q9. Public Transit Expansion

Question 9 asked “**How effective do you believe public transit expansion will be in improving transportation in your area?**” The options were: Very Ineffective, Ineffective, Neutral, Effective, and Very Effective.

A **majority** of respondents (58%) believe that public transit expansion will be **Effective** or **Very Effective** in improving transportation in their area. Approximately 26% think it will be either **Ineffective** or **Very Ineffective**. The remaining 16% of respondents had a **Neutral** opinion.



MOST respondents believe **public transit expansion** to be **EFFECTIVE or VERY EFFECTIVE** (58%) in improving transportation in their area. Only 16% who **DO NOT** think public transit expansion will be effective.



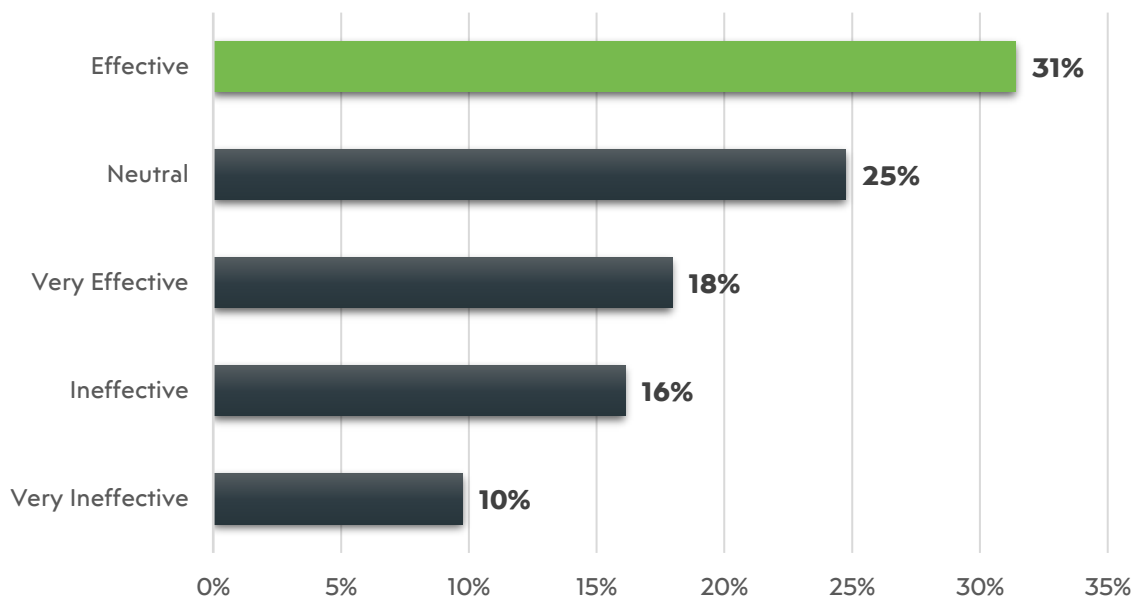
Q10. Bicycle Improvements

Question 10 asked “**How effective do you believe bicycle improvements will be in improving transportation in your area?**” The options were: Very Ineffective, Ineffective, Neutral, Effective, and Very Effective.

Nearly half of respondents (49%) believe that bicycle improvements will be **Effective** or **Very Effective** in improving transportation in their area. Approximately 26% think it will be either **Ineffective** or **Very Ineffective**. The remaining 25% of respondents had a **Neutral** opinion.



Half of the respondents believe **bicycle improvements** to be **EFFECTIVE** or **VERY EFFECTIVE** (49%) in improving transportation in their area. Approximately 26% **DO NOT** think bicycle improvements will be effective.



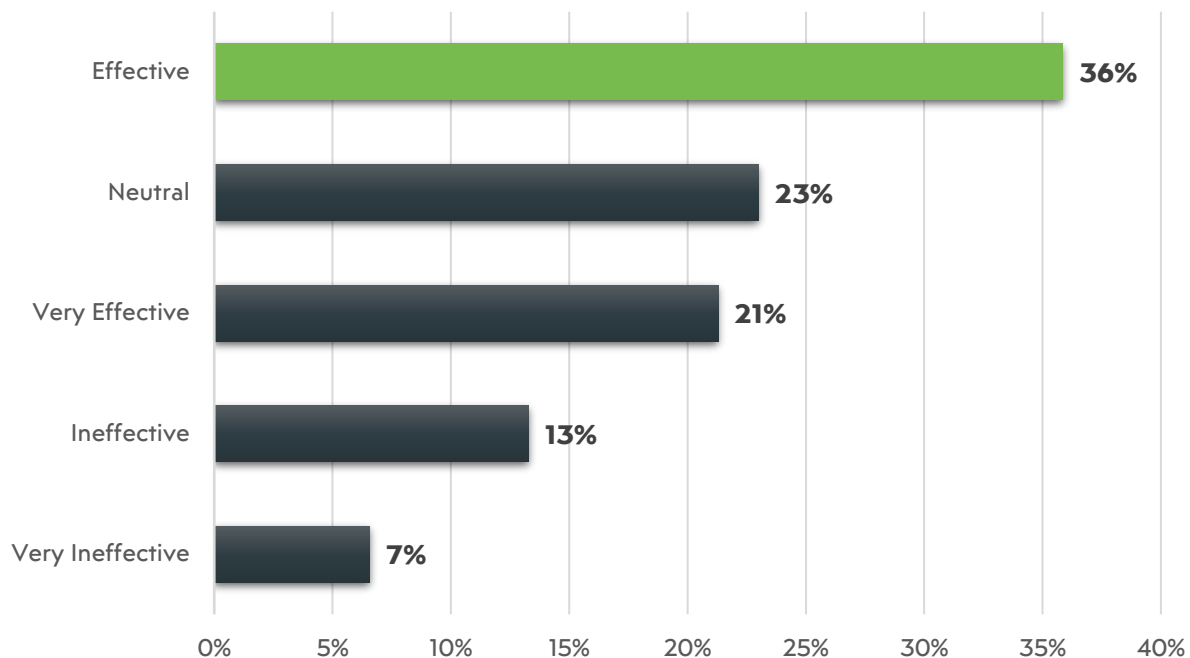
Q11. Pedestrian Improvements

Question 11 asked “**How effective do you believe pedestrian improvements will be in improving transportation in your area?**” The options were: Very Ineffective, Ineffective, Neutral, Effective, and Very Effective.

A **majority** of respondents (57%) believe that pedestrian improvements will be **Effective** or **Very Effective** in improving transportation in their area. Only 20% think it will be either **Ineffective** or **Very Ineffective**. The remaining 23% of respondents had a **Neutral** opinion.



Majority believe **pedestrian improvements** to be **EFFECTIVE or VERY EFFECTIVE** (57%) in improving transportation in their area. Only 20% **DO NOT** think bicycle improvements will be effective.



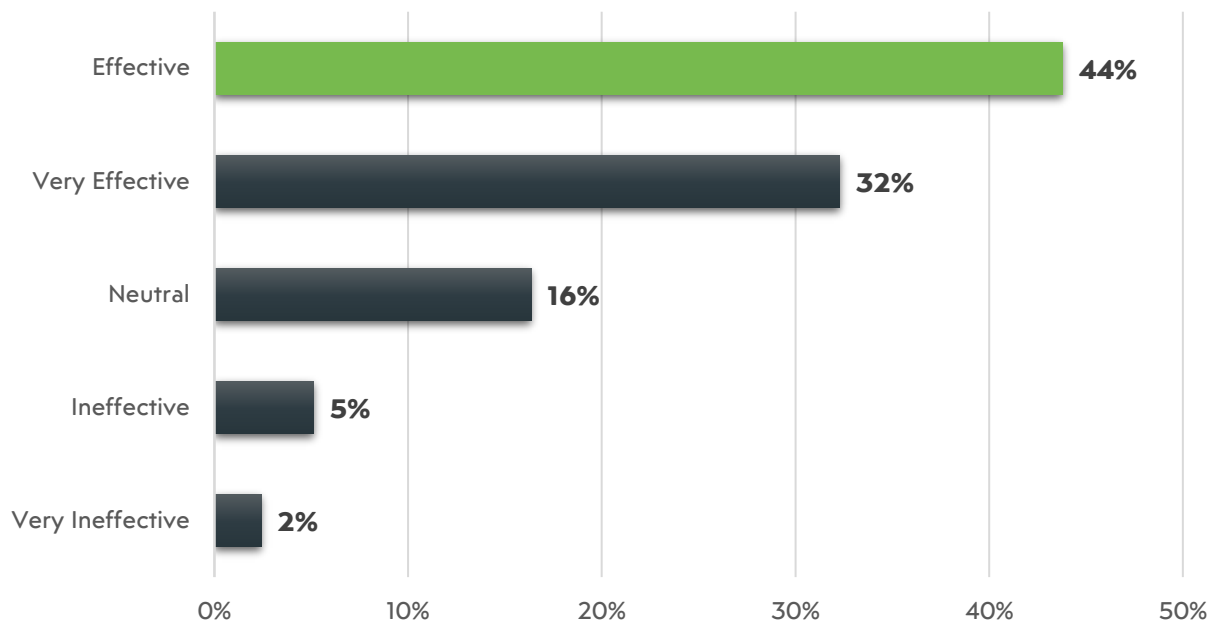
Q12. Traffic Signal Optimization

Question 12 asked “**How effective do you believe traffic signal optimization will be in improving transportation in your area?**” The options were: Very Ineffective, Ineffective, Neutral, Effective, and Very Effective.

A **significant majority** of respondents (76%) believe that traffic signal optimization will be **Effective** or **Very Effective** in improving transportation in their area. Only 7% think it will be either **Ineffective** or **Very Ineffective**. The remaining 16% of respondents had a **Neutral** opinion.



A significant majority believe **traffic signal optimization** to be **EFFECTIVE or VERY EFFECTIVE** (76%) in improving transportation in their area.



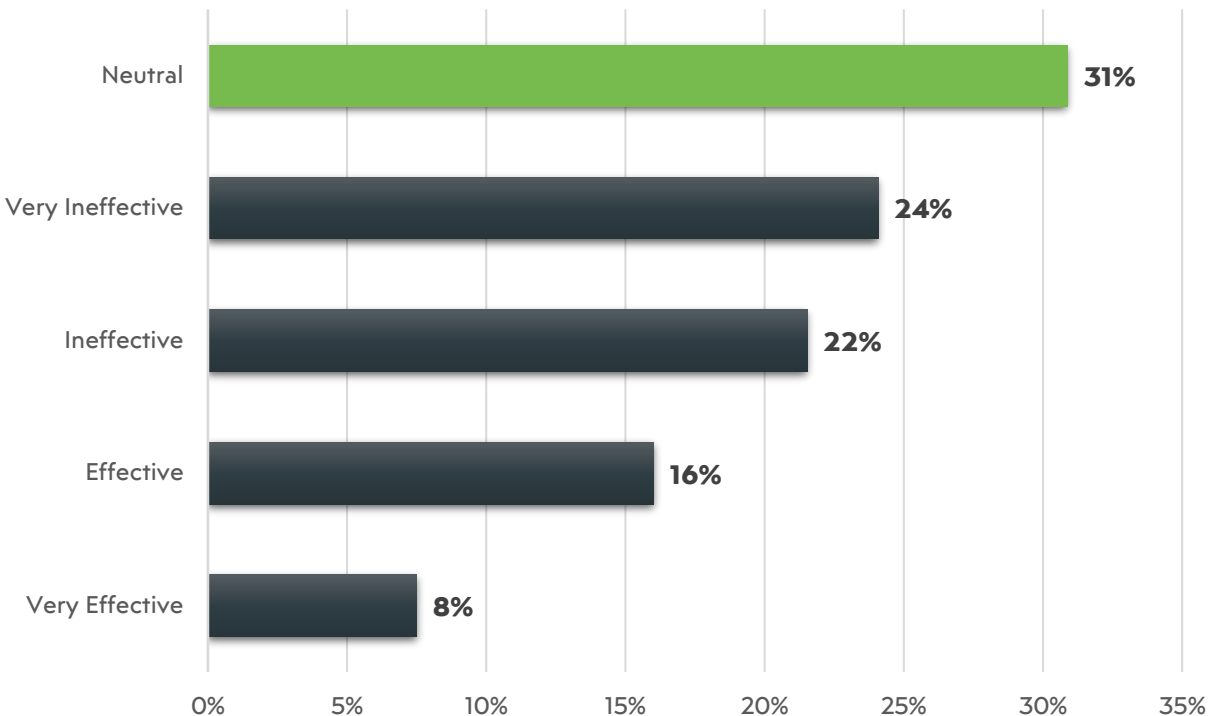
Q13. Electric Vehicles

Question 13 asked “How effective do you believe infrastructure for electric vehicles will be in improving transportation in your area?” The options were: Very Ineffective, Ineffective, Neutral, Effective, and Very Effective.

Approximately 46% of respondents believe that electric vehicle infrastructure will be **Ineffective** or **Very Ineffective** in improving transportation in their area. Only 24% think it will be either **Effective** or **Very Effective**. The remaining 31% of respondents had a **Neutral** opinion.



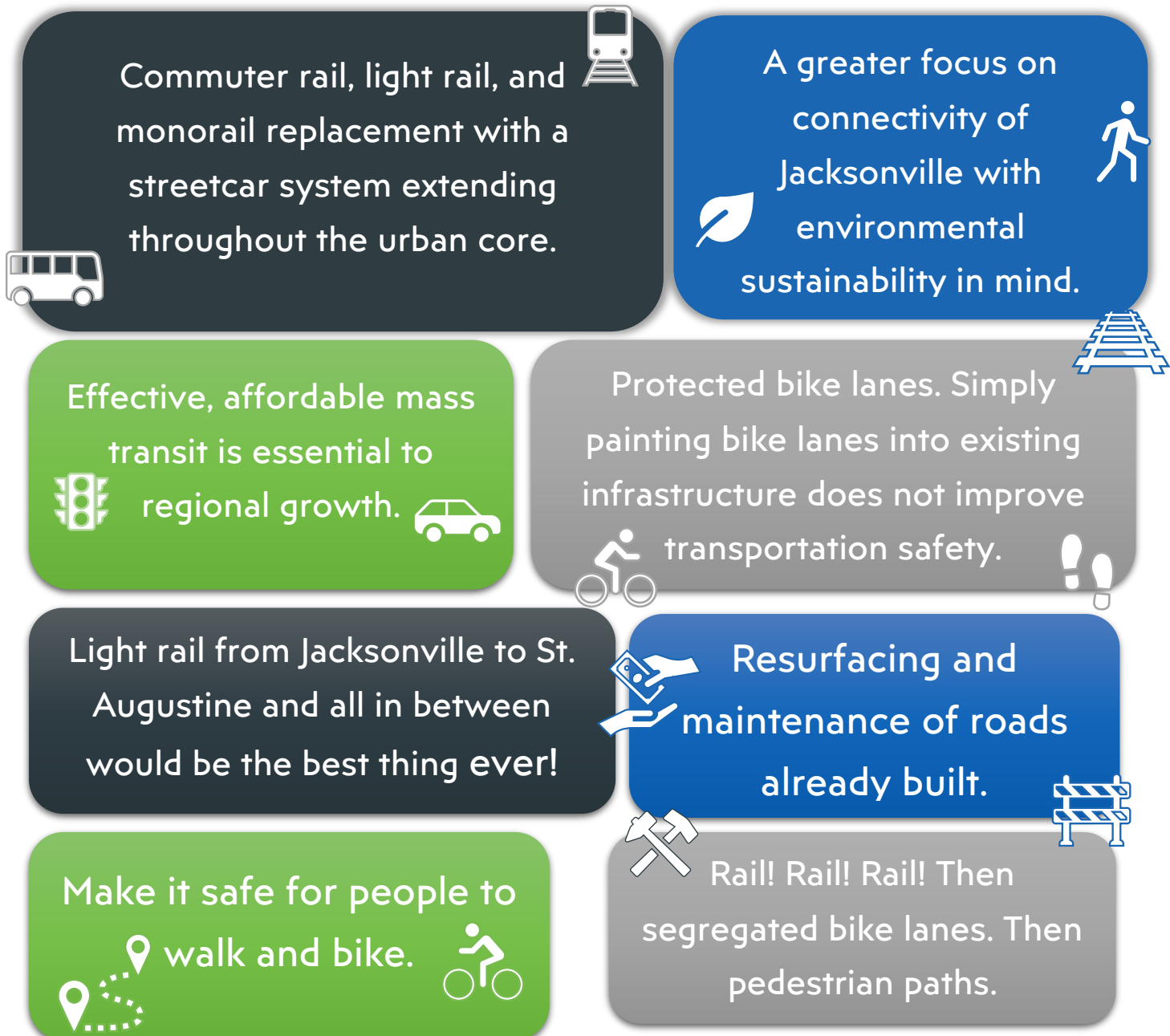
More believe **electric vehicle infrastructure** to be **INEFFECTIVE or VERY INEFFECTIVE** (46%) in improving transportation in their area than those that **DO** think bicycle improvements will be effective (24%).



Q14. Specific Transportation Projects

Question 14 asked ***“Are there any specific transportation projects you think should be included in the LRTP?”***. There were a total of 281 write-in responses for this question.

Common themes included: Commuter rail expansion; protected bike lanes; light rail expansion; express rail expansion; bus service and related bus-infrastructure expansion; more walkways and raised pathways; connectivity to the airport; improving existing roads and roadway maintenance; expanded ferry service; increased bicycle and pedestrian safety; and transportation and growth management strategies.



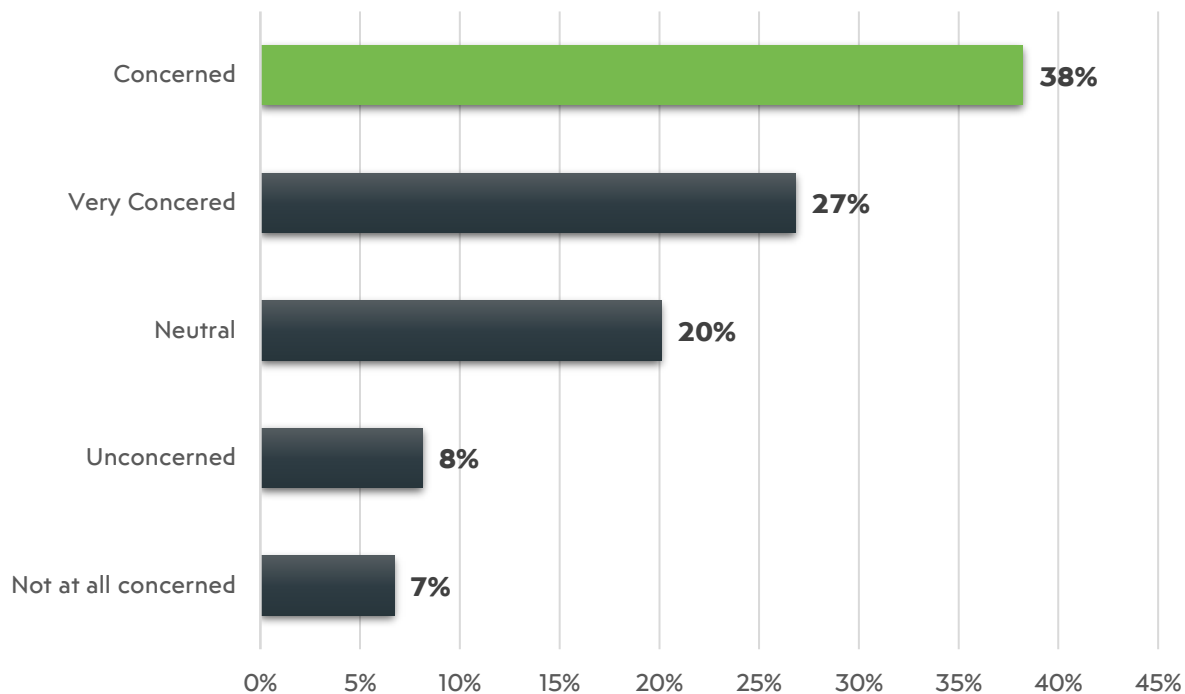
Q15. Environmental Impact

Question 15 asked “**How concerned are you about the environmental impact of transportation projects?**” The options were: Not at all concerned, Unconcerned, Neutral, Concerned, and Very Concerned.

A majority off respondents (65%) are either **very concerned or concerned** about the environmental impacts of transportation projects.. Only 15% are unconcerned or not at all concerned. The remaining 20% of respondents had a **Neutral** opinion.



Most respondents are concerned or very concerned about the environmental impacts of transportation projects.



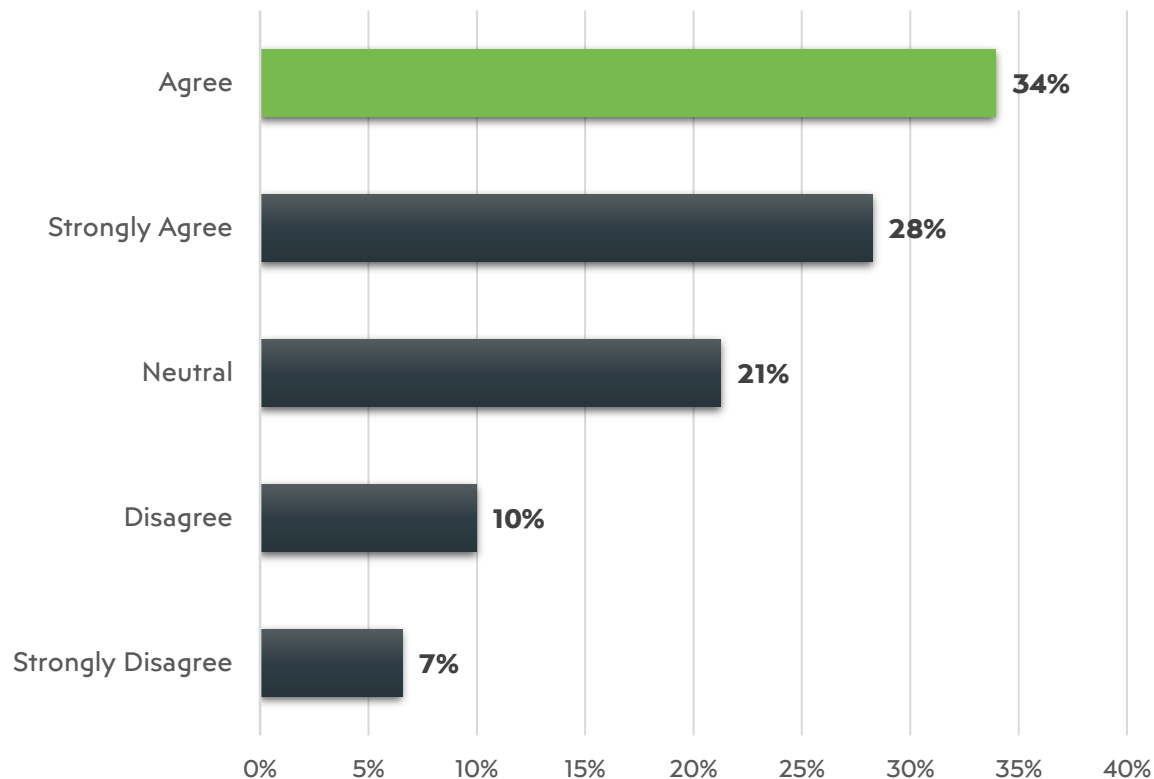
Q16. Environmental Impact

Question 16 asked “How do you feel about the following statement? The L RTP should prioritize projects that promote environmental sustainability.” The options were: Strongly disagree, Disagree, Neutral, Agree, and Strongly Agree.

Similar to Question 15, a majority of respondents (62%) either **Agree or Strongly Agree** about the with the statement. Only 17% **Disagree** or **Strongly Disagree** with the statement. The remaining 21% of respondents had a **Neutral** opinion.



Most respondents agree or strongly agree that **environmental sustainability** should be prioritized.



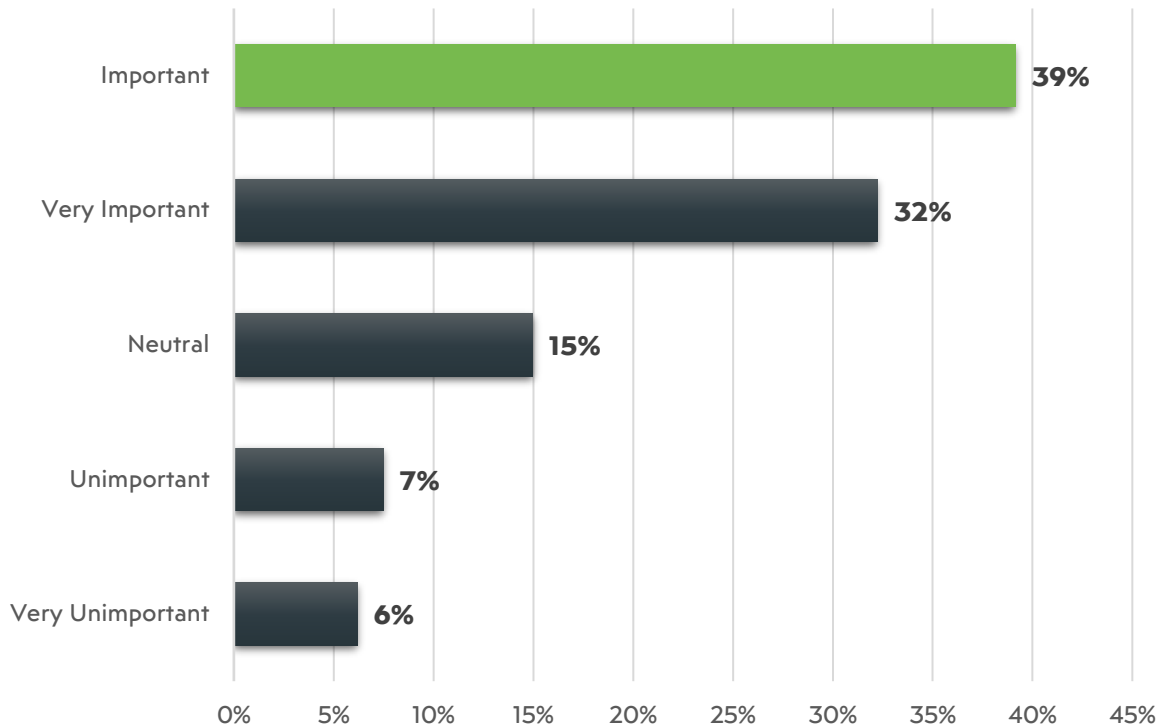
Q17. Equity

Question 17 asked “How important is it to you that transportation projects are spread equitably across the community?” The options were: Very unimportant, Unimportant, Neutral, Important, and Very Important.

A majority of respondents (71%) indicated that equity in transportation projects was **Important** or **Very Important** to them. Equity was either **Unimportant** or **Very Unimportant** to 13% of respondents. The remaining 15% of respondents had a **Neutral** opinion.



Equity is considered **important or very important** in transportation projects.



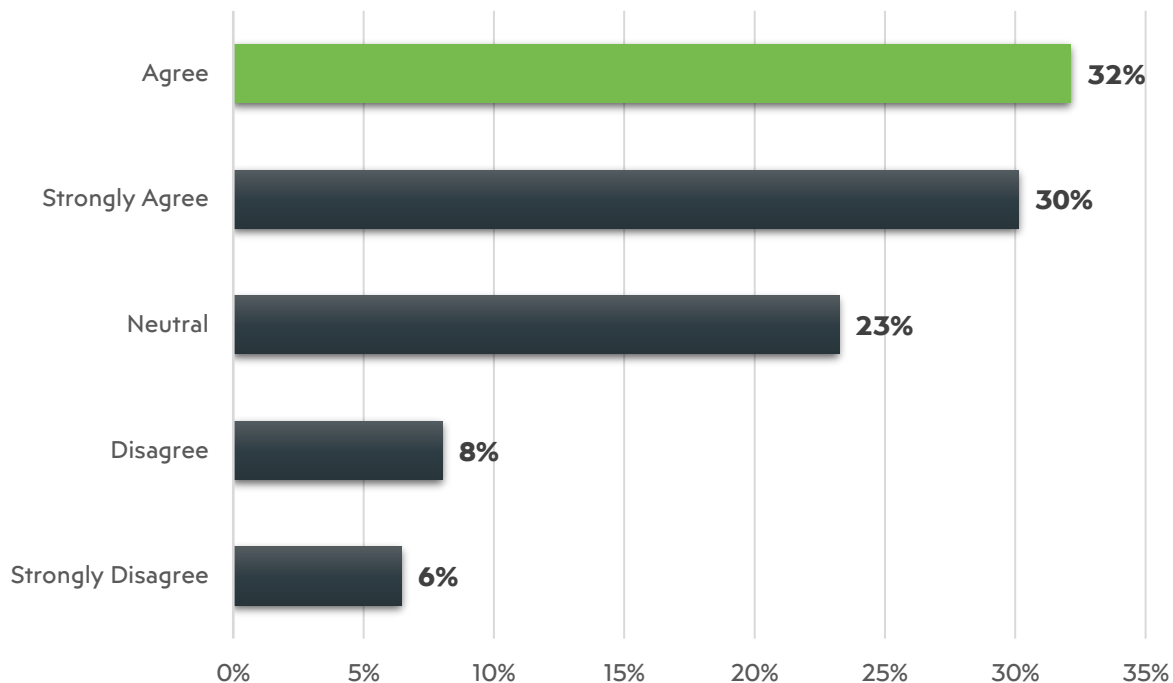
Q18. Accessibility

Question 18 asked “How do you feel about the following statement? The LRTP should prioritize projects that improve transportation accessibility for traditionally underserved communities.” The options were: Strongly disagree, Disagree, Neutral, Agree, and Strongly Agree.

Similar to Question 17, a majority of respondents (62%) **Agree** or **Strongly Agree** that transportation accessibility for traditionally underserved communities **should be prioritized**. Only 14% indicated that transportation accessibility should not be prioritized. The remaining 23% of respondents had a **Neutral** opinion.



Transportation **accessibility for traditionally underserved communities** should be prioritized in transportation projects.



Q19. Future Trends and Technologies

Question 19 asked “**What future transportation trends or technologies do you think should be considered in the LRTP?**” The options were: Autonomous vehicles, Shared mobility services, Commuter rail, Micromobility (e.g. e-scooters, bike-sharing), and Other.

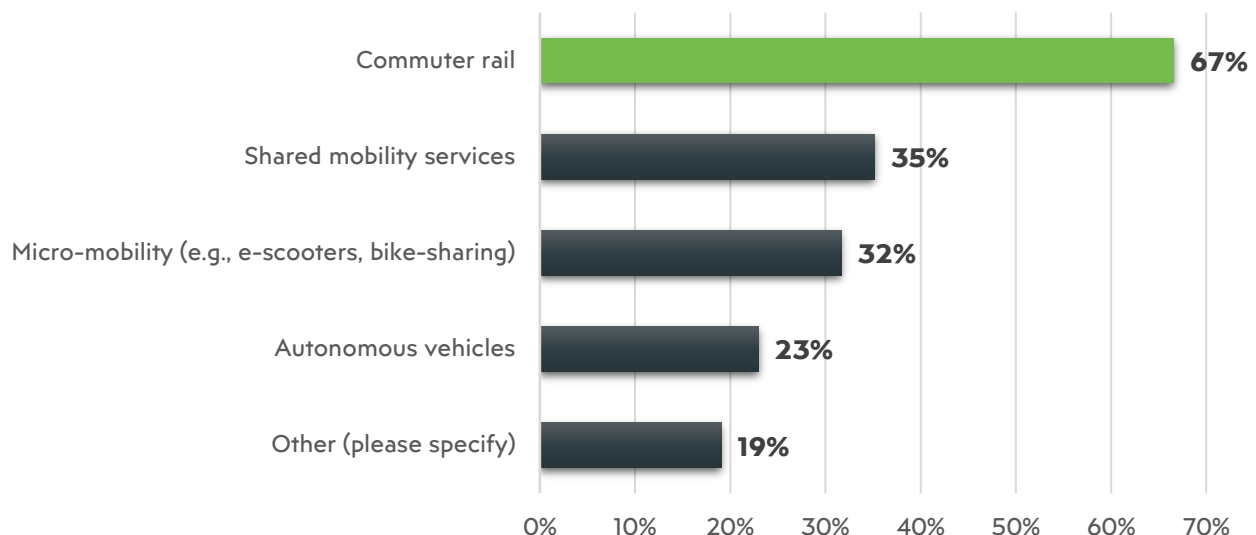
The top transportation trend indicated by respondents was **Commuter rail** (67%). **Shared mobility services** and **Micromobility** ranked similarly at 35% and 32%, respectively. **Autonomous vehicles** scored the lowest with 23%.

Some of the **Other** responses included: rapid transit, public transit improvements, air transportation, bike/ped paths, expanded bus service, traffic signal optimization, and elderly mobility.



**#1 Priority Future
Technology**
Commuter Rail

**Lowest Priority Future
Technology**
Autonomous Vehicles



Q20. Additional Comments

The final question asked ***“Do you have any additional comments or feedback about the LRTP or transportation projects?”***. There were a total of 232 write-in responses for this question.

Common themes included: a strong desire for increased rail options of any form; increased transit opportunities; road widening (for and against); new roads (for and against); increased bicycle infrastructure options; increased pedestrian safety; general safety concerns; traffic signal improvements; environmental impacts; growth management concerns; and driver safety concerns (e.g. speeding, cellphone use).

Walkability and fast, clean, safe and reliable public transit should be the top concerns as they lead to healthy communities.



We need better public transit options AND functional bus services.



Please strongly consider the environmental impacts of new development.



Please preserve the beauty of North Florida and don't turn our beautiful part of FL into a bunch of highways and roads.



People powered transportation is the future.

Adding more lanes will not solve our traffic problems.



Continue improving walkability and bike/scooter safety.



Commuter rail absolutely needs to be a priority.

Appendix C: Public Hearing Materials



2050 **PATH** **FORWARD**

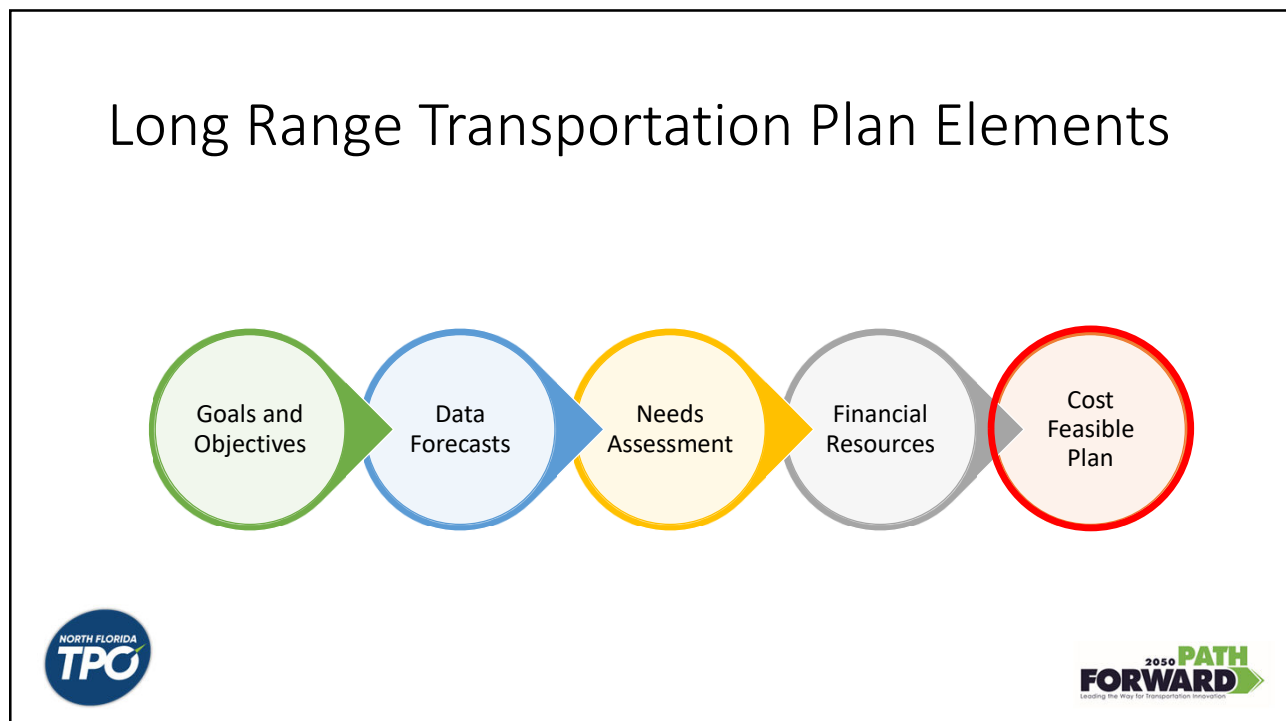
Leading the Way for Transportation Innovation



Public Hearing

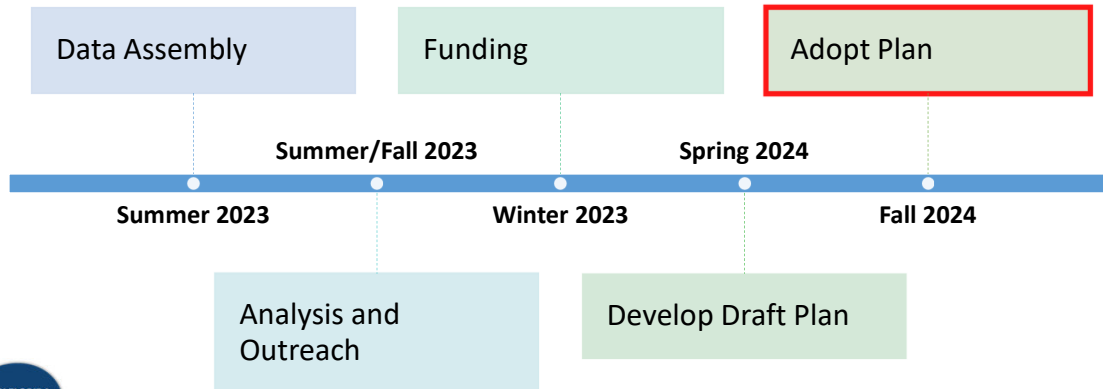
November 06, 2024

1



2

Update Schedule



3

Draft 2050 Cost Feasible Plan

4



2050 Cost Feasible Plan

- The development of the Cost Feasible Plan involved active participation from the North Florida TPO, its partners, advisory committees, the L RTP Steering Committee, and members of the public. This engagement occurred through a series of public outreach activities, Steering Committee meetings, advisory committee sessions, and a project specific website

5

Draft 2050 Cost Feasible Plan

- Projects in the Current Transportation Improvement Program (TIP)
- Projects in the Current FDOT Strategic Intermodal System (SIS) Plan
- Projects Included in the 2024 List of Priority Projects (LOPP)
- Projects Included in Local Government Capital Improvement Plans (CIPs)

6

Types of Projects Included in the LRTP



**Roadway
Projects**
Arterials and
Interstate



**Transit
Projects**
Bus and Rail



Freight



**Walk & Bike
Programs**



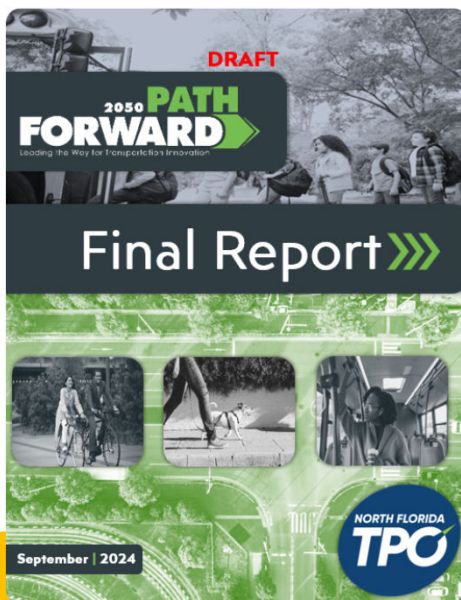
**Safety
Programs**



**Advanced
Technology**



7



Draft Final Report

Summary of major activities

Includes 2050 Needs Plan & Draft Cost Feasible Plan

Provided to FDOT on Sept 25th

Posted to LRTP Project Website

8

Review of Cost Feasible Plan Tables

9

Next Steps



Adoption of the
2050 Cost
Feasible plan



Final
Documentation

10

Advisory Committee Recommendations

CAC
recommended
Approval

TAC
recommended
Approval

11

Questions?



12

Appendix D: Record of Public Comments on Draft 2050 Plan

Questions and Comments on the 2050 LRTP Summary Report

	Comment/Question	Response
1a	What is the FHWA guidance on moving projects from one “band” to another? Specifically, for projects listed for construction or capital acquisition within the TIP band, what TPO action is required if the project is not implemented by 2029? Also, what is FHWA guidance on assuming non-formula funds, including discretionary or block grant funds in the LRTP Revenue Projections?	Projects moving one "band" require only an administrative modification, projects moving more than one "band" will require a more comprehensive amendment process. There are great difficulties with identifying discretionary and grant funds in the LRTP as we don't know what grants may be awarded, when and at what amount. Should a project receive a federal or state grant and it is determined that those funds must appear in the LRTP, the TPO will need to work with FDOT and FHWA to determine the appropriate course of action.
1b	The JTA has placed all Transit projects (Table 7) within the TIP period (FY2025/26- FY2029/30). Given the magnitude of many of these projects, this is clearly not reasonable. Under FHWA rules, when these projects reach the implantation stage beyond the TIP period, will Long Range Plan Amendments be required? Is there a different process if implementation moves to the 2031-2035 band versus a later band?	JTA to provide a response.
1c	Loading all the transit projects into the TIP period significantly exceeds (nearly one billion dollars vs about \$290 million) the transit formula budget shown in Table 1. If the capital projects are more realistically allocated across the 27-year period, the budget for each band would be exceeded, since the Operations and Maintenance expenses match the projected revenues.	JTA to provide a response.
2a	What is FHWA guidance on increasing project costs from the LRTP values to actual values at the time of implementation? More specifically, what are the triggers for an LRTP Amendment versus a Modification?	An Amendment is typically required for significant changes such as a substantial increase in project cost (e.g., over 50% or a significant dollar threshold), changes in project scope, or new projects being added. An Administrative Modification is for smaller adjustments, like minor cost increases (e.g., up to a 10-25% range) or shifts in project funding without altering the overall scope.

	Comment/Question	Response
2b	Many of the cost estimates appear to be significantly low. For example, the new bus services to Lake City, UNF, Nassau County, and so on, are listed at \$150,000 Capital. This might purchase one transit bus. To provide any decent level of service, at least for the longer services, each will require multiple buses. The Regional Satellite Maintenance Facilities and the Exclusive Bus Lanes are each shown at \$1.0 million. If, for example, a satellite maintenance facility comes in at \$5 million, would that trigger an LRTP Amendment? At \$2 million?	JTA to provide a response.
3	Section 4.2 Toll Funded Projects – This section implies that the First Coast Expressway (SR 23) is funded by the Florida Turnpike Enterprise. However, the SIS Plan, as shown in Table 5, includes nearly \$1 Billion for ROW and CST of SR 23. Where are the current and future FCE Tolls being used? Will the District 2 SIS funds ever be replenished by the Turnpike Enterprise?	We will request clarification from FDOT.
4	The JTA shows (Table 7) the acquisition of 170 Autonomous Vehicles within the TIP period, which is questionable. In the JTA provided an updated table, there are four projects each calling for “Purchase 14 AV, charging equipment, corridor infrastructure and skyway connection” at \$25 million each. There is one project (U2C – Bay Street) with the same description, but a cost of \$65.2 million. There are five more U2C projects described as, “Purchase 20 AV, charging equipment, and storage facility for door-to-door neighborhood service,” listed at \$13 million each.	JTA to provide a response.
4a	The first five projects will provide 70 AVs, far exceeding the capacity of the facility now under construction on West Bay Street.	JTA to provide a response.
4b	The remaining five projects provide an additional 100 AVs and each includes a "storage facility." Is this five facilities, or are a portion of the funds from each project pooled to provide a single facility for all 170 AVs? If the latter, why not have a separate project for the AV Maintenance and Storage Facility?	JTA to provide a response.

	Comment/Question	Response
5	Table 5 Planned SIS Projects Through Year 2050 - Two projects incorrectly show the existing number of lanes in the Improvement column. Both are on I-295, north of Commonwealth Avenue to north of New Kings Road and north of New Kings Road to south of I-95 North Interchange.	
5a	Both show the Improvements as "Widen from 6 to 8 lanes." I-295 in this area currently has four (4) lanes. It seems this may create a problem when the requests for funding are for a "4 to 6" expansion, and not what is listed here. The excuse of "that's what is in the SIS Plan" is irrelevant as it does not accurately reflect the scope of the project.	The description should read "Widen from 4 to 8 lanes." the projects are to add 2 lanes in each direction. This edit will be made to the SIS table.
5b	The New Kings Road to I-95 segment does not show a Construction phase, but shows an expenditure of \$116.5 million in the 2036-40 period.	This is an oversight, the \$116.6 million is a construction phase. The SIS table will be edited to show the construction phase.
6	Table 5 - I-295 from Southside Connector (SR 113) to J. Turner Butler Boulevard (SR 202) Widen from 4 to 6 lanes - Project 2093018 is currently underway to "Add Lanes and Reconstruct" I-295 between JTB and Beach Boulevard. The SIS project also includes this segment. Again, this may lead to consistency issues when requesting funding for the actual segment.	We will request clarification from FDOT. This SIS plan calls for the segment from Beach to JTB to be widened to 3 lanes in each direction. The segment from Southside Connector to JTB calls for widening to 4 lanes in each direction. We will edit the tables to make this clarification.
7	Section 2.1.3 Local Funding and Table 2 Local Fuel Tax - Why is there no projection of funding available for "improving and expanding transportation networks"? Many of the "Context Sensitive/Complete Streets" projects will require Local Funds for some, or all, of their costs.	Based on our understanding of how the LOGT was being used by the local governments we did not forecast the LOGT. The JTA is using some of the LOGT they receive for specific projects, Context Sensitive and Complet Streets projects, these are noted in the tables.
8	Section 3.0 Cost Estimation Methodology - The flow chart on page 10 includes PDCE and PE costs. Don't the FDOT Revenue Estimates provide a set-aside for the developmental costs?	The information in the FDOT Revenue Estimation Handbook does state that "Project Development" funding is set aside for projects that have ROW and Construction funds identified in the Cost Feasible Plan.
9	Table 3 Estimated Project ... Unit Cost per Mile - It is unnecessary and distracting to include "cents" in the values in this table.	This comment has been noted.
10	Interstate Highway and SIS - Typo near the end of the 3rd paragraph: "as funds become available of or back out into"	the statement should read "as funds become available <u>or</u> back out into the SIS 2050..." This will be corrected.

	Comment/Question	Response
11	Table 5 Planned SIS Projects Through Year 2050 - Understanding the relationship of projects in the same corridor would be facilitated if the projects were sorted by corridor or facility in the FDOT standard of south-to-north or west-to-east.	This comment has been noted. We will consider reorganizing the table in the Final Report.
12	Section 4.3 Complete Streets/Context Sensitive Solutions - The TR says, "The Multimodal System Roadway and Complete Streets projects (Table C) situated off the state road system yet functionally classified."	
12a	First, this does not appear to be a complete sentence.	The sentence has been rewritten as follows: The Multimodal System Roadway and Complete Streets projects (Table 6) are located off the state road system but have a functional classification. These projects include non-capacity, context-sensitive multimodal initiatives that incorporate a mix of bicycle and pedestrian pathways, transit enhancements, and intersection improvements. The report will be edited as appropriate.
12b	Perhaps, if the thought were complete, it would clarify that most of the projects in Table 6 are on the State Highway System.	See response for 12a
13	Table 6 Complete Street ... Programs –	
13a	University Blvd/Merrill Road Corridor - To accurately indicate to the public and public officials the project location, correct the "Facility" to "Merrill Road." The Merrill Road corridor is a major emphasis area of the Arlington Community Redevelopment Agency.	The "From" will be changed from "University Boulevard" to "Merrill Road".
14	Section 4.4 Pedestrian and Bicycle - Typo near the end of the paragraph: "included box fundes" should be "includes box funds."	This will be corrected.

Questions and Comments Received on the 2050 Cost Feasible Plan

	Comment/Question	Response
15	why all our projects are in the first band and not in any of the future bands depicted on the spreadsheet	This is the current five-year band covering the TIP. These are the capacity projects from the current TIP
16	What we are spending \$4 billion towards resiliency in the next five years.	This was a typo in the spreadsheet. We are not spending \$ 4 billion on resiliency projects in the current year planning period.
17	we will see costs by band and funding source vs. projected revenues by band and funding source.	Yes. This information has been provided.
18	Can we include the multi-use path projects on SR A1A in St Johns County	Yes, These have been added to the Needs and Cost Feasible Plan listing.
19	Can we highlight the TPO's Vision statement for the LRTP	Yes, this will be highlighted in the summary and final reports.
20	Each project should have a unique identification number. This will facilitate demonstrating that future TIP projects are consistent with the Cost Feasible Plan of the LRTP.	This will be done in the final version of the reports once all of the additions and deletions have been made.
21	The text of the Final Report and appropriate Technical Report should explain the notation "Partially Funded" that appears on several roadway (mostly Context Sensitive) projects and many transit projects. This discussion should explain the expected funding sources and the amounts, as well as the unfunded amounts for the listed projects.	Language explaining what partially funded means in this context will be added to the reports.
22	The question has not been answered about the absence of a facility to store, maintain, and charge fifty (50) autonomous vehicles. Five projects show the purchase of 14 vehicles each for the five initial Ultimate Urban Circulator (U2C) service areas - or seventy (70) vehicles. The Autonomous Innovation Center currently under construction on West Bay Street will (according to the approved design plans) accommodate 20 AVs. This leaves 50 AVs, to be purchased by 2029, within the TIP period, that will not have a place to be stored or maintained. If there is no project in the LRTP to provide such a facility, there will have to be an Amendment to the LRTP within the next five years for the 70 AVs to be purchased in this period.	JTA to provide a response.

	Comment/Question	Response
23	Why is JTA proposing to spend more than one million dollars (listed at \$950,000 and "partial funding") for Water Taxi service when private operators have been providing these services for decades?	JTA to provide a response.
24	Do funding amounts for projects shown within the TIP period, that have begun, include funds in prior years, or just those funds in the period from FY2024-2029? For example, in the Transit section, the Autonomous Innovation Center is under construction and shows \$16 million in funding. Is this remaining funding, or the total project cost?	Funding with the TIP periods does not include prior year funding only what is programed in the current TIP periods.
25	Project 614 - the Bay Street U2C shows funding at \$65.2 million, presumably for (as the Improvement description says) the "14 AV, charging equipment, corridor infrastructure, and skyway connection." The other four U2C projects (Projects 610-613) show funding at \$1.4 million each. Is it reasonable to expect their costs will be similar to the Bay Street project?	JTA to provide a response.
26	Project 622 - Skyway Modernization shows \$9 million to "Modernize the Skyway infrastructure and operations to support the [AV] network." Each of the five U2C projects includes "skyway connection" in their descriptions. Do these scopes overlap?	JTA to provide a response.
27	<p>The Transit Operations and Maintenance project (NM) shows this funding distribution:</p> <p>TIP 2024-2029 \$30 million (\$6 million/year)</p> <p>2029-2030 \$63 million (\$63 million/year)</p> <p>2031-2035 \$34.1 million (\$6.82 million/year)</p> <p>2036-2040 \$35.65 million (\$7.13 million/year)</p> <p>2041-2050 \$75.72 million (\$7.57 million/year)</p>	This is a typo in the spreadsheet. The correct amount is \$6.3 million.
28	The obvious outlier is the single fiscal year of 2029-30 with \$63 million in Operations and Maintenance costs. Is this a typo, that should be \$6.3 million?	

	Comment/Question	Response
29	What is the O&M line item funding? JTA's annual O&M Transit Budget is over \$100 million.	The O&M line item for transit is the Nin-SIS Transit Formula that FDOT provided as part of the Financial Resources. These are federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Transit program estimates are based on a formula between Districts and counties according to population.

Comment Number	Comment	Response
1	<p>There are five projects (ID #s 610-614) that propose purchasing fourteen (14) AVs each, for a total of 70 Autonomous Vehicles. The plans submitted to the City for the Autonomous Innovation Center now under construction on West Bay Street show a capacity of twenty (20) AVs. That leaves 50 AVs without a maintenance facility to repair and store when they are not in daily service. Despite repeated requests, the Jacksonville Transportation Authority has not added an AV Maintenance Facility to their LRTP project list, nor provided an explanation of alternative arrangements.</p> <p>The Draft CFP shows all 70 AV purchases within the “TIP Years 2024-2029.” Assuming those purchases beyond the fourteen for the initial Bay Street Corridor do not occur until 2029, this gives JTA only five years to identify and purchase a site, secure funding, select a design team and have designs approved by everyone from the City to the USDOT Federal Transit Administration, secure a construction team, and construct the facility. As it relates to the NFTPO, another important step will be to Amend the 2050 Long Range Transportation Plan to add this new project. Given the necessary immediacy of this Amendment, the NFTPO may be able to pursue the Amendment</p>	This comment has been relayed to JTA and the TPO understands the potential for having to amend the LRTP.

	without revisiting all the cost and revenue assumptions. Of course, that will depend on the interpretation by the FHWA representative.	
--	---	--

Comment Number	Comment	Response
2	Of the 86 non-SIS or Boxed projects there are 44 (or 51%) showing “Partial Funding” or “Partially Funded” in their descriptions. The funding amounts are clearly insufficient to accomplish the stated project descriptions. Even if the amounts shown are assumed to be either 20% Local Share or 50% Local Share for possible Federal grants, it seems likely that the additional funding needed will trigger an LRTP Amendment, probably with full re-evaluation of costs and revenues of the entire LRTP.	This comment has been relayed to JTA and the TPO understands the potential for having to amend the LRTP.
3	Some projects (two on the first page) do not have “Map ID” numbers, and a great many have “NM” in this column. From my experience, when proving agreement of TIP projects with LRTP projects, it is easier if the FDOT representative can enter a specific identification number, instead of referring to “Table X on Page Y of Report Z.” I recommend replacing all of the blanks and “NM” identifications with actual project identification numbers. However, if the FDOT and FHWA representatives are accepting of these non-specific ‘identifiers’ I yield to the people who will have to live with them.	All projects now have numbers.
4	Projects 272, 233, and 423 show their Improvement as “Add Lanes and Reconstruct” without indicating the ‘before’ or ‘after’ numbers of lanes. May cause problems in proving congruence of the TIP and LRTP.	These are the project descriptions from the TIP.
5	SIS Projects 250 and 247, on the northwest quadrant of I-295 continue to show the Improvement as “Widen from 6 to 8 lanes” when I-295 currently has only four lanes. A response provided recently was that the FDOT projects will widen from the current 4 lanes to 8 lanes in a single step. If so, the project description (“Improvement”) should accurately describe the work to be done, as “Widen from 4 to 8 lanes.” Again, this could cause a problem when demonstrating concurrency of the TIP and LRTP	The project description for these two projects has been changed to “Widen from 4 to 8 lanes”

Comment Number	Comment	Response
6	<p>Two projects overlap, one in the first (untitled) section, the other in the Other Roadway Projects section (page 6).</p> <ul style="list-style-type: none"> a. Project 272 – Main Street (US 17) SR 5 - FPID 2094119 - from Airport Center Drive to Max Leggett Parkway – CST - Add Lanes and Reconstruct - \$7,000,000 during the TIP period. This project is a subsegment of: b. Project 274 – US 17 (Main Street) - FPID 2094119 (same as above) - from Airport Center Drive to Pecan Park Road – CST - Widen from 2 lanes to 5 lanes with multiuse path on the east side. Design and ROW are underway - \$91.3 million in the 2041-50 band. Should the southern limit of the future-year project be Max Leggett Parkway? I also find it unlikely that a current FPID# will be kept open for seventeen or more years. 	<p>Project 272 is for the purchase of ROW. This phase is funded in the TIP. The project description “Add lanes and reconstruct” is consistent with the description in the TIP. Project 274 is for the construction phase.</p>
7	<p>No ID#, last project before SIS section – “University Hub – Duval – University Bus Stop – University Bus Stop – Planning, Design, Build (Partially Funded) – Implement a multimodal transfer hub including transit, bike and pedestrian improvements - \$500,000 [in the TIP years]” – Is this at one of the universities in Duval County? Somewhere along University Boulevard? Location is vague.</p>	<p>This is the information and description provided by JTA. We will have to ask them if any additional details are available.</p>
8	<p>Project 134 – “CR 217 – Clay/Duval – from CR 218 to SR 228 (Normandy Blvd.) – CST – Replace low level bridge” The project limits were not updated when the scope was changed from a road-widening to a bridge replacement. Is the bridge at the county line, or should the County identifier only show one county?</p>	<p>The location has been edited to read “low level bridge replacement over Long Creek”</p>

Comment Number	Comment	Response
9	<p>Project 427 – CR 2209 – St. Johns – from SR 9B to SR 16 – CST – SR 9B to Silverleaf Parkway, Widen to 6 lanes with intersection improvements. Silverleaf Parkway to SR 16 – Design 6-lane and construct 4-lane - \$50 million in TIP period. There are two significantly different scopes of work – “Widen from 4 to 6 lanes” and “Construct new 4-lane.” Why isn’t this listed as two projects?</p>	<p>This is how the County wanted this project defined. This is how it reads in the LOPP and we elected to be consistent with the LOPP.</p>
10	<p>Funding Boxes</p> <ul style="list-style-type: none"> a. The box identified under Facility as “Context Sensitive Solutions,” but says under Improvement, where the other boxes identify the planning source for the boxed projects, says, “Projects from the Regional Safety Plan.” Are these consistent? b. Why don’t the amounts in the future-year bands consistently match the average annual funding identified under the “To” column? Some are straightforward multiplication of the Annual Average by the number of years, others seem to include inflation factors to arrive at Year of Expenditure amounts, others have no pattern. 	<ul style="list-style-type: none"> A. We have expanded the list of potential plans that may include Context Sensitive Solutions to include the Safety Plan, the Bicycle and Pedestrian Master Plan, specific corridor master plans, and any other study or plan that may identify an appropriate project. B. The amounts were augmented by unallocated funds from each period. Some had a little more than others. While we did not allocate every dollar, we wanted to show the majority allocated each period.

General Comments Received During the LRTP Process

The Idea of driving cars must go away and be replaced with bike ped and mass transit
Need the Triton Trail in Neptune Beach!
Lane widening leads to induced demand. To truly solve traffic issues, alternative modes of transportation like bikes, buses, and trains need to be implemented.
We need other options besides cars. We should be able to walk and bike safely everywhere in our area. The more roads you build the more people will drive. It is good for people too. Bike and walk. We need walking and biking overpasses. We need protected bike lanes. Why not sponsor a bike to work day?
Please consider how proven it is that increasing the speed of traffic flow causes more traffic fatalities (i.e. higher speeds) and added lanes do not reduce congestion (induced demand). We need to look at examples of other cities who have had congestion and sprawl issues and have addressed it with transit and increased bikeability. That is what people want when they move to cities and keeps traffic deaths lower, populations healthier, and supports the local economy from foot and bike traffic. This region is incredible and we just need to not keep making the same mistakes we've made over the years of continuing the trend of sprawl and car-centric development.
Rework Arlington expressway / expand Matthews bridge to have 3 lanes of traffic in each direction + bike /Ped lanes + BRT / U2C express lane down middle by removing service lanes
An inventory of North Florida's bike lanes based on safety should be done. I've seen so many bike lanes that aren't being used because they are DANGEROUS! Bike lanes that are too small, no barriers from fast moving traffic, and even worse are the bike lanes that cross a merge or turning lane. Absolutely terrifying. Also, please address the utilities in the middle of the sidewalks. This forces wheelchairs, baby buggies, and sometimes even walkers to go into the road to get around. The is the worst in Murray Hill on Edgewood Ave and on Beaver heading over the railyard.
Micro mobility is very dangerous - especially when golf carts, electric bikes, scooters are driven on busy roads. More enforcement of traffic laws is necessary. Kids unrestrained in golf carts is dangerous.

While increasing the number of roads and travel lanes could be a way to improve traffic, I feel investing in more mass transit options like a network of commuter rail lines and bicycle & pedestrian friendly-paths would be even more beneficial longterm (in terms of congestion, time, and environment). Northeast Florida has the space for these, we need to use it appropriately.

I personally would like to be able to rely on my car less and be able to walk to more places, bike places (and feel safe o do that), and use a rail system like they have in DC. Owning a car is expensive and a depreciating asset and it's stressful to drive in general.

Please please add more and safer bike lanes, maybe even separated lanes! It is just way too dangerous right now

ALL bridges around Jacksonville should have pedestrian & bike lanes, and they should be safely separated from vehicle traffic

Bicycle riders need to have a license to use any roads.

Cyclists and pedestrians do not belong on high traffic roadways. Motor cyclists do not wear helmets do mostly die when in a traffic accident. There is too much passing on the right and passing without a signal. Lastly, texting while driving is a common occurrence. It must be stopped as well as hand held cell talking

Bicycling is a great option for Florida, flat with beautiful whether. If there were safe cycling alternatives to get to where people need to be, bicycling would take increase and reduce the number of cars on the road.

Do not allow bikes on current 2-lane roads which do not have a bike lane, or have no asphalt next to the roadway with road speeds over 35.

This area needs better connectivity and safety for pedestrians and bicyclists. We want to encourage people to move safely without the use of a car which will encourage neighborhoods to get to know each other better.

In order to meet the transportation challenges of a growing region, we need to invest in high quality, high capacity transit for longer distance, regional journeys. We also need to significantly increase investment in providing safe and comfortable walking and cycling infrastructure to support local trips within and between neighborhoods. Focus on improving livability and economic vitality by designing roadways that support the movement of people using all modes of transportation, not just cars.

We need more and better roads building bike lanes and such only adds to issues on the roads as the bikes don't stay in just their lanes and infringe on the traffic lanes
Light rail within our region. More pedestrian/bike friendly routes.
Bikes lanes would be useful on Amelia Island!
So many trucks on roads in Ponte Vedra Beach hauling sand for the dunes, building new houses and big trucks. Maintenance of PVB roads needed!! Another bicyclist was killed this week on A1A so we need better roads that drivers will not be dodging bumpy patches, better paint or rumble bumps, clean up the bike lanes so they are BIG enough.
<p>Increasing roads and expanding their number of lanes will only increase demand for their use. The priority should be creating better systems for high-density transportation (bus, rail, and dedicated bus-lanes that are separate from public lanes would significantly increase usability of the bus system) and making micro mobility significantly more convenient & comfortable. All of this will off-load demand on roads and significantly decrease traffic.</p> <p>Using technology to improve traffic flow would be nice, but should not be prioritized over the improvements mentioned above. No amount of added technology will fundamentally address the root cause (too much demand generated from a car-centric city). By making it easier to use non-car transportation, and the reduction in demand will follow.</p> <p>Finally, self driving cars should have no priority at all as it solves none of the demand issues. Self driving cars will increase efficiency & safety (once infrastructure is 100% self driving) but don't solve demand.</p> <p>Incorporating robust and useful public transportation solves those two issues and more. As long as cars are on the road, traffic will be a problem.</p>
Require new developments to connect neighborhoods with non-motorized paths especially where schools or shopping are adjacent
Having bikes, E, bikes and scooters, on the roads, with automobiles to me, is very dangerous. Mainly because the riders are too young and have no concept of vehicle laws of the road. I see kids on E bikes on the road that are not old enough to drive. This needs to be addressed before we start expanding their use.

I've got to qualify "passenger rail". I formerly lived on both east and west coasts, without car, in big cities, and consider myself a rail enthusiast, as well as an urbanist. I also work in commercial real estate, previously on the development side. JTA's commuter rail program is insanity, will not have ridership, and will limit future willpower for real meaningful passenger rail service, which I support. I support light rail, as our most competitive peer cities have implemented, and allowing density without limit near the rail stations. Jacksonville should revisit its zoning code and disband the control given some of these neighborhood groups to combat density in the name of historic preservation. The only real way you'll drive passengers on public transit, besides providing clean and safe transit with good headways, is if the transit directly takes residents to their destination, which is most frequently work/"downtown" area where entertainment is also clustered. Meaningful light rail such as LYNX in Charlotte is the preferable way to do this. Commuter rail as Sunrail and Nashville's Music City Star will have no ridership (as neither of those systems really does). Only meaningful public transit that is actually useful or potentially useful to a large ridership base will drive economic development and valuable real estate around it.

We are nowhere close to needing more micromobility. I'm also not a fan of bike lanes in urban car-centric environments. We will never be like Portland so these lanes are built to appease a VERY small vocal minority. Instead, I would support bike lanes as on the Emerald Trail, but not alongside traffic or at the expense of a traffic lane for cars, in this city. Let's talk in a few decades IF we've densified and become more like a traditional city. We are too far from that now.

Public transportation is nearly non-existent in St. Johns County beyond immediate downtown St. Augustine. This needs to change. Also, distracted driving makes one not want to walk or ride a bike, or even drive.

Finish the Emerald Trail. Make all major highways at least 3 lanes each way, e.g., northeast part of I-295.

Sidewalks save lives and should have bike paths where distracted drivers don't place the cyclist in harms way. Motorcycle safety and lanes should be addressed. My ex lost a leg at an intersection that had multiple accidents prior.

My family and I would like to live car-free and I believe protected bike lanes and frequent transit is the way to achieve that.

Need to prepare residential areas for small golf carts; most folks could avoid owning a car if they could have a small cart to get to frequent trip areas such as grocery store. Concentrate rail transit to get folks to/from airport and major regional centers such as downtown, and regional city centers. Need to have more traffic circles anywhere they make sense, get rid of long stop lights. Need to have more long range bike paths - look at Irvine California for an example of an effective bike path system.
Study is definitely valuable, because we need more options for connectivity in the city! And not bike lanes that are just part of the main road separated by a line. We need separated, bike paths and safe options with a tree canopy to make it visually appealing.
We need dedicated bike paths for daily commuters.
More bikes, fewer cars
For years, we have invested billions of dollars into roadway construction for private automobiles and seen little improvement in traffic or safety. We should consider investing in options that would allow for modal shift to other forms of transportation like mass transportation, biking, or walking where possible.
Why is there not a bike lane on Citrona when we have 3 schools on this street
Need more safety signals in tourist areas. Outsiders don't know about the amount of bikes and walkers in these areas.
More walking and biking trails are needed.
Stop treating bicycles and pedestrians as an after thought. Get rid of right turns after stopping at intersections where there are pedestrian crossings. Stop getting rid of the bicycle lane logos; shoulders are not the same under current law for rules for bicycle to follow. I don't have to ride on a shoulder, but do have to ride in a provided bike lane
Connect the trails. I would like to get to Palatka trail from the Conch house.
Train service , limit development in order to control traffic , safe bike lanes , and control the speed and behavior of the drivers
Many cities bike lanes are unuseable due to vegetation overgrowing the path. More regular maintenance by city/county will make their use safer for all.

Charging stations are desperately needed in North Florida. Multi-modal infrastructure is also needed, but please note that the infrastructure alone will not get people to walk and/or bike. It's important the infrastructure is interconnected for ease of access, wide enough to pass people, and HAS SHADE! We live in Florida, and walking on sidewalks without shade trees during the summer is a death wish. Thank you!
WE NEED more dedicated bicycle and multi use lanes that do not have cars on them at all. We need long trails where you can get serious exercise like riding a bike from San Marco to Jax Beach. We need a dedicated way to get from Avondale to the Baldwin trail on our BIKES not in a car.
I'd like to see JTA expand on the Clay Red line. its too infrequent for me to use at the moment and the fact that it doesn't run on the weekends hurts it as well. Bikeways need to be protected and safe. Honestly I would like to see traffic light priority given to bikes as well. Maybe even raised crosswalks downtown and the surrounding neighbors.
Remove bike lanes where possible and prioritize wide sidewalks and multi-use paths. Increase funding to maintenance and landscaping to improve experience for pedestrians and bicyclists.
Need to make North Florida a safer place to cycle!
I believe more connectivity through biking/ walking trails will improve the quality of life in this community.
Cycling must be made safer!
Specific to St. Augustine we need more and safer options for biking and walking. Many people, including students, are trying to bike around the city instead of using automobiles, which is excellent for so many reasons. But it's not safe to ride bikes over the 312 bridge or on most of US 1.
I hate the current bike lanes! Stricter penalties for distracted drivers.
More lights at busy intersections (207 & Brinkhof)
No one walks, use sidewalks for golf carts and bikes
Please create bicycle routes for commuters to downtown Jax from all directions.
MORE PAVED BIKE PATHS NEAR THE WATERWAYS.
Deprioritize cars and car storage, build a multiuse path along Roosevelt

Walkability and biking! As a former urban planner, Jacksonville is significantly lacking these two and feels “unsafe” because of lack of walk/bike intersections and the # of cars.
Please make the county more bike friendly and safe. We have the ability to have multiuse trails that could go from the beaches to Palatka and from Hastings to Jax. Let's make it happen. More walkable and more bikable please!!
If Cozumel can figure out how to make a designated cycling path, so can we. Come on.
Continue to build sidewalks in older neighborhoods. Its ridiculous that giant bike lanes are built along San Jose but a sidewalk isn't extended to any neighborhood where there are far more people walking than ever bike on San Jose.
Safe, protected bike paths will help reduce the number of cars on the road and are much cheaper to build and maintain.
Bike and pedestrian safety and use should be prioritized as well as more passenger trains and light rail.
Tired of seeing stickers plastered next to crosswalks telling pedestrians to pay attention. It’s the CARS THAT ARE KILLING US. Change the signals so walk signs come on for pedestrians with a longer lead time before lights turn green for cars. Eliminate right turns on red at intersections with a lot of pedestrian injuries and deaths. There needs to be coordination with planning to adjust zoning so that bikers and walkers actually have places to bike and walk to within their own neighborhoods.
The Yulee area needs multi-use trails!
Better maintain and repair existing trails and bike access. Bike lanes on shoulders are cluttered with debris, driveways entrances are paved around rather than over creating unnecessary bump hazard, rumble strips being installed are taking part of the bike lane and are dangerous to cyclist if they have to go over them.
Cycling lanes are a must improvement as we move towards EV, especially electric bikes as a mode of transportation and not necessarily for recreation. Look at Copehagen, Denmark. Over 75% of residents commute to work, with multi lane bike lanes.
Make cycling safer in St Johns County
More bike infrastructure

There are no continuous sidewalks (walking routes) that actually go anywhere. Example: There isn't even a sidewalk for the large post office on Verna.

It is not safe to bicycle ANYWHERE in our city except for on greenway or multi-use paths. Using your bike for transportation is not a safe or viable option.

There is limited or no bus service to the industrial/warehouse areas on the west and north side of the city, nor are there safe walking or bike routes to these areas. Yet, that's where most, if not all, of the job creation is going on in Duval. There are sidewalks on the streets in front of the warehouses, but no way to get to them, which is a complete joke. Everything about this city encourages sprawl and encourages people to move to neighboring counties, taking their property and sales tax dollars elsewhere. Everything caters to developers without holding them financially responsible for the traffic gridlock they cause.

It's not that people don't want to work, it's just that there is no way for them to get to the jobs that are hiring AND to the schools, daycares, doctors offices, etc. that they need.

The focus should not always be on getting cars through as quickly as possible. Riverside/Murray Hill/Avondale would benefit from slowing cars down and encouraging foot/bike traffic to connect the neighborhoods. We need more crosswalks.

Connect existing bike/walking trails to expand the current system. These activities are very dangerous because of distracted driving.

Maintenance to existing bike lanes and trails is almost nonexistent. Budgeting for this must be a priority.

We need to provide people with safer and healthier transportation alternatives such as walking and biking.

Adding bicycle lanes and paths could promote more commuters

It would be really nice to see more multi-use trail systems or even some trail systems that were dedicated solely to bicycles.

Would love more mtb trails

Extend cycling lanes - make them safer (barrier stopping vehicles crossing over). Add multi use trails

More bike lanes and trails please!

We need safer lanes for cyclists people already don't pay attention we need better infrastructure to keep cyclists safe

I know so many cyclists that have gotten hit in Jacksonville. I think there should be bicycle paths put in for cyclists especially since this is a warm weather area and it encourages exercise as well.
1) Make it easier and safer for walkers and cyclists. 2) reduce dependence on cars for short trips.
Bicycle and pedestrian safety needs to be increased. I am not talking about homeless people on bikes riding in careless ways. I am talking about people that ride bikes for recreation.
Keep cyclists safe
More bike trails! Look at Cities like Bentonville, Brevard and Tallahassee. They know it's valuable and brings in money and better quality of life.
We need more bike trails n destinations in our area.
Investing in bike paths and bike trails improves on carbon emissions, overall health, local businesses, and tourism
More mountain bike trails would attract visitors and provide recreational options for all ages.
Improve biker safety, more bike lanes of adequate width with trailhead parking or accessible to public parking
We need to strive to make this town more bicycle friendly. Look at Bentonville, AR. The whole city is connected by bike trails. Where there are no safe paths, we should be using the state's greenways and trails designation to leverage more private property in this master plan. If the state assumes the liability, perhaps throw a tax break or something, we could use edges of these properties. Look how many people are moving to Bentonville. We have lots of land. Let's be smart with it.
I hope that Jacksonville invests more resources into improving bicycling and connecting trails and making it a more biker friendly community. Some major changes need to happen to feel safer when riding in Jacksonville.
More protected bike lanes!
Adding more lanes will not solve our traffic problems. Investing in a robust, safe, multi-modal transportation system is the best way forward to account for a growing population, promote sustainability, and build resiliency. Build high-quality bike lanes, make sure buses don't get stuck in traffic, and stop throwing money at interstate widening and roadway expansion.

Continue improving walkability and bike/scooter safety. Please strongly consider commuter rail between downtown and surrounding communities and beyond. We're so far behind other major cities. We're supposed to be BOLD. Consider expanding the Skyway down to the stadium.
Thank you for all your work. Go bikes!!
The need to consider wildlife and reducing tree removal. More walking trails/bike lanes. Turn the proposed Verbena Parkway into a nature trail.
Remove parking minimums and enhance bicycle infrastructure.
Focus on A1A and make it bike and running friendly. Tie it to 8th street.
Sidewalks should be widened to share with bicycle riders giving way to pedestrians. These in use in Palatka & Ocala safer for all concern
Bikes would be used so much more if there were safe bike paths. Also, we need a safe place to park a bike here and there to prevent theft.
The current infrastructure in St. Johns County is not designed to accommodate the incredible growth. One way to mitigate traffic is to allow for travel and commute by bicycle. Currently, this is not possible nor safe due to lack of or incomplete cycling infrastructure. It would be amazing to be able to travel all of St. John County by bike on a trail system. Please look into the kinds of trail systems that exist in more bike/pedestrian friendly cities. See: Adams County, CO, Denver, CO, Broomfield CO etc. St. Johns has the potential to be an awesome and safe bike-friendly city...just needs initiative and resources put there.
Please consider protected bike lanes in St. Augustine. I know many people who will not ride bikes here because drivers feel entitled to take over the road.
Funding should come from federal or state b/c DOT has made it difficult for smaller towns to keep up and provide the walking/biking/crosswalks necessary for quality of life for taxpayers. The cost should not include fees that will impact taxpayers.
Please do not construct anymore ugly traffic arm lights for A1A beach crossovers. They are too expensive, big and ugly. Best cost smart and install solar powered flashing lights system at each beach crossover. Lower the speed limit for the residential section of A1A, Vilano Road to Serenata. Plan trail for e bikes, golf carts, and pedestrians walking. Good for the environment and traffic congestion.

Pedestrian and bicycle overpasses should be constructed in the Town of Orange Park.
Instead of raising gas taxes how about making bicycles pay their own share for these improvements everywhere. Also traffic enforcement can be an additional funding source.
Please considered focusing on more mass transit and also bike and ped path ways both as recreation and as a means to get around Jacksonville to take advantage of the nice weather we have.
Oftentimes environmental/wildlife impact falls by the wayside when new construction is possible. I implore you to consider these impacts rather than focusing solely on human comfort/convenience and profit.
I believe St. John's county needs better bus service, but not the kind of buses that spew black smoke. Maybe ones that use a better ecological system, i.e. hydrogen. ST., Johns County also needs a public train services that go north to Jacksonville and south to Daytona. I do not believe we need more construction/destruction of the land for roads. May be better maintenance and road widening, especially on the US 1 corridor.
Stop building houses and destroying our forest and natural areas.
Not only should more public transit options be high priority, a divestment from fossil fuels should be invested into heavily.
I fully believe in the concept of passenger rails. I've visited other countries and cities and have experienced first hand the benefits of public transit, especially that of rail based transit. Many American cities HAD rail citizens prior to the automobile boom, and had beautiful walkable cities. I think these should be the ideals to strive towards, especially in a time where the personal automobile is large source of pollution in our world.
Expansion of new housing development should be supported with equal or greater amounts of infrastructure systems of roads, biking lanes, effective road signs and traffic flow lighting facilities; along with maintaining as much of nature /forest and landscaping as possible; no signage other then traffic related signage should be used, in other words no bill boards allowed. Use of more round about traffic circles as it has been proven to be very effective. Finally, keeping the community informed of future infrastructure plans and a maintenance road plans. Thank you.
Any solutions must include carbon neutrality, extreme weather events, tidal flooding.

Consider climate change in every project. Much more good public transportation is needed; need more charging stations for the expected growth of electric vehicles. Add many more trees, shrubs, flowers to all roadwork projects. Stope using black asphalt; white reflects the sun better, keeps temperatures down.
FPL has started getting EV charging but there needs to be a lot more level 2 and 3 charging stations throughout North Florida.
Please consider working with the Environmental Leadership Program to have a free intern promote sustainability within your project. This program is offered through UNF.
Please be sure to strongly consider environmental impacts of new development. Our wildlife is running out of places to live!
Stop destroying the environment. We need to conserve our natural resources for animals and air to breathe
Keep a balance between Transportaion improvements and a decent amount of green space, etc.
Environmental protection must stay important with growth with growth decisions.
Yes!! Environmental concerns are important. However, Florida & Duval county have absolutely NO concern for existing gross emitters of vehicle emissions! There are flagrant violators of federal vehicle emission laws and no enforcement! These violating vehicles should not get a free pass on emissions while newer systems pay extra in order to minimize environmental impact. Ideas abound. Experts and problem-solvers are available. One idea: a vehicle emission test (even if it's only a one-time inspection) that will identify gross emitters. Fees can be used to: subsidize newer transportation, subsidize corrective repairs for lower income folks, etc.
Commuter rail absolutely needs to be a priority, but environmental concerns need to be taken incredibly seriously. The northeast fl region is home to incredibly bio-diverse ecosystems that protect us from flooding and major hurricane damage, and these need to be preserved.
Please preserve the beauty of North Florida and don't turn our beautiful part of FL into a bunch of highways and roads.
Easily accessible and cost effective public transportation, while an expenditure in the short term, is a long term benefit. It promotes commerce amongst those without means to go shopping centers whenever they please. It is also— bear and away —the clearest way to lessen the communities environmental impact. The fewer fossil fuel dependent vehicles on the road, the better.

I'm very passionate about walkability in urban environments, and believe it creates some of the greatest cultural spaces in America (New York City, San Francisco, Seattle), and would love to see Jacksonville truly shine as the Bold City of the South. In my personal opinion, expanding support and locations for the Downtown Jacksonville Skyway could not only bolster commerce in the urban core, but get more cars off the streets. If Skyway stops were added at the new Jaguars Stadium, and maybe reached out into Springfield, much more people would utilize the system.

Autonomous vehicles are a huge waste of effort with no upside. Good rail systems will decrease traffic and increase value of our communities and are more effective at environmental sustainability than electric cars.

Preserving the environment should be the number one priority.

Keeping on top of Bridge safety, using green practices in flood prone areas & making improvements to those area to allow for natural drainage so roadways do not get or remain underwater.

Our area is very diverse and each community has differing needs. Priorities should include moving mass numbers of vehicles quickly, efficiently, and safely.

Areas of expanding population will require infrastructure first. Yulee/ Wildlight is they're the largest population and will continue to be. Starting east of Callahan in Tributary and going eastward to Blackrock Rd all of Zip code 32097

I think the development of transportation should prioritize the needs of the people it is made for. A transportation system that is solely reliant on cars doesn't make sense until you take into account the people profiting off of it and the systemic oppression of minority groups. Redlining has had a disastrous impact on marginalized communities and continues to have an impact to this day. Safety is clearly not a priority when there are so many deaths caused by car accidents that could have been prevented with access to public transportation. The lives of disabled people are made even more difficult to navigate when cars are the only option for transportation. Environmental impact is not taken into account considering the tremendous carbon footprint from cars that only keeps increasing, especially when each family is expected to have two to three cars, if not more, to comfortably accommodate everyone. Cars are kept incredibly expensive to benefit who? Not the people who have to pay for them as their only way of getting around. Not to mention gas prices are exorbitantly high and the use of fossil fuels is only further damage to our planet. I urge you to consider

expanding transportation beyond the nonsensical obligation for everyone to have a car of their own. You ask about the future of transportation? The future is building a system that actually benefits everyone, not just the few in charge.
Always consider climate change and it's effects ...
LRTP priorities should be based primarily on improving traffic flow and safety. Environmental factors should be a consideration and equity should not be a consideration by itself.
Avoid building roads that will be unable to handle future traffic. Consider the cost to drivers and the environment, when cars are sitting going nowhere. Longer turn lanes to keep cars from blocking the lanes going straight. Widen the overpass on 295 at Beach Blvd and Atlantic Blvd.
Projects that help the environment should be less expensive than current projects and should make sure they do not hurt the environment themselves.
Widening roads or adding new roads induces demand for more sprawling development, creates congestion, and increases maintenance costs. Light rail from downtown to the airport is needed long before autonomous vehicle lanes.
The population growth is the problem. The monorail should come to the suburbs for people to use to get downtown, to the beach, to the town-center, etc.
Create zoning incentives to encourage dense commercial and residential development around transportation hubs
Residential Growth is happening without a master plan. That's why the area is congested. Apparently there is too much money to be made by developers and local politicians to carry about quality of life issues such as road maintenance and traffic congestion.
The growth in St. Johns county is out of control. The roads are not made to handle the amount of homes that have been permitted. Growing too fast is not good for anyone but the developers! A controlled growth plan should be adapted. (not just for roads, but schools as well)
Infrastructure in St Augustine & nearby was not built to handle the number of people moving & visiting here.
Preserve existing undeveloped land to cut down on urban sprawl (which is why we have congestion issues!).

As I long time resident of Lincolnville, I worry about the increased traffic in our area as more and larger projects are developed. There has to be a balance between tourism and looking out for residents in the downtown area. St. Augustine will lose its shine if we lose sight of what makes the City attractive to visitors. Over development has the potential to ruin what makes this City special.

Expanding existing roads will only create more traffic. New strategically placed roads may help. Those who approve new housing developments need to work with the transportation department to determine its impact on traffic before approving.

Care for existing residents/streets/schools before bringing in new people/houses and schools. Overbuilding is the #1 cause of over crowding to our streets, schools, doctors, shopping & restaurants. Stop all the building and destruction of wildlife...

Have a transparent, well-communicated plan to address increased traffic when development is in the planning stages. This cannot be an afterthought. Traffic congestion must be anticipated and creative solutions (roundabouts, multi-use pathways, etc.) researched thoroughly before development occurs.

Nassau county is in need of road expansion to US Highway 17 from State Road 200 to Interstate 95. From single lane to double lane especially with the population growth we are experiencing and the added growth that is planned for the near future

It would also benefit our community to add a traffic light at US Highway 17 and Pages Dairy
This intersection is near public schools and fire department among other up and coming businesses and has seen an increase in use due to the number of residents added to our thriving community.

St. John's County has completely dropped the ball on providing roads and schools for the growing population. They have provided lots of \$ to developers and county commissioners.

We need help on the west side... it's now the fastest growing area in the county.

Nassau county is growing very fast, road expansion has to reflect this.

Barrier islands should not have businesses that require transport of toxic substances to and from the islands. Inadequate infrastructure and the need for bridge crossings puts the communities on those islands at risk. Increasing infrastructure on those islands is a waste of money due to the sensitive nature and risk on those islands to storms, evacuation and sensitive ecosystems. Money should be spent to maintain what is already in place and not expand into areas that are not suitable for increased infrastructure due to geographic restrictions.
Build and develop the infrastructure prior to opening land for development.
I fear that building new residential areas will put strain on any transportation in an island.
Limit the number of developments improved until traffic conditions are evaluated to ensure quality of life for North Florida residents.
Think out of the box for solutions and seriously attempt easing population growth
Saint Augustine is becoming un-drivable many times of day due to volume. Plan for next ten years population growth.
Growth rate in NE Florida is unsustainable, I know that, you know that, everyone knows that. Transportation infrastructure will never keep pace with growth until the rate slows.
Consistently require developers to build / provide transportation infrastructure at their cost as development occurs or, preferably, before housing and related construction is permitted..
Stop the clear cutting and limit the approval of new homes until the infrastructure can catch up with and even expand to meet future demand before that demand is needed!
This county is in a hot mess. FAR too many developments were approved with ZERO consideration given to the infrastructure to support these developments. The county is growing at a dangerous rate, and fdot doesn't give a second thought to lowering speeds nor dealing with the immediate traffic needs. I'm seriously considering moving.
Slow down new developments
Slow down the building of new homes and communities please.
try to stay ahead of the growth

Infrastructure needs to be in place before you approve more development
Stop built many homes and businesses so fast.
Concurrency should be reinstated. Bring back the Department of Community Affairs and make growth pay for itself as much as possible. I realize this is not 100 percent possible. But do not allow development without first having the infrastructure to support it.
Stop encouraging so many new residents which puts burdens on existing schools etc. do not permit projects that put infrastructure burdens on government. make developers pay
Stop all the development
Build infrastructure before build housing neighborhoods.
All transportation modes are important so people have choices, other than a car for mobility. It is also important to improve and maintain what exists rather than simply create more infrastructure.
Continuing to create a multi-layered pedestrian friendly transportation network is important for the continued growth of a long term healthy community within every neighborhood in the surrounding counties.
The approval of so much development in St Johns County, especially St Augustine has to be slowed down or stopped. This excessive development is putting a massive strain on all of the infrastructure. It is causing a decline in the quality of life.
Can you prevent developers from ruining more of our state, harming the environment, and creating more problems for our existing infrastructure? Sick and tired of seeing woods mowed down to make room for expensive houses that most of us can't afford.
We should look at data, at where population growth impacts housing, work, leisure and where the greatest need is for new development while also improving existing infrastructure.
So, by 2050, how wide will 95/295 have to be expanded - not just for local use but also to handle the forecasted growth of the state?
A sustainable transportation plan for Jacksonville that benefits all communities is vital for the growth of not just the urban core, but the city at large and the surrounding areas.
Get funding from the developers that are helping to create this issue

The transportation needs in SJC are not keeping up with the over development and approvals of more development projects should be tied to transportation infrastructure . The opposite is the norm now where over development is occurring 1st and transportation projects have to be planned to handle the over burdened obsolete existing infrastructure. Developers should share in the cost of building transportation infrastructure by using special taxing districts or other means to raise funds.
How about sticking a fee on all these cookie cutter housing developments that are popping up out of nowhere all over the county? Seeing that they are the ones adding to the congestion issues and over taxing the existing roads. We also need to address over development. Nobody who lives in clay county wants whats happening in St Johns county. The traffic is terrible. Most of us moved out here years ago to get away from all the over development yet here we are and its getting worse by the day...
Stop any and all projects designed to encourage the wildly out of control migration into the St. Augustine area. That tactic is destroying the once tranquil, small town landscape. PLEASE STOP!
Impact fees should be reflective of growth surge & used to offset increased transportation needs
Slow down GROWTH
Stop the “Uncontrolled” growth. Lower density is better quality of life and less costly all around
Collectors, alternative routes and high growth areas need priority to keep current residents from bearing the burden of additional traffic.
I don't think the socio economic status of an area should be considered. The funds should be spent where the congestion is the worst. In St Johns County, that's the north end where the majority of the growth has occurred. Traffic is horrendous.
transportation expenditures should not further subsidize sprawl and auto-dependency
spend the available money for things people use rather than what administrators think is interesting, fun or high tech.
Infrastructure in Jacksonville needs to be a priority over recreation improvement.
No interest in seeing north FL take the shape of NY and the like.
Let's be innovative! Look to Europe for ideas. Be creative and brave and help the elderly and work commuters

The current transportation situation in St. Augustine is a mess, and it is apparent the elected officials are clueless.
I want the US to be like Europe. I traveled from Amsterdam to Venice never stepping in a car.
https://www.strongtowns.org/stmedia , https://usa.streetsblog.org/
What are researchers' findings when considering unintended consequences of any of the services being presented in this questionnaire? Thank you.
Be proactive!
Keep up the good work !!!
Thank you
Self driving vehicles banned from FI!
Jacksonville's available charging network is minuscule for a city this size. Needs expansion and high speed chargers.
We are FAR too dependent upon automobiles. We need alternatives to driving to the store.
Thank you for asking now please do something
BRIDGE TOLLS BRIDGE TOLLS BRIDGE TOLLS
Don't forget there are folks who do not travel in cars whether by choice or not.
Thank you for current work.
Please review some links I have posted on one of our local transportation websites. They all concern integrating marine transportation into our transportation systems as a means to make all systems function more efficiently. This area blew it when the OHPA failed in it's responsibility to adequately respond to the Maritime Administration's "Marine Highway Program".
Reduce the population.
I would prioritize projects that have high ROI, as well as those that create less future liability over time. Also, prioritize people over vehicles.

I would like to know what happens to an area like a barrier island which was stupid enough to allow a jet fuel refinery to be built, what happens when a hurricane hits that island? Can anyone answer that?
We just moved to Jax so we're not fully up to knowing all the needs.
Increase accessibility for those with mobility issues. So sad that the elderly can't access the beaches (hardly any days you can actually drive on the beach) or downtown (parking garages too far to walk to destination)
I feel too much money is being wasted on parks, pocket parks and playgrounds. These parks are not being maintained properly and are unsafe.
Every question asks the same with the same answers
No ethanol trains or trucks in Amelia Island.
Who do you believe is going to even care?
Survey specific communities for their needs; when safe and applicable add golf cart paths/multi-use paths especially near communities that would take advantage of the build.
More electric charging infrastructure, particularly in shopping places, schools, and universities. These are places most younger generation spend time and those who live in apartments.
I would not spend a penny.
Make electric vehicles pay their fair share. They are not paying a gas tax.
Creating alternate mobility options opens up workforce potential for a larger group of people and builds stronger, healthier communities.
Want to see what the residents of NB want? Here: https://www.facebook.com/groups/NeptuneBeachFlorida
Let's go Brandon
Things will never improve unless taxes are raised
DOT has a bloated budget and poor management of that budget
this is a waste of time. how many hundreds of thousands are being wasted on this survey?
Plan for a commuters of the future when there'll be more riders than owning a car

Make a STUPID TAX for stupid people, like those who walk with traffic, in the road and let their dog walk in the middle of the road completely clueless to the cars coming behind them which are being driven by someone who is texting or otherwise distracted. Publish their names and photos on the internet. Have a huge campaign NO STUPID PEOPLE IN JACKSONVILLE!! A photo of Biden with a line through it would suffice.
Allow only electric golf carts in the downtown st augustine area.
Why not instead of JTA, break it into multiple sections of Jacksonville (ei. Northside, Southside, Westside) where they all have meeting spots near the bridges. That KMart on San Jose would be a great hub, I'm sure there are others around town that's similiar
Stop funneling money to political friends
Making improvements quicker!
I know that you know that they know that they will do whatever, whenever, however, and with whomever and this survey and how I answer it will not matter. And if you live in Jacksonville, enjoy the fancy street lamps/lights, especially downtown.... ps, excuse the many homeless underneath them, for they have no where to go...and, watch out for the potholes.
Please stop thinking about how to shuffle people out of the counties they work and start thinking about how to make people want to live closer to their job.
there needs to be real transportation services in St. Johns County, not the Sunshine Bus
Provide additional information about current spending, a timeline of plans, and how future investments can improve communities
Keep up the great work!
I'm looking forward to seeing improvements
Hard to answer some of the questions without more data about existing spending
Check into transportation options from other countries.
There should be equal distribution of upgrades for all of Jax just as taxpayer dollars have been used to benefit East Arlington, Ponte Vedra and the Beaches area.
Need to better connect Jacksonville with shared use paths.

Please see my previous comment/suggestion.
Thank you for getting the public involved in this process, there is so much opportunity for Jacksonville.
with Fed infrastructure funds..thought this should be attainable quicker. Keep politics out of funding, put it to vote on "how" to fund projects & combine resources, EPA, DEP, DOT to reduce waste at the top and start digging where plans, permits are in place
Kill or totally revise the URBAN TRAIL PLAN
Look at other successfully cities and use their ideas to help design here, why reinvent the wheel.
The commissioners who approve projects of this nature need to do their due diligence before selecting contractors. We do not want a repeat of the debacle that has become waste management services. that disaster was wholly preventable.
...let's get Jacksonville moving...
LRTP should be disbanded and leave the island which was doing just fine before all this growth started. Everyone moved here for the quiet and quaintness. Just to try and change it to like what they left.
these surveys are nonsense. you'll do what you want to do. sadly we are screwed..
I am a 4th generation Floridian. I am sick and tired of hearing Floridians are bad and rude drivers. Instead, I believe it is the countless drivers from other places that have made driving in Florida hazardous.
As mentioned, sounds as if you already have your agenda and are headed that way no matter the outcome of the survey
Yea, go somewhere else with the bullshit
Need to help kids get around so they will hopefully go to places of interest and stay away from drugs.
Love that you are getting feedback! Thank you
Your framing of gas tax question is false and misleading. If the price of gas doubles and you keep the tax rate the same, your revenue is not a "diminishing revenue" source. Florida gas taxes are equal or higher than most states. We need to make more effective choices and stop the spend on pet projects for politicians trying to get re-elected

Sick of all of them
Transportation needs based on the traffic needs.
Please spend the people's money wisely and always audit the results of your spending to prevent throwing good money after bad.
Smart city planning is not good for humanity...
leave downtown alone. It's crowded and congested enough as it is
People powered transportation is the future.
While placing a focus on undeserved communities, it makes sense to look at population access to needed services, i.e. shopping (including food), health services, entertainment and recreation.
whatever Ron Desantis wants
Prioritize moving people more than just moving as many automobiles as fast as possible.
please focus on projects that will get people out of their cars projects that improve the driving experience will only dig us deeper into the nightmare that is a world filled with individual passenger vehicles please check out the War on Cars podcast for a lot of great information
New developments should be accountable for up keep on the infrastructure in each development for a set number of years
Be mindful of not looking to fix what isn't broken
LRTP should prioritize projects with the highest return on investment. Also, people with EVs need to contribute to the taxes used for these projects.
Keep the island local and restrict tourism to a manageable amount
Don't ruin the island.
We need to stop catering to development interests and make them pay for the costs that their developments incur.
thank you for your work!
I appreciate that long term planning is occurring, although I won't be around to see the results, but my grandchildren will.

Most of the stuff that needs additional work is the change management, education and legislation part of the project. Just building out infrastructure doesn't guarantee use. I think we've all seen that unless there are incentives to change behavior, behavior won't change.
Good luck!
Instead of tolls, the majority of the money for these projects should come from all the new construction. Things like Costco all these houses are the reason the traffic is so bad. The streets can't handle the influx of people.
Can you provide an explanation of how projects are coordinated with FDOT and a user friendly way of finding projects for our area? Can you provide the manner LRTP would equitably assign projects given the diversity and variability of the communities?
Just glad you are on it!
Your organization is a waste of public time and money. You do not have true public input into the planning process. It's a shame.
thankyou for listening
Cut losses on the impractical "U2C" system and invest in proven solutions in one of its various formats.
We need to consider alternatives to the automobile. We cannot continue using them forever.
Thanks! I'm glad planning is happening. Ignore the complaining except as it provides useful data to determine future projects.
Public notices sharing how community can stay informed about these and other local projects. What are their resource notifiers? Tv, internet, radio? What stations?
Thank you for surveying the community.
Thank you for planning for the future !!!
prioritize reasonable projects that have the possibility of becoming reality in these challenging funding times.

The revenue shortfall problem has been allowed to be in the background, rather than the foreground. Moving the facts into Public conversation has to be a priority, not only the NFTPO, but Counties and Cities. An effective "Marketing Plan" could include targeted communications that present facts in 3 different formats, and ways, to ingrain in the voters' minds, a clear need for a targeted set of changes. Caution is offered in that a large one-time increase in revenue or "Bonding" revenue, to quickly accelerate design and construction would in fact, increase construction costs and create inflated costs of materials and equipment. The current Federal Infrastructure Bill has accelerated, too fast, the demand for materials, steel and aluminum fabrication, equipment and skilled labor. Cost increases are impacting how many projects can be funded. Small Tax increases per year, and/or indexing to Inflation may be the best approach.

Would love to be a part of the process

This area has missed out on so much Federal transportation money. I don't know if it's due to political attitudes or pipe dream, futuristic projects. It's needs some focus on traditional, proven transportation.

Projects should never be influenced by politics!!!

Looking into EV cars, busses, trucks providing battery storage and help with JEA peak periods.

Implementation has always been elusive. I've filled out many of these surveys and have seen little come of them other than another survey.

The future is a bit hazy on what transportation will look like in 20-25 years. But including the ability to add enhancements would be smart, as everything, as the future evolves, will be 'smart'.

Be smart spending tax money. Stop the waste!

Finnish what you start

Rather than reaching out for additional funds through tax increases such as fuel and toll charges; it a about time federal and local governments look at improvements in efficiencies within their departments. Since COVID both local and federal governments have become inefficient; its time to trim the fat rather than pass the cost onto the community.

Good Luck.

I'm pleased that you are making progress!

Just be good stewards of the money. Don't forget that electric vehicles are wrongly called carbon free. That power has to come from an electric generating station. There is no free lunch.
Keep costs under control.
No. Looking out towards 2050 my long range transportation requirements seem to only be a hearse.
The electronic scooters that they have placed all over downtown and around our entertainment facilities I believe are very dangerous. Considering the other night we were downtown for an event and we're walking down the sidewalk near the Florida theater and some folks came flying around the corner on electronic scooters they about ran us over. I feel those scooters should be banned especially in crowded areas because people riding the Electric scooters have no respect for pedestrian traffic.
I am grateful for the recent sidewalks that have been put in place near our residence to go to the grocery store. Thank you
More lanes and roads induce more demand and does not alleviate traffic congestion! We should be focusing on getting Floridians and visitors out of their private cars and onto bike lanes and transit. It's better for the environment, public and individual health, and is the best way to alleviate car traffic congestion. There should also be more community outreach and signage to protect the few pitiful biking and pedestrian infrastructures we do have, as well as harsher penalties to car drivers that are hostile to other people that aren't in cars! There should be many more pedestrian crossings so people don't feel the need to "jaywalk," and these crossings should have light signals that warn cars to stop for crossing pedestrians. I watched a man in West Augustine on West King Street stop and wait for cars to stop at the one pedestrian crossing between US 1 and Palmer St. I stopped to let him pass and he was almost hit by a BMW trying to speed past to avoid stopping! Crossing the street, especially at a designated crossing, should not feel like playing Frogger. For this 2050 plan, please consider the safety and health of everyone, not just those in cars!
Safety and Efficiency are not in the same category. Efficiency implies higher rates of speed and traffic flow. Safety implies lowering speeds, reducing crashes, improving pedestrian safety. I don't believe these should be combined in the same question on the survey, nor in the same budget line item.
Safety, Safety, Safety for vehicles and pedestrians

Miles of connected sidewalks allow residents to safely go from place to place without a car - whether it is children getting a school bus, walking or running for exercise, walking to a store or restaurant, social reasons, etc.

It's far too hard to walk around and you often hear a pedestrians being struck and killed which is due in part to having to walk miles between crosswalks. Walking leads to a healthier society and will only add benefits and reduce health care costs in the community.

Prioritize pedestrians and incorporate trees/shade

This wouldn't be an issue if the City stops catering to Developers
Finish fixing the existing roads and stop construction during peak travel and rush hour
Common sense please

Make i95 a toll road for all private passenger vehicles.

The current infrastructure is terrible. Too much building being done without consideration of roads to support it. Some of the local state roads have bumper to bumper traffic. It is sad. Some side roads that are parallel to a major roadway are being used as a thoroughfare. This now backs up traffic on the ancillary road. It's a no win situation.

There are locations in Jacksonville where large European-style traffic roundabouts would seem a better solution than adding more signals to back traffic up further during peak hours (example: Kernan and JTB intersection)

Additional bridging across intracoastal waterway, as well as additional road control and lanes on majorly used roadways such as Palm Valley Road as well as say Micklers Beach Road with the continued growth of Nocatee and explosion of vehicle use on those roads.

Driving routes are plentiful and make it easy to navigate Jax. But control of aggressive and dangerous drivers is your worst issue. Need more police patrols and prosecution!

We have enough roads and lanes. It's time for alternatives.
Added lanes never "fixes traffic".

We need solutions fast on the congestion zones where multiple roadways meet because Jacksonville's population is only going to get bigger. As proven by other cities, adding more lanes won't help with congestion in every situation. Instead I would prefer technology based solutions like the new Southside/Gate Parkway Intersection and JTB/San Pablo Intersections.

Current congestion areas that need help include JTB/95 Interchange, JTB/295/Town Center Interchange, and 295/San Jose Interchange. I know improvements have been made to the JTB/95 Interchange, but there needs to be signs about speed because I see so many accidents there. Thank you!

Orange Park has the least amount of services and the most amount of congestion. We spend more time in bumper to bumper traffic than actually driving down streets and roads.

need north south west of intracoastal east of us1 originating southern st johns county connecting to Hodges and/or san pablo

Majority of the roadways within the area do not have such bad traffic that we need to widen or add new lanes. If we expand multimodal transportation options, connections and access, we could shift some drivers to other modes, and improve congestion, while also improving individual health and safety, while reducing emissions. The focus should be on moving PEOPLE, and not CARS. Human throughput, not vehicular.

Add wind advisory signs to all major bridges

Traffic Technology will help the most.

Extension of St John's Parkway would be a big improvement in my area.

Improve alternate roads in order to divert traffic from US1 onto other roads. US1 is like a moving parking lot during morning, lunchtime and evening commute times.

need a left turn arrow when leaving South Beach Parkway and turning onto Marsh Landing Drive.
need better exit off Butler onto Marsh Landing Drive/South Beach Parkway.

With all the building on US 1 north from 16 to Palencia and beyond speed limit needs to be changed to 45-50. Some of the businesses need to have entry in front on like v's pizza not go down to do a u turn . Lots of intersections need to have no upturn signs . 16 needs to be 4 laned out to green cove

Our biggest issue with transportation and roadway congestion is the continuing development onslaught and population increase that makes travel regardless of mode not an attractive option.

Cars should not dominate our city. NO ROUNDABOUT AT BRIDGE. Get cars out of downtown. Passenger trains would be great.

We need a functional commercial airport in St. Augustine. Driving 295 is dangerous. There is no reason that the airport can't be made functional for commercial full price airlines. All of the flights would be full. We are beyond a discount airline! Being able to use an airport in our own city would help decrease traffic on US 1 and 95/ 295.

We also need signage: the right lane is Speed limit slow lane and the left lane is for passing and faster traffic. I can't count the number of times that I've been behind two cars- because they are both driving below the speed limit, side by side. OR having to pass on the right because people are driving so slow in the left lane!! Signage please.

And Airport. Thanks

Please fix A1A before Thomas Shave bridge.

In the South Duval and North St. John's area, the Interstate is in desperate need of expansion. From Old St. Augustine Rd to the Outlet malls, I-95 is always congested and it's only two lanes. You need to double the volume of that road NOW, not in 5 years.

Roads are exceeding capacity in Clay county. Quit planting wasteful landscaping on the interstates and toll roads no one cares about that except for land scraper making millions. Georgia and South Carolina are clearing right of ways to make safer. Clear zone is such BS most cars that run off road go outside of clear zone. Then they hit the wasted landscaping and large CCTV poles y'all have installed everywhere. People want traffic to flow, safer roads and commutes quicker not pretty roads. Why not ask that question if people would rather have safer and faster commutes or landscaping?

US1 in south St. Augustine and Southside road at the Avenues Mall need resurfacing. They are in terrible shape

Technology as in video cameras, license plate readers and Big Brother in general when used should be hidden. Because when they're out in the open on Black Poles with Black Solar Panels and Flock Devices to spy on each and everyone that hasn't broken any laws is just WRONG! Look I get it these devices are here to stay. But please inform the public about them. And not just the idea that a L.P.R. is doing a better job than the local police in catching criminals. I find that talk to just be a sales pitch. Because catching a criminal and finding them guilty in a court of law is another.

Jacksonville is the worst city I've lived in for traffic and I have lived in much larger population cities. It also has the most confusing roads/streets/intersections.

The Duval and Clay Blanding corridor is horrendous. The same is true regarding the 295 area connectivity to the Buckman bridge. These congestive issues would not be a problem if they existed on the east side of Duval county. It seems every traffic improvement project neglects any requirements on the "Westside of Duval.

Whomever planned the new US17/295 interchange should be fired. Now morning traffic to NAS backs onto bridge-dangerous while in afternoons there appears to be no solution to traffic leaving NAS to 295. Waste of money so far.

Heckscher, 95, and 295 need patrol units. Often on Heckscher one car will pass 4 in a row, dangerous. Every road mentioned if you drive the speed limit almost everyone is going 10 to 20mph over. Scary

St Johns County has done a poor job maintaining roads with the excessive development. In addition there are limited to no street lights in the evening. Duval needs to widen I95 from Baymeadows to the Eighth Street Exit. It's time to remove the roadway that has potholes throughout the highway. 295 must be widened from JTB north to the Dames Point Bridge. A1A in Ponte Vedra should be 6 lanes from Solana to JTB in each direction with street lights added. It's time for significant investment in our roadways. There must be consideration and investment made to add a commuter rail to connect our region.

Upgrading and updating the City of Jacksonville's aged traffic signal infrastructure and utilizing technology to improve traffic flow is an absolute must. I've grown up in this city and been driving here since I was 16. I've also driven in mega-cities around the US. Jacksonville has one of the least sophisticated systems in the country. With proper timing, maintenance, and upgrades, arterials could flow significantly better, alleviating the massive congestion on our limited access facilities.

Law enforcement needs to control the reckless, unsafe driving on our roads and interstates.
Right on red on highways should be eliminated.
Use of technology to synchronize traffic lights on heavily traveled roads would improve traffic flow.
Widening and adding roads increases congestion which has been proven time and again. Let's look to other countries and see what works and get people out of their cars.
Would like to see more roundabouts.
Would like to get easy access to highways from green cove springs
We need a direct road from old nassauville to 17/95 asap. Thank you
I'd love to know more about "technology to improve traffic flow."
Can a north bound entry ramp to I-95 be provided at the southside connector just south of Baymeadows road by the Avenues Mall? Seems to me it would alleviate a lot of congestion on Baymeadows Road.
With all the congestion we need a railway/ system to Jacksonville
Syncing lights and increasing speed limits
Would be great to see active transportation management of the system using the ITS infrastructure we have
Add tolls to enter Amelia Island from 200 and A1A.
The questions of this survey imply a reduction of individual drivers in favor of public and physical alternatives (buses, water taxis, bicycle and walking trails). Many new development projects are wealthy retirement communities and multi-family luxury apartment complexes. Why not influence their effect on traffic conditions by requiring developers of new apartments, retirement community, and condominium complexes to heavily fund new roads and upkeep existing roads so they pay a fairer share of the road costs?
No road transportation for ethanol - not on our small island
The traffic on the Island is horrendous. From the Shave bridge to Yulee is a nightmare to navigate.
Fix line painting of turn lanes where it is needed. Time lights better for more even flow of cars.
Tell SJC to stop building housing and apartments on roads that can't handle the traffic

It is really unfortunate that we do not have a rail service that would connect many locations, not just the core. I realize that is a huge project but one that our city has continued to ignore as more and more people move here. We have a lot of traffic because our options are limited and buses get stuck in traffic right along side us.

East west roads severely lacking.
New building permits should be halted until
They figure out how to add new roadways. Too much
Building and no thought to road congestion!

As much as it is important to focus on roadways. It is also important to focus on making a community that is both walkable and bikeable. It helps to foster a community that can gather together without the reliance on vehicles all the time. This helps free up roadway congestion for trips with destinations outside of communities. We are a car dependent city and that makes traffic heavy as a consequence.

Need more law enforcement on roads.

North Florida needs more express lanes/toll roads to Orlando. Nearest toll road ends near Daytona and 95 becomes the only option. No rail

We need more and better public transportation. It would reduce our dependence on cars. Thus reducing traffic, wear and tear on our roads. Less accidents. We need to make walkable neighborhood helps with our health. Biking and walking attracts small businesses and improves our city.

The I95/295 project is 3 YEARS BEHIND schedule, that is unacceptable.

Developers should be required to invest in expansion and safety of existing roads before they are allowed to build new neighborhoods.

I live on Fort Caroline. It's like a dystopian sign of decline seeing a huge road totally shut down and ZERO men at work on a nice spring day. Are they double booked working across town? Do you need to expand the bidding pool and loosen regulations? Yea. They can build a highway over a Vietnamese river in a flash, working like ants night and day. You can not shut down fort Caroline and have NO MEN AT WORK for entire days. No excuse, so why would any money be spent clearly less needs to be spent until we get smarter.

The number one most important thing is the increase in population in our area, and the fact that our roads cannot keep up with that increased population. The traffic congestion is only increasing the wear and tear on our existing roads, as well as causing more traffic crashes.
Better solution for log trucks going to Amelia Island- they speed- cause accidents - congestion- and are very dangerous with increase of traffic to area.
Traffic is currently very congested on this island.
It would be great if we could get the large trucks to obey the traffic laws
Logging trucks are not policed and are destroying our roads and injuring/killing our residents. No one enforces the DOT regulations so as not to impact commerce. Humans are more important than money. Repair the roads, enforce laws (weight, overhang, etc), check licenses of drivers (some are suspended but they still drive), limit hours of transit for logging, and begin to care more for our residents and our town than the money that logging generates.
Fix the roads we have and do not build any more developments
Bicycle and Pedestrian facilities pay for themselves when accounting for the economic output they create. More jobs, healthier population, and safer roads for ALL road users, including those in cars. Widening roads will only increase O&M costs over time. Escape the debt spiral of car dependency, and invest in a more walkable north florida.Thank you.
Improve all roads and intersections to at least a level of service c.
Rayonier paper mill wants to create bioethanol plant on Amelia Island. If this happens, they will have to transport this hazardous material from the highly populated island on heavily traveled roads. Rayonier is not zoned for this for good reason. Traveling safely in the area of north Florida will be very worrisome.
Old Nassauville/SR 200 light is a huge problem. Traffic backs up all the way over the Shave Bridge thru the traffic light on island. Piney Island entrance gets blocked for up to 10 minutes with residents trying to exit. Look at the accident record for SR 200 from I95 to Amelia Island. 17 North inadequate for amount of traffic. One accident shuts down NE Florida. 40,000 additional homes planned in the area with 1 access point to beach within hour drive. Overpasses desperately needed for thru traffic. Dedicated turn lanes needed everywhere.

Resurfacing desperately needed SR 200 Old Nassauville to island. Last pavement used has dissolved into windshield chipping pebbles and motorcycle dangerous roadway. Two lane roads at schools are insufficient for schools with 700 students. Evacuation planning needs to be included to roadway usage growth. Smarter technology to analyze traffic patterns and improve safety. Too many accidents with multi use vehicles (tourists, motorcycles, daily commuters, log trucks, hazardous materials, delivery vehicles, and railroad crossings) all converging together for same real estate access. Loss of wildlife, trees, canopy and aesthetics of coastal tourist town to concrete and building. Please, plan wisely for the future of our children and environment.

Enforce road codes.

Buccaneer Trail is designated s canopy road with size limits and local traffic only.

In the last few years it has become a high speed "raceway" and all access roadway highprofile with multi-axel truck highway with no restrictions period.

Roadway is consistently backed up with traffic to Parkway North from the Parkway.

Elderly need to retake vision and road test at a certain point. Not sure what that point is, many impaired drivers out there.

Transportation, roadway safety, bike trails and all the other questions in this survey should be a priority BEFORE residential development is approved.

Yulee needs bypass roads to alleviate the crush on 200

Repair SR 200, repair railroad crossing in to Piney Island.

Resurfacing SR-200 needs to be done more often with the increase in population and traffic. People deserve to drive on roads that won't destroy their vehicles (tires, windshields, under carriage repairs...)

On North 14th, the sidewalk stops 1/4 of the length of the road. Completing the sidewalk would improve resident safety as multiple people walk and bike this stretch daily.

When will you remove the light/lamp posts on Union street (or is it State street) and make it easier for pedestrians and individuals using wheelchairs to navigate the sidewalk?

Too much traffic on Amelia Island. Need some park and ride stations in Yulee to get commuters to bus in more.

Once the new schools and fire stations, and other infrastructure is built first.. then transportation priorities can be worked on. Stop putting the horse before the cart. Other wise you will be correcting and re-correcting as these things are put into place. Our Schools are over crowded now. Where is all the sewage going? Water? Stop wasting money by re-fixing after something else is added. Build the infrastructure for the county first. In the mean time.. just maintain the roads with resurfacing.. fyi. Cement roads last longer than asphalt.
Route 200 is in very poor condition and the debris from the crumbling road have broken my windshield several times. Motor vehicle accidents seem very frequent in our area and anything that your division can do to improve safety would be wonderful.
work on congestion, improve signage so tourists might know where to go
Do not allow Ryam to transport dangerous chemicals and increase traffic/ wear and tear to the roads
I grew up in NE FL and the roadways have become toxic and overwrought with aggressive drivers. It is sad that I am now more comfortable driving in other states when we vacation than in my home state. There needs to be a crackdown on distracted drivers also.
Help St Augustine deal with the traffic that flows into our small town from all the ever growing St Johns & Duval Counties. This can be down by helping fund satellite garages and a shuttle system to bring visitors into the historic district
Don't wait like every other area in south Florida. They are coming whether you build it or not. Lessen the impact on traffic now by adding now rather than later.
This is somewhat of a joke. The existing roads are in pitiful condition and our calls to DOT to fix them are ignored.
I feel like the roads need to be expanded and alternate routes need to be put in place to help with the ever growing population!
200 is a disaster. As soon as the 3 lanes end, traffic is Backes up. Also, the road is destroyed between Nassauville and the Shave Bridge.
Biking and walking is extremely dangerous here. Perhaps education awareness on traffic and pedestrian safety should be invested so new comers and locals are educated on how to use the infrastructure we currently have .

For example the rules of cross walks, roundabouts, yields, school bus stops, what to do when traffic lights are out etc. we have to do something about the damaged roads and constant debris from the truckers.

We are new to Florida and really happy to be in St John county. However we're in Ponte Vedra and regularly take I-95 to go to church and shop. People drive way too fast. We see wrecks on I-95 all the time. I-95 as a route for Novatee and all that coming construction, well it's going to be a problem, isn't it?
For myself, I really would like to see a bike lane on Solana Rd/Roscoe. Someone is going to die. These big pickups rule the road. Never seen one being a ticket.

Build and improve roads to handle amount of forecasted traffic before authorizing new developments!

need another bridge over St. Johns north of Shands bridge and south of Buckman bridge

The timing of yellow to red lights on 200 are problematic (much too quick), contributing to accidents.

Stop all the building and go with things the way they are its already too congested

Address people running red lights. Time traffic lights so you aren't stopped at each one

I'm concerned about safety & transporting ethanol on our local roads. It's dangerous already with the logging trucks using our roads in such a small community.

200 before the bridge should be fixed May 2024. Not December 2025.

Please don't spend money on expanding or building more roads

Too much traffic

SR 200 needs resurfacing

Turn from Old Nassauville Rd to SR 200 needs major improvements

The eastside of Nassau County has extreme traffic congestion from over-development and large trucks servicing the mills. Fernandina Beach at any one time night or day has an excessive amount of semi trucks that utilize 8th St. The addition of ethanol transported by tanker truck or rail will up the hazard for spills that not only bring the risk of explosive and deadly fires but also severe health effects for anyone near the accident in a highly populated area. Limit the transportation of hazardous materials including ethanol on congested roads. Logging trucks turn over all the time. Nassau County roads are dangerous.

People are what make up a community and when they're all inside because there's no incentive to walk outside because there are too many cars and don't want to risk being killed crossing the street, Improvement have to be made. For years I've promoted speed tables, but the town is not interested.
Our taxes are so high that the roads should be better on 200
Not enough lanes in front of schools which limits computers getting thru & lights at major roads don't have adequate time allocated to allow some traffic to get thru. (I shouldn't have to wait thru 4 lights at peak times)
Reduce chemical transportation on roadways and railroads.
Large commercial trucks are overwhelming our smaller roads, main roads and highways. There are no lane restrictions, no speed enforcement and no community restrictions. They create dangerous driving conditions and have caused fatalities. I live in a small neighborhood with limited sidewalks and have logging trucks and tractor trailers running through the community constantly
improve highway interchanges. look at cassat ave and lane ave; the wasted space under the overpass. examine the bridge heights at mlk expressway and I-95.
Growth in our area has already outpaced the roadways. Developers have yet to pay their fair share for maintenance of current roads nor creation of new ones. Tax payers are taking a beating on the Wildlight debacle and the state legislature has only passed more laws to favor developers. Until there are PRO-CITIZEN laws passed that put people back in charge of how to handle land, we're on the losing side. The widening of A1A to bottleneck at Nassauville Rd. has really done nothing to alleviate traffic congestion. Until the bridge is widened to 3 lanes, I don't know how it will accomplish much—except for precious Wildlight. That 'monstrosity is the bane of our county. Nothing but over priced, trashy houses stacked on top of one another and destruction of wildlife habitat.
Reduce congestion, better maintenance of current roads, sidewalks on both sides of roads and time lights for better traffic flow
The increase of traffic over the last couple years is getting out of control. The number of accidents seems to be increasing daily. Cars and trucks flying down the roads and weaving between other cars is just crazy. I feel like the housing development is clearly outgrowing the infrastructure and available services for those that live here let alone tourists on top of that.

The timber trucks are tearing up 200 (A1A) and tie up traffic. They should be limited to certain non rush hours. Thank you.
Please widen SR200 to and from the bridge to and from nassauville rd to 3 lanes plus turning lanes and merging lanes.
More and better roads
Need to build service road for log trucks, destroying roads, causes congestion and more traffic and is dangerous especially if carrying chemicals. Wildlight and Ryam will ruin commercial developement.
Repair roads better timed lights
Slow the speed of cars on the road, and add more lanes. The roads are dangerous. Add more safe bike lanes to schools and shops to decrease car use.
Congestion and being able to travel from point A to B quickly, efficiently, and safely are my top priorities.
Speeding & careless driving are out of control!
I am not sure of the best solutions, but I would like to see an improvement in options besides driving. For example, better biking trails And walkable streets and public transportation. Reducing congestion should be a priority. I'm just not sure how best to do that. I don't always want us to automatically build more roads, but perhaps encourage people to walk or ride bikes they can as an example. Around schools, traffic tends to be a problem at certain times of the day. Do all those children really need to be driven to school? Good gosh we live in Florida with beautiful weather most of the time!
State roads in Nassau Vo are in deplorable condition and state is putting off repairs 2 years or more. Broken windshields etc are the result. The state does not listen to the needs.
There are sufficient and well maintained roads. What we need is safety there are too many close calls and accidents. Maybe speeding tickets and enforcement for all vehicles on the road being insured is money better spent than more expansion of infrastructure.
It takes 30 minutes to get anywhere in Jacksonville on a good day. All residents should be cognizant of that fact.
Please make the entrance and exit to Villages of Selay on Rt. 16 safer for entering and exiting.
IGP and rt 16 are two roads that need improvement. The traffic on those roads is bad at all times of the day.

We need to quit using interstate highways as part of local roadway network and make them more thru traffic only.
Focus on the roads. The infrastructure can't support the increase in population now.
This survey is slightly flawed. For example, I'm not for adding multiuse paths that lead to nowhere, but I would absolutely support removing bike lanes from the roadway and using that space to increase the size of the sidewalk to provide a multiuse path. This will increase safety for all modes of transportation. We also need more education/enforcement to get bikes/peds to use the facilities provided and to teach motorists what to do at RRFBs and PHBs.
Build multiuse paths as an integral part of all new roadway construction.
It will coast more than 1.8 million dollars for the Shore Drive trail in St Johns county. That is absolutely ridiculous especially given the number of people who spoke out against the trail. I don't appreciate projects being pushed on communities without the input of all the residents of that community.
Build and expand roadways ASAP to support future growth. Traffic is a mess waiting for roads/widening to take place thanks to overlooking the issue in the past
Make St Augustine walkable from 207 to downtown & connect to US1 by old moultrie!
Invest in technology to improve life in N. Florida. And would like sidewalks in my area, we got kids who got to wait in the road for the bus everyday.
Monitor the dangerous chemicals and future dangerous chemicals being transported by trucks. We do not need ethanol trucks on our roadways from the proposed ethanol plant at 10 gum street in fernandina. Very dangerous
Provide Nocatee north-south roadway to JTB, to reduce traffic on AIA through Ponte Vedra Beach
Need a side walk down Lightsey to 207, should make developers pay for sidewalks
Maybe if we encouraged walking to the corner stores and discouraged big trucks who tear up our infrastructure, we wouldn't have the city doing roadworks at 4am.
Make it easier for people to move around on their own. More accommodation for cars (parking lots, gas stations, congestion, toxicity) is not the best answer.

More roads don't lead to less congestion. Invest in clean, safe, efficient public transit and multi-modal transit like safe bike lanes and sidewalks.

Mobility impacts the costs of Goods and Services and Quality of Life. The decisions being made and lack of actions, directly impact sustainability of the Region. Transportation Maintenance and Operations has been underfunded by the Counties. There has been too much reliance on the State DOT to fund improvements to address traffic congestion caused by Growth. Growth has been allowed to occur without the sufficient Transportation Infrastructure to support the increases. In some areas of this Region, there is not enough right-of-way reserved for widening, and in some areas the growth in the future has been calculated to require 8 thru lanes to handle the volume of future traffic. One example is that the broad macroscopic analysis used for "transportation planning" reflects severe to moderate impacts on the road network, after the First Coast Expressway is completed. There is no plan in the pipeline to even conduct a microscopic evaluation of those impacts. There is no plan for how the State and Counties can fund improvements to address the future traffic demand. Suburban development patterns are preferred by many home buyers and that type of development does not typically lend itself to capturing sufficient ridership for Transit/Rail. Preservation of Transit/Rail Corridors and Park n'Ride Lots is worthy of Study, but strongly recommend to first study the success and failures of Transit and Rail in Portland, Denver, Orlando, Miami, Fort Lauderdale, Houston, etc. Reviews of the failures and where successful - Why was it? The review would help Planners to better understand that assuming Transit can always reduce congestion is the definition of Insanity. Quality of new development, re-development of properties, protection of water recharge areas and not destroying the Quality of Life, that attracted people and businesses here should be goal one. A shift in Policies and in Regulation has to be part of the foundation of City and County governments in the Region. Citizen awareness in the Region, of the needs versus the revenue shortfall should be a quarterly message.

Remedy transportation impacts along with development. Highway and street improvements are at least 5 to 10 years behind development.

Downtown St. Aug and A1A beach areas have become more and more dangerous to walk and bike. The traffic flow and congestion need to be addressed as well. I am not sure how but new roads seem better than adding lanes. Road lanes currently are narrow and jam packed with little room for error. Sure hope traffic engineers

can figure it out. It will be a challenge to create roadways that fit into our historic area without creating an ugly mess.
SR-21 South of Middleburg must be widened. When I moved from Orange Park 18 years ago, I would see 5 or 6 cars in both directions, now it is really congested so much you can't pass anymore.
Building roads and keeping Jacksonville safe are important but timelines are important as well. Jacksonville is a city of cones and barriers all the time. Deadlines need to be kept.
There needs to be significant investment in mass transit. The constant wasted expense of building new roads and lanes, just to have congestion improve by a mere few minutes, and even then for only a short period of time, is a waste of tax dollars. Park and rides, busses, and even in the future new rail services would all greatly benefit the region, without a constant reliance on cars and expensive roads.
It is important to maintain existing roadways. Ability to provide resources for electric vehicles. Invest in technology helps make traffic move easier.
improving nassau <--> duval transit options would reduce rush hour congestion
It is time to add technology such as smart traffic lights, cameras to detect violators running red lights, etc. It is also about time pressure is put on law enforcement to enforce existing laws ; running red lights, running stopped school buses, careles driving, etc. It is the wild west on the roads today.
What can be done to reduce traffic backups at railroad crossings? (If GPS apps would tell us when trains are at crossings, we could avoid them....)
I believe that sprawl as it is happening is unsustainable and will only worsen traffic, congestion and safety. Our focus should be in creating traffic flow that supports walkable communities with green spaces and add efficiency structures like central, affordable public parking garages and multi-use buildings. Encourage ride sharing and public transit, and engineer communities that encourage people to walk or cycle instead of drive everywhere.
Longer exit ramps. Less high volume business on corners. More use of auxiliary roads. More police presence on onterstates
Major road need to continue to be widend .

As long as there are. so many autos on the roads recreational biking should be restricted.
All of these items are important but we are so far behind, we need to focus on traffic needs.
Connect Nocatee to the Butler (202) at Hodges with a new road. This will reduce the congestion on A1A in Ponte Vedra and at Mickler.
Lights at several secondary intersections in my area either skip turning green or are too long a wait~ such as Alderman Parks light intersection of service road and Mill Creek Rd & Regency Mall light both have issues.
Road congestion is getting worst ever day. The population is increasing faster than our roads can handle. The county needs to continually fix pot holes, broken street lights, trash on highways, traffic law enforcement, traffic signs and signals. Plus long term solutions of more roads, road widening, signal automation and build a road on the west side of the ICW. You must get some of the traffic off of A1A.
A few questions group roadway "safety & efficiency". This is code for widening lanes for cars. A safe roadway is one where car traffic is physically constrained and non-car roadway users are protected. Prioritizing car throughput comes at the direct expense of safety. Please prioritize safety by ensuring roadways are designed so car drivers cannot go fast even if they tried, that is, make the design speed match intended safe speeds.
Remember coastal areas receive a disproportionate traffic load relative to population. Please prioritize projects that encourage internal capture and walkability such as shaded walkways and bike paths versus wider roads and bridges that dump traffic at the coast. Thank you for your service!
It would be really nice if the downtown trail could connect out to the beach via Merrill Road.
expand road capacity of A1A
Identify the most congested roadways in counties with large population increases and expand them, especially in areas where new housing has been built. Infrastructure must keep pace with population growth.
Take a look at Phoenix , AZ , with future growth in mind they have roads that goes nowhere..... just in case of expansion
Don't take years to put up traffic lights when needed.
transit Nocatee traffic to A1A must be diverted to other routes.
biggest priory road from Nocatee to JTB and lessen traffic thru A1A thru PVB

As a long time transit advocate, I noticed that the reason light rail is so fast is because it runs on a separate grade than other traffic, it is unimpeded by traffic interactions, thus can move faster. However, there is no need for trains to achieve the same result. A separate roadway in lieu of elevated rail lines, equipped with double decker or articulated NG or electric buses instead of trains means maintenance costs would be far less than light rail. No specialized equipment, fewer signals and no rail to scan for flaws and repair, plus no electrical line or rail needed for power feed. Furthermore, separate grade (elevated) roads just for bus lines wouldn't have to be built as strong as a light rail line and stations would be smaller so construction costs should be about 1/2 of what a light rail elevated light rail line would cost. We could achieve the transit effectiveness of moving people quickly around the city at far lower cost than light rail and we can start by converting the old skyway to just a roadbed for articulated buses that move 100 people per bus, the existing stations are perfect sized for it, too.

I drive a school bus and spend hours daily in St Johns County traffic. Throttle back the development so the infrastructure can catch up. Prioritize roads around schools to improve flow, either by adding lanes, restricting traffic access at specific times, or both. It's not uncommon to sit for 20 minutes waiting to get into a school. Thanks!

Traffic planning for the future but actually carry on any plans for improvement. If you plan and nothing is done what is the use?

St Johns county has allowed overbuilding. We have to widen roads and make this new infrastructure manageable. Racetrack road and CR 210 from beach walk to 95 really need widening

Optimize signals

I live in the Avondale area and they have put several new roundabouts in that were not needed. The areas were not previously congested, the traffic pattern was fine and they serve zero purpose. Meanwhile almost all of Riverside Avenue floods during a slight rain and all the roads in the area are riddled with sinkholes and nothing is being done. Traffic is also horrible during rush hour near the Cummer museum but nothing has been done to fix that area. They are wasting our money on useless projects that aren't needed and in areas with no congestion and that are still good structurally.

Housing and commercial building should not be allowed to continue to be built until sufficient roadways are added and fixed for the added congestion of traffic flow. It should not take 40 minutes to get to a high school that's less than 5 miles away!
Make merge lanes onto major roads extend to the next exit off ramp
Fix 295 east!!!
I am so annoyed with all the pot holes, Blanding blvd Valencia Rd,all called danger zones for your CAR
Current deferred maintenance of existing infrastructure is snowballing. For instance, SR200/A1A from 107 to the Shave Bridge is rapidly deteriorating and has 1-2" grooves in it. This road is heavily travelled not only by citizens and tourists but by log trucks hauling to the two plants on Amelia Island. Current plans have deferred resurfacing until late 2025. In the meantime, many citizens have had cracked windshields from the loose road debris. Maintain what you have.
If there is a wreck on bridge all the other bridges come to a stand still as well. Fix that!
Find a way to improve the roads we got.
The existing small roads, especially Westside of Jax (i.e) Firestone rd, basically get a pothole patch that never lasts. This road was never meant for the amount of traffic and large vehicles that now utilize it. It's destroying vehicles!
Pedestrian crossings with lights should be protected. Even with the walk signal cars have the green light and are not looking for pedestrians. It's extremely dangerous. Sidewalks are also right next to the road on busy streets. There should be a median between the sidewalk and street for added safety. Sidewalks are also very narrow in many places and can barely accommodate two strollers, or a stroller and a bike going in opposite directions. Some sidewalks abruptly end on a busy street. Sidewalks should be shaded. Mixed use sidewalks are excellent but there also need to be safety precautions to limit speed of electric bicycles on mixed use paths.
Need to maintain existing infrastructure and ensure timing of lights maximizes the flow of traffic. More people have moved to the area and at times there are bottlenecks due to the increased traffic.
update all traffic lights in 5 points/riverside to be vehicle censored or update timing on older lights
Need to repair existing roads!

Consider more projects in St. Johns County. The population has grown exponentially, and our roadways are congested.
<p>I personally know many people who used to ride along our streets or want to ride along our streets but don't feel safe.. This includes recreational riders and commuters. Please consider road/bike lane dividers on major roads</p> <p>Walkways need more shading b/c of the summer heat, example is downtown river walks.</p> <p>Technology can help, but can be high cost to purchase and maintain.</p>
Stop improving capacity on roads feeding areas that cannot accommodate the demand. I.e the beaches. Do an audit on ASAP towing and you will find the beaches are out of parking for visitors, people are forced to improvise or turn around and leave and when they improvise the vultures are waiting to collect \$160
Fix what we have. Quit pushing roundabouts give us new technology for the flow of traffic. Quit building
Maintain what we have and don't worry so much about build build build
work with JEA to fix waters edge dr please....turn it into a kayak launch :)
Number one - Stop new development that doesn't address traffic and stress on existing utilities and schools (yes, I'm looking at YOU, Windward Shipyard Landing) I think raising the parking costs downtown for VISITORS (not county/city residents) and building large free parking lots outside of the city with CONTINUAL shuttles downtown and small free shuttles withing downtown (Like large golf carts) that will take people close to where they want to be will help ease congestion.
Provide safer riding conditions for cyclists including wider shoulders, and education programs and testing for current and future drivers about the vulnerability of cyclists and their rights for sharing the roadways.
Add golf cart/multi modal paths. Beautify our roads/streets with landscaping. Improve pedestrian crossing at Penman and 3rd streets. Add roundabout at 5 way/Penman
Reinforce bridges
If elevated light rail were implemented across our cities congestion and traffic would improve. Combine that with improving our trails and sidewalks and suddenly people arent forced to drive everywhere. That means less vehicle maintenance and more individual spending money for our economy.
Actually drive various roads to experience flow issues

Saint Augustine Road maintenance is awful. We continue to collect tourism pack the town with houses good and bad chopped down all the trees and continue to make this place a miserable place to live although it's naturally beautiful. It's beginning to really be too much.

North Florida is becoming Atlanta/Houston. We have GOT to stop building roads and start prioritizing LITERALLY ANY OTHER FORM OF TRANSPORTATION

Adding ever more lanes is not solving our problems of traffic congestion, since the root of the problem is the amount of cars on the road - giving people more choices like commuter rail and planning development so people can get between home & work without a vehicle will help remove cars rather than continuing to make them essential to get around. Look at Los Angeles or Atlanta, they keep building roads & adding lanes and they STILL have massive traffic congestion issues. Even building three outer beltways hasn't been enough to fix the problem for Atlanta! We need to be more like Vancouver (Canada) than Atlanta: where people can take the skytrain from the airport to the downtown city and all the suburbs - all the way out to the neighboring bedroom communities. Busses connect into the train station hubs to get people essentially to their front door. It's an incredibly user-friendly and efficient system. We need that!

Adding more lanes only increases traffic, we have many empty parking lots. How can we use this already paved space to get people and tourist to the environmental activities that are our sense of place and economy.

I would love for us to have a city where residents can safely get around by walking and cycling. It would be better for our health and traffic congestion. I barely ride my bike because the roads are so dangerous here.

Fix the skyway! We need it for commuting.

Add street lights and stop signs where necessary!

Traffic here is horrific. I find that the light grid does not work with the flow of traffic. You have issues of zero cars at a green light and backed up blocks at red lights. It's the worst I've ever lived in. And I came from Kansas City.

Additional bridge over the St Johns River linking East to Westside.

After seeing all of the accidents that happen, pedestrians definitely need more pavements and crosswalks.

Roads need to be safer for drivers and pedestrians.

I-95 is long overdue for expansion. I watched the I-295 East Beltway/9A loop be constructed and was perplexed as to why you would build a needed expressway through the fastest growing part of Duval County with only 2 lanes on either side. We always seem to be behind in building capacity to meet even current and future demands. There simply aren't enough lanes on our interstates to meet even normal traffic.
Our roads are congested and the area population is growing fast, we need to address these issues sooner rather than later. Too many of our roadways are unsafe and simple changes to signage, roadway markings signals and lighting would help tremendously.
Synchronize traffic lights better on major thoroughfares. Put effort and be proactive about adding mass transportation. Run the people mover to the stadium
Repair existing roads sooner. Improve traffic on San Jose Blvd accessing the Buckman bridge.
There should be less new development until the road infrastructure is adequate.
D4 Please devise a way to better manage the school traffic on A1A in PVB. The idle cars should not be allowed to impede daily commerce and traffic flow. Thank you!
need more lanes better surface and lights need to be correct timed
Please coordinate with St. John's county to fix the International Golf parkway and 95 exit Please widen SR16 I know this is the fault of over development in St John's county but we desperately need road improvements
I think , that in certain area in Jax , should strive to choose properties that will be appropriate for apartments and stores.::: the worst one now , is the Walmart on Collins Rd, severe traffic jams , it sits in a residential neighborhood.
Stop no more developments till all traffic issues are resolved and completed.
Bike paths would be better than bike lanes on the costing roadways.

Because of the huge influx of residents roads are the main thing that needs more investment. Trails, sidewalks etc do nothing for the majority of the residents and added transit also will do very little because most people would need a way to get to a station, meaning drive.

Enforcement of existing traffic laws would slow everyone down.

Please consider looking at how traffic light placement influences traffic exiting major highways. An example would be the traffic light on the Kernan Blvd North exit of Butler Blvd. An entire university exits using one lane directly into a traffic light.

The only way to get around Jacksonville is with cars and that is very difficult as international students, out of state students, and those without cars who want to explore more of the city and areas near school but are not able to get around due to not having other modes of transportation available in Jacksonville. Personally, I hated my first year at Jacksonville due to being out of state and not wanting to drive the 20 hours but not being able to see anything with it. This year I had decided it would be best to drive my car down just to enjoy and have the ability to go places around campus rather than being “stuck”. I understand the cost changes and development of the city however after talking to many Floridians and especially international students, it has been a very difficult time during the exchange due to only relying on Ubers and renting a car.

Remove toll lane charges not enough people use them

Make roads safer. Improve congestion during peak hours. Install lights for merging onto highways like they have in major cities. The lights that only allow one or two cars to enter the highway at a time. It helps reduce pockets of congestion that I frequently see on 295 and 95

CR210 is a disaster. I’m concerned 16 will soon follow suit. Please stop approving more housing when we lack the infrastructure to accommodate more people/vehicles.

Northeast Florida roads, especially in fast growing St John’s County are woefully behind! More so in the northern part of the County! Example, Race Track Road over I-95 has been in need of widening for years, but it looks like it will still be some years until it is actually widened. Also the need to get quickly proactive in the area in and around I-95 and IGP and the Bucees and all of the rapid development in that area! Etc, etc in the north part of St John’s County!

Congestion is the main issue for me. My commute has changed from 15-20 min to 40-60 mins for same route due to growth without infrastructure. The bridge of Lions area and downtown congestion is an embarrassment.
Consider increased congestion and address solutions prior to permitting new subdivisions and especially new apartment zones, considering developers characteristically underestimate population increase of their projects (one developer stated an expected increase of 700 cars per day for a development of 5000 single family dwellings).
When a road project starts regardless of it being federal, state or local funding just get it done quickly. Drawn out projects create frustration which leads to road rage. Speaking of road rage - the frequency of the opening of the Bridge of Lions is #1 for creating road rage.
Adding Roads and Lanes are temporary improvements (just look at L.A. to see that you can't build enough roadways). The other initiatives will help to improve/reduce congestion and safety.
Reduce the speed limit in neighborhoods to 20MPH. Promote it and enforce it!
I would like to see CR2209 completed. Rail network needs improvement.
synchronize the traffic lights and stop giving every new development it's own light
The design for i95 at the airport is the biggest mess..it's terrible how people trying to get to 295 North and South from I 95 ...too many accidents due to poor design
Working from home reduces stress on roads
Schools need better schedules for high school kids. They drive & create more traffic at prime times.
St Augustine commissioners have many plans in the works and Mobility ideas, but the number 1 focus should be congestion caused by tourists. They should require mandatory reservations in satellite parking in order to receive a mandatory ticket to events or trolley reservation etc and they can do this now by identifying with an app the available parking in lots contracted by the city around the area, They do not have to wait for parking garages to be built , but to do it now to get visitors accustomed to a new way of attending events and visits to St Augustine.

Completion of the 312 bypass around st Augustine is a must do, from north US1 to the Holmes Blvd intersection.

Sidewalks are desperately needed on Masters Drive.

poor design squanders available resources - look at north bound Buckman Bridge at 5pm everyday. There are only 4 lanes on the bridge and the lanes must merge before San Jose entrance. Current alignment makes for disaster and much damage and personal injury. Similar problem at southbound I95 south of downtown Jacksonville. Why does this widen out then narrow back down - built in traffic jam every afternoon. Same thing southbound I295 at Butler Blvd. Way too many lanes narrow down for disaster jam. The responsible people need to find new employment and leave the traveling public alone. What a waste of public money at each of these locations. (And there are more like them). Shame on FDOT much damage and injury because of thoughtless people who are not held accountable for hurting others. The TV lawyers should be able to sue the FDOT officials for doing a bad job.

There is an urgent need to stop the speeding and reckless driving on interstate highways in our area. Many vehicles now go 20+ over the speed limit on them , with no restraint...

We desperately need more E-W roads and some N-S ones that aren't Freeways

Building continues almost out of control (Nocatee as an example) with almost no road expansion too keep up (Palm Valley Rd. & Mikler Beach Rd. as example) and no additional bridging over Intracoastal Waterway but continued huge growth

Money spent on roads, especially the cheap repave projects of the last few years, has no lasting effect. Folks in cars only care if their personal commute is smooth. Money in public transit is an investment - best way to reduce congestion is to induce car drivers to use a different mode.

Fix sidewalks and roads

We have drivers taking unreasonable risks on our roadway.

More roundabouts and more walkable areas

Existing roads needs bike lanes, bike paths next to road instead of bike lanes are mediocre. All new developments should have bike lanes and they should be added to existing roads.

Driving would not be bad if it wasn't for the number drivers smoking pot or doing drugs while driving. No exaggeration. Create a safer walking experience. People try to run us over at least once a day.
Please conserve as much nature as possible. We don't as many new roads as we do more lanes
The 295 loop should be a minimum of 3 lanes in it's entirety. Entrance lanes on 95/295 need to be much longer to allow vehicles to get up to speed before merging onto the interstate. Signs posted stating such as well. Most congestion and slowdowns are due to the majority of drivers not understanding how to zipper. "Slower vehicles use RIGHT LANE" signs need to be posted. Retire the fleet of giant busses in favor of smaller public transportation vehicles since the majority of busses are always near empty.
So many new exchanges and intersections are too complicated and varied. People don't know how to use them and they are too spread out to learn quickly. They might work well in theory, but when drivers are unaware of how to use them, it can be dangerous
Less road expansion to decrease congestion. More trains and busses to use for the public. Better infrastructure at bus stops, more buses for more frequent and consistent pick ups.
We need to move bus stops off of main roads for both public transportation and school busses. It's dangerous to the riders and clogs up main roadways when cars get stuck behind buses that has to stop for passengers.
Evaluating traffic signal timing seems like low hanging fruit. Many neighborhoods need sidewalks!
We need more safe bike lanes and paved trails for cyclists. With all of the building in the loop and areas we are running out of places to cycle and it's sad. It's so dangerous now..they fly thru the loop like it's a highway and the road is so narrow. People need to breathe fresh air and exercise and stay healthy!
Improving Inter-City connection with public transportation, as well as creating policies to priorities Bus Lanes can indirectly improve local business by pedestrians more likely to visit shops, as well as reducing road maintenance with lower reliance on personal car use.
Fix Rt. 200 west of the Amelia River bridge in Nassau County. I was just hydroplaning in the ruts caused by the worn pavement. Dangerous and someone could easily lose control.

IMHO - Focus needs to be on the reducing congestion and improving commuting times with attention also given to the needs to walkers. These needs present a real safety and quality of life issue to almost all citizens. Funds are too limited to fund sporting wants of a few bikers who use the roads even when bike lanes are present.
More lanes and roads will not decrease traffic. Get cars off of roads by expanding options to access to walking, public transportation, and cycling. Do something about cars getting bigger
Walking and biking trails, as well as sidewalks, are very nice extras to have. Repairing and maintaining existing roads are not an extra, however, rather this is now a desperate need. Adding new roadways for the continued area growth clearly should be the priority after repair of current roads.
A great need is to have standardize school zone speeds, lights, signage and cameras.
Bicycle safety is often overlooked or ignored. Such as the recent project adding rumble strips near Marineland on A1A. In some places the rumble strips are placed in the bike lane, reducing the space for bikes and creating a potential hazardous situation if a bike needed to merge to the travel lane to avoid an obstacle
We need additional lanes on A1A on/off Amelia Island or another bridge around the same area.
Why is it that every traffic light I get to turns red as soon as I get there when I am driving the speed limit ? Stop forcing drivers to speed . It would be more fuel efficient and environmentally friendly too if you would time the traffic signals to the posted speed limits. It's Not that hard
There is too much development and too much traffic in St. Johns County! Please give us a train or bus to get cars off roads and get us to where we need to go quickly, like Europe. No more roads - we have a finite amount of nature and ecosystems left. Don't take any more and don't fill and more wetlands.
Florida should invest in improving safety for all roadway users including pedestrians, cyclists and motorists. High capacity transit should be expanded to reduce congestion and provide alternatives to driving.
Provide incentives for electric transportation - free charging stations, HOV lanes for EVs, priority parking for EVs, free tolls for EVs, reduced vehicle registration fees for EVs, reduced fares on EV bus routes. Reduce our localized pollution and carbon emissions!

<p>We need local and regional transit connections! Jax needs to get connected to the Brightline train. We should keep investing in projects like the Emerald trail and roadway improvements to add bike and ped infrastructure, particularly bike/ped infrastructure that physically separates the cyclist/pedestrian from motor vehicles. We need better transit options to get between neighborhoods in the urban core (Riverside, Avondale, Murray Hill, Downtown, Springfield, San Marco, sports district) - it should be easier to travel between these neighborhoods without a car.</p>
<p>Now that the big project to 6-lane SR200 from Old Nassauville Rd to I-95 has been completed, attention must now be focused on projects transitioning to and on Amelia Island.</p>
<p>priorities should be rapid light rail, roadway widening on I295 north of gateway, reduce congestion and improve safety on Arlington Expressway, increase reliability in existing roadway network.</p>
<p>I don't know what can be done about it, but I get very confused and overwhelmed by all the beltways. If you could reduce the amount of visual chaos, and reduce the amount of lane changing, that would really be beneficial.</p>
<p>I think prioritizing road and bridge maintenance is very important, especially for those bridges which are lesser-used and may not get as much attention as the main bridges.</p>
<p>Wide trails for cycling And pedestrians next to roadways.</p>
<p>Continue to improve traffic signalization; encourage the use of public transportation to high density areas; add more lanes to enter/exit major roadways; bring high speed transportation to NE Florida.</p>
<p>Get rid of legacy road widenings and new highways off the TIP list, especially those that were ideas over 5 years ago. Stop incentivizing greenfield development at the expense of urban infill areas. Prioritize pedestrians, bicyclists, and transit, and deemphasize moving as many cars as fast as possible, especially in the Jacksonville Urban Core.</p>

STOP ADDING LANES. STOP PAVING NEW ROADS. CARS ARE QUITE LITERALLY CHOKING THIS CITY TO DEATH. I'VE HAD THREE CYCLIST FRIENDS KILLED BY OVERSIZED PICKUP TRUCKS THAT THINK THEY OWN THE ROADS. THEY DON'T.

THE NORTHSIDE OF JAX BETWEEN DOWNTOWN AND THE AIRPORT HAS SOME OF THE BEST GRIDDED STREETS AND ACCESS TO RAIL CORRIDORS IN THE ENTIRE COUNTY. PASSENGER SERVICE AND HIGH DENSITY REDEVELOPMENT OF THIS AREA WOULD BE AN EXPLOSION OF GROWTH. CSX RUNS THEIR OWN PERSONAL PASSENGER SERVICE ON THESE LINES, THEY SIMPLY REFUSE TO COMPLY WITH MODERN SAFETY REGULATIONS THAT WOULD PERMIT PASSENGER SERVICE. TWO MAN CREWS AND PRECISION SCHEDULED RAILROADING ARE GOING TO CAUSE A MAJOR ENVIRONMENTAL DISASTER IN JACKSONVILLE SOME DAY.

USE OUR PREEXISTING BUSES EFFICIENTLY INSTEAD OF INTENTIONALLY DRIVING THEM TO NOWHERE AND EXPECTING IT TO BE A MONEY MAKING VENTURE. PUBLIC TRANSPORTATION IS A *SERVICE* NOT A BUSINESS. JTA'S U2C IS A JOKE AND IT'S AN EXCUSE TO JUSTIFY THEIR BALLOONING BUDGET IN THE NAME OF "INNOVATION". THEY SAID THE SAME THING ABOUT THE SKYWAY BEFORE LEAVING IT FOR DEAD. IT'S TIME TO PLAN FOR PEOPLE INSTEAD OF PROFIT. NAT FORD NEEDS TO RESIGN.

I GET THAT JACKSONVILLE IS A CITY OF COMMUTERS AND IT'S EVIDENT IN OUR "CITY PLANNING". BUT IT'S TIME TO PLAN FOR MORE ROBUST PUBLIC TRANSPORTATION THAT ISN'T RUN BY CROOKED NAT FORD. HE MAKES MORE THAN MTA PRESIDENT RICHARD DAVEY AND MOVES A FRACTION OF THE PEOPLE. IF WE DON'T PLAN FOR TRAIN TRAVEL, THIS CITY WILL BE CHOKED BY CARS AS DEVELOPERS FROM TAMPA, ATLANTA, AND MIAMI ENSURE THAT WE BE IMPRISONED IN CARS LIKE THEY FOOLISHLY DID TO THEMSELVES.

Stop the madness - stop building needless strip malls that remain empty and we do NOT need more apartments and condos. Stop building and the impact on the local roads will improve.

We need to look towards the future and focus on bullet trains and EVs, plus add safe and helpful walking and biking paths for activities. We should not widen our roads or remove more green spaces; we need to keep green areas and trees.
Slower speed limits More public transportation to reduce congestion
Bike lanes along roadways, must be smooth, maintained. Slow down building growth. The increase to all services suffer as well as quality of life.
If EVs are to grow, the infrastructure of charging stations needs to improve drastically. Use technology to help make traffic more efficient.
A lane on a new alignment often provides more benefit than adding a lane to an existing road. Better coordination with land use planning by local governments is critical to sound transportation planning. Transit will not work if the type, intensity, and location of land uses is not understood and considered in transit programs.
WE NEED BETTER TRANSIT SERVICES! INVEST IN **PROVEN** PUBLIC TRANSIT STRATEGIES, NOT TECH BRO GRIFT PROJECTS LIKE AUTONOMOUS VEHICLES! INCENTIVIZE PEOPLE TO USE PUBLIC TRANSIT SO WE HAVE LESS CONGESTION ON OUR ROADS AND LESS ACCIDENTS FROM BAD DRIVERS.
If all the paved roads in Florida were put in a straight line, a person could drive from the Earth to the Moon and beyond. Imagine what we could do if other forms of mobility (e.g., walking, cycling, public transportation) were given even 20% of the funding that roads are given annually. The definition of insanity is doing the same thing over and over again and expecting a better/different outcome, and yet we keep expanding roads and wondering why traffic is still bad and that the majority of folks in NE Florida hate driving to work.
Widen 1 please
monitoring and consequences of unsafe drivers, easier public transportation
new roadways will decrease the congestion and demand on the existing roads
Finding ways to reduce traffic congestion should be at the forefront of roadway designs and alterations.
Green lanes, more bicycle lanes on roads like Ortega Blvd, Scott Mill Road, etc. South Florida, Orlando seems to have more cycling friendly roads.

With the St. Johns population expanding rapidly, it is becoming quite evident that roads need to expand as well. Please keep wide bike lanes in mind during said road/lane expansions.

We need to educate drivers about pedestrian rights and sharing the road with bicyclists. Share the road signage on roadways without bike lanes needs work. How do the laws around pedestrians and cyclists need to be updated for the integration of E-bikes?

Clean the roads to get debris off

We need to reduce the use of single automobiles as much as possible rapid transit with bike accessibility available to a broad range of individuals across the area would be my focus too many cars on the road

Please divide main transportation roads (ex Beach Blv, Atlantic Rd) for bikes

Traffic light timing is a major issue in the city. Roads like 103rd, Blanding, and Southside frequently leave drivers sitting at a red light, looking at a green light at the intersection ahead, only to catch the next red light when they can finally go. It is incredibly frustrating to see the city values our time so little.

Bill has improved many of the roads I can see a great improvement since he has been President. Even the rural areas through Alabama and Georgia

We DESPERATELY NEED a RAIL system like MIAMI'S Metro-Rail or ATLANTA'S Rail system that travels CITY WIDE! .Less Road traffic, more EFFICIENT Passenger travel, from the AIRPORT TO CLAY/DUVAL COUNTY LINE



We need to consider alternatives to the automobile. Our society cannot continue to rely on automobiles for all transportation in perpetuity. The roads and fossil fuels are all too resource intensive. We need other options such as public transportation and bicycle routes (which do not have to cross dangerous roads).

Primarily St. Johns Town Center needs a new entrance/exit path. The ability to enter/exit Town Center from Gate Parkway near Ikea would be an excellent way to get people in and out and reduce congestion while also bringing more opportunity for that side to expand.

As a lifelong resident, I've noticed the people of Jacksonville need a "third place", especially for kids. In the early 2000's, we had more options. Now the city may need to get involved to help build an infrastructure that is more pleasing and walkable, similar to many parts of Tampa, especially their downtown area. Local malls, places to drink, food courts, entertainment, bowling alleys, event spaces, parks, walkable areas, these are the primary sources for a "third place". Sparkman's Wharf in Tampa is an excellent example. We need pockets of these businesses within walkable/bikeable distances from each other, such as downtown. There could be financial incentives given to businesses who collaborate on bringing a location to these areas.

We have to reduce the number of vehicles on the road. More, quality mass transit will increase safety and reduce pollution.

Priorities should consider what the average taxpayer sees as having value to them personally. Road and bridge maintenance, improving safety, and reducing congestion should come first, including safer continuous sidewalks. Next might be expanding transit services so busses, light rail, and autonomous vehicles can be coordinated to provide door to door service throughout the community. (Demand is currently low for transit services because routes and times are so limited.) Funding for projects pushed by special interest groups like bike trails for cycling clubs should be last because the average taxpayer who doesn't use the facilities doesn't see the value.

DECREASE CONGESTION BY ADDING OTHER MEANS OF TRAVEL WITHIN THE AREA

An NPR guest reported on a survey finding that LONGER YELLOW LIGHTS reduce red-light violations to zero or near zero. A city commissioner was vehemently opposed and insisted on NO SPENDING. It was a dramatic demo of the conflict between what works vs what generates revenue.

Florida's engineer/officer/governor/critical thinker Ron DeSantis would love to see this finding, I bet. In fact, this survey has prompted me to contact his office.

Please prioritize spending on non auto capacity. We should have learned by now that we cannot solve regional congestion long-term by building new roads / widening existing ones.

I would love to see the Riverside area be connected to the skyway. The Maintenance station is already there, so i would think the cost to convert to a customer station would be far less than adding new skyway locations
Stop widening and start making multimodal infrastructure alternatives that are reliable and consistent
I can't believe so many apartments are being added to major roadways and they are not updated the roads or how people travel on these roads . It's awful.
<p>Please include improvements to traffic signals. Driving down Southside Blvd you often stop at every traffic light even if no one crosses.</p> <p>I also think turn lanes on intersections should be lengthened and right turns should be free, straight traffic should be combined with left traffic so they don't hold up right turns.</p>
Northeast Florida is beginning to reach the end of the ability for highway construction or expansion to effectively meet the region's transportation needs. The North Florida TPO needs to take a leadership role, as have MPOs in other parts of Florida and across the country, in encouraging the development of efficient and effective transportation alternatives and the land use planning to support their use.
Open roads now, many projects have been ongoing for years with little progress. In the meantime, many many houses, townhouses and condos have gone up. Too much rubber stamping of real estate without functional infrastructure. Revoke developers right to build until they pay their part of the infrastructure like they promised. Stop giving them 0% loans while guaranteeing to the average tax payer it will be clawed back from the developers. They should also not allow building construction to resume until the roads they promised to pay for are atleast 80% complete.
We need to stop overbuilding st augustine our roads can not handle population increases
Building additional roads for the sake of traffic relief are usually short-term fixes as developers quickly build new communities around them. Limiting access to a higher degree than is usually the case would discourage the rampant development that always follows new roadways. The state should be more interested in thru-traffic flow initiatives rather than building roadways that will attract adjacent development.
Open nassauville to hwy 17 and I95

Road projects such as traffic lights are installed where new, expensive housing is being built. There is an Assisted Living Facility, Silver Creek, and a Rehabilitation Facility, Encompass on the North side of SR 207 across from a V.A. Clinic and a Housing Development on the South side of SR 207. The traffic is very heavy and it is especially difficult when trying to turn left from Silver Lane (where Silver Creek and Encompass are) toward CR 312 or continue on SR 207 to US 1 or Holmes Blvd. toward SR 16. A traffic light is desperately needed at that intersection.

Include hurricane evacuation and flood/wind considerations in planning.

Principle roads should be the priority to keep commuter traffic moving expeditiously. All county roads should be paved.

Do something about the roads that are already at or over capacity

The state could double the amount of money on improving roads and bridges

My priority is downtown St Augustine I pay \$50,000 a year in property taxes sit in unnecessary traffic to go out to dinner downtown. I live in North Davis Shores and cannot have friends over for dinner on weekend nights because nobody wants to sit in traffic for 45 minutes to visit. We only this was coming but nothing was done about it now being behind the eight ball it's time to make some drastic changes and incorporate alternative methods of transportation like streetcars monorails whatever it takes to get people in and out of downtown with more remote parking garages and affordable and accessible parking and message to get downtown with ease they do it at Disney and they have 20 million visitors a year time for us to up our game. The other important issue is moving traffic along US1 from 16 through 312. I'm sorry to say the plan for a Road Extension to go around is quite simply an ineffective and wasteful joke.

Dissolution is overpasses at the thoroughfares if necessary put coin baskets on the on and off ramps like they did to grow Orlando which they did quite successfully everybody is so concerned about keeping St Augustine beautiful but I have to say the stretch of US1 between 16 and US1 is unsightly and filled with the light and improved overpasses lined with beautiful palm trees and sculptures would be a firm upgrade to what sits there now and would make everybody's lives easier dealing with the traffic and living alongside of Tourism with ease. You can only bury your head in the sand so long and it eventually will surface that time has come.

Could roadwork be completed in sections instead of digging up both sides of the road the entire length?? Could save on refill dirt because would be able to pave sooner. Would someone please pave the 17 at the 220??
Improve roads before they build more housing.
Repair one road at a time rather than having every road in the county under construction
Clay county is doing a poor job keeping up with traffic caused by over building an area without consideration of traffic. The county allows builders to build large complexes without requiring builders to enhance the roads. A turn lane into their project is not enhancing anything. Require builders to add and complete miles, yes miles of road improvements both directions prior to beginning construction of their project. All roads within a subdivision must be 4 lanes, all roads even cul-de-sac. If you want to get ahead of traffic problems the developers must be accountable for the traffic they are creating
What on earth are all the yellow lines in the left hand lane on Blanding supposed to help?
Move FDOT from Lake City to Jacksonville, as current FDOT Engineers do not understand the current traffic congestion. Consider building elevated, limited access highways, such as the Selmon West Extension in Tampa, that is able to use the existing roadway footprint and does not require procuring additional expensive land but can increase traffic throughput. Seeking additional crossings across the Saint Johns River. Urgently developing and building a limited access highway from Jacksonville to Gainesville/Ocala that would allow vehicles and semi trucks to bypass I-95 along St Augustine that are destined for Tampa, Sarasota and the Southwest portions of Florida.
US1 bypass from saint augustine to jax
Thank you. I wanted to change an answer- equal access to all drivers- no tolls. FREEWAYS. Thank you.
Since building of new communities is rampant with little consideration that they all tie into HWY200 at some point and all that traffic is funneled into two lanes East and West onto Shave Bridge and onto the Island with hundreds of log trucks and semis taking up the space of 4 or 5 cars I see no reasonable solution as long as you have that type of heavy traffic.
As the on island and off island developments are built out the number of cars on SR 200 will increase to the point that truck traffic supplying the Mills and the port will be very adversely affected.

Fix the secondary streets first, the road crews have no idea how to repair a road, a blind man could do a better job
Step one is hiring better contractors to fix the million pot holes around Jax.
SR 207 still needs improvement to reduce congestion. Also place palm trees on the median on SR 207 esp near Wildwood intersection. And as you come off the I 95 SR-16 and I95, what is taking so long?
It's weird how no one's expected to follow the rules of the road here. Coming from northern Illinois it's a joke in North Florida.
Speeding and angry aggressive driving have been increasing steadily over the last decade. It's not unusual to observe people driving 60 mph down 8th Street between the Parkway and Sadler. Numerous bicyclist have been killed or severely injured over this time period. The intersection of 8th Street and Bailey Rd is practically a death trap. I think that there is a need for traffic calming measures including more red light traffic signals along 8th Street near Bailey Rd & Friendly Rd intersections. I think that 8th Street from the Shave Bridge all the way to Sadler Road has become the most dangerous place to drive on the entire island.
Roads are in terrible shape. At 295 and 17 it is a wonder someone hasn't been killed.
Walkability is a big down side to living in the town of orange park. With 17 and Kingsley it is dangerous.
give up the autoomus vehicle project on bay street extend skyway to stadium
Please get rid of the U2C and the Skyway, and prioritize road diets, traffic calming, pedestrian and bicycle facilities, and signalization improvements.
If Florida legalized marijuana in November, use taxes from that to assist in paying for road projects.
Traffic congestion is horrendous on SR16 and International Golf Parkway/Paccetti Road due to the numerous new housing projects. Buses cannot even get the students to school on time.
FDOT intersection at US1 and 5th Ave (Callahan) has no dedicated side street left turn movements. Intersection improvements required for protected Phase 3 and 7 movement.

I think there is plenty of tax money without raising additional taxes on gasoline, which is already too high for too long. All government agencies need to spend and budget accordingly and not wait years later when costs are higher, to address issues known years before. The school and road projects on IGP /2209 have been a nightmare for residents. We have so much land yet built the high school right next to elementary school on the only local road to get to I-95, without any other road access for just school access for kids/ parents. Then add the huge trucking warehouse complex across the street, and on same road, to I-95, a Home Depot, Costco, Buc-ees , Bass pro shop etc? What were planners thinking? Why not add a southbound exit ramp on I-95 to exit onto the frontage road by Buc-ees and Costco and Ring construction? Total insanity. 2209 should have been completed prior to opening the high school and access should be from Silver Leaf and 2209, not clogging up IGP during AM / PM rush hour. Thank you,

Too many projects started at once in Saint John's County.

Increased housing communities and the expansion of retail services will result in additional traffic congestion.

Capital improvements for existing subdivision and state and county deficient roads must be prioritized prior to new development approvals.

More double left turn lanes to ease traffic delays.

Jax is too car-centric to change, but adding lanes for alternate transportation might help. Buses do very little here, which is sad, but I wouldn't waste money on buses or autonomous vehicles in downtown. Main roads, streets to get to where you're going, and more streets that actually go through to where you're going would be appropriate. Just look at St Johns county for how not to plan

ALL new roads and improvements should include a separate, safe path for walkers & bicycles

Nocatee has destroyed Ponte Vedra Beach. The increased traffic on A1A since Nocatee has been built up is inexcusable which is ruining our community. An additional north/south thoroughfare is a must between JTB and Nocatee. A road at Hodges/JTB south to Nocatee is needed asap!

It is my belief that technology relating to better coordination of traffic signals is a must. Commuters often tell me that if the traffic signals were better synchronized many of the jams that occur during the rush hours could be mitigated!!

Repave SR 200 from Old Nassauville Rd to Shave bridge. It is already in bad shape and getting worse. It is a safety hazard and not good for my car.
NE Florida is growing too fast and revenue can't keep up with all areas in this survey. Apartment complexes should be taxed more to improve safety at entry/exit points.
Traffic safety will always be abysmal unless we get a handle on runaway development
inforce safety, our commerical trucks do not obey speed limits and run red lights
Recommend a study of US17 between I-95 to determine if widening and a traffic light at CR108 would improve safety.
Concerned about proposed ethanol plant in Fernandina Beach and the safe transportation of ethanol.
Let's limit the transportation of hazardous materials to/from island.
Linking safety and efficiency in the survey questions is vague to a fault. I suspect pseudo "engineers" will claim more car infrastructure is efficient. If efficiency was objectively quantified in terms of resources, energy, or loss of life, personally vehicles would not receive so much funding. Arbitrary conjecture like "level of service" deserves as much engineering respect as astrology.
<ul style="list-style-type: none"> - The studies funded by the TPO are not supported by FDOT when it comes to implementation. They are a waste of time until D2 changes is direction. - The Traffic Safety Team shuts down all ideas that are presented to it. It is clear that D2 does not really have a mindset of improvement in its Target Zero program.
Safety needs to be the primary goal
Stop widening roads and encouraging higher vehicle speeds
Less cars in the road means less accidents. Pull a Georgia and increase fines for cell phone usage while driving.
Please take school zones into consideration along with the most congested areas

As a commuter traveling 80+ miles a day to work and back, I see first hand the impacts of outdated infrastructure and the need for continuous maintenance and new infrastructure projects. Projects should be prioritized based on the amount of commuters that will be impacted and for major safety concerns, not their geographic location. Areas with daily traffic backups should be of critical focus. Forward thinking projects that address problems before they manifest, such as adding additional lanes should be the next highest priority. Adding lanes and then making them toll only is NOT helpful, and based on my personal experience and assessment, does not reduce or improve traffic conditions. Projects that divert traffic from entering the core Jacksonville traffic system should also be a priority, such as the SR23 project which should help greatly in redirecting traffic around the city.

Commuter light rail may be a worthy investment if done correctly. Projects like the downtown Jacksonville monorail system seem to be a major waste of money though, unless it can be demonstrated that the system is serving and being used by an adequate number of people (not from my observations...). Has any research been done into a system like the Japanese use, with overhead carriages on a wire or track? Why couldn't a system such as this be installed in interstate and major corridors (such as in the center where possible, being elevated above the roadway)? Stop thinking heavy trains, unless they will be part of long-distance high speed networks. Start thinking city wide monorail systems that travel at higher speeds. Thanks

I feel that sidewalks are too close to traffic. More solutions for pedestrians crossing wide highways like safety zones in middle of road.

Fix the Bermuda Triangle Daily Accidents on 95 near International Golf Parkway

Safety projects should receive the highest priority.

It's crucial that we, as a community, address the safety of pedestrians crossing very busy streets, expressways, and highways. The current situation, where people have to walk 2 plus miles to get to the other side of the street for public transportation or access to stores and schools, is not acceptable. We urgently need a walkover across the Arlington Express Way. Over the 20 years I've lived in the area, several deaths have occurred, and I've witnessed high school students and parents running across the expressway to get to bus stops, schools, and stores. The existing fence and landscaping are not effective deterrents, and it's up to us to find a solution.

Independence is a key quality of life. Congested areas need priority movement and safety priority regardless of income.
New roadway construction is known to increase traffic congestion, thereby marginalizing traffic safety. Major initiatives (including innovative concepts) desperately need to be implemented by all agencies and jurisdictions to control land development. For starters, Florida needs to take a page out of the playbook of regions throughout the country that have begun to successfully control land development. In Florida it is currently out-of-hand. Without effective controls of land development, no amount of transportation effort and money will ever catch-up (a dog chasing its tail).
Get projects finished - incentivize construction completed ahead of schedule. Strive to minimize road rage. Keep in mind many drivers do not have insurance - help those of us who do as our rates are insanely high.
U2C is a joke
Public transportation to major employers (military bases, hospitals), airport, and sports district should be priorities
Need mass transit in the form of light rail and commuter rail.
I can not drive due to Medical reasons. My husband usually drives me to appointments and for errands. My independence is limited because I have to walk 1-2 miles to the nearest bus stop. The bus only comes 2-3 times a day. I recently tried to visit a sibling in the hospital in Ormond Beach. I could not find a public transport from Saint Augustine to Ormond Beach. The closest bus stop to Flagler county is many miles from their greyhound stop. Flagler county does not have public transit for non residents. I would have had to take an Uber to SJC transit center to get a bus to Jacksonville, then wait there to catch a greyhound to Daytona, then take Volusia county public transit back to Ormond beach.
Bus transport is the go-to solution for public transport but no one wants to ride the bus. It's uncomfortable, difficult to climb onto with packages, and it's slow because it's subject to the same traffic congestion as everyone else. We need light rail modules on dedicated rails that runs frequently and connects to satellite parking. Costs seem prohibitive but just building new roads obviously isn't helping.
N. FL has already missed too many opportunities for funding rail. The money's there and other areas are taking it.

Please build more sustainable infrastructure (trains/railcars/Emerald Trail)
More police presence on skyline
We realize we seniors are used to using our car for the convenience, and a change may not be possible in our lifetimes, but we would try, especially for going downtown when we have no time deadlines. Local Public transportation should be free and more accessible.
Interstate truck traffic is impacting traffic a lot. Interstate cargo must be done by rail.
Expand the skyway. Have it go to the stadium at first the out to neighborhoods/areas such as the beaches, town center, and airport.
Providing roads & lanes for self driving cars are NOT a priority. Northeast FL is an expansive city with plenty of wildlife & bodies of water. How do one be confident to be in a self driving vehicle when any time you can end up a collision with wildlife or worse, end up in a pond, lake or river...Not me!
I would take public transportation as much as possible if it was easy and convenient for my family!
We need public transit from 5 points to the beaches area.
Expand inter city high speed rail
The development of a light rail system from the Jacksonville beaches area which connects to the system in downtown Jacksonville will go a long way to cut traffic congestion. This is an idea that should have been realized years ago. Now, it is imperative that we develop this system for the future of the entire Jacksonville area.
I believe St Augustine has unique problems due to the high rate of tourism traffic in our small town. Our historic streets can not be widened. More park and ride needed.
Use creative thinking. Use out of the center city lots and transport city workers and tourists into the city. The traffic would be substantially less
We keep building large new "towns" and neighborhoods with zero new infrastructure to support all the new traffic. Public transit has to be improved throughout the region. Light Rail

Passenger rail does not have to be fancy. So many others have spent too much money on making passenger rail fancy. It just needs to work. Don't make it an art project. Remember it is NOT your money you are spending but OUR money.
Make public transportation more convenient and less costly for seniors who don't drive.
Passenger rail that connects to Real destinations with a purpose. Nor a dead end destination.
We are in our 80s in SA , there is limited public transportation that we know of in South SA
I'm not sure if the passenger rail is in there to refer to the plan to bring one between Jacksonville and Saint Augustine do we really need a big city in this little town which is already growing too quickly
I do not wish to have rail service between here and Jacksonville
Anastasia Island/St. Augustine Beach is forgotten when park & ride shuttles are established. A shuttle from the island to St. George St., running every 15 minutes, would improve business downtown and get a lot of islanders off the road.
Work with land use and zoning to stop public facilities being built where transit/bus service is going to be expensive or unworkable. CoJ Equestrian Facility and the public library behind Gates Petroleum HQ come to mind. Clustering medical facilities and offices would simplify some transportation; needs support from land use and zoning. Need to disseminate more info on interoperability with Nassau, Clay, and St. Johns Counties plus their interoperability with their neighbors.
Partner with Sun rail to expand service to Jacksonville via Orange Park
The solution is light rail or rail. Adding another lane or adding more technology will not reduce the amount of vehicles on the road when people don't have the option to travel by rail they have to drive Florida as a very large population of single car owners.
Get a light rail system for general area and ditch the toll roads....
More transportation options to travel to and from JAX and DAB airports.
Self driving cars WILL not work here in Clay...for many reasons. But, we NEED A BUS SYTEM!
Train to other cities within Florida/Georgia. Incentivize infill development versus suburban sprawl. Transit oriented development.

Make sure the commuter rail study is added to be part of St John's vision 2050 plan they are currently working on
I've been saying we need commuter rail service in this region since the 1960s! More dedicated multi-occupancy lanes/bus lanes might be another thing to consider. Decentralization of office facilities -- moving out of the city center -- to multiple suburban or even rural locations might help relieve congestion of everyone trying to get into (for instance) downtown Jacksonville.
<ol style="list-style-type: none"> 1. Account for induced demand in decisions about road widening projects. We shouldn't be widening roads just for the sake of widening roads in the 21st Century. If you build for more traffic, it shouldn't come as a surprise that you get more traffic after a project is done. 2. Comb through TIP list for widening projects that aren't value-adding from a land use standpoint. Remove projects that are outdated or unnecessary. 3. Stop building highways to nowhere to support the greenfield development industry. 4. Plan, design, and build for pedestrians, bicyclists, and transit first; and for cars last. 5. Evaluate roadway projects from a multimodal, land use-value added standpoint. Will this roadway project improve local land values or depress them? 6. Perform no road widenings without making appropriate accommodations for pedestrians and bicyclists, using NACTO and CROW Manual standards & guidelines rather than AASHTO/DOT/FHWA standards & guidelines.
Seniors need more public transportation options to stores and recreation.
High speed rail, inter city
Rail system please.
Bring the bright line rail but please provide police security.
Our area is unique in that we have access to railroads feeding into Jacksonville from multiple directions. Commuter Rail would be an important move forward and providing necessary structure for connectivity of the entire transit system.
No commuter rails. Waste of money

Public transportation from Hastings to anywhere specifically to St. Augustine...the sunshine bus is better than nothing but not really
A rail connecting JAX airport to St. Augustine to Orlando would transform the northeast for much much better! Utilize the train station under the prime Osbourne and build the train station at King and US1
the teenagers I know don't seem to care about driving or getting cars - perhaps this is the future - so give them alternatives like light rail and expedited bus routes
If it could be incorporated well, I would be extremely excited to see passenger rail in the region - if this became a feasible short-distance option, I would use it very regularly.
High speed rail needed to Miami
It takes 10 years to establish regular bus patrons. Start now to have enough routes and frequency.
I am opposed to a rail to St. Augustine. Provide a service to the airport from downtown or from South Jacksonville. Keep Duval dollars in Duval, not in St. Augustine.
Especially opposed to current limited rail from Jax to St. Aug - a big waste of money and resources for small help to area or percent of population. Hardly any pluses for investment.
I'm looking forward to the launch of the U2C, especially the Springfield, Riverside and San Marco legs. It will finally help realize the original dream of the Skyway.
Preparing for, and encouraging establishment of autonomous driving fleets should be a top priority, given increasing numbers of seniors and handicapped in the local population
Our public transit is paltry and inaccessible. We need more options for safe public transit like rails and express buses.
While road expansions will be a necessary part of the future, they should not be the primary strategy used in alleviating congestion. The money allocated to the U2C project downtown would be better spent supporting true local & regional transit expansion, such as light rail, commuter rail, returning Amtrak to the Prime Osborn, engaging with Brightline for high-speed intercity rail, and planning for transit-enabled bridge replacements to downtown Jacksonville.

I am 60 and have lived here my entire life. If and when Jacksonville ever installs a commuter train, I will be retired or dead.

Jacksonville and the surrounding areas need a light rail system which should be connected to neighborhood based trolleys (or similar service in neighborhoods). NE Florida could truly thrive if all the disparate neighborhoods and outlying suburbs/communities were connected via light rail and then further connected with neighborhood transit. Think of traveling from the beaches (Atlantic, Neptune, Jax, PV) via light rail that you got to via a neighborhood trolley to St Augustine, Avondale/Riverside, Springfield/Downtown and then visiting all the sites or businesses throughout those neighborhoods or cities via trolleys. it would be great to come from the beaches to hit a restaurant in riverside, or to hit a Jags game or concert at the stadium or St A amphitheater without ever having to get in my car. Light rail to the airport would also be amazing!

Monthly pass for passengers w Disabilities and seniors living in surrounding counties

This survey is too general. Different areas have different needs. Different people have different needs. A high speed transit system like the Metro in DC would be awesome, but would it be feasible? And how long would it take to construct? How can the current problems be addressed? Jax is behind. Begin building some me high speed spoke rails straight out to the suburbs and then connect with buses.

We need better and reliable public transportation options. Please look at other major US Cities and see what you can learn from them.

Use of road design to control speed and traffic volume in residential areas, e.g., dieting, to improve safety and noise. This also includes the introduction of more strategic roundabouts. In addition, attention needs to be applied to the mix of roadways and rail traffic intersections.

Passenger rail/lite rail is top priority

JTA DID A FEASIBILITY STUDY NEARLY 20 YEARS AGO. IT IS TIME TO REALIZE NORTHEAST FLORIDA PASSENGER RAIL. CANCEL THE JTA U2C PROJECT.

I couldn't survive here without a car as things are. It's a mile walk to nearest bus stop & a 20-minute drive would become a 2-hour nightmare if I relied on buses—the only option. Electric vehicle infrastructure & smarter traffic control would at least be attainable. And we have enough roads—just need to be smarter with them.

Create "town centers" all over and have a circulating bus in these smaller regions.
Talk to Ennius Davis and Bill Delaney for better urban planning before you add more highways.
Talk to DOT , Mr Buttigieg, where innovative planning ideas are suggested all the time.
Please DON'T keep building multi-lane superhighways through living areas.

light rail service from Jacksonville airport connecting Jacksonville downtown with a spur to St. Augustine and a second spur from downtown to Orange Park. Expand and modernize the downtown people mover to serve the Brooklyn-Riverside-Avondale corridor and also the San Marco area.

Landwise, Jacksonville is very large. Public transportation/buses make it difficult to get near where you need to be. Light rail along Highway 17 and US 1 would be beneficial to alleviate some traffic.

Imagine if there was the skyway express that took you out of downtown and made a stop at the town center and a stop in jax beach. People need an option for transportation that's not competing with drivers on the road adding to congestion.

More passenger trains to other major Florida cities (and advertise it!). More timely public transit.

Very interested in more walkable areas and reducing congestion by not using the car frequently. Very interested in improving the public transportation in Saint Augustine

A golden opportunity awaits. With the Toll 23 new Shands St. Johns crossing just about to get going, add a little width to make the new Shands RAIL READY FOR THE FUTURE. Thus, diesel Heavy Rail Transit can dive deep into the heart of St. Johns Co. from greater Greencove to provide a fantastic rail option for 1000s of citizens from Duval, Clay and St. Johns. This can be a SUNRAIL EXPANSION. In a bold partnership with the FEC and CSXT, beautiful HRT Sunrail trains can run from south of Greencove all the way to the JTARTC, and also from the I section of King St. and US#1 in St. Augustine, up Philips US#1 all the way across the river (Acosta BR.) also to the JTARTC. This phenomenal SUNRAIL option will take 1000s of personal vehicles off of 295 and I-95, and greatly reduce carbon emissions. SUNRAIL can come here to Duval, St. Johns and Clay on the cheap as rail goes. The CSXT tracks along US 17, which cross 220 in the heart of Clay, are actually already double tracked from the Clay/Duval line to NAS, and again from St. Johns Ave. all the way to the JTARTC or the railyard across 95 from JTA. Do it ! It's the right thing for our present, and far into our future.

Florida is growing too fast to get out ahead of it by adding lanes. I-95 can only get so wide. Add rail!!
There is opportunity with the Skyway, IF it's done right.
Light Rail if planned and implemented correctly should take commuters to destinations they need to use. Cars require Parking and parking takes up much needed space. (Parking and roads to get them to the parking. Plan the rail stops near what the Commuter needs. (stadiums, Commercial and retail outlets etc.
Beach Blvd is congested during weekdays. A commuter train where I could park & ride from beach area to downtown would transport hundreds daily & relieve traffic. Expand the people mover monorail tracks alongside Beach Blvd & Atlantic Blvd for more commuters.
We need better fast/direct access from Jax airport to Jax downtown and then options that fan out from there. We need rail to our major common areas that comes through often. We need high speed rail to Orlando Tampa and Miami
Increased fees to developers for cost of public transit, improved roadways is needed.
Stop the JTA's U2C before we waste any more money on it.
Suburban sprawl is going to bankrupt this city. Investing in sensible public transit now will put us light-years ahead of other cities of similar sizes.

<p>We are planning for 2050, not 1970, please use current knowledge when planning for the future. As a transportation engineer myself it pains me to see that north florida is still in the business of building new roads through undeveloped wooded areas (FCE, CR2209, etc) there is no need to increase sprawl. Adding more lanes or roads does not help traffic. there needs to be a MAJOR focus on connectivity, i.e. the shopping plaza behind my house shouldn't be a 30 min walk becasue there is no trail from my street.</p> <p>Pedestrian safety is directly influenced by the speed and size of a vehicle. I applaud the NFTPO for putting focus on multi use trails in recent years. I think these are what we need to focus on in the future, separating modes of transportation.</p> <p>As for public transit, the downtown area (Urban core, riverside, san marco, Arlington) needs to rip out the vacant lots and use infill development to build denser. That is the only way public transit will thrive. Do that and the public will have CHOICES. Also consider talking to bright line or creating a similar service. I think JTA is in the works with one</p> <p>There is absolutely no need for a single new road in north florida. The big oak/I-95 extension is stupid. The Hodges to Nocatee extension is stupid. The CR2209 to undeveloped SJC is stupid. All these roads are doing are subsidizing developers using tax payer money. Why are we planning new roads when the developers cannot even finish the ones they started? (why is nocatee parkway not connected to 9B? Why did SJC have to take over construction of the Twin lakes DRI bridge over US1?) I would like to see a focus on improving connectivity on EXISTING roads before we even plan a new subsidy for DR Horton and the PARC group.</p> <p>Thank you for your time,</p>
<p>Need more park n ride with frequent bus service that does not require a change of business downtown. A loop of business among employment centers. Also stop employers from making onsite employee parking cheap and easy.</p>
<p>My partner uses public transportation to go long distance between Tallahassee and Gainesville</p>
<p>Park City, Utah has a great public bus system that is easy and affordable for tourists to use!</p>
<p>Fix the skyway, Riverplace escalator, sound system, add live tracking like on buses so we know when (if) train is coming.</p>

We need more commuting options besides cars and freeways
Nassau County needs mass transit....
Public transit into working areas will help ease traffic.
Transit will come in time.....invest there consistently but modestly. Need to gain capacity on 295 loop, then look at signal timing/widening on all east/west corridors for hurricane response
Rebuild aging infrastructure before removing wildlife corridors, forests, conservation lands, trees. There are several empty buildings and strip malls on Amelia island that could be transformed into sustainable housing, bus / transit depot, homeless shelters rather than more beer houses, mattresses stores and churches.
We know where gatherings be at and we know where suburbs or towns are. Rail hub in Jax that goes out and back.
The goal is reducing emissions! Bicycles and mass transit are our only hope!
Not all pedestrian amenities are the same. Sidewalks are too narrow around downtown. Bike lanes are not protected, transit stops are often near areas of poor drainage. The buses are nice but infrequent. The skyway is not open on weekends. The JTA and COJ apps are great. Why is downtown adding more parking garages when the stadium lots are empty. Why didn't the survey asked about commuter rail to St Aug. Poor transit options to airport. Request Bus service to Pensacola/Tallahassee. Request Rail service to Tampa, Gainesville, Orlando and Miami.
With so many 55plus communities in the area senior transportation is needed because seniors don't drive forever and without reliable services why stay in St Johns
Create incentives for residents and visitors to adopt car free transit options
We need a train stop in Orange Park- commute rail to north Florida and connect with the entire state
Public transit-light rail service in particular, would be ideal.
as a person who is partly blind and wishing to age in place more bike lanes/paths and public transit in rural areas would be helpful. just as important is maintenance of those. currently in gadsden county the bike lanes are often covered in debris, especially after the county mows.
Please help ppl who need mass transit for work get it. It would benefit the whole city in a myriad of ways

Rail/bus improvement additions. Reliable public transportation will solve many issues outside of transportation
Planning should be about how North Florida can become a destination hub for all of the South East. a stop over for those traveling along I95 or I10, how visitors (and locals) can park in one area and access every area/neighborhood in NF via transit features
Investigate the JTA. They are not providing the service they should be, and wasting valuable dollars on projects that hurt Jacksonville in the long term (U2C/Autonomous Vehicles). Need to refocus on basics; Walkability, Biking, Light and heavy rail transit + better buses. To truly make a difference in Jacksonville's car centric sprawl. Also should be noted; in the areas of Jacksonville that were built pre-1950, Walking, biking and transit ought to be the primary mode of transportation for those neighborhoods, anything else is a glaring indictment of the failure of this cities transportation policy and how entrenched the car has become. Other notes; Eliminate parking minimums city wide, infill development, move Amtrak back to Union Station, entice Brightline, extend Skyway with an actual proven peplemover system like MCO, MIA, TPA, ATL, build St. Aug to DTJAX, to airport heavy rail, then run buses at less than 15 minute frequencies + make them time competitive as in a route that by car takes 20 min, should at max take the bus 30 min. NOT 1hr+ like the current state of buses. Jacksonville really is lacking basically everything.
Amtrak station should be moved to Prime Osborn and co located with light rail and Brightline stations
Vastly increasing public transportation options and capacity is the most important thing we can do for the future of our region. Thank you for your efforts for bringing this to fruition.
Train service to other cities
City bus stops need shelters to protect riders from weather events and ideally need seats for elderly riders who would benefit most from additional transportation access.
I would like to see express busses that go from the suburbs to downtown.
Mass transit needs to be seriously considered to reduce pollution from cars, reduce traffic and the need to build more highways.

Why is there no public transportation for NW St Johns?
More light rail and public transportation options. Florida needs to connect to New Orleans AmTrak.
Train travel, start in Jax. Fl and be able to go south, west and north from Jax. Fl...south to Miami, we at to Tall. Fl etc.
I'd love to spend more on transit if it was to improve actual service so someone living at 36th + Moncrief could get to a living wage job at Cecil. Not pissed away on robo clown cars for downtown and people that don't _need_ transit; just a toy for them.
The UNF shuttle service to town center should extend their hours. They only run until 3/4pm and most students are in class until then
We need to explore mass transit options like bus and light rail service from Jax to SA with stops at airport (Grumman) and historic SA.
Improve JTA website for looking up bus trips.
More public transportation every day up to 1 pm on Friday and Saturday and 9 pm the rest of the days.
Would like to see a more expansive bus route and more sidewalks when possible
A city the size of Jacksonville must have an efficient light rail system that extends to the furthest reaches of Duval County to efficiently move people without relying on automobiles or buses. The time has come.
Mass transit should be a priority that befits everyone
bike ped mass transit is the only way to go. electric cars are a bait and switch scam like vaping is to cigarettes.
Making use of train lines may reduce number of cars.
Bus services to Seniors citizens in community settings such as inside gated communities especially free services or discounted rates to travel to hospital or to airports, grocery shopping or creating a loop system that can cover major sites just like one of those BIG BUS system.
Need train service
There should be more buses, shuttles and light rail trains to move the population.
Invest more in light rail and high speed rail

Prioritize walkability, bicycle infrastructure. Followed by mass transit, then technology.
More north/south bus service east/south of the St Johns River. Ex: Atlantic Blvd. to the Mayo hospital. Ditto Kernan from McCormack to UNF.
Add high speed rail across Florida
Adding new lanes has proven to cause more problems. Traffic lights should work to be more efficient during busy hours. Turn lanes, signs, better public transit.
bus stops need better shelter(or any shelter at all in some cases), seating, and illumination.
VERY IMPORTANT: The current JTA bus tracking system sucks. When they were partnered with NextBus you could reliably see where your bus is and when it is coming. Now they are all over the place! It's 2024 and this is basic tech! Please give us an up to date bus tracking system like other major cities have. I would cite Chicago's transit system for reference.
Please give us low cost commuter rail. Start with JAX to downtown Jacksonville. Then down I95 to St. Augustine. Build the bus lines off of that so they work together as a cohesive system .
More and wider sidewalks/paths for walkers and bikes to share. Expand the downtown Skyway. Rail transit between Jax and St. Augustine.
I've been saying since the mid-1960s that we need more public transit. The People Mover, however, is a joke. We need light rail to satellite communities like Orange Park.
Brightline!! Also a way to get from beaches to downtown.
Why don't we have as extensive public transportation options as they do in London, Paris or Moscow?
How often do decision makers in this arena actually use transit, cycling or walking as modes of transportation on a regular basis? I wish all in a decision making capacity including electeds and officials had to use these weekly before making investments.
Make transit more attractive/ competitive
Multi-modal micro transit is important! You can trick car people into liking them if you call them golf cart paths.

I'd like to see an expansion to the Clay County Red Line. At the moment it's unusable for most folks. If we could somehow come up with the budget for it, I think an Uber like transit system (similar to the one in LA) would be fantastic. If the cost is too much then greater frequency at least. Frequency is freedom.
Please work with municipalities to bring train service back to the area
Rapid Transit/light rail! Beaches, Mandarin, Orange Park into downtown.
More bus stops are needed with more frequent service and more options, (bus train Automatic bus etc
I'd like to see \$\$ spent on trails, bicycling, walking, mass transit, especially in newly developed areas (i.e. Wildlight). More travel with less cars.
Better public transportation
The Nocatee area needs bus or train service.
JTA needs more routes with more frequent stops and rides. I used to be a discretionary bus rider; however, I was stranded a few times and no bus ever arrived. With the bus only running once an hour and most routes, this dissuades a lot of people from using it.
we need light rail! We need real mass transit in Jax!
Need light rail service both north-south and east-west
We live in an age where robots can flip burgers but we don't have an efficient, economically impactful bus system for our city. There is no light rail transit in the largest city in the United States of America. Florida's bicyclist and pedestrian deaths are among the highest in the nation. We completely fail in our transportation priorities. Fix it. Don't use your brain. Use technology. Don't listen to lobbyists. Fix it. People are literally dying trying to cross the street.
I do not consider the U2C to be transit in the scope of my responses. I do not support the U2C and believe all funding for it should be redirected to true regional transit.
While fortunate to have Connexion available for a family member, the reliability & timeliness of rides is greatly lacking. Not enough drivers, poor logistics & missed appointments due to pickup windows being missed are all problems.
Our public transportation (buses) are not reliable. Its also a big downfall that it does not service the whole city.

Mass transit is needed from Nassau county, To assist those driver and hopefully add some Georgia driver, too
Make it easier to get around the city without a car. If only Jax had a nice train system.
Safe, efficient transit system to allow people to move around the area, not just a small part of downtown is desperately needed.
Add public transportation to airport and to and from Jacksonville.
Public transportation is sorely lacking in North Florida. However, getting people to use it will be a monumental task.
We need light rail! Jax to St. Augustine, at least, more if we can.
If there is any effort to create a rail network connecting the northeast Florida region, it will have my full support.
Reliable rapid transit to nearby cities will be way more beneficial than the fake so-called green electric vehicles
Transportation is essential to surviving in this sprawling city. Anything that improves access to low cost, reliably scheduled service to major employer, shopping, and city transaction services would be welcome by those who cannot afford a private vehicle. Ride share credits for indigent elderly persons requiring transport, improved bus frequency and stops, van services for health needs (contract with insurance?). Offer robo-taxi support (charging stations and security) to manufacturers (Tesla) when in areas of need.
We are a large city that has a terrible public transit system. I have traveled many times to DC and NYC and utilized their systems, always making it to my destination on time. Here in Jacksonville, what is a 10-15 minute car ride equates to a nearly two hour bus ride. Electric vehicles are not sustainable, public transit and making communities more walkable is the solution until something better comes along. It is best not only for the environment, but for everyone to have equal access and opportunity.
Need to expand light rail/commuter train
Make the buses good if you're not going to build trains. Maybe have efficient bus service out of suburbs to major hubs in cities, and then the "hub" buses are good too. If Houston can do it I don't see why every major Florida city can't. Also, DEFINITELY improve walking infrastructure. Car-dependent transportation is an unfair burden on lower class people. I HAVE a car and I hate driving 40 minutes to places I could be taking public transit to if we had it.

Would be nice if Riverside was connected to the greater-metro Jax area thru an above-ground rail system or a ferry.
Create public transportation between Jax and St. Augustine.
Less asphalt, more rail and mandated use of rail.
seperate ripid transit from regular transit. DONT spend my gas tax money on charging stations. make sure all bridge support fenders are adequately inplace and maintained.
Increase land use intensity to enable transit improvement feasibility
Generally, any form of public transit must be designed to be as effective as car ownership to see usage, especially among the suburban core of Jacksonville. Current road infrastructure does not allow such for buses, which would be the most convenient solution with the prevalence of three lane roads, which have been where the most accidents and near-misses I've witnessed or experienced have happened. It may be wiser to convert these roads so that buses are given a lane instead of having to construct miles of new roads - just a thought.
Please commuter rail no more road widening
With limited transportation options to Jacksonville, many people would benefit from a shuttle to access medical, shopping, airport and transportation hubs.
Jacksonville needs rail and it needs to connect the suburbs to downtown especially to the sports complex. Normal people will use a train. Anyone commuting for work, elderly, etc. More lanes is not the answer and it has never worked. I agree that a line going to st Augustine as well as a line to Amelia/Fernadina would be awesome. The current People mover doesn't go anywhere nor can it accommodate a large crowd. The JTA bus system isn't nice enough to get able people out of their cars. That's where the train comes in. Also is time to turn the Prime Osborne back into the train station it was supposed to be
Public transportation should ONLY consist of small buses or vehicles. NO large buses or bus stops like Duval
We also have school-aged kids. SO MUCH morning and afternoon traffic is generated by parents like us taking kids all over Duval for school. We need better public transit options AND functional bus services, not cuts to these services!!!
Locals and visitors need to get easily to the major things that define our community and that is the Downtown River Area, the Staduim area, and our beaches. Thus we need rail from the airport to downtown and then out

to the Stadium and to the beaches. With an extension down the coastline to St. Augustine. This would help relieve traffic congestion and improve mobility around our community. Let's do this!
Please prioritize light rail!
While it's bigger than the North Florida Region, High Speed Rail will help alleviate motor vehicle traffic congestion across the country. Europe and Asia have invested in high speed rail and it has served to facilitate business within countries and internationally. I feel like not addressing this in your plan is short sighted.
I used commuter rail daily for many years in the DC area. It is so wonderful to be able to avoid automobile traffic!
I've lived in the Jacksonville area for 47+ years. I realized when I first came to northeast Florida that Jacksonville had the potential to be a great city. Over those 47 years, many great leaders in all walks of life have contributed to fulfilling that potential. Moving forward, we need to think big to assure Jacksonville continues to be a viable place to live and raise our families. I believe that a light rail system spreading from a hub in central city with spokes extending east to the Jacksonville beaches area; west to Oakleaf, Cecil Field, & Baldwin; north to JIA; and south to the Mandarin area would provide a viable solution to a growing transportation challenge for our city.
Ferry service!!!
Would love better public transportation
The faster we get away from cars, the less we need to widen the roads. Light rail and bicycles can do that quickly.
expand Jacksonville's tram system
Rail, Rail, Rail - maximize the opportunity we have to build a real Rail infrastructure, that is what changes commuting and traffic density. Actually taking cars off of the road.
The city has a trolley that took people to Northside and the beaches. Savannah, GA does it right and is a huge draw to bringing people to the riverfront.
Walkability and fast, clean, safe and reliable public transit should be the top concerns as they lead to healthy communities and visitors

Parking will become an issue near the beaches, especially if cars are needed to get there. We should develop public transportation in advance to avoid that issue.
Please stop wasting money on Autonomous Vehicles, focus on proven transportation like light rail.
Vehicles are expensive which many young and retired can not afford. Public transportation is needed.
My answers pertain to Public transport infrastructure improvements. I'd be happy to pay tolls, increased taxes and additional cost sharing for these improvements.
More rails. Would be huge for Jax. It's the best form of transport and America is so behind other countries and it's non existent in Jax. Let me take a train in from yulee to Jax and have a whole rail system connecting the entirety of Jax. Jax is so spread out and would benefit greatly from a high speed rail that would be safer and faster than car traffic. Stop building new roads.
Expansion of transportation for seniors. Streetcars or carpools for seniors.
More people will be able to work if reliable public transportation were available in underserved areas.
I think taxing inefficient vehicles (Bad MPG) should be visited. The pollution on the local freeways is intolerable. If we have better transit and give some incentive for using it could reduce traffic.
Greenspace and walkability as well as clean and easily accessible public transportation is what makes a city attractive to visitors and residents alike. It would greatly enhance the area to be known for its accessible transportation and safe pedestrian and bicycle access to desirable areas. We could blow away any other city in FL if we get there first.
It's dumb someone removed all the bus stop benches. I see people standing in unmowed grass in a ditch waiting for a bus.
High speed rail Jax to Miami by 2030.
Public transportation is currently not an option for most people, And this is an embarrassment in a city of our size. As we continue to build outward, we must include reliable options to reduce the load on the existing streets, and we can't build our way out of this problem. Sustainable and user-friendly public transportation needs to happen! Electric vehicle in infrastructures important, specially for people Who live in apartment complexes, or who are staying in hotels in our city.

The U2C is a tremendous waste of taxpayer dollars. Cancel the project and put money towards sensible transit like a expensive streetcar system in the urban core, as well as a light rail built around walkable neighborhoods.
We should emphasize improving, commuter rail, especially connecting St. John's, Clay and Nassau counties with downtown Jacksonville
My friend was comfortable giving up her car because she had a bus near by that ran frequently. Not long after giving up her car the bus routes were changed and her mobility became very difficult. I'm not happy with the undependability of public transportation. NO committment to really serving the community.
The smart way forward here is to implement proven transportation mechanisms, not pie in the sky systems that nobody has had success with. Commuter rail with well thought out last-mile systems (streetcar, etc) would do more for this city than any other mechanism out there. I say that as someone that only goes downtown when it is required half a dozen times a year - an efficient way to get into and around downtown would have me doing a lot more than I do today.
Water transportation would decrease the road traffic and up pu don't have to build infrastructure. Get some ferries.
The U2C/Ultimate Urban Circulator should not be considered a viable public mass transit solution.
I am not that fond of elec vehicles. But for moving Downtown traffic, okay. Dont have answer. But JTA auton vehicles are NOT for me. Nope. Prefer trollies, monorail if anyone ever design a DECENT functional one.which was never done. Went to NOWHERE.. Waste. Ground level be better.
I have been riding JTA since 1992. You have cut routes, and cut routes and I do not understand it. The state has money, they are wasting it building roundabouts no one wants. The idea that we have to raise taxes is crazy. We have the money, let's spend it wisely? There are solutions. Now we are build on a last century paradigm. At this point the excuse of "low ridership" to avoid improvements is folly. We can have a working system but in addition to the routes and drivers, we must address the contempt people have for riding the bus. It is viewed as a horror.
The plan that Jacksonville is getting rid of the monorail downtown is incredibly stupid. They should be looking to extend it. Create connections to the airport and redevelop the train station. Undoing it for autonomous bus that competes with car traffic is idiotic and unhelpful.

If we want to compete with other cities we must up our light rail game! The metro Jax area is so spread out, it would nice to have it all connected with a light rail. Our interstate and major road system sucks in the Northeast FL area!

I really want more commuter rail! Though the way the skyway is set up now is so inefficient time-wise and small, it isn't really fair to say we have commuter rail now. I would love to be able to get to the airport or the town center without having to worry about parking and imagine if people living downtown could easily get to where the jobs are! I'd also like to see Amtrak reconnected to Tallahassee & Pensacola but that might be outside your scope? Walkability is so important too! It's not just about adding sidewalks, though that is crucial, it's about making a safe, inviting space so it's an attractive option to walk. Empty spaces—places without businesses, parks, lights—are not inviting. Walking past empty lots or condemned buildings is not inviting. It's really going to take more community involvement than just asking our opinion, but I'm excited about what can be created!

Add more bus and rail so cars are not the only viable method of transportation.

A rail link from downtown Fernandina Beach to downtown Jacksonville via the airport would benefit lots of people.

Get JTA to have routes run more frequently. Most only pick up once an hour. I used to ride the bus but between the unreliability, if the bus didn't run that hour, you're waiting another hour outside. JTA also needs to market more towards the discretionary drivers (those who have a car but decide to take public transit). If JTA could actually be more reliable and have more regular pickups, more people would use it. But hoping the bus comes during its hour stop is not a good strategy.

More transit options please.

Bring Brightline Rail to North Florida.

A strong commuter rail backbone is going to be essential to the future of the regional transportation system's sustainability. Our streetcar and rail network allowed Jacksonville to prosper economically in the early 20th century, and as shown in several similarly sized cities, would greatly benefit the city's economy if rebuilt.

Expand Brightline through North Florida

Learn from communities in South Florida who are now experiencing unprecedented levels of congestion. New roads, widening of existing roads, and express lanes cannot be the only solution to preventing and fighting congestion. Please shift towards a focus on moving people, rather than just vehicles, and a focus on building an integrated, multi-modal transportation system for the region.

Implement high-capacity transit projects.

There are many many people who are unable to drive. There should be bus options for all- especially to our medical centers and schools. The buses must have ramps for wheelchairs, scooters and strollers.

I would like to see the First Coast do a better job of maintaining its existing roads while expanding highways and *quickly* moving the public transportation sector toward a zero-emission future by pledging to only replace public agency and transit vehicles with zero-emission vehicles as existing vehicles age out. Given how far EVs have come there is no longer a valid reason to settle for any vehicle that has tailpipe emissions. While I am a believer in public transit, it's particularly tough in Jacksonville due to our low density. Hopefully last-mile, door-to-door, zero-emission autonomous people movers (public robo taxis) will be a solution to shuttle people to light electric rail stations and such, especially given you are working on a 50-year-plan.

Appendix E: List of Presentations to the TPO Board

Meetings When LRTP Update Presentations were Made to the TPO Board

September 2023

February 2024

March 2024

May 2024

June 2024

August 2024

September 2024

November 2024



North Florida Transportation Planning Organization

980 North Jefferson Street

Jacksonville, Florida 32209

info@northfloridatpo.com

904.306.7500

For more information on the North Florida TPO, please visit: northfloridatpo.com