

1. Nine meetings were held before this? Really? Who notified us? How were these meetings advertised?

City Council meetings containing the urban trails project on the agenda were held on:

- November 15, 2021
- June 21, 2021
- January 24, 2022
- July 25, 2022
- December 5, 2022
- December 12, 2022

Community meetings specific to the urban trails project were held on:

- October 27, 2021
- December 1, 2021
- January 12, 2022
- January 26, 2022
- February 9, 2022
- February 23, 2022

Community conversations to develop a “vision” for the City were held on:

- January 23, 2020
- January 25, 2020
- January 30, 2020
- February 8, 2020
- February 13, 2020
- February 22, 2020

These meetings were all publicly noticed according to Florida Statute. All City Council meetings were posted by the City Clerk on City notice boards as well as the City’s website. Community meetings specific to the urban trails project included the same method of public notification as well as advertisement on social media. The community conversations were advertised in the Beaches Leader and Beaches Watch publications, as well as social media.

2. Could we see the minutes of the public meetings?

Minutes of the meetings are included in Attachment 1.

3. How many attended the meetings? What percentage of the population?

All meetings were open and available to the public. However, a record of attendance numbers was not kept for every meeting.

4. Why were neighborhoods not properly notified? Why did it take so long to notify citizens of this project?

The City used the available measures to advertise these public meetings through its website, local media, social media, newsletters as well as the common means of advertising through notices provided by the City Clerk’s Office.

5. Why did I not get a call about this like the website states happened?

We do not recall posting such notice on the website.

6. Why is it that builders that have built homes affected didn't know about this program?

The City used the available measures to advertise these public meetings through its website, local media, social media, newsletters as well as the common means of advertising through notices provided by the City Clerk's Office.

7. How can the City notify builders so homeowners are aware of this project and how it will impact their properties?

The City will continue to use available measures to publicize through its website, local media, social media, newsletters as well as required means of noticing its public meetings through the City Clerk's Office.

8. What about notifying new residents just arriving?

The City will continue to use available measures to publicize through its website, local media, social media, newsletters as well as required means of noticing its public meetings through the City Clerk's Office.

9. Were any actual residents of JB included in this planning?

Yes, all meetings were open to the public. See Attachment 2 – Community Involvement.

10. Why did you hire someone to design that has no ties to the community?

The consultant was hired through public solicitation that required extensive qualifications and experience.

11. Who wants this?

Feedback received during the process indicated majority support in favor of this project.

12. Who is benefitting from this?

Hopefully everyone, as the aim is to provide safe access and usability for all ages and abilities.

13. Is this a done deal?

The Urban Trails Master Plan was adopted by City Council on December 5, 2022.

14. How is this going to be funded? Who is paying for this? Where is the money coming from?

The City is seeking to appropriate approximately \$500,000 annually to fund this project, until completion. In addition, City staff will apply for grant funding where applicable, to supplement the budget for this project. The City's appropriations may be derived from convention

development taxes. Community Redevelopment Agency funding will be used to fund the design and construct trail corridors within the City's two redevelopment districts.

15. What grants have been applied for and can we see applications?

There are two current grant applications under review for potential funding:

- A Florida Recreational Development Assistance Program grant applied at the state level.
- An Economic Development Initiative grant applied at the federal level.

Attachment 3 provides a copy of each application.

16. When was the budget approved for phase 1?

The budget for fiscal year 2024 included approximately 1.5 miles of urban trails and was approved by City Council in September 2023.

17. What's the prolonged cost?

The projected cost to include both design and construction is approximately \$14 Million. However, the trail is projected to take several years to complete and costs could change over time.

18. How much did the City pay the consultants for "the plan"?

The City paid \$175,200 for the Urban Trails Master Plan.

19. Why can't we get this on the ballot? Why do citizens not get a vote?

Ordinances which pertain to budget, taxes and capital programs are reserved solely for City Council decision. Since the urban trails project is a capital program it is not eligible for placement on a ballot. (See Section 21 (a) of the City Charter). Citizens may provide input to council members before a vote by City Council.

20. How many trails are on City representatives' streets?

None, although the proposed trail is within 2 blocks or short walking distance of the residences of every City representative.

21. Why couldn't we ask questions as a group so everyone can hear the answer?

The meeting was structured to accommodate as much interaction with residents as possible, within the time constraints. Having City staff members available at the various stations afforded more opportunity to hear and respond to more suggestions and concerns. We intend to make all the comment cards and responses available to everyone so the group will be privy to every comment and response.

22. Please run ads in the Beaches Leader for neighborhood projects to reduce the "surprises". Ads should be ahead of the meetings and be noticeable and clearly worded.

Thank you for your suggestion. We will reach out to the Beaches Leader in the future.

23. Please keep us informed on next phase.

We intend to update the project status periodically on the City's website as well as utilize direct email when possible.

24. Why did you not put the trails near schools first?

Safe connections to schools is a primary objective. The proposed trail network provides safe connection to every school in the city. Ideally, we would like to complete the entire project in the shortest amount of time. Construction of trail corridors are largely based on annual budget appropriation.

25. Why not fix the sidewalks we have and add sidewalks where there aren't any?

A Pavement Management Survey is currently underway and is expected to be implemented by FY 2025. The survey should yield a prioritized program that enhances sidewalk maintenance and construction. The urban trail project should provide a wider, safer sidewalk infrastructure.

26. Why are monies not going to keeping our public safety; no shootings; parking garage; dressing up our signage, signs about fines for walking on sea oats and enforcements, parking meters to help fund above?

The annual budget currently includes funding to include the above with exception of the parking garage.

27. What trails will be gravel? pavement?

Trail surfaces will be determined at the time of the corridor design and will include factors such as: traffic, location, safety etc.

28. How will it impact homeowner's insurance?

The Urban Trails Project should not adversely impact homeowner's insurance.

29. How will the passive park on South Beach affect traffic and entrance to Rip Tide?

The passive park on South Beach Parkway should not affect traffic or the entrance to Rip Tide.

30. The 15th Ave N trail at 2nd St is too close to my house entrance, can it be moved?

The consultant will review the current design to see if it could be moved closer to the road.

31. Will you install bollards for protection when the trail is against road? E.g. Osceola

Design consultants are seeking the most favorable routes that provide lowest overall costs and fewest conflicts with utilities and other obstacles. Included in consideration of trail locations are width of public right-of-way, location of existing walkways, utilities and drainage etc., and may include bollards for safety.

32. Why make the sidewalk wider?

The width of the trail should provide safe access and usability for all ages and abilities. It should be wider than a sidewalk to accommodate pedestrians, joggers, cyclists, baby strollers and wheelchairs etc.

33. Do our pavers need to be moved?

Paver driveway aprons will be removed by City contractor, during the installation of the urban trail. Upon completion of the trail path, the pavers will be replaced between the street and the trail, and between the trail and private property line. Adjustments to the driveway slopes may have to be done to assure proper drainage. The City standards for paver driveways were updated in October 2023.

34. Who pays if my irrigation needs to be dug up?

The City will make repairs to irrigation if it is damaged during trail construction.

35. How much footage will be used of my yard?

None. The trail should be constructed in City right-of-way.

36. Has the environmental impact of hot asphalt being considered?

Yes, design plans include surface drainage and construction type. The City prefers concrete rather than asphalt.

37. If the trail is on my street, can I build a fence to the trail? - how tall and how far from trail?

The City Code of Ordinances require all fences on private property to be approved by the Director of Planning and Development. Fences that are in right-of-way require Public Works approval. Applications are reviewed on a case-by-case basis. (Sec. 34-406).

38. Are speed limit signs going to be posted?

It is our intention not to allow motorized vehicles on the trail.

39. What about the high voltage lines?

High voltage lines will be considered in the design phase of each corridor. Trail designs should include the most favorable routes that provide the lowest overall costs and fewest conflicts with utilities and other obstacles.

40. Why is the trail only in North Jax Bch?

The trail network includes the entire City. A copy of the network map is included in the Urban Trail Master Plan and is available on the City website.

41. Are my taxes going to go up?

Construction of the urban trail network should not affect your taxes.

42. Are they going to fix current roads that need repairs now?

Yes. Public Works has a robust Capital Improvement Plan that addresses street maintenance.

43. 434 3rd St N. is Commercial property, have you considered the issue the trail may create for deliveries and parking?

Design consultants are seeking the most favorable routes that provide lowest overall costs and fewest conflicts with utilities and other obstacles and will take into consideration parking and delivery constraints in commercial areas.

44. Who is going to police this trail to keep motorized bikes off it when we don't even have the road policed?

Jacksonville Beach Police Department.

45. Drivers pulling across these trails will have to stop on the trail to see for cars and block the trail, who has the right of way?

Drivers should treat the trail the same way they treat sidewalk and/or pedestrian crossings.

46. Not against the trail, just believe there are better locations.

Thank you for your input. We will continue to entertain all reasonable suggestions.

47. How many intersections will require light/traffic timing modifications?

Traffic modifications may be necessary on the major intersections on A1 A, Penman Road and Beach Boulevard.

48. What about using the alleys & beautify them, or it's a missed opportunity?

Design consultants will continue to seek the most favorable routes. Alleys may be used if they provide the most advantageous route.

49. Distribution poles for electric will be in this path on 8th Ave N.

We will pass the information to the design consultants for consideration. Thank you.

50. I would rather the grass between the current sidewalk and street be removed, and replaced with concrete and a curb, like south 9th St. This would increase the width of the sidewalk, not encroach on current properties & utilities.

We will pass the information to the design consultants for consideration. Thank you.

51. Is there another phase planned after East-West?

Prioritization will begin after final designs of the first four corridors have been completed and published for construction bid. The City Council should approve succeeding phases based on recommendation from the Urban Trails Steering Committee.

52. 9th Ave @ A1A, will traffic signals be sensing bike presence i.e. magnetic sensors? GREAT PROJECT!!!

City staff will reach out to the Florida Department of Transportation for clarification.

53. What side of 1st Street are you considering? Seems that the path of least resistance would be to re-purpose the bike lane and/or remove parking spots.

The side of 1st Street that could contain the path will be determined during the design phase. We will pass your suggestion on to the consultants when they begin the design for 1st Street.

54. If you're going to tell us about how "property values increasing" is correlational, show us your sources.

Many articles have been published on this subject. An example is included with Attachment 4 Measuring Trail Benefits: Property Value, published by Headwaterseconomics.org. The footnotes reference 9 publications from various economic resources.

55. Episcopal school blocks turning from 9th Ave N to 5th Street S 3 times a day. How will that be addressed so that people may cross 5th Street N?

This should not affect non-motorized traffic. Walkers, joggers or cyclists on the trail should be able to cross 5th Street during closure for school traffic. Drivers cannot stop, stand, or park on the trail crosswalk.

56. Regarding homeowner's access to their back yards on 9th Ave North: We have access currently & have had for years, since 1957. Do we need to put down pavers or concrete to show where it is?

No, the project does not require homeowners to install pavers or concrete.

57. Why does it need to be so wide? 10 feet. Why not just put in side walks on both sides of the road?

Ultimately, the width of the trail may be less than ten feet, but should be wide enough to safely accommodate pedestrians, cyclists, joggers, baby strollers and wheelchairs etc.

58. 16th Ave S and 6th St S, what is the point of this street? Narrow road where only 1 car can go down the street at a time. Emergency vehicles have a difficult time. A ditch on the left-hand side of the street with a retention pond and concrete barricades at the end of the street with a pump station. Where's the destination? If debris is put in that pond and pump fails all the beach is screwed.

This section was included to provide a connection to the shopping center via the City right-of-way at the Sandra Drive cul-de-sac.

59. (984 15th Ave S) I have concerned at 15th Ave S (south section) and 10th Seabreeze Loop. 3b *Drainage *Zero lot line along 10th * old growth trees/woods at hospital Why not use existing sidewalk around hospital? Why not voted on? Please involve me for discussions on South 3b. I have already built your trail between 15th S and 16th S on 10th :)

We will pass your suggestion to use the existing sidewalk around the hospital to the consultants at the time that corridor is scheduled for design.

60. Will there be increased police traffic?

Police traffic will be based on the research and analysis performed by the Police Department.

61. Why not put the trail on the north side of 9th Avenue North when it crosses A1A to the east? There appears to be fewer utility and other obstacles on the north side.

We will pass your suggestion on to our design consultants.

62. Have you considered making the affected corridors (15th Ave N, 9th Ave N, 4th Ave N and Jax Drive) one-way streets east of A1A, to accommodate the trail?

The ultimate decision regarding one-way streets rests with the City Council. At the Council briefing on January 8th, the consensus of the Council was to revisit the current corridor designs, taking a wholistic approach rather than accept a “one size fits all” design. The intent is to provide alternate concepts based on the unique characteristics of each corridor and may include one-way streets.

City staff will relay these instructions to our design consultant and bring alternate concepts back to the Council once completed. We anticipate this process to take between three to six months.

63. On 10th Street South between 13th Avenue South to 16th Avenue South: Is this (corridor) necessary? Why can't you use 13th Avenue South and Roberts Drive instead?

We will pass your suggestion to use 13th Ave and Roberts Drive instead of the 10th Street corridor between 13th Ave S and 16th Ave S, to the consultants at the time that corridor is scheduled for design.

64. Taking 10' for my driveway does not leave room for two cars to park in the driveway. Can I expand (widen) my driveway? Where will everyone park when you take away their driveways? Huge concern.

City staff to discuss options – may mean a narrower path to 7.5 feet or variable path width depending on circumstance.

65. Will we be ticketed for parking in the trail area?

Staff are working on policies that should include reference to parking. These policies should be presented for City Council approval within the next 12 months.

66. Are you going to let electric vehicles on this path? If so, what limits? How will you enforce it?

Staff are working on policies that should include reference to electric vehicles. These policies should be presented for City Council approval within the next 12 months. It is our intention not to allow motorized vehicles on the trail.

67. Who will maintain the upkeep? If the City won't maintain it, like they don't maintain the sidewalk, who will?

The City is committed to including sustainable maintenance programs for all long-term investments. These programs are revised annually in the Capital Improvement Plan. The annual maintenance budget for street and sidewalk maintenance is approximately \$1.1M. The budget will be adjusted to include urban trails maintenance.

68. I seem to be one of the only people here that think this is a good idea, however I am concerned about the old oak trees on 15th Ave North. How does the City propose to keep those intact?

The City will make every effort to preserve trees where possible. One of the goals within the strategic plan is to support environmental sustainability through the expansion of the City's tree canopy. It is our intention to replace every tree that is removed as a result of the trail.

The old oak trees on 15th Avenue North should be preserved. It may mean an adjustment to the trail width. We will pass this concern on to the consultants.

69. Will we use COJ tree commission for landscaping?

Yes, the City intends to work with the COJ Tree Commission, where feasible.

70. Will you replace shrubs and fence line in front of my house?

We understand there are many home owners who may be utilizing City right-of-way (ROW) for various reasons. While most instances of this usage require a revocable encroachment permit, which stipulates the City may take the property back at any time, we anticipate working with property owners to accommodate urban trail installations the best way possible. The trail should not expand beyond City ROW limits.

71. Is flooding going to be addressed before construction? How much drainage improvement is required? How is 27 miles of pavement better in a flood zone?

Drainage is a key factor in the development of the urban trail project. Final design plans should ensure drainage will remain in the roadway area, away from private property. Public Works manages drainage by considering volume of a 24-hour, 25-year event. The amount of sidewalk and blacktop utilized for roadways and pedestrian transportation do not negatively affect the drainage calculations.

72. The trail east of Ponte Vedra Boulevard on 37th Avenue South is totally unnecessary. We do not need a corridor on 37th Avenue South, east of A1A. Is it possible to end the trail on 37th Avenue South at Ponte Vedra Boulevard?

This corridor is necessary to connect to 1st Street, which is the tie to the East Coast Greenway trail. It also provides beach access for users traveling from west of A1A. However, after the City Council briefing on January 8th 2024, the consent of the Council was to amend the current design to include the following:

- Installation of a crosswalk at Ponte Vedra Boulevard. This would require working with the City of Jacksonville.
- The trail should continue from PVB to 1st Street along the existing roadway on the south side of 37th Avenue South.
- No concrete sidewalk “trail” construction between PVB and 1st Street.
- Signage and branding to be placed in the ROW on the south side of 37th Avenue South to recognize this section of the roadway is part of the urban trails network.
- The existing roadway may be painted to delineate this section is part of the urban trails network

GENERAL COMMENTS:

73. There needs to be a 4-way stop on 9th Avenue North and 5th Street North to ensure safety.

The Manual of Uniform Traffic Devices recommends several factors to be present before the installation of a four-way stop sign. Based on these factors, a stop sign at 9th Ave North and 5th Street is not recommended at this time.

74. Please, please, consider making 15th Avenue North and 8th Street North a 4-way stop as San Pablo Elementary is at the end of 8th Street North to get to school.

The Manual of Uniform Traffic Devices recommends several factors to be present before the installation of a four-way stop sign. Based on these factors, a stop sign at 15th Ave North and 8th Street is not recommended at this time.

75. I would like some more information on the future development of 4th Avenue North and 10th Street North.

76. Keep in mind the density concern at 500 block of 4th Ave North.

77. Please cancel project. New wider sidewalks is not wanted by any residents I talked to.

78. You will have 2-3 feet between the trail & the roads. Someone will get hurt.

79. I would like someone to come out to 10th Avenue South and Seabreeze Avenue and work this with us. Our biggest concern is 10th Avenue South and the size of the road /new trail. Thanks.

80. Consider taking over equitable easements from both sides of the street. This would not increase cost immeasurably and would likely improve beauty of streets; both sides need

beautification, it will be off balance with only one side changed. Other sides have no finished-off curb areas.

81. Some areas this will look for -others in the path unneeded & waste of money. No one uses sidewalks now because of blocked areas because there is not enough driveway already. Really? Motorized vehicles will not use it- funny. Budget vs pictures one is wrong. Cannot do what is drawn for the budget suggested.
82. Excited for the project! Please consider: 1) Narrowing Jacksonville Drive to give the trail space for the landscape buffer 2) Narrow the path to allow for buffer in areas where not wide enough for the buffer. It is not safe to not have the buffer, landscape to protect. 3) Add bulb outs at A1A intersections to narrow the crossings.
83. I don't want my front lawn to be part of city recreation, this is invasive and will reduce privacy. The excess lighting will be a nuisance, try to sleep with that outside. No concern about increased heat in summer. Opportunistic crime is always increased with more for traffic-every study said that. Obviously, the city did not reach the concerned parties earlier & are dismissive now.
84. Over engineered - 7.5 ft. is sufficient.
85. I moved here for a walk-bike experience. It's a good move for the City as long as concerns of maintenance, lighting and landscape etc., are addressed.
86. Please use materials that do not contribute to impervious surfaces in areas that are prone to flooding. Please assess environmental impact of black top, construction vehicles in current natural areas. Jax Beach South behind Liberty Dr and Osceola. Thank you.
87. I am all for this project. We can come together as a community to make pedestrians and bicyclists safe! I would suggest 8' walkways.
88. Personally, I like the idea. I think that it will make my street, 8th Avenue North much safer for my kids & dog while we are out walking and biking. I think it will also add an appealing look while driving.
89. I support the trail.
90. Please keep us informed on next phases. Live in Sanctuary neighborhood. Jax Drive construction was painful as a resident. Road closures were not properly done with that project. We are open to the trail system but hope for minimal impact.
91. Love the idea of a bike trail. They're great in other counties BUILD OURS THANKS
92. I am in total support of this project. That said: *Thank you for prioritizing keeping existing trees over widening/creating trails * Will you be taking advantage of the city's (JAX) tree program for some of the landscaping?
93. Homeowner at 18th Ave N & 1st Street. Think the trails are a great idea.

94. These trails are going to be great for Jax Beach! Keep On! It will be outstanding to have bicycle lanes!
95. I think the design is great and wholeheartedly agree with the plan!
96. This is an awesome project. Can't wait for it to be built. Excited for the 1st Street N-S path to be built.
97. I wholeheartedly SUPPORT this project. I was shocked by the rude and raucous crowd. I thank COJB staff for being gracious under fire. There may be some particular adjustments that will be needed but I believe the plan is good. I believe the benefits to the city and its residents will be many and valuable. Parks and Recreation improve Quality of life. I wish this first phase included the path that crosses the golf course.
98. Great plan, good presentation.
99. Looking forward to riding my bike safely around JAX :)
100. It's a sidewalk, THANK YOU!
101. Thanks for making the city more bicycle & pedestrian safe. Please consider using bicycle green paint where appropriate.
102. 100% IN FAVOR.
103. Totally in favor of the plan, we need to get people out on bikes, walking etc., it is City property to be used this way. Thank you.
104. Thank you to the mayor and planning staff for working through these tough issues. Communication of the plan is very important. You stayed focused and the consultants were very courteous and knowledgeable. I live in the Paradise Key South Beach HOA. We have our annual meeting this evening and I will share this information with them. I believe they will all be very supportive.
105. I am very EXCITED about this project! I hope the city will be able to effectively and efficiently keep higher speed motorized bikes and scooters off the trails and keep residents from parking on street across the trails. GOOD LUCK!!
106. I love the urban trail idea. Bikers and walkers will benefit from it. Grass grows back!
107. I am in favor of the urban trail. I live on 3rd Avenue North and my children will utilize the 4th Avenue North trail all the time. It will be such a safe way to get to the beach. Thank you.
108. Excellent plan. I own a home on 16th Avenue North. The traffic on 15th Avenue North is so busy and this will make the community so much safer.