



City of Jacksonville Beach

Briefing Notice

11 North Third Street
Jacksonville Beach, Florida

City Council

Monday, March 10, 2025

5:30 PM

City Hall 1st Floor Conference Room

City Manager Mike Staffopoulos will conduct a Council Briefing to update the City Council about ongoing items in the City. The Briefing will include, but not be limited to, the following topics:

- A. City Attorney's Annual Performance Evaluation
- B. Citywide Signage Design Concept Review
- C. Banning Smoking on the Beach
- D. Urban Trails Update
- E. Short Term Vacation Rental Review
- F. Committee Assignment Report
- G. Miscellaneous City Manager's Items
- H. Future Briefing Topics

Council Members in attendance may include:

Mayor:	Christine Hoffman		
Council Members:	Sandy Golding	Bill Horn	Dan Janson
	Bruce Wouters	Greg Sutton	John Wagner

Please note: Council Members in attendance may vary according to their schedules.

No public comments are taken at the City Manager's Council Briefing.

If you are a person with a disability who needs an accommodation to participate in a meeting, you are entitled, at no cost to you, to the provision of certain assistance. Please contact the ADA Coordinator by phone 904-712-6297 or submit an [Accommodation Request](#) to the ADA Coordinator as far in advance of the meeting as possible; preferably 7 days but no less than 2 business days, before the meeting. If you are hearing or voice impaired, please call Florida Relay at 711 for assistance.



CITY COUNCIL BRIEFING TOPIC	
TO:	Mayor and City Council
FROM:	Kimberlee Bennett, Director of Human Resources
DATE:	March 10, 2025
SUBJECT:	City Attorney Annual Performance Evaluation

BACKGROUND

Mr. Migut is approaching his first anniversary on March 25, 2025, and per his employment agreement, the City Council is required to review his performance at least once annually.

The Mayor and City Council members each completed the City Attorney's evaluation form. Those responses were compiled and provided to the Mayor and Council on February 25, 2025. The City Attorney will meet with the Mayor and City Council members to discuss his performance.

FINANCIAL IMPACT

None.

COUNCIL DIRECTION REQUESTED

Discuss the City Attorney's annual performance evaluation.

ATTACHMENTS



CITY COUNCIL BRIEFING TOPIC	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Molly Alleger, Assistant to the City Manager
DATE:	March 10, 2025
SUBJECT:	Citywide Signage Design Concepts

BACKGROUND

The Community Solutions Group (CSG), a subset of GAI Consultants, Inc., was awarded RFP No. 04-2324 by City Council on November 18, 2024 to create a Citywide Signage Brand Standard.

Since the date of the award, staff has provided CSG with the City's current brand standards and logos, the City's mission and vision statements, and feedback from the steering committee on previous City signage plans and wayfinding initiatives. CSG has also completed a full inventory of signage in Jax Beach.

CSG representatives will present two concepts to the City Council for feedback at the Briefing.

FINANCIAL IMPACT

Phase I of the Signage brand standards were approved as part of the FY25 CIP.

COUNCIL DIRECTION REQUESTED

Staff is seeking Council feedback on the concept designs presented at the briefing.

ATTACHMENTS



CITY COUNCIL BRIEFING TOPIC	
TO:	Mike Staffopoulos, City Manager
FROM:	Gene Paul N. Smith, Chief of Police
DATE:	March 10, 2025
SUBJECT:	Banning Smoking on the Beach

BACKGROUND

The City Council requested research be conducted in reference to the prohibition of smoking on the beach. The Police Department has researched actions by other jurisdictions, included their pertinent information, and will be prepared to support a discussion at the briefing.

FINANCIAL IMPACT

N/A at this time.

COUNCIL DIRECTION REQUESTED

For discussion purposes with City Council.

ATTACHMENTS

1. 2024 Ordinance Comparison Chart

ORDINANCE COMPARISON CHART

City		Info
Atlantic Beach	Population	13,283
	Bans smoking in parks?	Yes (excluding unfiltered cigars)
	Bans smoking on beaches?	Yes (excluding unfiltered cigars)
	Penalty	A fine not exceeding five hundred dollars (\$500.00), or imprisonment for a term not exceeding sixty (60) days, or by both fine and imprisonment
Neptune Beach	Population	7,045
	Bans smoking in parks?	Yes (excluding unfiltered cigars)
	Bans smoking on beaches?	Yes (excluding unfiltered cigars)
	Penalty	Every person convicted of a violation of any provision of this Code shall be punished by a fine of not more than five hundred dollars (\$500.00) or by imprisonment for not more than sixty (60) days, or by both such fine and imprisonment.
Fernandina Beach	Population	13,401
	Bans smoking in parks?	Yes (excluding unfiltered cigars)
	Bans smoking on beaches?	Yes (excluding unfiltered cigars)
	Penalty	Citation and civil penalty in the amount of \$75.00
Boca Raton	Population	100,028
	Bans smoking in parks?	Yes (excluding unfiltered cigars)
	Bans smoking on beaches?	Yes (excluding unfiltered cigars)
	Penalty	Civil not to exceed \$500; not punishable by imprisonment
Daytona Beach Shores	Population	5,182
	Bans smoking in parks?	Yes (specifies <i>filtered</i> cigars)
	Bans smoking on beaches?	Yes (specifies <i>filtered</i> cigars)
	Penalty	A violation of this provision may be enforced by citation by any law enforcement officer or by any code enforcement officer. Fines applicable to citations under this section shall be as set by resolution of the city council.
Delray Beach	Population	68,110
	Bans smoking in parks?	Yes (excluding unfiltered cigars)
	Bans smoking on beaches?	Yes (excluding unfiltered cigars)
	Penalty	Fine not to exceed \$500 or imprisonment for a term not exceeding 60 days, or by both
Miami Beach	Population	81,912
	Bans smoking in parks?	Yes (excluding unfiltered cigars)
	Bans smoking on beaches?	Yes (excluding unfiltered cigars)
	Penalty	1 st offense w/in 12 months \$100 civil fine or imprisonment not to exceed 60 days; 2 nd offense w/in 12 months \$200 civil fine or imprisonment not to exceed 60 days; 3 rd offense w/in 12 months imprisonment not to exceed 60 days.
Palm Beach	Population	9,425
	Bans smoking in parks?	Yes (excluding unfiltered cigars)

	Bans smoking on beaches?	Yes (excluding unfiltered cigars)
	Penalty	Fine not to exceed \$500 or imprisonment for a term not exceeding 60 days, or by both OR via code enforcement a civil penalty not exceed \$250.00 for a first violation or \$500.00 for a repeat violation
Sarasota	Population	55,426
	Bans smoking in parks?	Yes (specifies <i>filtered</i> cigars)
	Bans smoking on beaches?	Yes (specifies <i>filtered</i> cigars)
	Penalty	Fine not to exceed \$500 or imprisonment for a term not exceeding 60 days, or by both, plus any additional costs imposed by state or local law, including court costs that may be imposed as provided by law
St. Petersburg	Population	261,016
	Bans smoking in parks?	Yes (excluding unfiltered cigars)
	Bans smoking on beaches?	Yes (excluding unfiltered cigars)
	Penalty	Fine not to exceed \$500 or imprisonment for a term not exceeding 60 days, or a combination

CITY COUNCIL BRIEFING TOPIC	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Jason Phitides, Director of Parks and Recreation
DATE:	March 10, 2025
SUBJECT:	Urban Trails Project - Public Survey Response Analysis

BACKGROUND

An Urban Trails survey was published in November 2024, for approximately two weeks. The survey was distributed to over 20,000 subscribers to the City newsletter and was advertised via social media and the City website. In addition, the survey was emailed to over 400 residents who had inquired about the project or had attended previous community meetings about the project. The intent of the Urban Trails survey was to provide further opportunity for public engagement and to gather community feedback to ensure decision-making aligns with the desires of our residents.

The total number of responses received was 1,232, of which 1,078 were Jacksonville Beach residents. Although overall results were consistent between residents and non-residents, the response analysis focused on the Jacksonville Beach residents. A summary of the Response Analysis is included along with supporting attachments.

Another briefing may be necessary for discussions on options and alternatives based on direction provided by Council.

FINANCIAL IMPACT

COUNCIL DIRECTION REQUESTED

- Does the City Council wish to continue with an Urban Trails initiative? If yes, then:
 - Are there elements of the Urban Trails Master Plan that the City Council would like to revisit?
 - Does the City Council wish to re-prioritize trail corridors?
 - Does the City Council wish to accept a FRDAP Grant for the 4th Avenue North corridor? If accepted, the grant must be completed by June 30, 2027.

ATTACHMENTS

1. Response Analysis - Urban Trails Survey
2. Attachment 1 - Comments Supporting the Project
3. Attachment 2 - Comments Opposing the Project
4. Attachment 3 - Comments Neutral to the Project
5. Attachment 4 - Comments to change from Oppose to Neutral
6. Attachment 5 - Comments on Concerns about the Project
7. Attachment 6 - Additional Comments



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8. Attachment 7 - Response Summary by Street Name
9. UT Map showing Grant Corridors

The total number of responses to the urban trails survey were: 1,232

Jax Beach Residents	1,078
Other Beaches	97
Duval County	51
Duplicates	3
Nonsense	3
Total Responses	1,232

This analysis is concentrated on responses from Jacksonville Beach Residents only.

Question 1: Are you aware of the proposed urban trail project in our City?

Yes	991	92%
No	87	8%
Total	1,078	

Question 2: How did you hear about the proposed urban trail project?

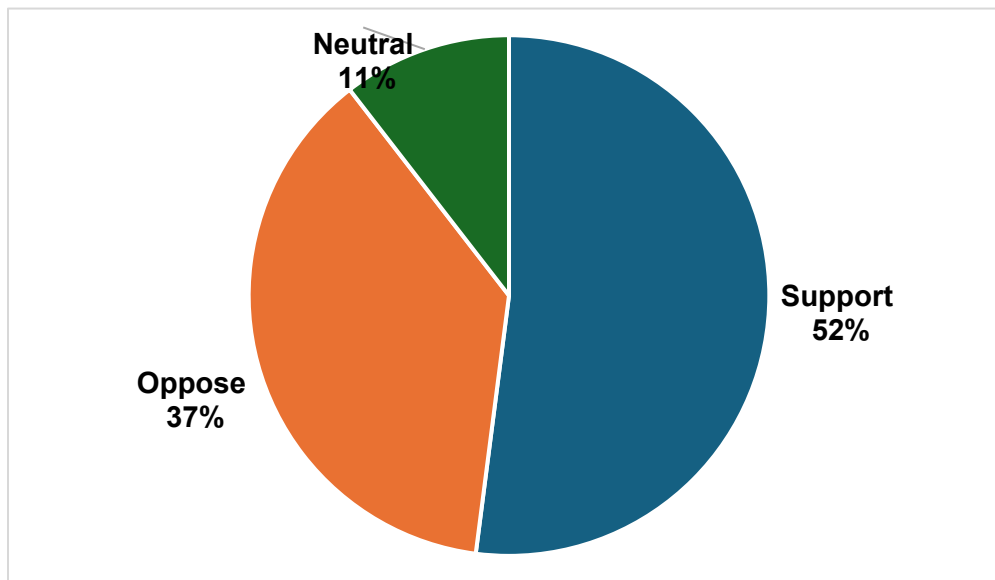
Local News	418
Social Media	290
Word of Mouth	232
Jax Beach Emails / Newsletter	45
Door Knockers	27
City Council Meeting	8
City Website	6
Public Meeting	5
Beaches Watch Candidate Forum	4
The Beaches Leader	4
not aware	3
(blank - no answer)	36
Total	1,078

Question 3: How would you prefer to be informed about the project?

67% preferred contact via email. Other responses included social media, website, newsletter, regular mail and direct contact via phone call or door knocker.

Question 4: What is your overall opinion of the proposed urban trail project?

Jax Beach Residents		
Support	561	52%
Oppose	404	37%
Neutral	113	10%
Total	1,078	



Please explain your choice:

Summary of comments to SUPPORT the Urban Trail Project

1	Safer walking and bike options
2	Promotes healthy outdoor exercise and recreation
3	Provides greater accessibility to beach, parks, businesses
4	Reduces vehicular traffic
5	Improves the quality of life
6	Provides a sense of community
7	Increases property values

Attachment 1 provides a complete list of all comments from respondents that **SUPPORT** the project.

Summary of comments that **OPPOSE** the Urban Trail Project

1	Waste of tax payer money
2	Unnecessary, not needed, trying to fix a problem that does not exist
3	Will negatively impact property values
4	Invasion of privacy, infringement on property
5	We will lose private beach community feel
6	Affects homeowner parking
7	Unwanted traffic in quiet neighborhoods
8	It will increase crime and vagrancy
9	Removing greenspace and tree coverage to add more concrete
10	Will have a negative drainage impact
11	City can't keep up with current maintenance - repair existing problems instead
12	Spend the money on other City infrastructure, safety, trash and crime
13	Creates more trash and maintenance
14	Safety hazards and e-bikes
15	Like the idea but not in my front yard
16	Bad idea, poor design.
17	Install north-south corridors instead of east-west corridors
18	Trails will not be used as they are intended
19	More beneficial to visitors than residents
20	The beach is our "urban trail"

Attachment 2 provides a complete list of all comments from respondents that **OPPOSE** the project.

Summary of comments **NEUTRAL** to the Urban Trails Project

1	Not sure what it is or don't know enough about it
2	A simpler version of the trail is more ideal
3	The trail makes sense in limited areas
4	Some areas make sense, others contribute to parking and homeless issues
5	Support the idea but have objections in my area
6	Like the idea but the design needs more work
7	Don't see the benefits
8	Trail encroaches too far into residents property
9	Concerned with impact to homes with minimal yardage
10	Think its overly aggressive and concerned about long term maintenance
11	Don't know how much use it would actually get
12	The City has not properly informed the residents

Attachment 3 provides a complete list of all comments from respondents that are **NEUTRAL** to the project.

Question 5: If you OPPOSE the project, are there any changes that could be made to move your opinion to NEUTRAL?

Attachment 4 provides the complete list of comments from respondents on changing opinion from Oppose to Neutral.

Question 6: Would you personally use an Urban Trail system if it were implemented?

	Support	Oppose	Neutral	Total	
Yes, frequently	427	13	24	464	43%
Yes, occasionally	131	67	66	264	24%
No	3	324	23	350	32%
Total	561	404	113	1,078	

Question 7: Do you believe an Urban Trail system would benefit the City as a whole?

	Support	Oppose	Neutral	Total	
Yes	543	14	40	597	55%
Unsure	17	68	52	137	13%
No	1	322	21	344	32%
Total	561	404	113	1,078	

Question 8: Which of the following trail design options would you prefer, if the width of the trail is 8 feet?

	Support	Oppose	Neutral	Total	
1. Design the trail to replace an existing sidewalk, or if there is no sidewalk, place the trail in the right-of-way	378	55	56	489	45%
2. Make the street one-way and design the trail within the roadway. A traffic barrier would separate the trail from road traffic	154	64	29	247	23%
3. None of the above	29	285	28	342	32%
Total	561	404	113	1,078	

Please elaborate any concerns that you have about the project (optional):

Attachment 5 provides a full listing of comments regarding concerns that were submitted.

Is there anything else you would like to share regarding the proposed Urban Trail system?

Attachment 6 provides a full listing of additional comments.

Attachment 7 provides a full listing of all responses by Street Name.

ATTACHMENT 1: Urban Trails Survey 2024

#	Street	Comments in SUPPORT of the project
1	1st Street N	Depending on the cost involved to construct and maintain, I think this would be a positive for the residents and a point of interest for visitors.
2	1st Street N	Advancement
3	1st Street N	I support this as I am a bike rider, however, without knowing all of the particulars, I would hate for a decision to be made on my opinion.
4	1st Street N	It encourages safer walking options. The project to add palm trees in downtown Jax Beach has not slowed down vehicular traffic. It has only served to make it more dangerous for pedestrians and bicyclists (which should be encouraged in downtown Jax Beach). Please consider removing these impediments asap for safety purposes.
5	1st Street N	We have a beautiful city and usually nice weather. The more opportunities we provide for people to enjoy the outdoors, the healthier both physically, emotionally and mentally our community will be.
6	1st Street N	I approve of the idea of creating bike lanes and larger sidewalks and separating pedestrians and bikes from cars.
7	1st Street N	3rd Street is busy and dangerous for pedestrians to cross. Would be great to access other businesses on the west side of 3rd street easily.
8	1st Street N	I walk every day and would enjoy using this trail.
9	1st Street N	I support a trail, but not at the expense of property owners. I have read that the city wants to block peoples driveways and construct the trails on small streets. The best idea would be to extend the current boardwalk from Atlantic Blvd to JTB. Make the East West connectors on large streets. Along the beach makes the most sense. Why was the public not involved earlier?
10	1st Street N	Nature is one of Jacksonville's best assets. New trail systems would help jacksonville grow and provide spaces and community for all nature lovers. We have some of the best real estate in the world and we have a responsibility to preserve our nature and animals.
11	1st Street N	The trails are essential to manage pedestrian and vehicular traffic around the beach. With the right funding and policing, it will improve the city.
12	1st Street N	We love to bike and walk, two activities which can be quite dangerous at the beach. More pedestrian and bike trails is a good thing as would a car free area of the CBD. While it seems a lot are against this project, we think it's a great idea and are very supportive.
13	1st Street S	Increases property values and decreases car traffic near beach access points.
14	1st Street S	The more space we create for walking & biking the better.
15	1st Street S	The idea of a walking trail is of interest to me. I do a lot of walking and a trail through the Beach would be something I would likely take advantage of.
16	1st Street S	Improving access to safe pedestrian and bike infrastructure, city walkability, safe exercise and recreation
17	1st Street S	Will be great for tourism and cut down on speeding traffic on 1st st. Safer and so much nicer! It will also be great for my property values!
18	1st Street S	Good way to ensure safe passage for pedestrians, bikers and others
19	1st Street S	Safe access to and around the beach community should be available, usable & maintained. That said, there are many issues to provide safe travel to/from the beaches across busy streets!
20	1st Street S	Making 1st St South of 16th Ave S a one way with a bike/walk lane will go a long way in stopping the speeders and stop sign runners from potentially injuring someone or worse!
21	1st Street S	Would be beneficial to connect the community. Create s safe space for pedestrians
22	1st Street S	As a near 10 year resident, the existing walking traffic/biking traffic/car traffic isn't ideal. More clearly defined paths/trails would be a welcomed change.
23	1st Street S	as long as safety is addressed....meaning hour of operation, cameras, lighting etc
24	1st Street S	I love to walk or bike most places at the beaches, so I am very excited about this project and how it will make things safer and accessible for pedestrians!
25	1st Street S	I'm in favor because the proposed urban trails system plans expand options for walking running and biking on safe and and attractive trails on the west side of Third Street.
26	1st Street S	makes it safer for those not driving in cars to enjoy Jacksonville beach

ATTACHMENT 1: Urban Trails Survey 2024

#	Street	Comments in SUPPORT of the project
27	1st Street S	Getting folks out of their cars and on the feet and bikes is great! The Safety that the trail promises is good for the people of the beaches. We need to be careful about the electric bike though. There are a bunch out there going really fast (as much as 25mph and the young kids in groups operating recklessly. The beaches has always been know for recreation and this is really a win for the residents.
28	1st Street S	Any safe walking running blinking for our residents is not an option. We have very few safe Neighborhood options.
29	2nd Street N	As a lifelong beaches resident, I support making our beaches more pedestrian, bicycle and e-bike friendly.
30	2nd Street S	I think this will really transform Jax Beach and make it even more of a recreational destination.
31	2nd Street S	One of the best parts about living at the beaches is how walkable and bikeable it is, so any improvement to that is welcome.
32	2nd Street S	Jacksonville Beach is very car dependent. It is also dangerous for pedestrians and cyclists. An urban trail system would help encourage people to use alternative means of transportation making the Beaches area safer for everyone and encourage healthier lifestyles.
33	2nd Street S	give people places to walk and bike safely, and not on the streets.
34	2nd Street S	We have great weather here and are lucky to be so close to the beach. We should make it easier for people to walk & bike around and to the beach. While the crosswalks with lights are a huge improvement, there is still tons of crossing at random locations in unsafe ways.
35	2nd Street S	I bike everywhere so I would benefit from it
36	2nd Street S	I strongly agree with a more walkable, bikeable, accessible community. Cities like Barcelona, Spain, who adopt these methods are booming.
37	2nd Street S	Our beach community is centered on pedestrians whether they are local visitors, out of town visitors or residents. The beach shoreline itself is the primary north south trail along the Altantic Ocean - a blueway in itself. We have an obligation to mirror that within the built infrastructure.
38	2nd Street S	Would like safer access for pedestrians and cyclists.
39	2nd Street S	Jacksonville beach needs to promote the advantage of life at the beach.. walkability and the ease of biking to destinations. We should protect those that live here and choose to use these modes of transportation over driving. The current layout, especially on First Street, is not safe as it is.
40	2nd Street S	Many people bike, skate, etc. around town. This would make even more people do so. It is healthy and environmentally-friendly.
41	2nd Street S	The More outdoor options, the better! A plan to keep bikes and pedestrians off of the road is wonderful. Creating more eco options is great for our city.
42	3rd Street N	I love that bike routes are finally being addressed. Please continue to make the city more ride and walkable. I mean regular bike ride when I say ride. Thank you
43	3rd Street N	I love outdoor walks and do one everyday
44	3rd Street N	It is extremely frustrating to walk/bike east of 3rd Street. We absolutely need sidewalks for pedestrians and bikers safety.
45	3rd Street N	Don't like urban riding; anything to make it safer
46	3rd Street N	I walk or bike to work regularly and would love to see more & safer paths to do so.
47	3rd Street N	There's nowhere for anybody to bike or walk without worrying about getting ran over by a car
48	3rd Street S	We need to have more pedestrian friendly options in the beach area !
49	4th Street N	I bicycle and walk at the beaches regularly. There is little identification of separation of pedestrians and cyclists from automobile/electric traffic. This situation does not result in safety for walkers and bicyclists.
50	4th Street N	Better cycling areas off the streets. However I don't support the roundabouts on Penman.
51	4th Street N	I think it's a great idea. It would increase walkability/bikeability of many areas in our community. I think it would promote social cohesion by increasing opportunities for spontaneous contact between neighbors. It would also increase safety for pedestrians and cyclists. I have lived in cities before where these sorts of trail networks are common, and I can personally attest to the fact that access to them greatly improved my overall quality of life. There are tons of other benefits, but overall I think it's a great plan.
52	5th Street N	I think it will add value to properties and be an asset to the community as a whole

ATTACHMENT 1: Urban Trails Survey 2024

#	Street	Comments in SUPPORT of the project
53	5th Street N	My wife and I love Atlanta, including the belt line concept they've put in place over the past couple years. The idea of something even remotely similar in Jax Beach is very exciting!
54	5th Street N	Makes our community more desirable, interconnected, safe
55	6th Street N	1) during the time that I have lived at 6th St. N, I worked at Fletcher High school. When I walked to school, or rode my bike, getting there on public streets was indirect and dangerous. I often pondered why the easements on that north-south corridor had never been connected. I watch students in the neighborhood move toward school daily; it is circuitous. 2) During COVID, we walked daily, all over the neighborhood. It would have been great to have an actual walking path.
56	6th Street N	Pedestrian friendly
57	6th Street S	It's much needed, attractive to tourism and those looking to relocate, and safer
58	6th Street S	I'm a firm believer in exercise. I wish we had the environment like Raleigh's Green Trail. I walk a lot and will be happy to more friendly options available. Walking through Jacksonville Beach streets can be nerve racking. I quit walking on 1st and 2nd avenue because of traffic.
59	6th Street S	I think it is a great idea if done correctly. Needs to be shaded. Rules need to be enforced(parking cars across the trail get tickets, no ebikes, etc).
60	6th Street S	I support aspects of the urban trail. I'd like to see further assessment of each section of the trail, its costs, and reasonable alternatives if necessary.
61	7th Street N	I have young kids and would love to have a safer way to walk around the neighborhood with them.
62	7th Street N	I support the idea. I have young children and it would be nice to have safe routes to walk and bike to the beach, parks and schools. I live one house from the corner of a proposed route and use that sidewalk all the time and support upgrading it.
63	7th Street S	I'm a cyclist and in today's world we do not have safe areas to ride. I have driven all the way to the Baldwin trail to do so. We also need safe areas to walk with our children pets and such.
64	8th Street S	The city is not very runner friendly right now. This would allow runners a better place to run than in the street
65	10th Street N	Sunshine and good weather all year long. provides pedestrian safety for walking & biking
66	10th Street N	It would be nice to have another way to traverse Jax beach with out going to 1st st or penman
67	10th Street N	It is very dangerous to bike and run in this town. I do both. Also, please do something about the intersection on 9th ave N and 3rd street N. It is very dangerous to cross it as traffic moves at the same time as pedestrians on green light. Also, pedestrian light is broken half of the time.
68	11th Street N	Walkability improves quality of life and the more we can make are city walkable, the better.
69	11th Street N	It's a great idea to promote pedestrian travel and connect the beaches community.
70	12th Street N	We bike and walk around the city and having a designated bike and walk path would make it safer
71	12th Street N	We have very little safe spaces to exercise. Jacksonville needs more outdoor spaces.
72	12th Street N	We would definitely utilize the trails as a family.
73	12th Street N	We need safe places to walk in Jax Beach. Most streets in my neighborhood don't have sidewalks, plus it will look great. I'm sorry about people who live on the trail, but it's not that many people effected.
74	12th Street S	As walkers and bikers, my husband and I will use the trail often. We lived in Indianapolis IN when the defunct Monon railroad was converted to a trail system. There was opposition at first, but within a few short months the Monon Trail saw incredible use. It allowed access from the suburbs to downtown for bikers and many businesses grew up adjacent to the trail.
75	13th Street N	Would love our city to be more walkable especially for strollers
76	14th Street N	community enhancement; health of the community ; transportation solutions; livable community
77	14th Street N	Safer for walkers, runners and bikers.
78	16th Street N	I support the idea but don't support the reports of having it 10 ft wide and claiming peoples yards
79	16th Street N	I love to walk & bike as transportation when possible.
80	16th Street N	Biking & walking safety!
81	16th Street N	I believe the urban trail system will be great for community health, walking and biking, connecting different areas of the beach, heighten safety for our kids, and increase overall livability and home values.
82	17th Street N	A valuable addition to our quality of life at the beach. The more bike and pedestrian friendly, better.

ATTACHMENT 1: Urban Trails Survey 2024

#	Street	Comments in SUPPORT of the project
83	17th Street N	We need safer areas for walking around town. I am a walker, but many neighborhoods mean I am walking on the side of the road. Some sidewalks have cars or trucks parked partially on them. On 17th Street No, there is a playground with no sidewalk on 17th Street to the park. There is a private school that walks their students daily from Penman Road sidewalk to the 12th Street sidewalk down to 17th Street with no sidewalk to the park. Thus, no protection from the cars. While it is true that Penman Road has a sidewalk to 11th Ave and 12 Ave. The sidewalk is much closer to Penman Road and difficult to navigate around the homeowners' cars. Worse yet, the stop sign at the NE corner behind the white line on 11th Ave, cars have to creep forward a minimum of 8 feet past the white line into the intersection at 11th Ave and 17th St. just to see if any car is coming south with right-of-way on 17th Street! The neighbor on the corner has 2 huge bushes in the right-of-way next to 17th Street that totally block any way to visually see what is coming down the road. I really think you need to address the safety of the children going to the Tall Pines Playground as well. It is bad enough that the stop sign at the intersection is ignored by some cars and trucks on 11th Ave. Any thoughts to putting in a speed bump for the protection of the neighborhood kids and school kids walking to Tall Pines Park?
84	18th Street N	We live in a small beach community where walking and bicycling should be a preferred method to move around the area. This plan is a great idea that would promote a much safer option than what we have in place today.
85	18th Street N	Safer and healthier community. *Will minimize conflict zones between cyclists/peds and vehicles. *improved quality of life *higher property value *provide safe alternative when commuting *move us away from being car-centric
86	18th Street N	We need improved safety for all of us and especially our youth who now have to use roads or damaged sidewalks to walk, run, and ride their skateboards and bikes around our community.
87	19th Street N	I'm excited to have wider sidewalks for heading down the beach on foot or bike.
88	21st Street N	Much needed and well anticipated.
89	21st Street N	Great for city and residents to have recreational options.
90	22nd Street N	Add to community infrastructure
91	22nd Street N	Safety is of great concern. I see daily kids on their bikes riding on the streets along with cars going by at a fast rate. I've been to many other Florida cities that have urban paths that are enjoyed by walkers, and bikers, dog walkers. Jacksonville beach needs to be a pedestrian and bike friendly
92	23rd Street N	It needs to be safer to get around the beaches
93	23rd Street N	We live in a beach community but I don't feel connected to the beach, nor do I feel safe riding my bike to the beach. Walkability is important to me and I feel this project will enrich the lives of myself and others living here
94	24th Street N	Overall, I believe that the urban trail would be beneficial --getting people outdoors, connecting communities and providing a safer way to get around when riding a bike, walking, jogging etc. In other places in the country where I've lived or visited friends that have these type of trail systems, it has been a positive for the community. Done correctly, I believe the concerns people have about privacy and trash, etc. can be mitigated.
95	24th Street N	Net positive for entire community. The west side of Jax beach is too dependent on vehicles today. Penman is not safe for bike or pedestrian crossing.
96	1st Ave N	I'm a walker and a beach cruiser biker. Less autos and electric bikes will make it safer for children, adults and people with disabilities.
97	1st Ave N	I think it's a good idea.
98	1st Ave N	We need more outdoor friendly spaces
99	1st Ave N	Studies show it improves the property values in the surrounding area by 3-5% and sometimes as high as 15%. It also gives my son a safe place to ride a bike, me a safe place to go for runs. We lack sidewalks in our neighborhood and I see huge benefit to a system like this for safety and enjoyment. I also am aware that this will connect the community to local business allowing them to thrive and new businesses to open because of the increase in traffic that could come from the trail.
100	1st Ave N	I have Livion and I am a constant pedestrian. I would like a Safeway to navigate the city without interacting with traffic.
101	1st Ave S	I love investment in my community. This will help everyone get outside, be active, and support local business.
102	1st Ave S	I am a bicyclist and I hope a trail system will make my cycling safer and more enjoyable.

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#	Street	Comments in SUPPORT of the project
103	2nd Ave N	We love to walk and bike and want a safe space for it, especially for kids. I personally would support a trail in my front yard.
104	2nd Ave N	I would definitely ride my bike and run on the trails
105	2nd Ave N	Promotes active health
106	2nd Ave N	I think safe biking/walking is essential to our community.
107	2nd Ave N	I am an everyday walker and have tried some of the new sidewalks. The need for better sidewalks is there, the 10' blanket proposal in single family neighborhoods is too much
108	2nd Ave N	We need safe ways to walk with families to go farther distances.
109	3rd Ave N	It would be great to have walkable sidewalks in the area rather than walking in the street
110	3rd Ave N	It will be much safer.
111	3rd Ave N	Me and my family bike jog and push our baby in his stroller's down 4th Ave N from Penman to the Beach. We regularly run into issues with the width of the sidewalk when passing other walkers or bikers. This also seems like a great improvement to the beach lifestyle here in Jax Beach.
112	3rd Ave S	Wonderful idea for a safe pedestrian system as we get more and more traffic. Would like to see 1st and 2nd streets each one way as the trail is added to provide more space for pedestrians
113	3rd Ave S	Think it will be good for community. I also feel we need to reduce traffic on 1st Street.
114	3rd Ave S	we need to transition from a automobile-centric model. this will be a good start.
115	3rd Ave S	It will provide a safer way for residents to access different parts of our community.
116	4th Ave N	Will help biking and walking safer in Jax beach
117	4th Ave S	It's a good thing in concept and will bring a variety of benefits to the community. It needs to be maintained, however, and placement of the route should consider current lot coverage and setbacks so as to avoid unduly burdening already pressured streets.
118	5th Ave N	I personally would utilize the trail system for walking. I also think it is a plus for our community to provide it to the residents.
119	5th Ave N	We need a designated area for outdoor activities
120	5th Ave N	I support safe passage for non motorized vehicles like Bicycles on wide trails off public roads.
121	5th Ave S	Access to nature
122	5th Ave S	I lived in several communities that had extensive trail systems and rails to trails. They were a benefit to the community and offered safe options for foot and bike traffic. They also offered something extra to the community that brought in outside individuals which helped local businesses.
123	5th Ave S	We need more pedestrian and bicycle options in Jax Beach. There are not enough sidewalks and options to cross A1A safely. It would also benefit the environment.
124	5th Ave S	We need more walkable, bikable pathways to get around Jacksonville Beach, without having to share dangerous space with motor vehicles
125	6th Ave N	I think this is innovative and needed! Love the idea!
126	6th Ave N	sidewalk is way too small
127	6th Ave N	Anything to help people stay outdoors and get exercise would be a benefit.
128	6th Ave N	Anything that makes Jax Beach safer to walk, bike, ride, etc. is an improvement to our town.
129	6th Ave S	More bikable and walkable Jax Beach is, healthier and more accessible our city becomes
130	6th Ave S	I enjoy cycling with my kids and the roads are very dangerous with little infrastructure for cycling
131	7th Ave N	Great for families. Plan to ride bikes with family.
132	7th Ave N	We live in such a cool city and we need trails to enjoy it more. We also need to be outside more as a culture!!! Trails would help make this happen. I walk/jog and would love to adventure more with where I go!!!
133	7th Ave N	I think it awesome to have the system at the beaches. We'd use it all the time.
134	7th Ave N	I love the belt line in Atlanta. I think Jax could have something similar.
135	7th Ave N	Our city has poor transit infrastructure. We are (like most of this country) too focused on car transit. I live in a "walkable" neighborhood, but there are virtually no protected sidewalks for pedestrians or bike lanes for cyclists. Cars use our street as a cut through and are constantly speeding from 3rd to 10th because there isn't a stop sign for those 7 blocks. Any improvements to infrastructure that provides safer opportunities for non car travel is a win in my opinion.
136	7th Ave N	Bike Trails are good

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#	Street	Comments in SUPPORT of the project
137	7th Ave S	I think the urban trial system is the best and most exciting proposal brought to Jax Beach in my time here as a 35+ year resident. I LOVE to ride my beach cruiser from my south jax beach home to the Seawalk pavilion, the library, and other downtown beaches businesses and events, but it is always terrifying getting to the "safer" streets like First. Especially as the days get shorter and people fly down AIA and 16th Ave S at top speed in the dark. This is a residents-first plan that makes the town better and more accessible for the people who LIVE here and helps counteract the dangerous car culture that degrades our quiet beach life. It will also dramatically improve property values — being close to a park or trail system is a proven boon to your home value, as every one with young kids or a dog to walk is thrilled to have a safe space to do it. This also solves a huge issue in many of our beach neighborhoods where we don't have sidewalks or good street lighting. I am gobsmacked that anyone is against this plan. It's so clearly a locals-first, good for residents, positive direction for the kind of community we all want in Jax Beach -- walkable, bike-able, safe, and small business supporting. It will help solve the parking frustrations in Atlantic Beach downtown area as well, because it will be so much safer to bike there! This is an obvious, amazing win for our community and I am praying a few LOUD negative nellys who think they own the public access right of way don't derail it for the rest of us who want to see our tax dollars go to direct improvements in our community infrastructure. Also, I see naysayers suggest people won't use this. That's a wild take. Look at the park at 12 Ave S as a comp—there's a traffic jam of happy pedestrians and dog walkers enjoying that cool shady path, and it's only a couple blocks long! This is a visionary plan that will transform Jax Beach into one of the best, most in-demand places to live in the US.
138	7th Ave S	Easier/safer to navigate beaches by foot or bike. Better sense of community while commuting.
139	7th Ave S	This is wonderful and I think lots of people would use it.
140	8th Ave N	It provides a safer place for activity/exercise/per walking, etc, builds community and slows traffic on the 8th ave.straight access from penman to the beach
141	8th Ave N	I feel that this will add beauty and safety to our community.
142	8th Ave N	I own a home in Charlotte and love the Greenway, which is similar.
143	8th Ave N	We need safer paths for pedestrians. There are too many kids that bike and walk to Fletcher and it is currently not safe. People have to walk their pets, babies, and ride bikes in the roads.
144	8th Ave N	I hope it will make walks with my family safer and make golf carts more useful
145	8th Ave N	I have young kids and want our city to be safely bikeable and walkable. Highly walkable cities are sought after spaces and will help increase our activity and accessibility but only if we can do so without getting mowed down by cars!
146	8th Ave N	Within reason trails.
147	8th Ave N	I think it is a good idea but I think homeowners who will be impacted should receive some compensation even if it is in the city right away. It will create more traffic and less property for those
148	8th Ave N	I think the people at the beach would support this, and visitors would enjoy it as well and would promote a healthy lifestyle.
149	8th Ave N	Anything that is going to improve my neighborhood and encourage time outside is a plus
150	9th Ave N	Strongly support. We need safe locations for bikers to travel. It will be great for property values
151	9th Ave N	There are many streets around here where there are no sidewalks. (By the way - start a program to teach people that, when walking on the road, they should be walking on the left hand side, FACING traffic. No one seems to know this!). I love the idea of a path joining various parts of the city making it easy to walk/bike longer distances.
152	9th Ave N	We need more safe areas to ride bikes and walk.
153	9th Ave N	I think the urban trail will prompt healthy living and easy access around the beaches for both the community and visitors
154	9th Ave N	It's seems to be safer for pedestrians which in turn will encourage folks to get outdoors more! Which is why we're here, get outside and live!! ❤️
155	9th Ave S	To make the beaches more bicycle friendly
156	9th Ave S	We moved here from Michigan and Jacksonville's Bike Trail System is very poor vs. what we had in Michigan. It would be nice to have a trail system that let you ride from the Beaches to downtown, Fernandina Beach and St. Augustine. In Michigan trails connect almost all areas of the state. We prefer to ride on trails vs. the road due to safety.

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#	Street	Comments in SUPPORT of the project
157	9th Ave S	I ride my bike just about everywhere beachside and it would be awesome to have public, safer, and wider sidewalks to ride or walk on. I think this will bring the community together and will be great for local and small business around the trail.
158	9th Ave S	I run 3-5 times a week, summer or winter. I see walkers, joggers, runners and some folks with dogs all the time. This WOULD be used.
159	9th Ave S	I love the idea that there is a safe, divided method for me and my family to bike around Jax Beach. Right now, with traffic it feel like a game of frogger any time I want to bike.
160	10th Ave N	I think an urban trail system will support a healthy lifestyle and bring neighbors together. I want to safely exercise throughout JB.
161	10th Ave N	I would love to have a trail that I can walk on without having to worry about vehicles. Also nature trails are beneficial on so many grounds for physical and mental health
162	10th Ave S	Nature and walking are great. Walking along 3rd not as great. Biking feels risky on some roads.
163	10th Ave S	I'm in support of it because it would increase pedestrian and cyclist activity.
164	10th Ave S	I think we should have more community green spaces. I am an active runner and cars often drive very fast down the streets and I would like a more protected area.
165	11th Ave N	I think it is always good to have opportunities for people to get outside and move. It makes everyone healthier and happier.
166	11th Ave N	Most vibrant and up&coming cities have this feature. If JaxB is going to raise its image and attract a more affluent and health conscious clientele, then this is a step/pedal in the right direction.
167	11th Ave N	More cross walks between penman for children and bikes.
168	11th Ave N	I live off of penman road and have small children. The amount of times I've had people purposefully speed up as I am trying to walk across with a stroller is insane. We need more crosswalks. People race down these roads at night and flip in ditches often. Having the trail will allow for safer navigation to parks for my family and for other pedestrian traffic. The beach should be supportive of a life filled with biking!
169	11th Ave S	I think it will be a great way to connect the beaches and encourage healthy living amongst their citizens. Jacksonville and the beaches were not built or designed with pedestrians or bikers in mind. It is incredibly unsafe getting around town and with the increase in traffic from recent development, the beaches need a safe a dedicated way for citizens to travel and exercise. I like that it promotes the use and enjoyment of our parks and that it could reduce pollution by encouraging people to bike or walk rather than drive places around town. I highly support this project and think we desperately need this infrastructure. I've seen people in opposition on social media complain that it will bring homeless people by their homes but I do not see the correlation at all. The land you propose using is the cities. If they have built or invested resources on to that land they did so knowing it was not theirs and that there was a chance it would be utilized by the city in the future. I believe the arguments about homeless populations are just being used by these individuals to hold onto land that is not their property.
170	11th Ave S	More bike lanes are always a plus. There are certain streets where it's a little scary to ride on a bike like penman road.
171	12th Ave N	I would love our community to be safer for bikes and pedestrians
172	12th Ave N	Make Jax Beach more walkable, put sidewalks everywhere.
173	12th Ave N	Making the city more pedestrian-friendly would significantly improve our quality of life.
174	13th Ave N	Bike paths would be safer and be a good addition to the city. Their location, size and appearance needs to be discussed with the community.
175	13th Ave S	I'm enjoying the idea of a safe and beautiful walk
176	13th Ave S	A dedicated rail is what every community desires. A place to walk, run, or ride free from cars.
177	14th Ave N	Our city has needed a safe, bike/walker-friendly sidewalk for years. I see young kids riding their bikes in busy streets or parents pushing strollers in the street because there isn't a bike path option. We need to do what we can to create a safe environment that encourages biking, walking, and running.
178	15th Ave N	I like to walk and it be nice and safe to have a sidewalk.
179	15th Ave N	Walkable and safe neighborhood trails bring more access to buying items in our beaches economy as well as supporting a healthier community.
180	15th Ave N	Support if in Surf Park area palm trees were place correctly and maintained, Magnolias do not look as if long term were planning - does not look good.

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181	15th Ave N	Support the idea but, don't believe it needs to be 10 feet or even 7.5 feet wide. You could just install sidewalks on the streets., both sides.
182	15th Ave S	With ever growing population, it would be nice to travel our small town by bike or trails. Reducing traffic or avoiding it during events would be a bonus.
183	15th Ave S	The connection between communities is a ++. Can't wait to "hit" the Urban!
184	15th Ave S	Great way to enjoy being outside riding bikes or walking
185	16th Ave N	We have a beautiful city & should take advantage of our yearlong walkable weather.
186	16th Ave N	Anything to make it easier and safer for people to be out and not needing a vehicle to get there is a great idea that has finally gotten here.
187	16th Ave S	More foot traffic, less cars Great for kids and exercise
188	16th Ave S	We need safe transit corridors for walkers, runners and bikers as our streets get busier
189	16th Ave S	The trail will be useful. However, our city has other priorities that are much more important. 3rd and 9th traffic very heavy and out of control. About the trail, there are other less expensive options. Every avenue should have their sidewalk restore. Please take a look at 15th Ave S. The sidewalk was blocked and destroyed by the residents. The school bus stops at 15th and the kids have to walk in the middle of the street
190	16th Ave S	We don't live in a traditional neighborhood, we don't even have a side walk on 7th street. The only sidewalk we have to ride bikes as a family is 16th Avenue South and it's very narrow. I've visited beach communities like Boca Raton and they have wide paved paths by Gumbo Limbo where people and families feel safe to travel by foot or bike. We bike to the festivals a lot with young kids and again we are dodging cars on 1st street even though there are sidewalks they are usually under construction or the sidewalks are part of a parking garage or driveway so we have to be alert when on bikes. Boca Raton has a great little Beach Overlook Park that you can gather and see the ocean and it's lined with benches. Our city needs lots of attention when it comes family attractions and how we'll travel there. Lots of potential.
191	16th Ave S	I think making the city more walkable is good for the residents.
192	16th Ave S	We need pedestrian awareness. I believe that these trails will help do that. I have kids and I cannot tell you how many times we have almost been hit. I don't care if I lose 3ft of space for parking in my yard. It's not my property in the first place.
193	16th Ave S	The Urban Trail is an excellent way to widen mostly already existing sidewalk paths. As a parent of two young children, I often find it challenging to ride bikes to the beach or the park especially when there are other users on the sidewalk. It becomes a safety issue. The ability to ride bikes to the beach for residents would cut down on the need for parking and it would be an excellent perk of paying higher property taxes to be located here. This should have been done a long time ago!
194	16th Ave S	I think it will enhance the livability of our city.
195	17th Ave N	More pedestrian/bike friendly options & areas for cars to be hyper aware of pedestrians and bikers
196	17th Ave N	Positive impact on visitors and the Beaches communities.
197	17th Ave N	Health - More safe ways to get around without motorized vehicles
198	18th Ave N	I think we need more useable, safe spaces for bikers and walkers.
199	18th Ave N	I think the wide path along Florida Blvd in Neptune Beach is terrific. When I'm running or biking on it there is plenty of room for oncoming or overtaking pedestrians or bicycles to pass without one of us having to leave the path. Having these properly done in Jax. Beach would be a plus for the area.
200	19th Ave N	More safe access from traffic.
201	19th Ave S	Excited for walking /biking paths etc. it will be a great family activity resource.
202	25th Ave S	We need more walking trails and more outside activities. Less driving
203	25th Ave S	Idea is good but there are not enough specific details given to each resident/homeowner for how they will be personally effected.
204	25th Ave S	The second best benefit to living in Jax beach besides the ocean is the ability to walk or bike to so many attractions. With Jacksonville's massive sprawl the beach feels like a small community and being able to safely bike or walk throughout our community would be a huge benefit and enjoyed by many local residents.
205	25th Ave S	We need safe trails to run and walk on
206	26th Ave S	Pedestrian and bicycle safety is #1. Promotes outdoor recreation as well.

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#	Street	Comments in SUPPORT of the project
207	26th Ave S	It's good to have walkable/rideable areas where people don't have to worry about cars running over them. Great use of city right-of-way
208	33rd Ave S	It's nice to have a safe route for bicycling around the city.
209	33rd Ave S	Better bike and pedestrian pathways add value to property and enhance quality of life
210	34th Ave S	Improve quality of life and add a nice family activity
211	38th Ave S	We need a more walkable city but not at the expense of residents directly involved property- survey residents it directly affects
212	America Ave	It's an amazing idea that progresses the infrastructure and enhances community. It will also increase property values which allows for additional tax dollars to support our local government and resources to improve overall lifestyle. Further, encouraging biking and walking increases the overall health of our local citizens and sets an example for our youth that health is important and our city cares about you! It can lead to less medical issues which lowers an individuals medical cost long term and longer lifespan. Our environment is benefitted by decreasing vehicle usage. It is a macro benefit in numerous ways.
213	Antigua Dr	Anything that facilitates people having an opportunity to connect helps build a stronger sense of community.
214	Antigua Dr	Jacksonville Beach currently lacks safe pathways for pedestrians, runners, and cyclists
215	Arden Way	It's a great way to lower the carbon footprint in the area and create a safer way for locals to travel around the beaches. Safe walking and recreational trails are also positively correlated with longevity in communities. This would allow for more of a sense of connectiveness in the community, decreasing the feeling of isolation of vulnerable individuals. The proposed plans look very well researched and thought out.
216	Arden Way	This city is in growth mode and in that comes change. We need to realize that change is positive and will allow our the opportunity to improve itself in multiple ways.
217	Arden Way	There are a lot of kids riding bikes to fletcher and other schools around the beaches. A safe thoroughfare is a must for these children and for those looking to explore all the beach has to offer without a car. I live at the beach because of the walkability and I believe any steps toward improving this will benefit our health and wellness.
218	Barbara Lane	This is exactly what is needed at the beach to encourage outdoor activities and provide safe pedestrian uses (running, walking, biking, etc..). Long overdue!
219	Barbara lane	Good idea but there are some issues. Like currently cars park and block the existing Sidewalk. That will also occur in places along the urban trail which means you have to go into the street to get around them
220	Bay Island Circle	We need to provide safe bicycle routes. Locals want to bike to the beach and bike around the beach rather than drive.
221	Bay Island Circle	I think there are areas within south Jax Beach that could be improved from a safety perspective. Hopefully, this initiate can fix these. Specifically, creating a ped/bike dedicated path on 1st St from 37th to Beach Blvd. Also, on Jacksonville Drive where peds and cyclists tend to coexist on the same sidewalk with mixed success. Hopefully, we can also fix the safety issues at 37th and Ponte Vedra Blvd where there is no crosswalk and cars on Ponte Vedra Blvd routinely blow through the intersection at high rates of speed regardless of where there are pedestrians present.
222	Bay Island Circle	Nice to have a safe, easily accessible walking/biking trail.
223	Bay Island Circle	I just went and walked the Guana two days ago, and thought how important it is to provide scenic spaces for people to reconnect with nature and find serenity.
224	Bay Island Circle	If believe in preserving and enhancing our outside living areas and our natures pathways for now and years to come.
225	Beach Blvd	One of the upsides of living in a beach community is having safe, walkable paths away from traffic for residents and visitors to enjoy. Right now, the sidewalks are not sufficient.
226	Beach Blvd	The area is not safe for pedestrians so this would be a wonderful addition.
227	Bentin Dr N	Improvement in ability to move around jax beach without using cars.

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228	Bermuda Pl	The amount of traffic in Jacksonville Beach has increased significantly. Ponte Vedra Blvd specifically needs a large cross walk with flashing lights. This is a neighborhood and a major access point to the beach at 37th. I regular walk and ride bikes with my children and it is very dangerous as cars do not stop at the stop sign and there is no designated cross walk to cross Ponte Vedra Blvd at 37th St. This needs to be corrected, I spoken to police offers that said they cant do anything and I must wait for this project. This community needs to be more walker friendly.
229	Blue Heron Lane	increasing the ability for our residents to travel without the need of a car is a benefit to children and adults. It is a positive initiative that will improve quality of the community.
230	Blue Heron Lane	We need more things for families and active people to do. These trails will be incredible!
231	Bonaire Circle	walkable communities re safer and help maintain housing market values
232	Bonaire Circle	Badly needed to promote a healthy lifestyle and for the safety of cyclists riding through the beaches communities.
233	Bonaire Circle	Hope it accommodates golf carts
234	Bonefish drive	Safer for families
235	Burling Way	I think it will be an enhancement to our city.
236	Cayman Court	I ride my bike through Jax beach often. The trails will allow more scenic rides.
237	Cedar Island Rd E	I'm a walker The only place I have to walk now is city streets A trail walk would be great
238	Cilewood Ct	We need this of improvements to our Beach Community
239	Coconut Key	Other cities have great trail systems which encourage people to be outside more often and they beautify the whole area.
240	Colonies Dr	Need large safe biking lanes.
241	Colonies Dr	I think the city will benefit from the project
242	Colonies Dr	We need safe places to ride our bikes. I used to love riding around the beach, now too much traffic makes riding dangerous
243	Colonies Dr	Makes the beach more pedestrian friendly and gets people out of their cars
244	Colonies Dr	I'd LOVE a safe space to ride a bike
245	Costa Verde Blvd.	Promotes mobility and encourages safe movement for better health and longevity.
246	Declaration Dr	I am a bike rider/commuter and would love to have safer ways to go north/south and east/west. The urban trails are also necessary for those with small children/strollers to get from their neighborhoods to the beach and area parks. I frankly cannot understand how anyone could be opposed to this project.
247	Driftwood Rd	I believe this is going to be good for our community and provide a safer more walkable community
248	Driftwood Rd	Need after biking and walking trails and crossings for safe resident access to amenities.
249	Duval Drive	I live beside a beach right of way and see lots of foot traffic with children, dogs, beach paraphernalia walking along ocean drive and 37th avenue south. neither of these streets have sidewalks leading to the beach resulting in dangerous interactions with cars
250	Duval Drive	I love the idea of an urban however I do not think it is reasonable to take away 10 feet of someone's front yard when our beach properties are already so small. I find that some of the proposed ideas are quite silly. There must be another solution utilizing the street and possibly limiting traffic to One Direction only. Additionally, I would expect that if crime increases along this path that it would be addressed immediately or that the urban Trail would then shut down. Perhaps a trial. year or two would be something that should be tried before significant infrastructure be built.
251	Duval Drive	East west connectivity is critical given the situation with A1A.all property which may be involved is public right of way not private yards. People need to understand this.
252	Eastern Dr	I think it's a great idea and something our city needs more of.
253	Eastern Dr	Jacksonville is one of the most pedestrian unfriendly cities in America. We need a safer, more reliable way to get outside without having to drive a car.
254	Eastwind Dr	We all need places to walk, enjoy nature, and enjoy being outdoors. This is a real benefit to everyone who lives here as well as to tourist traffic.
255	Eastwind Dr	Walkability is linked to both health and happiness!!! There have been TONS of studies. I loooove riding my bike around, but there are some roads and intersections I have to avoid right now for safety. If we can make it safer- HUGE win for the community. https://www.psychologytoday.com/intl/blog/in-one-lifespan/202304/walkable-neighborhoods-linking-place-health-and-happiness?amp
256	Evans Drive	It could be a great way to enjoy the beaches and improve the areas that need it most.

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#	Street	Comments in SUPPORT of the project
257	Evans Drive	I love running and biking and have young kids. I feel this will be a safer way to run and bike . My family bikes to the beach often and this will be a safer route.
258	Evans Drive	Want is badly so my children was safely ride at the beach
259	Evans Drive	The concept is great but the original plan had too many trails and would compromise too many yards. Scale it back to what would be reasonable. Dont have multiple trails parallel to each other only a few blocks from each other. Eliminate duplication of trails that get you to the same place.
260	Evans Drive	I support community efforts to provide citizens safe ways to move, get around, engage with wildlife and the environment, and enjoy nature that are not in a car.
261	Evans Drive	I support it, with the caveat of no electric bikes or any golf carts allowed.. the kids are too dangerous in/on these.
262	Evans Drive	Just about every time I ride my bike a car comes close to hitting me. Dedicated trails to get through town will make it safer and easier for my family to get around Jax Beach.
263	Evans Drive	we need more pedestrian areas
264	Evans Drive	The Urban Trail System is a progressive and creative project which will offer the people of Jacksonville Beach the opportunity to engage in the natural resources of our community. I have seen the results of this type of project in others areas of our country. It is heartening to see individuals and families out walking and riding their bikes on these trails.
265	Evans Drive	Health and fitness
266	Fairway Lane	Having main points of travel through the community is never a bad thing.
267	Freedom way	I run a lot and have a young son who we love to ride bikes with. I think the idea is very cool and will help create more of a community. Thinking of him potentially riding his bike to middle and high school knowing there are more defined paths feels like I could give him a little bit more freedom
268	Gail Ave	I support the concept of the urban trail concept but ONLY as a loop around our city. Our north/south segment transportation is where are constraints exist. 1st street throughout city limits is most used with cyclists and pedestrian traffic. This should be priority. Next should be segment running by golf area and fairway lane to landfill. Any east/west segments other than bookends of Seagate and Jax dr. Should be tabled until north south segments are complete. Also, the trail needs to be tied into our downtown redevelopment.
269	Gail Ave	I think the idea of urban trails and biking is great! To connect jax beach
270	Gorden Avenue	I think the trail will be excellent for the safety of beach residents as well as a great addition to things to do at the beach. Also, love the way it will easily connect multiple areas of interest at the beach.
271	Grassey Key	Anything that makes it easier to move through the city on foot or bicycle.
272	Great Abaco Ct	Have use something similar in Charlotte NC, a good addition to community. Helps with walkers and bikers
273	Green Heron Ct	This is good for pedestrian and bicycle safety
274	Heron Dr	More opportunities to explore the city
275	Holly Dr.	I support the urban trail because it will help pedestrians travel safely. I've raised two children in Jacksonville Beach and the sidewalks have been in desperate need of repair of over ten years. There are it enough sidewalks so when teaching our children to ride their bikes we were forced into the street or we had to load up their bikes and take them to a park. I would love a trail around the community so we can safely travel to all the new businesses in Jax Beach.
276	Hopson Road	Provide safe lanes for bicycles and pedestrians
277	Hopson Road	I have seen the positive outcomes of similar trails in other city's!!
278	Horn Ct	promote safer options for us to get around the beach without the need for parking. Keep them open to ebikes and integrate the neighborhoods to the city amenities
279	Horn Ct	My hope is it will get thought through to be a benefit to the City and be used by locals.
280	Independence Dr	Having a dedicated walking/biking trail would be a big benefit to the local community
281	Independence Dr	We need more safe places to ride and walk, free of the dangers of cars
282	Independence Dr	Jacksonville has one of the highest pedestrian/bicyclist fatalities in the country. Anything we can do to make Jacksonville Beach safer is a step forward. It would be negligent not to act.
283	Isabella Blvd	Why not?
284	Jacksonville Dr	I think an urban trail system/update is greatly needed. I love biking around Jax beach, but I think it could be much safer and enjoyable if there was a designated path for bikes/ pedestrians. The community should be able to get around with more options than just driving. Thanks

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#	Street	Comments in SUPPORT of the project
285	Jacksonville Dr	Who wouldn't want a safe place to walk
286	Jardin De Mer Plac	I think this is an amazing value add for the community!
287	Jardin De Mer Plac	A good walking running trail is good for the health of the residents
288	Kings Ct.	I think this is an amazing idea and really don't understand the opposition. My family and I think it is a great way to improve the safety of walking, jogging and biking in our great beach town!
289	Kings Ct.	We are becoming more populated and a destination site. Bikes and walker(not golf carts) need a more secure area.
290	Kings Road	While you will certainly face opposition from those whose property is adjacent to the trail, this is for the good of the beaches as biking is not safe currently.
291	Liberty Lane	everytime we save land for the future is a great idea
292	Lower 4th Ave N	I believe the residences and visitors need a safe place to ride bicycles to and from the beaches. I came here from St. Petersburg in 2021 and that is the home of the Pinellas Trail, which is a huge success in that area.
293	Lower 4th Ave N	I'm in support of an urban trail that runs north and south. There is ample supply of east/west routes where residents use many of these to safely go from as far as west of Penman all the way to the ocean. There is however only ONE (1st St) north/ south route where residents can safely travel from one end of Jax Beach to the other end. Third St and Penman are completely overcrowded and unsafe. Moreover, providing another safe north/south route could alleviate the some vehicle traffic and unite Jax, Neptune and Atlantic.
294	Lower 4th Ave N	Safe travel around the Beachez
295	Lower 8th Ave S	Having a trail system would be great, as long as it supports multi-use walk, run, dogs, bike.
296	Marathon Ky	I believe it will make pedestrians and cyclists safer.
297	Marsh Cove Lane	walking and areas to walk are needed
298	Marsh Cove Lane	Make it shady (trees)!
299	Marsh Landing Blv	We need more walking trails especially because this area can be an easy walking part of town. For example marsh landing blvd should have a walking path from both entrances but it doesn't
300	Marsh Landing Blv	Wider walkways for pedestrians, manual bicycles would make the city more user friendly. I walk my dog 5 to 7 miles each day in our area and traffic is very heavy and at some crossings very dangerous. I would even be interested in mild speed bumps at traffic crossings.
301	Marsh Landing Blv	Residents need a way to get around besides cars; bikes, walking, etc. promotes a healthy connected life for both residents and businesses.
302	Marshside Ct	Walkable streets are safer streets
303	Marshside Ct	Good for us all
304	Marshview Dr	I support if it allows only pedestrian traffic and cyclists. No motorized vehicles except for the handicap. I would support if the trail does not severely affect/restrict homeowner's driveway access.
305	Merrill Blvd	I was born and raised in Jacksonville. I used to bike everywhere with my mom growing up. We'd go to Pablo 9, the beach, and sometimes all the way to Neptune and Atlantic beach stopping at shops and things all along the way. We just never had the traffic we have now. With my two little ones I would feel safer being able to not have to cross A1A with the cars. Having an overpass where it would be safe for us to walk is 100000% worth it, despite maybe being an eye sore. The fact is there's just too much traffic and I no longer feel safe biking or running or walking anywhere by the busy streets. The urban trails sound amazing to solve this problem.
306	Merrill Blvd	If something is not done now to preserve our community it will look like the coincidentally defunct beach towns that litter our coast. Overbuilt by outsiders not a lane for a walk or bike left, smell of urine and impossible to recover post hurricanes.
307	Merrill Blvd	Jacksonville Beach needs to continue to improve pedestrian safety and walkability in the community. Wider sidewalks and dedicated pedestrian trails around town are a benefit for everyone.
308	Millie Dr	I ride my bicycle and walk for enjoyment and exercise. I feel unsafe on some of our roads so a trail would be nice and benefit everyone.
309	Mourning Dove Ln	Want a safe way to travel through the beaches by bicycle
310	Norberta Way	Please make jax beach bike friendly! It is currently unsafe. We need more sidewalks and bike paths.
311	Oak Forest Dr	I think a trail system like this will inspires people to get outdoors and walk, bike or run!
312	Oak Grove Circle	Would love a multi use trail
313	Oakbreeze Ln	I support more biking, walking and running options in the city.

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#	Street	Comments in SUPPORT of the project
314	Oakbreeze Ln	I like it. Part of the reason I moved to Jax beach is because it is very walkable/bikeable. The trail will only make that better.
315	Oakwood Rd	In the past, new ideas would arise and residents become skeptical. Once the idea becomes reality, the same residents embrace the change. BE BOLD AND MOVE FORWARD.
316	Oakwood Rd	Support with a disclaimer. The current plan is not good. The trail should suit the street it is on.
317	Oakwood Rd	It's a great idea. For too long this city has lacked a safe way to get around the beach in anything besides a car. I rode my bike home from dropping it off at Willards the other day and was shocked by how bad the sidewalk on Pennman truly is and how unsafe it is!
318	Oakwood Rd	I have lived in different cities with urban trails- it is a GREAT community benefit.
319	Oakwood Rd	A very thoughtful and well designed plan to make use of the natural trails and greens space within our city is important. Not to have an adverse effect on home values or way of life is also important. Many cities have completed this project and it has worked for everyone. I support the continued investment in design.
320	Oakwood Rd	What a wonderful use of our resources to provide a safe and modern passage from one side of our city to the other.
321	Ocean Drive	Our community is not especially pedestrian friendly, and I think this is an exceptional way to get people out and about, promote health, a community feel and connect many pockets of our community
322	Ocean Drive	We need to make Jax Bch more walkable/bikeable.
323	Ocean Drive	We would like to see more of dedicated bike only trails in Jax Beach.
324	Ocean Drive	Safety and walk ability are most important to me. This project upgrades both.
325	Osceola Ave	Jax Beach traffic is growing worse by the minute while the growth in rental properties and residents is booming. We greatly need new solutions to getting around safely by foot, bike and vehicle.
326	Osceola Ave	I think it's a good idea to give people more exercise options and to connect the beach community.
327	Owen Ave	We need to encourage physical activity in a safe environment and improve our health. It is also very motivating when you can just get out and walk and have other people doing the same.
328	Palm Tree Rd	I support the idea but want to limit resident impacts which is not likely possible.
329	Palm Tree Rd	I think it's an awesome idea! It would be great for both residents and visitors to have the trail system to bike or walk around town or to the beach. I fully support the idea.
330	Paradise Way	Love to cycle and am very eager to have a place to take my family on rides
331	Paradise Way	Everyone who lives at the beach deserves safe access to the beach
332	Paradise Way	It's great to be able to walk on good paths that are away from traffic.
333	Paradise Way	It would improve access to Jacksonville Beach businesses and community activities. The Urban Trails project will make walking and biking in Jacksonville Beach safer and accessible to a larger segment of the community. It will also improve the "walk-ability" rating of the city and encourage older adults to get out and enjoy the healthy offerings the city provides. Parks, ball fields, dog walking, elementary school involvement by parents and family, neighborhood activities will see increased participation if there are easier ways to get there. A reduction in the exhaust and pollution from fewer cars on the road.
334	Paradise Way	I love to ride my bike but the streets are busy and riding on the side of the road is dangerous. Also, a connected system of trails would allow me to see more of Jax Beach. I am really looking forward to this.
335	Paradise Way	The trail will make walking and biking safer and more beautiful. It will link the city together.
336	Paradise Way	I think it will enhance the quality of life for our city
337	Paradise Way	Jacksonville Beach has many people who walk or ride bikes. It is not a walk or bike riding safe community. There also needs to be some regulation about bikes on sidewalks including e-bikes. This situation has become dangerous.
338	Paradise Way	Safety for bicycle riders
339	Patricia Lane	I walk my dog a lot. And there are very few places to walk with a sidewalk. The sidewalks that we do have are damaged. I am concerned that some property owners may have a lot of their land used for the sidewalks. However I don't know enough about how those property owners are impacted
340	Penman Road	It would be nice to have a safe vehicle for pedestrians and bicyclists to travel
341	Pinewood Rd	Jacksonville Beach needs more safe places for people to walk. I was run over by a truck while taking a walk on Tallwood Rd.

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#	Street	Comments in SUPPORT of the project
342	Pinewood Rd	I have lived at the same address for 40 years back in Ocean Forrest. Retired June 2024 and love the beaches area for all it has to offer. I have been cyclist (bicycles) all my life. I have engaged in riding each and every morning since June for the benefits of cardio exercise. I have found no safe roadway or passage from West Beaches to First Street Jax Beach. I use the pedestrian crossings at Penman & 15th Ave. N. as well as the Crossing at 15th Ave. N. & 3rd Street North. Both crossings are dangerous I as have found drivers just don't pay attention. We desperately need to step up and make the Beaches a safe place to live. Pedestrians and cyclist both need a safe multi-use Urban Trail system that includes EAST/WEST/NORTH/SOUTH access from any point in the beaches area.
343	Plantation Oaks Dr	I have kids that ride bikes, as well as my husband and I, it would be good to have a safe place to do so.
344	Ponce De Leon Blvd	Would be a great addition to south beach park. That park is the centerpiece of the neighborhood with many different types of people coming together. There are many folks that exercise there and would welcome the expansion.
345	Ponte Vedra Blvd	I need to know more about it. But in general, I like the idea of encouraging biking and creating a safe environment for that activity.
346	Ponte Vedra Blvd	It's a constructive approach to get the community healthy and active. And positive
347	Ponte Vedra Blvd	We come from Indianapolis where 2 former RR tracks were converted to urban trails (the Monon Trail through northern neighborhoods and the Cultural Trail downtown). There was opposition at first from residents who thought "criminals" would be trespassing close to their homes (unfounded, but change is hard. ;) Both trails are widely used by walkers, rollerbladers, bikers and bring communities together. Many more people are exercising by WALKING OR RIDING places. So good for health, the environment and the community!
348	Pullian Court	I like the idea of having easier pathways to the beach that are safer for bikes and pedestrians. I like that it encourages outdoor activities and make our community more accessible on foot.
349	Pullian Court	We need more public trails, parks and the ability to connect safely through our city
350	Quail Lane	I think the City needs more walking and biking paths. I am a tour leader for Adventure Cycling, and have led a number of tours through town. The current cycling infrastructure leaves much to be desired.
351	Republic Drive	I bike pretty much whenever I can so do others. Having this system will enhance the overall health of the community and help businesses with more bike traffic.
352	Riley St	More, safe outdoor space and trails is a welcome addition to the community.
353	Rip Tide blvd	our city doesn't have enough pedestrian only paths. sure the beach is there but a system of paths that connect parks, nature preserves and the beach is a great idea. traffic is already terrible, and id prefer to walk or ride a bike.
354	Royal Palm Key	I would love to see Jax have a walking / bike trail to connect communities
355	Royal Tern Ct	I love the idea of access to areas in Jax Bch by method other than car.
356	Royal Tern Rd S	Healthy and Clean city -
357	Royal Tern Rd. N	Like biking trails (and running trails)
358	Ruth Avenue	Since no one can seem to control how fast people fly thru the beaches, the urban trail should help make things safer.
359	Sanctuary Blvd	It will give some place away from cars and traffic.
360	Sanctuary Way N	Jax Beach currently lacks adequate sidewalks. Even when there is a sidewalk, runners use the streets
361	Sanctuary Way S	As an avid biker this project would be life-changing for me. I use my bike for everything possible and my biggest stressor is the lack of bike lane protection in our city. I have nearly been hit by cars on innumerable occasions. Put these trails in and I am absolutely one less car on the road.
362	Sanctuary Way S	Think this would be good for the community
363	Sanctuary Way S	Improve walking and bike riding safety and convenience
364	Sanctuary Way S	Love the larger side walks and support outside activities but overall the money may be needed for faster completion of street projects and the pavement of all roads that need it and the pot holes and dirty stop signs could be replaced with newer ones .
365	Sandra Dr	The beach community enjoys being able to walk, ride bikes, etc. and an urban trail would support these values.

ATTACHMENT 1: Urban Trails Survey 2024

#	Street	Comments in SUPPORT of the project
366	Seabreeze Ave	We think that a well-designed urban trail would be a huge benefit for the city - improving pedestrian and bike safety, helping families access to schools, the beach, and local businesses without needed cars. If done with community support it could also help connect our communities together more closely. Personally as a runner, I was also excited to see some new trails on the proposal like the one through the old landfill area and around the golf course.
367	Seagate Avenue	This will provide alternative ways for people to move throughout the beaches community and reduce auto congestion/dependence in the area.
368	Seagate Avenue	i think it would be a great and safe way for people to get around without the use of motor vehicles.
369	Seminole Rd	I live in Atlantic Beach and our big giant sidewalk that runs the course of AB is such an asset. I feel so much safer biking and running on that sidewalk than a standard one. Given the traffic and speed limit in Jax Beach are even higher than here, I think a dedicated safe walkway would be a great asset.
370	Seminole Rd	It's about time. Let's make use of our amazing weather and have something that we can all use year round
371	Shetter Ave	Badly needed opportunity for exercise in densely populated area
372	Shetter Ave	I travel on shetter with a mobility scooter in dangerous conditions, also throughout beaches. Would love and appreciate any improvement. Please address Shetter ave
373	Shetter Ave	As an active casual cyclist it is important to have a safe riding path for pedestrian traffic. Neptune beach and Atlantic beach has an efficient area that is not over done. I feel Jacksonville beach needs one along Penman road to connect the Neptune Beach area. Also. a path along 9th that connects to Jacksonville Dr, And then a few paths the run west to east to first Street.
374	Shetter Ave	As a pedestrian, I would like to have safer options when walking. I have been a split second from getting hit by cars barreling through lights while crossing legally at cross walks. The drivers here are dangerous.
375	Snowy Egret Way	Think it's a great idea and will offer a safe way for runners & cyclist to get around.
376	South Beach Pkwy	I am constantly walking and having a trail to walk on would be great.
377	South Beach Pkwy	Excellent idea for safe cycling/ walking/ neighborhood connectivity. Orange County has done a fantastic job with theirs.
378	South Beach Pkwy	From where I live it is currently somewhat unsafe to get to the beach.
379	South Beach Pkwy	I love walking and beach cruising throughout our area.
380	South Beach Pkwy	Having an alternative means of moving people besides cars is a terrific idea.
381	St Johns Blvd	Biking, walking, and jogging is an important component of the healthy Jax Beach culture. We need to always be looking for ways to improve connectivity to our community destinations and enhance safety for our local families.
382	St Johns Blvd	Helpful for walking paths
383	Summer Court	Great use of outdoor space and give residents and visitors something to do locally.
384	Sunset Drive	Nice for bikes. Cars should not be able to park on the sides of busy streets e.g. 15th Ave N, 8 Ave N
385	Tallwood Rd	I believe our community will benefit substantially with a bicycle/jogging/walking "urban" trail
386	Tallwood Rd	After riding road bike for years I finally gave it up due to congestion. Driving in to town to ride the Baldwin trail was an option that took too much time. If bike trails can be created within the beaches communities it would be wonderful. Also if trails can include natural settings such as marshes, woods, ocean, it would be awesome for walking too.
387	Tanglewood Rd	Would love more walkable paths and we need more overhead street lights to make it safer for pedestrians.
388	Tanglewood Rd	If the trail is safe and doesn't attract the wrong crowd I'm for it.
389	Tanglewood Rd	It's a great idea, but we must consider how it affects certain narrow streets and their residents.
390	Tanglewood Rd	More safe walking options are needed
391	The Greens Way	every town or city I have visited has some urban trail network. they are popular and can draw tourists.
392	The Greens Way	We like to walk, and it's good for people and for the environment
393	The Greens Way	I ride bikes 4-5 times a week. We need bike specific trails where we don't have to worry too much about getting hit by crazy drivers.
394	The Greens Way	I want it for myself and the benefit of the community of active residents and visitors. It would be one more attraction for Jacksonville Beach.

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#	Street	Comments in SUPPORT of the project
395	The Greens Way	From my residence to the park, there are areas lacking sidewalks and that isn't safe. Sidewalks safely connect communities and lead to an increase in movement in other than vehicles.
396	The Greens Way	I like the idea of having ways to walk, bike, run in neighborhoods safely
397	The Greens Way	A walking and biking trail would be good for the community and easier/safer to commute away from roads
398	The Greens Way	Need space to walk besides on the beach.
399	Theodore Ave	Sounds like a great idea to make the beaches more walkable!
400	Theodore Ave	We ride our bikes everywhere and run quite a bit. These trails would be great. It would be even better if 1st street was bikes only.
401	Theodore Ave	Trails are crucial aspects of quality of life in urban settings.
402	Tradewinds Dr	City needs more biking and walking trails
403	Tropical Terrace	A well connected Urban Trail system would be a huge benefit to Jax Beach and the surrounding areas. Bicycles and walking are great ways to get around the beaches and currently we have a disjointed system.
404	Tropical Terrace	Citizens need safe way to get out on their bikes, walk and run around the beach roads.
405	Upper 36th Ave S	This is a great idea. Please ensure adequate signage regarding any special rules of the Trail.
406	Upper 36th Ave S	Jacksonville & the beaches are wonderful active cities & we need the trails to help make being active running, biking etc safer.
407	Upper 4th Ave Nor	The City needs a system to promote foot and bicycle traffic with safety as a key feature.
408	Victory CT	Definitely need the trail to make biking safer and our community healthier. Would be nice to connect the trail to schools and parks and local business areas. Really need it for special events like 4th of July when all the townies are driving back making it very unsafe for bikers in the streets.
409	Victory CT	We are a beach community and biking should be a prominent choice to get around our cities. Biking needs to be safer for children. We need safer and quicker biking paths to get to parks, schools, and local businesses. Biking will promote a healthier, more active community.
410	Victory CT	Sense of community, encourages physical activity, safer for pedestrians and bicyclists, sense of place, scenic nature opportunities, ties together places of interest.
411	Waterway Island L	Safer commutes for work and play.
412	Williams street	Get people outside and make traveling by bike and pedestrian easier and safer.
413	Willow Oaks Drive	Hoping to encouraged safe outdoor physical activity with wider, clean paths
414	Zephyr Way N	My family enjoys biking around the community, the existing narrow sidewalks are tight, the 10' trail would be great, it would make biking and walking more inviting. The proposed trail on Jacksonville drive is crucial, so many people use that route, it will be money well spent for the community. I have one comment though, once you get east of Ponte Vedra blvd it's not really necessary, everyone just uses the street. And that's not dangerous. Everyone in Jax beach knows once your east of 3rd and especially 2nd that pedestrians own the street. Cramming it in along the home's fronting the road there isn't necessary, and I know those homeowners won't like it. That intersection of 37th and Ponte Vedra blvd really should be a 4-way stop too.
415	Zephyr Way N	It is a great idea to provide safe access routes for pedestrians, bicyclists, etc. to make it around the city and reduce vehicle traffic.

ATTACHMENT 2: Urban Trails Survey 2024

#	Street	Comments that OPPOSE the project
1	1st Ave N	A waste of money. FYI they are called sidewalks.
2	1st Ave S	While there may have been interest interpreted as support in the early stages of the project, the community has demonstrated repeatedly that it is strongly against this project.
3	2nd Ave N	There is a better way than cutting thru people's properties (I do not own, I rent).
4	3rd Ave N	We have the beach to ride bikes on, 1st street as well, we don't need it. no. it's a waste of taxpayer money. 100 % Apposed.
5	3rd Ave N	The trail in north Jacksonville beach is too close together and isn't of benefit to have the trails right next to each other. In 15 block radius you have 3 trails and only in south Jacksonville beach. You are ruining the property values in north Jax and it is unnecessary. The streets are already tight on those streets you can barely get two big SUVs to drive down the street at the same time and you are going to make it more complicated by adding a gross giant sidewalk. People don't want that in their yard. It is an invasion of privacy and looks tacky/daytona beach like. You are taking away green space and adding more concrete. It will look really cheap. We really don't need to make the beaches more tacky and crowded.
6	3rd Ave N	Just too invasive on many people's property. It doesn't affect my property directly but it does on many of my Jax Beach neighbors. I'm sure there will be plenty of property owners that will park their cars on it and block it for people use, just like they do on the sidewalks now.
7	3rd Ave N	The current plan is not an urban trail, it is extended sidewalks that are encroaching on homeowners. 4th Ave N makes no sense....there's a crosswalk at Penman, a light at A1A and sidewalks. Along with several 4 way stops that are not enforced. Want safer routes? Enforce current laws on what we currently have.
8	4th Ave N	More pavement more heat. More motorized bikes that don't care about pedestrians. Sidewalk we have is sufficient what the contractor is selling doesn't benefit the community. We are not an urban city but a suburb of a city.
9	4th Ave N	Not logical / logistical. Will cause growth development issues and upset local residents with setbacks and less privacy.
10	4th Ave N	I do not feel it is good or right for the city. It places an undue maintenance burden on homeowners as well as bringing unwanted traffic near our house. There are also problems with e-bikes and golf carts that will be using the system whether allowed or not.
11	4th Ave N	Retrofitting it into already tight streets and running it through established yards on "select streets" is not feasible. Shortening driveways to accommodate the trail will force more street parking on the affected streets. Why not simply widen the streets to include the existing sidewalks where it does fit.
12	4th Ave N	I do not want a trail in my front yard. PERIOD!!!!
13	4th Ave N	Poor explanation of plan. At previous meeting, person assigned to our corner couldn't answer any questions. Who is going to deal with maintenance? Are we hiring more police to patrol? Who will control the homeless? Are you adding lights to the trail? Why pick a busy busy road- likely increase in peds vs autos, why such a wide path? What will you do about current owners who need the space in their driveway for 4 cars?
14	4th Ave N	It will ruin the character and value of the neighborhood... it will be unsafe for everyone... bikes and e-bikes especially... it will also promote crime.... We are already lacking police presence when needed. Will also create more trash and maintenance that the taxpayers will be forced to pay.
15	4th Ave N	Would be taking our parking for our home only room for two cars now as it is.
16	4th Ave N	Very inconvenient also takes up space for trees.
17	4th Ave N	Taking away from our property, trees that are established, unshaded asphalt is not a trail, this takes away from our quaint Beach community. Nature is important to some of us.
18	4th Ave N	4th Ave N already has heavy car traffic. I feel it would be safer to build walking paths down a road with less car traffic.
19	4th Ave N	I don't think it's needed where it's "proposed". There are plenty of streets that can be used for this same purpose. If anything, they should do this urban trail on 3rd street giving more way to bike riders and such, making it safer. They should add speed bumps on 4th Ave N, and likely other streets, as people speed down this road like crazy. Safety should be considered and explored first before adding more foot traffic to this area.
20	4th Ave N	It is paving far too wide of a path for unnecessary bike paths onto small lots that were not designed to have a huge path. People will still use the streets. Walkways can be improved and add one foot or add multiple paths on each street or next to businesses (1st Ave N) but not where the yards are already small.
21	4th Ave N	Do not feel this system is needed throughout the entire Jax Beach area as proposed.

ATTACHMENT 2: Urban Trails Survey 2024

#	Street	Comments that OPPOSE the project
22	4th Ave N	I think it's a fine idea, but my concern is that we are trying to fit it in an area that does not have room to accommodate it—specifically speaking about 4th Ave N. Our end of 4th Ave is already dense with newer construction that had variances allowed when they built. The urban trail will make some driveways too short to accommodate a regular sized vehicle. Because of the density, we are routinely seeing lots of cars parked across the existing sidewalk and parked in solid lines on side streets, with just neighborhood traffic. It's already a safety concern, which would be compounded by extra pedestrian, bike and electric bike/golf cart traffic.
23	4th Ave N	1) Waste of money 2) Waste maintainance resouces long term 3) Safety Hazard leaving driveway 4) Safety hazard for drivers and users of pathway. 5) Not realistically needed we have sidewalk that works 6) Privacy issues of strangers closer to our car and house. 7) Devalued Property 8) Lose small private beach community feel 9) Enviromental waste 10) Non-Ecofriendly-Ground coverage 11) More crime from homeless camps like south Florida 12) Disruption needlessly.
24	4th Ave N	I think some parts of the project could be beneficial but overall do not think that there was enough input from citizens as most of the initial meetings were held during Covid, I am sure that if more due diligence was done and more citizens consulted this plan would have failed. Also, many people choose to ride golf carts, electric bikes, and scooters and don't see the benefits of paving over people yards and pending 15 million to gain 4 extra feet of sidewalk, most of which is not even heavily utilized today. In particular I think 4th Ave N is an unsafe commuter road that has heavy traffic and excessive, uncontrolled speeding that I have wrote 4 times on and have seen 0 improvement on the road.
25	4th Ave N	The trail does not need to go though neighborhoods, this will cause problems with parking, water mitigation as well as destruction of properties and take away much tree coverage. This will have a negative impact on the quality of life in the neighborhoods that are affected.
26	4th Ave N	This proposal will drastically take up a huge portion of my front yard, including removing parking and it established trees
27	4th Ave N	It would bring people right up into my yard as well as some of the other residents and too close to our front doors. It also would take away from my drive way and were I can park and where others can park. People already don't use the sidewalks enough to build it in my opinion. There is a sidewalk Also, the current urban trail states that homeowners will be responsible for the maintenance. Homeowners do not want to be responsible for the city's urban trails.
28	4th Ave N	There's too much cement around the beach already. Drainage is still an issue. The trail going through neighborhoods makes no sense, it's not like people are going to be riding on a historical house tour or anything exciting. It will also take up too much land of people that have purchased homes under completely different conditions. Cost way too much money!! I took my highschooler to the emergency room last year, and they determined he was suffering from heat stroke. Heat stroke from Fletcher High school, because nobody will turn on the AC!!! Spend that money on the education of our youth & their comfort/HEALTH while in school. Spend that money on Moore neighborhood, gatherings like festivals, pop-up tent sales, The Christmas lifeguard Stands, Movies, AND more police to decrease speeds and increase safety of all. Nobody wants the trail, it will never be used. Spend the money on things residences need/want, please!
29	4th Ave N	A few years ago the city spent a lot of money installing a sidewalk on 4th Ave. N. This has turned out to be a huge waste of money as very few people utilize the sidewalk. Most people run, walk or bike on the street. The proposed Urban Trail will be another waste of tax payer money.
30	4th Ave N	I don't think it's right to dig up and shorten residences driveways and lawns. We already have a side walk, no need to make it bigger. I think it's gonna be an accident waiting to happen also. People are going to get hurt or hit by a backing up car. There are too many driveways and street crossings.
31	4th Ave N	I like the idea but not for it to be in my front door, I don't have a clear idea how wide the trail will be and how far in will be in my front lawn.
32	4th Street N	You're trying to modernize a city that is already packed full, last thing we need is more construction on a stupid idea, money can be spent other places. Gonna be a homeless guys paradise.
33	5th Ave N	I like the way things are and I think we could spend our money elsewhere.

ATTACHMENT 2: Urban Trails Survey 2024

#	Street	Comments that OPPOSE the project
34	5th Ave N	I do like the idea of trails, particularly North and South however, I despise the idea of taking large swaths of a persons green space in their front yard to do it. Turning someone's yard space into a concrete slab detracts from useable area to enjoy, generates additional heat, takes away from scenery, negatively affects drainage, and decreases home value...even if it is on the city easement. If the city is to move forward with this, the total width of the trail should be minimized. If the original width of the plan were to remain, I would encourage all affected citizens to park across the paths in protest.
35	5th Ave N	Some of the streets the Jax Beach City Council proposing to use for the urban trails have homes with small lots. Taking up a significant portion of a homeowner's front lawn for a trails project that seems to be only requested by the City Council is ridiculous. Limit the trails to the larger lots/ streets, this doesn't need to be as large as the original plans layed out. You guys should really be focusing money on the police force with the increased traffic and crime we have now with all the new development.
36	5th Ave N	More important projects need funding. Unnecessary and unwanted.
37	5th Ave N	Many people's yards are too small as it is to be covered in additional concrete. The e-bikes are rampant and the only reason they're not on the sidewalks as much now is because they're smaller properly sized sidewalks. Ebikes are all over the large sidewalks in nocatee and it is downright dangerous.
38	5th Ave N	Need a couple more traffic lights on Penman, especially 4th Avenue North. Citizens cannot pull out onto Penman Rd as it is. Roundabouts will only cause a continuous flow of traffic and will make it impossible to access Penman Rd.
39	5th Ave S	i do not think it helps residents and is more of an invitation for people who do not live here to cause issues for residents.
40	5th Ave S	Waste of tax payers money. We already have sidewalks. Taking people's yards when space is already a premium at the beach.
41	6th Ave N	Jacksonville Beach has one of the best beaches to ride , walk and relax in nature on. The neighborhoods are being overdeveloped and becoming crowded. This trail will open residents to unwelcome noise, littering and in general a loss of privacy. The city has no right to make these decisions. We pay taxes, and have no vote in this trail through our backyards and throughout our community. Stop taking the money and leaving no green spaces ! I think it's corrupt.
42	6th Ave N	Too much foot/bike traffic in neighborhoods where people enjoy their privacy and look out for the safety of their children without a bunch of strangers walking/riding past.
43	6th Ave N	There seems to be no need for this. Our goal as a community should be to encourage less transient traffic in our neighborhoods and enforce speed limits and overall traffic safety. The Jax Beach neighborhoods have always been conducive to safe pedestrian and bicycle traffic. Development of an urban trail could bring more traffic to our peaceful neighborhoods and create an environment for crime and homeless to flourish.
44	6th Ave N	Waste of time and money that should be used towards ill maintained public facilities and towards combating the homeless population that is growing.
45	6th ave N	I oppose as it currently stands.
46	6th Ave N	I think the urban Trail is a waste of our taxpayer money! We have many roads that need to be repaired/repaved. No matter which direction I approach my house from off of the main roads I have to drive over gravel patches in the road. The money would be better spent fixing our roads. I also feel like imthe Urban Trails project is inviting the crime that we see in the downtown area to infiltrate into our neighborhoods. We walk/bike a lot in our neighborhood and see no need to provide paths that are specifically designed for that.
47	6th Ave S	I think that although walkability and bike ability are important, this is not the way to go about it. The larger priority for walkability is more crosswalks/crossing points on 3rd st and penman
48	6th Ave S	It's unnecessary, expensive, intrusive, and environmentally unsound.
49	7th Ave N	my street doesnt even have a sidewalk, and i spend my days seeing people speed down the street my kids are playing nearby. lets just start with sidewalks.... Also, an urban trail will just become a motocross track for electric bikes
50	7th Ave N	It's not needed. It will devalue property. It's a waste of money. It will cost money to maintain and our city currently needs maintenance that's not being done.
51	7th Ave N	Costly project but people will not make enough use of it to justify the cost
52	7th Ave N	Infringing on the yards and right away of homes does not sit well with me. We must maintain and upgrade our existing infrastructure before we put in luxury items.
53	7th Ave S	Too much concrete, we already have enough.

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#	Street	Comments that OPPOSE the project
54	7th Ave S	The proposed trails are an unnecessary expense that will see little use and require excessive tax dollars for maintenance and initial build-out. It will also invade residential areas during construction, congest roadways and could lead to a greater number of pedestrian-car accidents. The financing for the project is also very unclear and appears to be proposed in an effort to obtain federal funds that would otherwise be unavailable. Funding from the federal government usually, if not always, comes with some obligation to the city that is buried in fine print that the average resident is unaware of but may negatively impact and go against the wishes of the local constituency.
55	8th Ave N	I feel the city needs to concentrate on repairing the existing problems with sidewalks already installed. I would like to know and feel safe here that I no longer have that security. Petty theft runs rampant '.
56	8th Ave N	I see some overall value in a project, but it seems like the design is overbuilt for a city our size. Some routes are unnecessary because roads already have low traffic and people walk them daily without issues. I'm concerned that it's more than residents will actually use, but we'll be stuck indefinitely with costs to maintain the paths.
57	8th Ave N	We are not in favor of such a large trail running through the residential areas of Jax Beach. When driveways are reduced, vehicles will be forced onto the streets, creating a more dangerous situation. We have flooding issues already, and removing so many large trees and greenscape will cause additional flooding and heat and destroy the aesthetics of this community. We need more trees, we should not be taking down and destroying the ones we have. Ebikes will use the trails, again causing safety issues. Property values will also be impacted by those directly on the path. The trail is a horrible idea in such a small beach town. Trails of this size are never run through residential communities and the residents are disgusted that this is being forced on them by the city government.
58	8th Ave N	Cause increased people on my street. Yards are small and will decrease driveway space.
59	8th Ave N	The beach is too smart for such a massive projects
60	8th Ave N	If the City would properly maintain the existing sidewalks we wouldn't need it.
61	8th Ave N	Too much blacktop/concrete. Cutting down too many trees/shrubs. Some people will loose their whole front yard and parking areas. Most people go to the beach the closest way possible near their home.
62	8th Ave N	Primarily, I feel Jax Beach does not need any more concreted surfaces adding to our very real existing drainage/flooding issues. Why not just install keens along the existing sidewalks to make them safer. Secondly, I feel this is a colossal waste of residents money that could be better directed. I would approve additional lighted pedestrian crossings such as now exist on Penman to increase safety.
63	8th Ave N	Taxes are extreme already. Money could be spent in better ways.
64	8th Ave N	There is no need for additional tarmac and concrete. I rarely see streets packed with pedestrians.
65	8th Ave N	We have enough traffic at the beach and don't need to attract more
66	8th Ave N	Dangerous to put it over driveways. I feel it will be easier for someone to get hit. People don't use the sidewalks now. Surface will still be hot for pets. It encourages more traffic in neighborhoods which could lead to more crime, less privacy, and less safe
67	8th Ave N	I don't think it needs to be on the back roads. Only on the main roads. You're proposing a 6 to 8 foot sidewalk trail. They're putting in a sidewalk system on Beach Boulevard that does not match the size that the trail would be. It's just a normal sidewalk. The roads in the back neighborhoods all need repaired but prior to that they need good drainage and curbs put in! That would be money well spent
68	8th Ave N	We have a sidewalk on 8th Avenue North. This "Urban Trail" would put people walking and whatever across the street from the sidewalk right in front of my home. This is a residential neighborhood with more seniors than young people. We DON'T need people walking in front of our homes next to our fences and on our grass. Whoever thinks up these projects and ideas need to be replaced.
69	9th Ave N	Seems like a great way to safely explore the city
70	9th Ave N	Worried I will lose my driveway and yard
71	9th Ave N	While I support making our streets safer for bicyclists, I don't agree with the proposed plans that bring paved bike paths through established neighborhoods that were not designed for them, and don't need them. We regularly bike around the beaches, and never have issues west of 3rd St. The expense to build and maintain them could be used elsewhere. We need to fix potholes and sidewalks in disrepair and address speeding issues on certain streets (Adding stop signs or speed humps). The bike paths will have an environmental impact with adding that much asphalt or concrete, as well as necessary lighting. How will drainage be affected, especially if the trails go through existing drainage rights of way? This will be a bigger inconvenience for the residents who's property will be affected than a benefit for cyclists. There is also the issue of e-bikes and safety on the trails. Jax Beach PD is already stretched thin, so who will enforce the rules? Also, who will clean up the inevitable trash that will end up on the paths?
72	9th Ave N	Current city issues need to be addressed before trying to attract more ppl. Safety, trash and crime are already an issue.

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#	Street	Comments that OPPOSE the project
73	9th Ave N	Safety concerns. No one follows rules anymore. No one stops at stop signs, no one goes speed limit and bikers don't have common sense either it seems.
74	9th Ave N	We already have a side walk and a open road no need for this
75	9th Ave N	Approximately 30 miles of blacktop in a flood zone is a bad idea. Our current infrastructure doesn't drain well with heavy rains and flash floods. Upkeep will be a joke, the city doesn't maintain the few sidewalks we have now. Pretty theft will increase with people being so close to houses.
76	9th Ave N	It's taking properties that don't want it and we're never given the opportunity to properly see what was planned and never had an opportunity to vote on it
77	9th Ave N	Jax Beach is a beach town with many safe options for local families to ride, walk and run. The locals are not for the city taking their land and increasing the traffic in neighbor hoods. The ROI is not justified as there are many other options to improve Jax Beach. Due diligence was not done at the inception of this project.
78	9th Ave N	We need to fix our streets, sidewalks and maintain speed by vehicles and safety. Put in more sidewalks if needed. Don't channel more traffic down my already busy street. Plaza off 9th Ave/ 3rd will be crazy with more on foot traffic to dodge.
79	9th Ave N	Just not well planned, presented or logistically laid out
80	9th Ave N	Completely unneeded.
81	10th Ave S	With the current proposal it's going through my yard and having it so far from 1st Street seems pointless for tourism or safety. Havingore safety when crossing 3rd Street for pedestrian would be more useful and extended 1st Street.
82	10th Ave S	The majority of residents affected by the Urban Trails Project were unaware of this project prior to it getting approved, and were not made aware that this was being discussed. It was passed without the public's input or vote, and I feel that it was handled in a real shady underhanded way.
83	11th Ave N	it will bring too much additional pedestrian, bike traffic to an area that hasn't handled other growth well yet.
84	11th Ave S	Not necessary. Money could be used better. Disruption to neighborhoods.
85	11th Ave S	Too much spending and upsetting residents with the current plans and cost north to south makes sense but east to west not necessary
86	13th Ave N	Need more residents ideas on the pros & cons b4 decision is made
87	13th Ave N	More asphalt creating more flooding. More runoff from the asphalt. Asphalt just absorbs heat making everything hotter. You should try to fix all the flooded streets every time it rains.
88	13th Ave S	At this time I have not been able to get a good map and overview of the entire project. I do not know how many total miles it will be. I read the cost of the project is 14 million, but I haven't seen any information on maintenance cost per year after it is built. I also do not think to many people would use it. We are a beach community. People like to walk on the beach. I lived in a city with a multi-use trail, the bikers were in the way of the walkers, the skateboard kids were a menace and people with strollers tended to take up the whole path.
89	13th Ave S	The path of the urban trail as proposed would take it right through my yard on 6th st. south!! I have lived here over 25 yrs. I do nt want the path right in front of my house. I do not think the urban path should disturb residential areas, especially not in my neighborhood!!!!
90	13th Ave S	Too much property owned by residences will be affected and with little benefit for the overall population as well as the costs. Changes to roadways and existing sidewalks should be made to enhance pedestrian and bicycle safety without adversely effecting property owners and minimizing costs.
91	13th Ave S	We need to fix existing roads/sidewalks before creating new ones. Streets/Avenues on southside of Beach Blvd are falling apart. 12th Ave South park is also falling apart. Northside infrastructure is just as bad.
92	14th Ave N	Too much concrete! Update and repair existing sidewalks and cross walks. Sounds a little sneaky how it's being rolled out. Don't do it! As a taxpayer and homeowner, I adamantly oppose this.
93	14th Ave N	Decrease property values
94	14th Ave N	Invasive to neighborhoods Likely to encourage theft and property damage Unlikely city will maintain the path
95	14th Ave N	Out neighborhood is old from the 1950s. The trail would take a significant portion of people's front yards and would require old trees to be removed. Why take away green space? The kids are getting to school just fine.
96	14th Ave N	Destruction of private property and neighborhoods which already have bicyclists riding throughout them
97	14th Ave N	Too invasive
98	14th Ave S	Regardless of a place to walk, I do not feel safe walking, especially at night.
99	14th Ave S	Other areas of city need attention like existing roads and adding sidewalks on all the avenues. Also, concerned it will become a highway for e-bikes.

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#	Street	Comments that OPPOSE the project
100	15th Ave N	The city is going about the trail all wrong. First off, the city hired someone from Gainesville to design the trails whom has no experience navigating the beaches. Just putting the trails where "they fit best" is a waste of resources. I walk & bike around the beaches DAILY (at least 5 miles a day), and i have never had an issue with East/ west movement, yet that is where the trails will first be put in. We need better north/ south corridors for pedestrians and bicyclists. Penman is a shit show with no shoulder and a tiny sidewalk that has 2" bumps every other section of sidewalk with a steep drop off into a ditch on one side. 10th Street has a tiny sidewalk that two pedestrians can barley get past each other going in opposite directions, let alone two bikers and the street has no shoulder for bikers. 3rd street has a sidewalk on both sides of the roadway, but its still a dangerous for walking and biking because cars are constantly pulling into shopping centers and turning onto the avenues without looking. 1st street is the only north/ south street in Jacksonville beach i feel safe on, but that's no help if i need to go somewhere on the west side of 3rd unless i want to really go out of my way. East/ west roads do not have nearly the same amount of traffic as the north/ south roads in Jacksonville beach, so the city should prioritize putting in 10' sidewalks on these streets. Although they lead to the beach, the bicycle and pedestrian traffic is much lighter on the east/ west streets because there is one almost every block that gets you all the way to and from the beach. Putting a 10' sidewalk of every 10 blocks or so going east and west will NOT be utilized like the city thinks it will. Additionally, the idea to add landscaping, trash cans, and street lights on the urban trails is a terrible idea. The city can barley maintain the current landscaping on city property, so maintenance will fall on homeowners whom man of dont take care of their own lawn. Look at the median on 3rd street, the city ripped out all the shrubs around beach blvd and now we have a dirt median (whose idea that was i have no idea but it was a stupid one and makes the area look like crap). Regarding trash cans, that will just lead to trash on peoples property near the trashcans (if people even use them). The trash on the street doesn't come for bikers and pedestrians out for a nice walk, it comes from people throwing their trash out their car windows and homeless cutting through communities from one tent camp to the next, those people are not looking for the nearest trash can to throw their trash away. Lastly, regarding street lights, look at Neptune Beach along 1st st., they have a single street light at each intersection over the street sign, not all along the road, this is a benefit in multiple ways, the single street light helps people navigate the area, but it keeps runners, bikers, and others away at nighttime and allows residents to have peace and quite. Additionally, it does not cause light pollution that keeps residents up at night. Lastly, the idea to make 1st street at some areas a one way road only makes sense from beach blvd to 6th North, any further north/ south in either direction and you are just causing headache for local residents. But if 1st becomes a one way road, that means 2nd needs to be a one way road in the opposite direction. On another note, the idea to add a urban trail in the ROW between Arden Way and Oakwood makes sense although it is behind peoples houses. With that trail, you get to be near home and dont have to travel far but get a trail along a shaded corridor of trees, people would use that, people don't need wider sidewalks where there are already sidewalks to go for a walk or bike ride in the blistering sun.

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#	Street	Comments that OPPOSE the project
101	15th Ave N	The proposed urban trails often go through dense neighborhoods. It'll take nearly half of my front yard. I've been on trails in several other cities that are fantastic! They are not in places even close to where they are planned in Jacksonville Beach! They are all on open greenways or in neighborhoods that have houses with large lots, garages, and long drives. The homes are not close together. Such neighborhoods were made with trails in mind. The majority of trails in other cities are ones that you ride out of the neighborhood to get on. Or drive to and park in access areas. I get putting them on thoroughfares, I do not get putting them through neighborhoods! People using the trails will pass so many driveways it'll be extremely dangerous. It will not increase safety, it will decrease safety! Views will be limited because of the short length of driveways. Yards will become parking lots, as there is not enough room to park two cars in some driveways. So many trees and landscaping will have to be cut down. The placard placed on our doors by the city were woefully inadequate in explaining what was happening. I scanned the QR code and looked at the plan, and thought, "This looks good. Looks like decent sidewalks. The sidewalks down our street are pathetic. They can stand to be replaced with quality workmanship!" I walk on the road because the sidewalks are so slanted and uneven. That's what we need, not 10 ft. trails with and additional 10 ft. of yard taking up with the 5 ft. of grass added on each side. I foresee Trails being put in, people will realizing how impractical and dangerous they are that they quit using them. It took an average citizen placing a letter on our door to alert us to the fact of what was really happening. There is no doubt my property value will decrease!
102	15th Ave N	It is very expensive, and unnecessary. It will not be utilized in the way it was presented. It would be an eyesore and decrease property values.
103	15th Ave N	This will reduce my property value and I work very hard to keep our lawn in excellent condition. I am concerned about the increased amount of traffic coming down our street that can cause security issues and littering. We have a small driveway and this would take away space for parking. The black asphalt is not conducive for walking dogs in the heat.
104	15th Ave N	15th Avenue North is already a busy road where traffic speeds through. The urban trail would make it even busier. It will bring an unwanted element through the residential areas. I don't want the noise of bar hoppers and drunk people going through late at night disturbing the peace and creating potential for accidents and criminal activity.
105	15th Ave N	This is not necessary it will not be utilized. Nobody will go out of their way to use it. Very expensive! Will be a hazard.
106	15th Ave N	Some parts may have value & other parts a waste of resources - Why would locals trust planners that have spent a fortune adding several hundred unnecessary islands with palm trees in front of many small businesses already suffering from lack of parking - much money spent on adding trees to the island on 15th ave north but no one bothered to actually view the project in person to see where existing trees were located - Even the company planting & maintaining the trees was amazed at this obvious oversight.....
107	15th Ave N	The city told us they would bring plans back to us this past spring that never happened & now we are getting this right after the election. I have no confidence in our elected officials to protect my property and our great Jacksonville Beach community.
108	15th Ave N	15th Ave N is a busy cut through street We don't need a lot of foot traffic
109	15th Ave N	I don't want a huge asphalt trail going through my front yard! I would not have purchased this house a few years ago had I known. Basic infrastructure like a concrete sidewalk would suffice. We also have sidewalks in need of repairs.
110	15th Ave N	We have plenty of sidewalks and pedestrian crossings already. It's a waste of money and will bring down property values of the homes along the path.
111	15th Ave N	Our current sidewalks and infrastructure are not maintained properly. I don't want something this invasive going down my street that may become an eyesore.
112	15th Ave N	I am not In favor of the trails because I think it's too much concrete, will make Jax Beach hotter, increase run off, increase crime and litter adjacent to my property. Also, the trails will adversely affect parking areas that residents have enjoyed for decades and it's not fair to do this: to take away their parking.

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#	Street	Comments that OPPOSE the project
113	15th Ave N	The Urban Trail is a terrible idea; sidewalks are much better. An eight-foot wide asphalt strip through front yards is not the answer. Dogs won't be able to walk on it during the summer and it takes away from already small driveways.
114	15th Ave N	Waste of money. Bad for the environment, a better project would be to plan how to mitigate environmental heat. Instead of cutting down trees. Maybe you should be spending that money planting more. Building more shaded spaces in our tourist attractions. Damaging to my property, and it's going to attract more traffic than I want on my street and with increased traffic there will be more opportunistic crime.
115	15th Ave N	It would cost too much money Jax Beach does not keep the common areas mowed and groomed. Very good at all. It would take a lot of my property. I don't want people that close to my house walk down 15th Ave. Police needs to slow down at Jacksonville Beach like Neptune Beach nobody cares.
116	15th Ave N	Traffic constant driving fast thru from Penman to 3rd st. (A1A. No one obeys speed now. People throw trash down...constantly collecting where blows in yard...etc.
117	15th Ave S	Will bring more traffic both vehicle & pedestrian to our already overcrowded area!
118	15th Ave S	I'm not fully opposed to it, I just do not want it running through my front yard. I think the city has mischaracterized what it is and what it will be to the citizens. It makes sense in certain proposed areas, but not in others. I split my time between Atlanta and Jacksonville Beach. My apartment in Atlanta is on the beltline. It 100% is a conduit for crime.
119	15th Ave S	Don't understand the need for it.
120	15th Ave S	Plan of this magnitude should have been planned prior to our community build out with homes, parks, businesses, and nonprofit organizations. It is costly. Why don't you improve existing areas ? I hope our community's voice is heard. You disregard our voice and built condos all up and down the beach despite the 35 foot law. That's why we wanted new people on city council. Good Lord this project will cost tremendous amounts of money and only benefit an outside developer. Too costly.
121	15th Ave S	I would not like increased traffic pedestrian, bicycle or otherwise in quiet neighborhoods. I can envision non-beach residents parking and taking urban trails through previously peaceful neighborhoods. I can envision beach and non-beach criminals planing to commit neighborhood crimes and using urban trails as an escape way in attempt to look like innocent trail goers.
122	15th Ave S	a. Most lots are extreemly small. 50x100 trail puts traffic very close to homes. b. Proposed lighting is nuisance and home owners have no decision power. c. It will become a highway for electric bike, which can travel 20 to 30mph.
123	16th Ave N	I see the benefits, but there are a few drawbacks I am concerned about creating a path for drunk people, or people with bad intentions coming into the neighborhood. Also, I walk my dog in the proposed area and I already have to look out for inconsiderate drivers, now I will also have to worry about inconsiderate cyclists especially e-bikes.
124	16th Ave N	As it is, we have sidewalks and the neighborhoods that these trails go thru are relatively quite for car traffic. I ride my bike frequently on the roads mentioned for the trail and never feel unsafe riding them. At times I can ride any of the streets mentioned and never encounter a car. It would also take away driveway/parking/yard space from home owners. You'd end up having more cars parked in streets which creates visibility issues...people/kids crossing streets... this is a huge safety issue. Financially, it increases taxes which keeps increasing anyway and forcing people who have lived here their whole lives to move. The Beaches are attractive because it has the small town feel but with what the council would like to force on the beach it becomes less desirable. ie. Bldg height increase, more bars, more hotels. No one wants it but the mayor and the politicians. Someone needs to audit their personal finances. I've not met a single local that wants any of these progressive proposals for the beaches.
125	16th Ave N	The roads are already constrained and taking right away on some of the roads (15th Ave n) would make things worst. Also don't feel the trail is needed.
126	16th Ave S	This will be in my front yard and I will have no parking! I DO NOT want this on my street! This will decrease my property value as no one wants to buy a house that has strangers walking through their front yard.
127	16th Ave S	Parking is already a problem. Most of the lots in Jacksonville Beach are 50' wide. The trail is not necessary. Repairing & expanding the sidewalks would be good enough. City work crews cannot keep up with maintenance now, without the added trail area to maintain. We've lived here 40 years.
128	17th Ave N	Owners are already restricted in paving on their property because of flooding. The trails will increase the paving excessively adding to the issue. There is also too many areas included in the proposed trail plan. The plan needs to be decreased to include only major connections.
129	17th Ave S	Don't really see a need for it.,
130	18th Ave N	Seems overdone and pointless seeing how what we currently have (simply walking down the road that has basically no traffic) has worked for years and is very safe. The number back up the safety with less than typical amount of incidents per capita.
131	18th Ave N	We have the beach parks and sidewalks for running walking or biking. Pur roads are overcrowded as it is.

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#	Street	Comments that OPPOSE the project
132	20th Ave S	The city has shown they are not good at maintaining city trees, sidewalks, etc. I wouldn't expect this project to be maintained properly and will probably not look good and be a liability only a few years if built.
133	26th Ave S	We have an extensive beach which provides ample space for tho wish to walk/run/bike. I believe that the construction of an extensive 8' wide trail system around Jax Beach will: A. Not be used as fully as many project, mainly because it involves neighborhoods vs shopping areas. B. 8' wide will require extensive property acquisition from homeowners and redesign of road width and traffic routing.
134	29th Ave S	Oppose - Currently, the City of Jacksonville Beach CANNOT maintain our current infrastructure. Examples of not maintained city properties would be: beach accesses, sidewalks, golf course bathrooms, the carver center, some street sign are missing or have overgrown vegetation. We do not need miles of concrete or asphalt- we have drainage problems as a city. Water pools in multiple places around the city. Urban trails are a good idea ONLY when planned ahead with new development. The idea that E-bikes can be controlled on Urban Trails is unrealistic.
135	29th Ave S	City does poor job of currently maintaining public spaces. Take a look at the Carver Center... it is filthy!! Beach accesses are not kept clean or mowed. Street signs need replacement. Drainage is poor in many areas. Adding more impervious surfaces impact the environment and increases flooding. Parking is already a problem, as are the growing number of electric bikes, scooters and skateboards that impact pedestrians and cars.
136	30th Ave S	I have lived here my entire life, I believe the urban trail system is unnecessary.
137	33rd Ave S	It would encroach on our already tiny yards. These old neighborhoods, with small yards and high tax bills, shouldn't have urban trails running through them. We are on top of each other already. An urban trail through here is like trying to fit a square peg in a round hole!
138	34th Ave S	waste of money would not be used. No need or chance of use to justify expense or inconvenience to homeowners.
139	35th Ave S	The expense & disruption to existing drive ways and currently installed infrastructure (electric, water service, traffic conflicts, etc. ,across 3dt street will cause considerable disruption and damage to home values. For example, the shortening of existing driveways on some streets that will shorten the small existing d1veway too short to park on in front of the existing garage w/o infringing onto the trail.
140	35th Ave S	There is no need for the urban trail in the older legacy neighborhoods--they simply were not designed for this. If someone need to ride their bike or walk they can use the street.Honestly this should not even be a discussion ie... taking peoples yards etc for a sidewalk!! The reality is 80% of Americans are overweight, 40% are obese & 50% of kids are overweight thus they are walking or exercising so no need for this!!
141	36th Ave S	It's fixing a problem that DOES NOT EXIST. The trail will be overrun by teens on electric bikes, which will cause residents to complain to the police, which will waste resources. Additionally, homeowners along the trail will purposely block the trail since their driveways will be taken away from them, which will cause trail riders to call police, which will waste resources. IT'S A BAD IDEA. It's a great idea for a town that has not been built yet. Think Nocatee. But Jax Beach is established, and we don't need this. No one asked for this.
142	36th Ave S	It's hard enough to get out of my neighborhood. What about all the extra noise and trash? Do any of the council members who voted for this project have a home that will lose half of its yard? Have small children who play outside? You are inviting strangers closer to your home. To your family. Not that most people aren't good, but they are strangers. You lose the comfort of letting your children play up and down your street. Most of us are lucky enough to be able to live in a neighborhood of our choosing. A place we chose because we feel safe and comfortable. We know the people around us and where our children can play. All that will be gone.
143	37th Ave S	The objective of the trail seems noble, however fitting a one size fits all approach into a uniquely diverse set of circumstances is not appropriate.
144	37th Ave S	Our residence has so much foot traffic, bike traffic, and cars already, I don't think it is safe to have a trail for even more people. Sometimes it is difficult just to pull out of our driveway safely due to the congestion of people, bikes (electric and non-electric), and cars. Having a trail to enable more people to come to this section of the beach is unsafe and impractical.
145	37th Ave S	Urban trails are wonderful when planned for before development. We have spent time, energy, and our hard earned money to purchase our home, renovate it with city permits, landscape the yard, light the yard, irrigate the yard, and our neighbors have enjoyed the improvements as well as the public who access the beach from our street. For it to be demolished to install a wide sidewalk in a shallow front yard to begin with does not make sense. I would much rather have a resident parking plan initiated for 1st Street so that residents have priority parking vs guests from elsewhere parking for beach access

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#	Street	Comments that OPPOSE the project
146	37th Ave S	Eminent domain, or whatever legal name the city would be using to move the property lines, will be met swiftly with ADA rebuttals. Multiple neighbors require the length of the driveways and decreasing it would severely impact them. Without the consent of the residents, this endeavor is frivolous and inadequately addresses any concerns we actually have. It is unnecessary and a waste of public resources that would be better suited elsewhere - like having a crosswalk at Ponte Vedra Blvd and 37th, or to include golf-cart parking and better bike access at the 37th Ave beach ramp.
147	37th Ave S	Opposed as currently planned. Would be favorable to one with reasonable changes and not going through my front yard.
148	37th Ave S	I don't want a trail that takes up existing fronts of yards. They keep saying this is like the Pinellas Trail. I enjoyed that trail for years, but the city doesn't approach existing homes for the trail. Only businesses and wide streets were involved on the old railroad tracks. This is not the case here. They should have planned better many years ago. They didn't and it shouldn't be our problem now. We may purchased a home here knowing this and made the choice to do so anyway. No retrofit should be made to appease those whom it doesn't affect. If it doesn't affect you, you shouldn't have the ability to have an opinion here. It will negatively impact my homes value, not increase.
149	37th Ave S	Not right for our long time established neighborhoods
150	37th Ave S	We have enough foot traffic and biking on and around our street and neighborhood.
151	37th Ave S	The UT is trying to retrofit a path through neighborhoods, tearing up what little lawns we have, bringing unwanted traffic and potential crime here.
152	37th Ave S	Lived in Pinellas County when they put in a trail and was all for it. They promised it would raise our property values. It sounded like a good idea and I liked biking on it at first. Then the novelty wore off - not just for me but for most people and usage went way down. People do not maintain their properties next to the trail, so there is that. Also, sadly, it reduced our property value and it caused crime in my neighborhood to go way up as the criminals used it as a quick and easy way to get in and out of the neighborhoods. My house wasn't smack-dab on the trail, but a house or two away but TWICE I came home from work to find that I had been robbed - twice, both times in the middle of the workday!!! And, no, insurance does not cover the cost to replace everything they steal. Then there are the rowdy drunk people who come through after dark and wake you up with music or loud conversations. After a couple years, I finally ended up selling the home for less than comparable homes in nearby neighborhoods and moving to a neighborhood far away from the stupid trails. Sounds like a great to the people who will not be living near it. In reality it is a nightmare for the people who do live near the trail.
153	37th Ave S	The proposed 8' sidewalks would greatly impact my property by decreasing front lawn and driveway square footage which is already limited. The neighborhood was never zoned correctly for pedestrian traffic and lot sizes are too small to add sidewalks. Traffic flow that includes cars, bikes, runners, skateboarders, e-bikes, etc. is already at an annoying pace making it difficult to back out of my driveway. Adding additional pedestrian right of ways will only make it more dangerous.
154	1st Street N	Don't take grass
155	1st Street N	Brings more people to an already overcrowded beach, possible increase in traffic, crime, noise pollution
156	1st Street N	Not needed. Sidewalks are less expensive and just as useful; but less intrusive on properties..
157	1st Street N	I do not think it will be used enough to compensate for the loss of property value to those directly affected and the considerable disruption to the neighborhoods involved.
158	1st Street N	1-Unnecessary disruption from modifying sidewalks and streets 2-Unnecessary expenditure of city funds 3-There are many other issues on which the city leadership could better spend their time and the city's funds.
159	1st Street N	There are other priorities that would benefit from the money. It won't get used that much. Not worth it. People enjoy riding their bikes on first st. Bikers also dont obey Stop signs.
160	1st Street N	Current plan too over reaching & will impact/hinder resident access to property & privacy. Otherwise a descaled plan will enhance life at the beach.
161	1st Street S	The urban trail plan should've been designed before the homes were built in Jacksonville Beach. Installing a urban Trail will now disrupt too many neighborhoods, privately owned yard space, and privately owned landscaping.
162	1st Street S	Not needed, waste of money. Infringement on properties. No enforcement of existing traffic and pedestrian laws. Streets and alleys still unpaved. Not beneficial to the Ja Beach citizens just visiting users. Too much crime already didn't need more avenues for criminal element. Lack of transparency by city. I could go on!

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163	1st Street S	Opposed to taking 8 to 10' feet of our easement. The Beaches neighbors are not homogenous and to handle the trail, properly would be extremely costly. I don't believe it will make the citizens lives safer. Crime and traffic would negatively impact those of us on the proposed trail as criminals would be too close to our homes. Have you seen First Street when homes are being renovated? Construction trucks line First street all day. Where will they park when the trail goes in? Where will our friends and family park when our driveways are diminished in size? Clearly this was not well thought out.
164	1st Street S	Tearing up lawns along 1st street seems like a terrible idea
165	1st Street S	Oppose taking easement, will severely affect quality of life for many. Brings traffic too close to our house/front door. Will not be the vehicular reduction panacea that many think it will be. It will still be dangerous to cross Third Street and other heavy traffic areas. And the cost. Yes, SOME federal money has been allocated but the vast majority of the Trail is unfunded, according to my information. I do not want my tax dollars paying for this.
166	1st Street S	What's wrong with using existing roads? Why tear up roads and homeowners yards and landscaping?
167	1st Street S	This is a neighborhood not a thoroughfare we cannot increase the influx of cars and people until other improvements are made. At the present time the city has not addressed the drainage issues we continue to have as well as lack of street parking or that fact that our street is one way only. I feel these are more important issues then ease of public access to the beach.
168	1st Street S	I think the trail is a great idea but have concerns about it coming through our front yard. If the plan were adjusted to not impact Yards, I would support.
169	1st Street S	We have a busses that run in and out of downtown daily, the majority of which are nearly empty. My personal opinion is that there aren't any incentives that would motivate me or many others to utilize a trail to downtown Jacksonville. And, as far as "trails" in Jax Beach, we have one that runs the entire length of the city - the beach. And, it's free. I think our tax dollars could be better spent on something that benefits all of our residents.
170	1st Street S	no more expenses sav money lots of other trails our taxes are too high.
171	1st Street S	It sounds as if the city will be using the right of way on many streets which will obviously take away from some properties and shorten driveways which will specifically concern me. We live on a street with just one street spot, I use and need all of my driveway. I live on a one way street, since I've been here there have been 3 bike accidents that I'm aware of right in front of my house or the neighbors home. At least 2 of them had the bike driving in the wrong direction in the current bike lane. It's already sometimes difficult to back out of the driveway with bike traffic and this will just increase it. I also feel the city has not been transparent enough on this project. And what is this going to cost?????
172	1st Street S	It should have been planned better so the trail doesn't cut into our existing neighbors and peaceful beach life.
173	1st Street S	Poor design, waste of taxpayer money. Will lower property values.
174	1st Street S	I live on the west side of 1st St S between 36th and 35th -so my property is directly affected. This is a one way street already WITH an existing bike lane plus I have a public beach parking spot directly behind my driveway. It is already SO complicated to safely back out of my driveway. There are bikers, walkers, joggers, beach goers, and cars on this little stretch of road. Not to mention e-bikes flying at 25mph directly behind my driveway in the bike lane. This is extremely dangerous and unwanted here. I invite you to come try and back out of my driveway on a Saturday morning in particular. It's not fun: it's not safe. Please do not do this ur a trail on 1st St. It is already too populated and clustered and narrow. This trail would be much better in a wider two way street such as 2nd. To do this on 1st St S is ridiculous and a liability. Plus there is already a bike lane here.
175	1st Street S	Overall a bad idea, and not needed at all!
176	1st Street S	Idea is good but oppose the expansion into right-away that encroaches into current resident yards. Would prefer to use existing bicycle lanes where they exist.
177	1st Street S	As a beach native and third generation beach owner/ resident, this plan is a waste of money needed to improve Jacksonville Beach services and will disruptive to the neighborhoods that will be impacted. There is no need for an urban trail system as the beach is an area where people can easily walk and bike throughout the city. The emerald trail in Jacksonville has been a complete waste of money and this will follow in those footsteps - literally.

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178	1st Street S	Our neighborhoods were not designed for this, actually in some cases taking a large portion of the residents front yards. I know there are setbacks built in however out here at the beach the city may have been a little to liberal on allowing homes to be built to close to the setbacks. Without the setback some residents do not even have enough room to park a car. With that said I'm not sure what we are trying to accomplish. We already have sidewalks on Beach, Atlantic, Third, Jacksonville Dr., South Beach Parkway and a bike path on First. Why don't we utilize what we already have and just make those areas wider to accommodate bikes and pedestrians. Keeping the traffic out of our neighborhoods where there is little to no bath. The existing sidewalks run directly to the Beach where there is already parking area to accommodate out of town visitors. If we are doing this to boost the local economy why not keep the trail in the business areas, where it belongs, this I would think makes more sense.
179	2nd Street S	We need something like this here, we have to start doing more things for the Jax beach residents
180	2nd Street S	Project takes away property from owners and creates a safety hazard. Potential eyesore.
181	3rd Street N	Most of the people who own property and reside at the beaches do not want a trail system, including me. For the primary convenience of non-beach residents, you are proposing a trail system that will "cut thru" our neighborhoods to allow non-beach residents easier access. While our neighborhoods and properties are disrupted and thru traffic increases, projected property values increasing in the range of 1 - 2% is cited as a motivator. No Urban Trail System!
182	6th Street N	I don't think we need an urban trail system. Let people walk on beach.P
183	6th Street N	Originally I liked the idea but once I dove into how invasive it will be on so many streets / avenues as well as the environment impact, I now oppose it. I think people should continue to bike on the side of our streets as we always have.
184	6th Street N	If it had been planned before homes were built. Then you would have known but to do it now is absurd. Jax Bch has a hard time with keeping the sidewalks that exist edged and cared for. They only mow the alleys when you call and beg!! Less is more. Our new park down the street is beautiful but will turn out to be a maintenance nightmare. First Street and third Street have dead palms and unkept medians. Please be good to yourself and let it go. You put in all those crosswalks on Third Street and Penman for safety and they still cross without them.
185	6th Street N	Unnecessaary and unwarranted. If the building lots were layed out at the begining of construction of the beaches then sufficent setbacks could have been established to provide room for wide walkways and double car driveways but it was not. Expanding the walkways is a follish way to spend money and can only contribute to an allready poor drainage issue.
186	6th Street S	The CRA and Council cannot decide on downtown development issues, e.g., traffic flow, pedestrian traffic, parking, planters, addressing safety issues, how to attract and keep retail establishments, getting current land and business owners to clean up their properties, much less can they get community support for many of their ideas. This project is designed for communities much larger than the 23,400 people who actually pay taxes here. This project includes many aspects which the Council is addressing and thus duplicating, e.g., signage, and spending big money on consultants who push and sway leaders ideas. The idea of fencing in pedestrians around the golf course is very unattractive for golfers and pedestrians, and will negatively impact wildlife that lives on and around the golf course.
187	6th Street S	The urban trail encroaches on houses, lawns, front doors and families. It will allow people to be right up in the front lawn. Homeless people and people who may be up to no good have an excuse to be in your yard if that is built. Also, with all the restrictions on lot coverage with concrete and non-permeable services by putting sidewalks in long you are affecting the green environment, drainage, and the overall aesthetic look of our Beach community. The street that I live on has a retention pond down at the end of it and you guys want to make an urban trail down by the water pump and takes it by areas that don't need anymore traffic whether it's bike traffic foot traffic and what is already there.
188	6th Street S	We are a small community. I don't believe it is necessary.
189	7th Street N	Our streets are too narrow to shoehorn in a trail. It will increase crime on my corner (which already has regular police presence). I do not want a conduit from the sports bar to the beach running alongside my house. The noise will be untenable late at night, and the intersection is already dangerous with people running the stop signs and getting into altercations late at night. I have already had police ask me for Ring camera evidence several times in the past, and I do not want that to become a regular occurrence. Additionally, the proposed trail goes within 15 ft of my daughter's bedroom window and I worry for her safety and peace of mind. I loved the idea at first, but the scope is absurdly large. I think the city should focus on installing and maintaining sidewalks before attempting something so ambitious.

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190	7th Street N	I think the proposed trail is not in an appropriate place in Jacksonville beach. I would love more sidewalks and safety features for walkers/bike riders. But a trail in a residential neighborhood is not why we live in Jax beach. Our kids are outside playing football and riding bikes.. the one that is on fl blvd is great! I would say do one down penman and 10th street needs new/larger bike/walking paths.
191	7th Street N	We don't need it other than one or two main streets if that. People can ride in the middle of the road and there's no problem. It's a complete and utter waste of money. And not to mention the drainage issue that's already in place. Add to no drainage by miles and miles
192	8th Street N	I think we should improve the roads and sidewalks in out community instead. Make that the source of walking or riding Around. It just feels to me that this trail won't end up safe and doesn't seem to really fit our community either.
193	8th Street N	Better ways to spend the money. Encroaching on residence lawns.
194	8th Street N	No trail should be behind homes along ditch. Absolute minimum intrusion to any tax payer and their residence.
195	8th Street S	1. The current plan has it coming down my street. I live alone (female) and don't want to increase traffic on my street thus increasing chances of theft and personal safety. 2. I have planted multiple trees and bushes to increase shade for birds and to make it cooler since trees decrease CO2 and convert it to oxygen. 3. I am opposed to removing trees and bushes and laying down black top/tar which holds heat as well as decreases water reabsorption thus increasing chances of flooding. 4. Months increased traffic will decrease privacy and increase noise pollution of my property.
196	8th Street S	In general, I approve of the concept I do not approve of the routing currently proposed
197	9th Street N	There are plenty of other projects that COJB could implement with greater benefit for the Community Residents.
198	10th Street N	I believe the current sidewalks allow for enough interconnected use as is. The overall design of this project encroaches too much of the easement, and will alter much of the entire look of properties. It will also create parking issues for those who already have little to no frontage. It creates a problem for future improvement projects for water line replacement, and potential underground electrical conversion.
199	10th Street N	Wide asphalt walkways do not fit our neighborhoods.
200	10th Street N	I'm not a fan of a larger sidewalk going through my property.
201	10th Street S	Do no give up my property for bike riders. Streets in neighborhoods wide adequate For bikes. First Street 2nd Street should be paid and a bike lane. Strategically placed crossing third Street headed to the beach walkways.
202	10th Street S	Where/who did you obtain the info from that people were interested in having the trail? I would like to know if your plans were completed by just looking at a map? Did you then go out & look at the streets you had selected? Did you utilize the streets that already have sidewalks? Some streets are not feasible. I think the plan is too extensive. I think that people that own the homes on the trail should have the most influence about deciding to have the trails or not having them. You should talk or correspond directly with the people that the trails will impact.
203	11th Street N	I don't feel it's necessary and we have other priorities
204	12th Street N	Don't need the expense. It's not a necessity.
205	16th Street N	I don't think we really have room for one. We would have to take away from people property or the road.
206	16th Street N	Waste of money. The project will only benefit a small minority.de
207	18th Street N	Money can be spent improving sidewalks and current roads Without encroaching on peoples land or property, our community is basically one big urban Trail maybe even add brighter lights so that you can see at night for safer walks or bike rides
208	18th Street N	Very few people that live on the streets this will be on support it. Are you even listening to them at all? It will bring unnecessary people into the neighborhoods and the trail will be adjacent to privately owned property. It imposes on the privacy of the residents and will bring unwanted individuals way too close to their homes. There is plenty of open space on the East side of A1A for people to walk and enjoy the beach. That is where a trail should lead them to so they support local businesses while at the beach. This is also a waste of taxpayer money as there of absolutely no need got this trail. Again, any trail should be on the east side of A1A, NOT through residential neighborhoods.
209	19th Street N	Eight feet is more than the current easement, so these paths will take up some private property too in addition to city property. Although I'm not impacted directly, there are already homeless people in the woods and walking up and down 2nd Avenue North. I think the city should focus on the flooding streets, like mine, the homeless problem, and general public safety. The Urban Trail project doesn't seem to do anything to make our community safer.
210	19th Street N	1. Seen in city's where they have more asphalt/pavement area temp is higher 2. Will encroach into to limited yard space and lose privacy 3. Opportunistic crime will be an issue 4. Far more economical ways to improve city. (Fix existing sidewalks

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211	20th Street N	I support enhancing pedestrian traffic in areas where sidewalks are already exist. I don't feel it necessary to add large sidewalks down quiet neighborhood streets where pedestrians can already travel safely.
212	20th Street N	As a frequent pedestrian/dog walker/bicyclist throughout our city (for fun and exercise), it does not seem necessary, at least through the areas west of Penman and north of Beach Boulevard. There is minimal foot/bicycle traffic. Golf carts appear to be the preferred mode of transportation. Sidewalks through these neighborhoods might be a better solution, especially for the few children who ride their bicycles to school. The potential loss of 15 ft on two sides of my property is deeply concerning given the lack of pedestrian/cyclist use in this area. I am especially disappointed in the communication around this project. I found out about it by a Neptune Beach resident. In 30 years of living and voting in this city, I have never felt the need to attend city council meetings to "keep an eye on" our local elected officials, until now. It is a shame that it has come to that.
213	22nd Street N	I don't know if it really serves a purpose that would eclipse the resentment of homeowners whose properties the project would be traversing.
214	23rd Street N	I saw the proposed route and it cut through peoples front yards
215	23rd Street N	I am not 100% against trails. I am against 90% of the proposed routes and believe it is a total waste of money. The trails adversely impact the historical character of the Besches. I've lived here for 50 years!
216	23rd Street N	I feel that it will increase crime in the vicinity of the trail, and bring it to neighborhoods that have intentionally avoided higher crime rates. also, construction and traffic issues caused by its development.
217	America Ave	The money could be used to fix existing sidewalks that are in normal size. Or better yet how about paving the roads that are in such terrible condition!
218	America Ave	I feel it will negatively impact home owners/property that the trail is built on. And to be honest I don't think it will be used as much as we would hope.
219	Antigua Dr	The changes that have been made on S Beach - reduction in trees has increased the noise significantly. If we lose more of our natural resources and sound buffers we are reducing our quality of life in Jax Beach. The plan is far too vast.
220	Arden Way	Due to the increase of golf cart use and e-bikes the trail would have little use legally.
221	Arden Way	Ruins property values, takes away some of your usable property, and lessens parking. I wouldn't want constant traffic in front of my house every day. I currently live on a curve and we are constantly picking up trash in our yard, now image all the walkers leaving trash on the trail in front of houses. Don't want all those strangers patrolling in front of residential areas.
222	Arden Way	Available finding needs to be focused on infrastructure improvements. With the approval of multiple multi dwelling units, the beaches are becoming overcrowded. My road is crumbling, drainage needs to be improved. I am not interested in becoming another Nocatee.
223	Arden Way	This would greatly affect my neighborhood. I do not want strangers in my backyard. You will not have police walking these paths to keep the homeless away. They will hide and sleep in these paths. I will not feel safe in my own neighborhood. I strongly disagree with this.
224	Arden Way	The road is fine without roundabouts. The project should include fixing drainage and adding bike path. But no roundabouts.
225	Azalea Drive	Unnecessary
226	Barbara Lane	Trail is being built to close to peoples property. area behind our house is listed for a supposed trail yet has a steep incline.
227	Barbara Lane	current routes do not appear to take aspects of roads, population nor businesses into consideration when chosen.
228	Beach Blvd	One of the benefits of living at the beach is being able to bike or walk to areas in the community. Jax is notorious for pedestrians being hit on roads, this helps address safety and mobility other than cars.
229	Bentin Dr S	I think it's a lot of money so that people can go for a walk or bike ride. In general, I haven' really see that many people out walking or riding in my 11 years at Jacksonville Beach and didn't either when I lived 0 years in Neptune or 11 years in Atlantic Beaches. I sounds nice, but will it really be used by the majority?
230	Bentin Dr S	Not the improvement we need here at the beach.
231	Blue Heron Lane	Very concerned about security. Would need to be monitored by police 24/7. Additional expense to city and therefore more taxes.
232	Blue Heron Lane	Don't spendmy taxpayer's money on it!
233	Blue Heron Lane	I've lived in my home for 25 years, and been part of the community for 28. In that time, I've not known anyone who has requested or required such a venture. We ride our bikes and walk the neighborhoods not only to travel toward the beach, but also to see and socialize with our neighbors. An "Urban Trail", in name alone, doesn't sound like it would bring the community together. From what I've heard from city officials is that it's more of a "everyone else is doing it so we need to do it". I don't think that's tax dollars well spent!
234	Blue Heron Lane	We don't need to spend money on destroying our beaches and natural beauty.

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235	Blue Heron Lane	Security of our neighborhood
236	Blue Heron Lane	I disagree with all this plan's installment of impervious surfaces in natural areas. There is complete disregard for the increased flooding in Jacksonville Beach caused by paved over natural habitat. There are too few green spaces at the beach currently and this plan involves Tearing down trees and natural berms for a paved bike path.
237	Blue Heron Lane	I oppose the current plan. I am in favor of a trail system but it needs to be thought out and take the home owners and locals perspective into account. You just spent over a year redoing a portion of Jacksonville Drive which was a major inconvenience for ppl.
238	Bonaire Circle	I think the current plan is complicated and requires homeowners to sacrifice privacy and potentially negative property values for the trail system. Certain areas along Jacksonville Drive (for example) makes sense to widen as there is little impact. Residents do not want the excess ROW to be used for 10' wide sidewalks that reduce useable front yards and serves little purpose to most residents. City would be better off to widen the roads to allow for a bike lane if they are concerned for bike safety. Trail safety has been an issue for many of the newer master planned communities.
239	Coastal Ave	From what I hear it will be cutting through some residence taking out some of their yards even though it may be city right of way. Not sure without actual specific details of project.
240	Coconut Key	Use this money on something else. People can get to the beach safely already on Jacksonville Drive.
241	Declaration Dr	Not needed waste of tax payers dollars
242	Driftwood Rd	Round abouts along Penman will not ease traffic congestion nor will they keep pedestrians and bicyclists safe. How about engaging the law enforcement offices to actually enforce the speed limits and crossings of pedestrians and bikers? The implementation of a median instead of the turn lane we have now, will only delay emergency vehicles trying to get to the scene or to the hospital. The money should be re allocated for drainage projects and better traffic control.
243	Duval Drive	This neighborhood is an older established neighborhood. There is nowhere to put the trail... Looking at the map. It's obvious no one has driven through the neighborhood... It would go through people's driveways. It's ridiculous. It will not work in this neighborhood.
244	Evans Drive	There's nothing wrong with our current sidewalks other than private homeowners needing the cut back bushes that block the sidewalks.
245	Fairway Lane	1. Where I live is a high traffic and speeding area due to people using it as a short cut for cars between Beach Blvd and JTB. 2. A lot of these trails are proposed for small streets causing a potential loss of land for home owners. 3. Could increase property crime.
246	Foss Ln	We have sidewalks in place. If the proposed crossing signals go in then in theory that should help with safety.
247	Gail Ave	I am not sure it's a great use of tax dollars. There are areas in Jax Beach that could use the funding over the urban trail. I am confident the disruption to resident's properties isn't worth it.
248	Gonzales Avenue	This is a waste of tax payer dollars and takes away from green space that is already lacking due to over development
249	Great Abaco Ct	Safety for residents; homeless utilization and unsafe proximity to homes
250	Heron Dr	Greater need for more and improved parks.
251	Holly Dr.	taking away people's driveway parking for this trail is not feasible. People will still park blocking the trail. residents don't have enough front yard to take away part of parking. I don't foresee anyone using this trail. garbage cans, cars and yard pickup will be in the way causing problem for anyone that used it. a
252	Holly Dr.	Need better communication to the residents on how it would impact traffic and which homes would be effected by taking their right of way to convert to path. I am concerned about lowering the property values for homes directly on the path.
253	Hopson Road	Urban trails are a great asset when they are a forethought when developing a community. If feels like were building it because we can get grant money and not because of community requests.
254	Hopson Road	Taking away the ability to park in front of your house. Having people come down to a dead end road. something happening under
255	Hopson Road	This is being done as an after thought just where you can throw it in. Seems like it is being done because you found some grant to take advantage of. Just because there is a grant doesn't mean you have to take it or make us take it. Urban trails seem like a neat idea when they are the first thing in the community not the last. We have places with no sidewalks why can't we just make sure every neighborhood can safely walk? Taking away limited parking is another issue I have seen for those that will be stuck with it in front of their house. Where should they and their guests then park? And maintenance!! All other city projects seem to be one and done with no maintenance plan. How much are you budgeting for monthly/annual maintenance? Don't want it looking like all of our signs. Drainage also an issue sounds like a lot of surface run off added to an already strained system.
256	Isabella Blvd	When did any of this spending get approved by tax payers. Each Contractor, Engineer that worked on these plans ,City Managers, You should be held personally liable of mismanaging our tax money.

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257	Isabella Blvd	I think it is a waste of taxpayer dollars! Disrupts local neighborhoods and is not necessary. I go on nature walks with my grandchildren and there is always the beach.
258	Jardin De Mer Place	Who is paying for it? Some neighbors feel it is infringing on their property. And your paperwork doesn't really explain what is going to change at each of the sidewalk locations.
259	Jardin De Mer Place	Seems like a lot
260	Jardin De Mer Place	It would be extremely disruptive for the people who live near the proposed trail.
261	Lakeside Drive	too ambitious of a plan....too intrusive in neighborhoods that don't want the solitude of their neighborhoods disrupted
262	Lakeside Drive	Too much property is being taken and we have existing streets.
263	Liberty Lane	I live in the back of the neighborhood where the proposed trail ends near Jacksonville Drive. There is no space on Jacksonville Drive for the trail, unless you're moving into easements. I do not believe there is a need for this to extend all the way to America Avenue. The people living in these neighborhoods should not have a problem accessing the beach.
264	Liberty Lane	I saw a map somewhere showing a trail going along the ditch behind the houses on Liberty Ln. There's already sketchy cars/people parking at the dead end of Osceola at the gate to Sanctuary near where Liberty Ln intersects. Jacksonville Dr already has a giant sidewalk. The most recent construction along Jacksonville drive made that road terrible. It's impossible to turn on or off Jacksonville drive without hitting a curb. The design is awful, just stop messing with it. The people along 4th N, 9th N, and 15th N are losing half their front yards and seems like it will make parking much worse and create visibility issues.
265	Lois Lane	We don't need the added expense of this trail.
266	Lower 36th Ave S	Safety concerns for foot and motorized bike traffic, especially at our street entry where there is NO visibility of the sidewalk. Increased use of motorized transportation(bikes, skateboards, etc) by unsupervised minors going breakneck speeds, ignoring any rules, zigzagging from street to sidewalk and back again.. Increasing this problem we already have by giving them an open speedway. Lack of enforcement for the crowds of people coming to a quiet residential area of the beach(37th Ave) and lack of protection for our precious Dunes! Much more mayhem crossing 3rd ST than already exists in the evenings and on weekends. A1A traffic sailing through with more active youngsters and hot impatient visitors in a hurry to cross. Infringing on residents property and land, even though you view it as within your scope of power.
267	Lower 36th Ave S	Money could be used elsewhere such as paving roads-would create too much congestion-golf carts would be using the trail
268	Lower 8th Ave S	I have walked around the beaches for years. People walk in the streets, on sidewalks, and beach. Don't need miles of trails going on easement. Having a boardwalk extended along ocean would make more sense. Also it has been repeatedly discussed to extend the walk along 12th Ave. Ditch around the ends and along the other side.
269	Lower 8th Ave S	Everything I've read it bring unwanted traffic in areas that don't have extra space, it's just another instance of the city not listening to its residence, a concern I would have is the growing homeless population the city does NOTHING about wondering the trail and breaking into peoples personal cars etc
270	Marsh Landing Blvd	We already have sidewalks and mostly lightly traveled roadways. We don't need anything special
271	Marsh Landing Blvd	It's a danger to those using it and a imposition to those who reside in its path.
272	McClure Ln	This trail is proposed to go directly in front of our house which would bring people into our street. Don't want foot traffic as we have young kids
273	McClure Ln	I don't want more foot traffic in front of our house.
274	McClure Ln	I do not support.
275	Millie Dr	The cost. The money could be better spent on fixing the dips in some of the roads that are getting deeper. I believe there is leakage that is eroding under some streets.
276	Millie Dr	In my opinion it's a waste of money and resources.
277	Norberta way	Cuts off driveways and intrudes on personal property
278	Oakbreeze Ln	Dislike city government infringing upon any homeowner's property.

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#	Street	Comments that OPPOSE the project
279	Oakbreeze Ln	trail on Jax Dr , passing over 3rd St to PV drive is deadly . Jax Dr is high traffic especially turning into the city park. It seems the city is using private property. Will the city conduct cycling education?? In 2 days, 4 bicycles pulled out in front of our car without looking. Lucky we were on alert and driving under 25 mph. I don't believe this current proposed plan will be safe or please homeowners. The plan travels on 3 very busy city arteries and cross streets.
280	Oakwood Rd	Takes away property and privacy
281	Oakwood Rd	Jacksonville has lots of trails. We do not need bike paths through residential neighborhoods. We have sidewalks.
282	Oakwood Rd	Through neighborhoods that are not designed for or interested in trailing/browsing/trashing by non-residents.
283	Oakwood Rd	The beach is a beautiful, fragile ecosystem that we all love and cherish! The things that make the beach special are disappearing every day because of constant development. This project will remove lawns, gardens and the sense of beach community we all love. By creating these "trails" all you're doing is taking from nature pouring MORE concrete on an already dying landscape. We need to preserve everything we can including people's front lawns!
284	Oakwood Rd	Bikers will still go in the roads the trail is just going to add more cement to our community and walkers will be overrun with e-bikes.
285	Oakwood Rd	The beaches are already about that lifestyle and sharing the road we don't need to spend tax dollars to cater golf cart owners. I think there are much better things to focus on, for instance promoting actual outdoor activities with nature trails we don't need urban trails
286	Ocean Cay Cir.	I think this is a waste of tax payer money. I also have friends who own homes along the proposed trail location. I totally understand their worries about increased foot traffic in front of their homes and concerns that their property values decreased. The proposed location also raises concerns for me regarding increased vehicle and foot traffic along areas near South Beach Parkway. With the most recent scheduling fiasco of this past week with the ramp to JTB being done during a Friday, it is plain to see how easily the beaches can become a haven of chaos with change. It also seems like this could increase crime in our area.
287	Ocean Drive	The city already doesn't maintain these areas. The easement behind us is the city's responsibility but we have been mowing it for 15 years. The area we can't mow is over 3 feet tall. To get it mowed we have to email the ditch people for months. They send someone out eventually that mows the area we maintain which is obvious and ignore the area we requested and then we start the process all over. The city can't even maintain a ditch how will they keep these areas mowed. What about the homeless people roaming giving them path access behind homes to the next area? What about bum camps? What do you do to know the in maintained areas aren't filled with sex offenders and you have kids riding on them? How do you keep people from peeping in your fence? The most important though is the maintaining claim will not happen. Drive around and look at the areas that are the city's responsibility.
288	Ocean Drive	Too disruptive to existing properties. Not needed. Waste of money.
289	Ocean Pond Ct.	Security and maintenance concerns
290	Osceola Ave	For what we're gonna get is not worth disturbing to hold Beach community there's so many other things that need to be addressed. It's going to be end up a expressway for golf carts and electric bikes people walking on this trail. I'm gonna be taking their life in their hands, it's people neighborhood makes no sense. We have sidewalks adequate streets now without pest everyone off. Have not heard anyone say that was great.
291	Owen Ave	We have beautiful park with swing slides roundabouts skate board park walking area. The amount of people from outside our area is absolutely unreal. Why do you want to bring in more people to our neighborhoods. Put us in danger. Oh by the way we pay the taxes and will have to pay for the upkeep of this and you are taking away our privacy. People walking past our homes at any time of the day. No Thank You
292	Palm Circle	I do not approve of building on or through someone's yard.
293	Palm Circle	There is no need for an urban trail with the existing sidewalks. Its also not right for homeowners to have a path cutting right into their property with constant traffic including the ebikes and golf carts. Its a waste of money for something that myself and my neighbors never asked for.
294	Palm Tree Rd	I think we're taking away people's front yard space. Please don't do it!!! If anything...add more side walks and crosswalks to busy intersections. Upgrade the parks like you're already doing. Keep the beaches clean. Add the money to the police to keep our city safe.
295	Palm Way	Waste of money and doesnt work given the beaches layout
296	Palm Way	Inappropriate for the beaches cities. And unnecessary. Its a fix in search of a problem.
297	Palm Way	Too many people are losing the right of way. We don't need 8 foot long side walks on every block for people to be able to bike Jax beach.
298	Patricia Lane	Totally against roundabouts and the plans for Penman. The current roads and sidewalks need fixed before ya put in extras.

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#	Street	Comments that OPPOSE the project
299	Patricia Lane	I don't want my yard space taken away
300	Patricia Lane	I've lived in Jacksonville Beach my entire life and have been walking my dogs throughout the Beaches area for years. I'm not convinced that widening sidewalks will significantly increase usage. In fact, I see many existing sidewalks that the city neglects to maintain. I'm concerned that the city may not be able to properly maintain new sidewalks either.
301	Patricia Lane	too costly
302	Penman Road	Trails do not belong in front of ppl houses. They belong along rivers, parks, woods
303	Penman Road	Don't see it being used
304	Penman Road	I have lived on Penman Road for 30 years and I don't think it is going to change anything
305	Pinewood Rd	Waste of taxpayer money when we need to widen Penman Road for vehicle traffic.
306	Pinewood Rd	Yards aren't big enough in certain locations, no room for driveways
307	Pinewood Rd	It will bring unwanted traffic to the beach. Parking will be a huge problem. I don't want parking in my neighborhood. It will increase crime, and create problems for homeowners. On, or near the trail.
308	Pintail Dr	No more projects in Jax beach to bring in more people or traffic
309	Plantation Oaks Dr	I feel it's not necessary. Too broad with no input from enough citizens. Was not put out to the public.
310	Plantation Oaks Dr	OPPOSED- The families whose homes are directly impacted by the trail track will lose part of their ability for safety. The construction of the trail is literally inviting strangers into the front yards of our local families/tax payers! OPPOSED- Loss of privacy for homes "on the trail". Once again, the public(aka strangers) brought into the LITERAL front yards of local residents. This will restrict the comfortability o use significant portions our properties. We really do not want this in our community.
311	Plantation Oaks Dr	Our roads and sidewalks need maintenance; and we have not been given enough information to know how the city will enforce rules of the trail. As of now, E-bikes are not being kept off the sidewalks.
312	Ponte Vedra Blvd	The beach is our 'urban trail'. There is no need for additional, disruptive construction in Jacksonville Beach.
313	Ponte Vedra Blvd	Don't need it! Takes up too much of yards and streets.
314	Pullian Court	I looked at the pictures and honestly do not see the value. We have bike able roads and sidewalks nearly everywhere the trail is proposed. Is this simply a new paved trail? What are we really getting? What is the opportunity cost? I would vote for enrichment (like this trail) and maintenance of current property. The work done on the parks has been great. How about some showers at the beach access to wash the sand off yourself? Not seeing the value of this trail.
315	Republic Drive	I do not want strangers to be encouraged to walk around in my quiet crime free neighborhood. This is a very bad idea.
316	Royal Palm Key	Increased pedestrian traffic Homeless use Loss of tree buffer from adjoining residential property Increased city maintenance cost Already have Sunshine Park for outdoor activities
317	San Pablo Cir N	It brings more Townies to our beach . I'm all for larger sidewalks for our kids to get to school and ride their bikes safely . I'm not for connecting these paths with Jacksonville and the Urban Trail project is not the way to go.
318	San Pablo Cir N	Too much concrete. No way to control bicycle speeds either pedaling or electric. Not going to improve mobility. People that reside next to the path will park their vehicles on the path as they have nowhere else to park. Waste of money as we will gain nothing. Why don't we reduce property taxes by spending less money?
319	San Pablo Cir N	I currently oppose because, to the best of my knowledge a plan was devised without proper community input. The plan is very costly and included putting the path directly in the front yard of neighbors, causing them to lose lawn space and privacy.
320	Sanctuary Way N	To expensive and to invasive to peoples homes. Worried it will not be maintained properly. My street has not been paved in years and it looks terrible. The liability to the city is also a concern. There are already too many people all over the place in Jacksonville Beach. People drive like crazy, add in golf carts, electric and regular bikes and it is a disaster. People already complain there is not enough parking at the South Beach park. The people that live here have trouble getting to the beach and restaurants. People these days are so rude, I doubt they will share the sidewalk with others and be courteous. Enough is enough!
321	Sanctuary Way S	An Urban trail would have been great if it was incorporated when neighborhoods were built but at this point it's more like infringement on people's property and messing with their ability to park at there homes
322	Sanctuary Way S	I don't want people I don't know walking through my neighborhood.

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#	Street	Comments that OPPOSE the project
323	Seabreeze Ave	Urban Trails, (UT), does not benefit local residents they only benefit Townies, Tourists and criminals seeking crimes of opportunity. We have a small beach town and it is not set up for UT. We have no room to accommodate out of town "lookie lou's" gawkers and a bicycling criminal element to ride around in our neighborhoods looking for trouble. In addition, no one wants UT in an over-developing beaches area. Scrap UT, focus on things we want here, not things we don't. Focus on beaches residents, we live here and pay taxes here. Stop trying to be Daytona Beach. We are not. We are a small beach town with a thriving little business/bar district and some hotels. Get rid of the UT effort, everyone hates it.
324	Seabreeze Ave	We need to back off of all development in the beaches area until we can accurately decide on the damage to personal life and mode of living. ALL our so called elected officials need to hear, listen, and heed the cries of their constituents!
325	Seabreeze Ave	This will involve too much traffic through the neighborhoods which already have too much traffic already or very little traffic now but will increase due to this project. The natural habits which already are limited due to the increase in development will all but dissappear with asphalt paths which are 8 feet wide. This will add additional pollution to our already over taxed ground water and natural land and water habitats. This path goes no where in particular. It's not a path that leads to the beach or to a park, it just winds around with no purpose except to add money to the developers pocket and headaches for the citizens in the quiet neighborhoods. I personally do not want any more traffic in my neighborhood with rude bike riders and cars that do not obey the traffic laws, take up the whole road and doesn't move over for motor vehicle traffic, that currently are not enforced now, including the changes that were made in the traffic laws on 1st street. The roads were originally made for motor vehicle traffic. I have no problem sharing the roads with bikes, but I do not agree if them taking over the roadways.
326	Seabreeze Ave	Mostly in favor BUT very concerned about ongoing maintenance. Our existing sidewalks are in terrible shape, some made worse by the IQ Fiber installation and their atrocious repair job where they tore up the sidewalks. The concrete markers for blind citizens at crosswalks are peeling up and coming apart all over Jax Beach, and they are a major trip hazard for everyone.
327	Seabreeze Ave	There are some roads this MAY work on but putting the trail through front yards is not a good idea mostly for safety reasons. Living one house from the corner we need adequate space to back up because, pedestrians, cars, bikes come around that corner quickly. The addition to the trail will be extremely dangerous. All the cars in driveways will now be parked on the road, that will look terrible and create more blind spots. Also, will take away from all the neighbors that put time and money into making there yards appealing which is good for the overall city. I understand it is city property and I also understand due to looking at the city overall, the city does not regularly maintain the roads/sidewalks/medians in place - focus on that first. I regularly go down 16th S, which is on the plan, spend some time watching that road, it is already a mess, now you want to put a trail system through there, so more cars parked on the road and more blind spots things to dodge especially on trash day. This is a project for the beginning of creating an area (Nocatee for example) not established neighborhoods, it just does not make sense. We have all been riding/walking this area for decades, it is easy to navigate and lights, crosswalks in several areas. I still see people on a regular basis crossing 3rd one street over from the designated NEW walkways.
328	Seagate Avenue	I particularly do not want a bridge built connecting Seagate Avenue across the water. I bought and built on Seagate west of the waterway to enjoy the quiet peaceful neighborhood. It is safer here without so many people having access to our neighborhood. I am also opposed to the Penman roundabout. The traffic management will be much worse.
329	Seaside Dr E	I see no benefit, but I feel like it's going to be a large expense for the city.
330	Seaside Dr E	No true environmental impact study done. People still walk more on the north side of Jacksonville Dr as opposed to the wider south side. No real need here. Goes way too far.
331	Silver Palm Dr	Too much construction and to much elimination of private property.
332	South Beach Pkwy	It does not appear that there are any North/South routes planned. There is no good way to get from south Jax beach to north Jax beach for people living west of A1A. 3rd St? Not safe because of parked cars. SB pkwy and 9th street? Not safe
333	South Beach Pkwy	Displacing local residents for people coming to USE our tax money that only benefits them. Our local economy is fine.
334	South Beach Pkwy	While I don't see an excessive amount of pedestrians, Ebikes and bicycles are everywhere. The Urban Trail would invite even more of that traffic!

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#	Street	Comments that OPPOSE the project
335	St Johns Blvd	Further reduction and harm to the few natural areas that exist at the beaches. The benefit to and use by people will go to those who do not live at the beach or pay the beach taxes, thus further increasing our vehicle traffic while decreasing parking, free movement, and safety (personal safety and traffic safety), plus taking our city funding.
336	St Johns Blvd	My neighborhood is directly impacted since I live by south beach park which is directly involved in this project. How about designing projects at other places in jax Bch besides south beach park vicinity. Maybe through downtown area so folks can stop for refreshments or the reason folks come here is for fun at the beach, use the boardwalk instead of the park!
337	St Johns Blvd	The city needs to make up their mind what they want to be. A nice quiet beach town or one full of bars, hotels, McMansions and attempts by Mayor to ease height restrictions. A bike trail does not lend it self to the latter.
338	Tanglewood Rd	Fire and rescue services will be slowed to my neighborhood. Simply fixing the timing of the lights on Florida blvd would create less traffic. How about you maintain the side walks we already have before making larger ones for you to neglect like you do the current one. Can we get streetlights on these dark streets before you add golfcarts and electric bikes eeverywhere!
339	Tanglewood Rd	There are far better things that our city tax dollars can be applied to. The urban trail system is a scam to get other less needed projects funded. This benefits the few and burdens the many!
340	Tanglewood Rd	I do NOT believe that an urban trail should be built in a local neighborhood by any means. Building this inside the neighborhoods are opening up issues and access to backyards. Some of the trails will lead to access to backyards in the neighborhood off Penman Road-Ocean Forest which is absolutely ridiculous. This was not a well thought out plan. I feel it is opening up issues of safety for local residence when it is not being used properly and you know there will be some that do not use it properly. This could also negatively impact our values of our properties.
341	The Greens Way	Ruins to many peoples property values
342	The Greens Way	This will bring more crime from areas of Jacksonville that have more crime, drugs and guns to our area at the Beach
343	The Greens Way	Loss of property values
344	The Greens Way	Jax Beach is overcrowded already with insufficient parking.
345	The Greens Way	Trails are great, but they hook things together like sidewalks which gives people who aren't as law as most people a chance to be somewhere like on a sidewalk in front of your house or a trail trail Behind your house, for me, it brings things you don't want closer to your house like crime
346	Theodore Ave	The overall plan is expansive, and many residents know little about the plan. From my research, it seems the current administration simply wanted this plan, despite vocal residents negative input.
347	Tradewinds Dr	Keep the beaches from become industrialized. The rail system would have take away from the beauty. No one would you it
348	Trident Court	The trail will be an animal killer at the south end. I live at the south end of Trident Court. We own the lot south of our home. This is the only undeveloped lot in area. We have raccoons. possums, snakes, etc. They visit our patio every day. Some of these animals come to eat any food they can find. We have an outside cat that lives in the lot and our home. Once the area is cleared except the 25 feet left untouched along our westside the animals will come to our lot or travel down the road. Many will be killed on South Beach Parkway. This happened when Ocean Cay was developed. Noise will increase on Tropical Terrace. Since the end of the trail ends across Jacksonville Drive I feel that someone will want to finish their workout and not see a fast moving vehicle on Jacksonville Drive. they could be injured or worse. I am a long-time runner and I know how dangerous running can be with fast moving vehicles that don't expect walkers, runners or families with children.
349	Upper 36th Ave S	The money should be spent elsewhere.
350	Upper 8th Ave S	Additional amount of blacktop will do noting but increase overall temperatures which are already unbearable in hotter months. These trails will NOT BE UTILIZED the way you think as there is already no interest of these areas currently being utilized as walking or biking routes. Additionally our paved roads are currently buckling due to heat and extreme weather. Nothing being done about it but yet: Hey let's add more blacktop and spend millions when we instead could fix what needs fixing first! Why can't you concentrate instead on getting all the current roads fixed? And how about overhead wires being put underground? This would greatly reduce damages and power outages when torrential storms hit. Better ways to spend our money.
351	Upper 8th Ave S	Limited information gets limited support. The concept sounds good but the implications seem troubling. There has been no impact study done just out right doing it without a study
352	Westwind drive	It will become the "HOMELESS HIGHWAY" bring unnecessary non-residents through quiet neighborhoods that we have collectively ALL paid more to live there, to get away from transients, whether they're "good" or "bad", we DON'T WANT STRANGERS IN OUR BACKYARDS

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#	Street	Comments that OPPOSE the project
353	Westwind drive	Unnecessary, will be hot on asphalt, will attract homeless in areas where there are trees hiding the trail, reduce people's already small property, electric bikes will be dangerous and on the paths, easier for people to get away with theft etc, dogs will be on black asphalt and burn feet versus the sidewalk today which is concrete and probably almost hit by a biker jogger etc
354	Williams Street	Not needed. People prefer additional golf cart parking. People are too lazy to ride a bike or walk, just look at the increase in the number of electric bikes!
355	Woodstork court	With the beach and local roadways already supportive of pedestrian traffic I see no need to destroy more wildlife areas to add more blacktop. This is not something beach residents support or think is needed. The city council will do what they want like they always do but this is NOT in the best interests of the beaches.

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#	Street	Comments from those NEUTRAL to the project
1	1st Street N	It depends where it the trail goes. how can we get a map of the proposed trail?
2	1st Street N	Will not impact my home. I believe the people impacted should have a say in the project
3	1st Street N	Don't know anything about it. There is a mass of links and videos. Would be nice to have a 1-2 page synopsis of what project entails.
4	1st Street N	I am not sure what it is.
5	1st Street S	Mixed opinion. The concept is good but I don't regard it as a good spend - wasted tax dollars for something that most citizens will not use. Politicians have too much money to spend.
6	1st Street S	I have not seen the most recent plan details and exactly how it's going to work for instance on First Street...
7	1st Street S	As the population of Jacksonville increases, an increased number of people seek summer fun and relaxation at the beach. Beach residents are subjected to more trash on our streets and in our yards, and that is tolerable. What is not tolerable is the uneasiness, fear and diminished peace the populace now deals with because of the an increase in violent crime, gun shootings, and loitering on our streets. I am uncertain at best that creating more easy access into our neighborhoods will make residents "like" an urban trail.
8	1st Street S	I ride my bike a lot up and down 1st street. I think better bike lanes are a good idea but I do not support taking peoples easements away in the Atlantic Shores area of South Jax Beach. I think a solution can be reached and make most residents happy.
9	3rd Ave N	I like the idea of an urban Trail in a thoughtful manner. Right now it is encroaching to far into neighbors yards and perhaps doesn't need to be so far into peoples yards.
10	3rd Street S	I do not know the details of the project or the trail routes.
11	4th Ave N	Wider sidewalk system in some high traffic areas is a good thing. I do love the Neptune beach sidewalk that goes down FL Blvd but it doesn't impact the neighborhoods. I feel safe for myself and kids to ride in the road in the neighborhoods but transition points out of the neighborhood from 4th street east are terrifying. I don't even feel safe at the crosswalk on my street or going over beach blvd. However the new non light crosswalks are an improvement but wished Penman road matched with red lights not yellow. A simplified version of the trail is more ideal. 10th street from beach blvd north to the schools needs improvement along with transition points out of the neighborhoods.
12	4th Ave N	I can see benefits in some areas but not in others. It would be highly disruptive in some neighborhoods causing issues with parking and access
13	4th Ave N	Not sure how it would affect the traffic past my residence.
14	5th Ave S	It's unclear and political
15	5th Street S	I think it's an interesting choice to pave so many miles of grass and worry but worry about drainage and ratios for private properties. Also, very concerned about parking for those houses affected.
16	6th Ave N	Not sure that I would want a trail open to the public running through my yard or anyone's yard.
17	6th Ave S	beach is very crowded now, south Florida is a mess with traffic. much concern on my part.
18	6th Ave S	Happy to have more walking and bike trails that are safe for kids.
19	6th Street S	I believe the urban Trail is a great project to help bridge. The gap of pedestrian only sidewalks especially on major roads. I do oppose going down small streets where space is limited and we would be going into homeowners front yards. It appears we've got a connector on our street in our street is only 12 feet wide as is. I like the idea of bigger sidewalks along 16th, 23rd and other major streets.
20	8th Ave N	I am neutral because I believe the trail makes sense in limited areas. However, it is a giant over reach to put in the extensive trails currently shown in the master plan. It is well documented that a majority of citizens are vehemently opposed to placing the trails along roads that would impact driveways. Just the fact that a single homeowner with a handicap child would not be able to fit their specialized van with a shortened driveway due to the trails is enough of a reason to not proceed. The areas along the North side of Jacksonville Drive and 9th Avenue N for example do allow for the path to traverse with very limited driveway conflicts, so it may make sense in those areas.
21	8th Ave N	I like it if it is placed properly and not hindering residents

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#	Street	Comments from those NEUTRAL to the project
22	8th Street N	I am in support. However, there are concerns I have with the current proposed location as it relates directly to my property when there is already a pedestrian sidewalk on the opposite side of the street. What is the reason to create a new path when the easement and existing sidewalk is already there?
23	8th Street S	I have not seen the proposed map or design. Will the trail become part of my front yard? Will it infringe on privacy?
24	9th Ave N	I like the idea of dedicated lanes for bicyclists and pedestrians. However, I think the city is trying to do a one-size-fits-all solution, and has not properly informed the affected residents.
25	9th Ave S	A luxury item not really needed in lie of other priorities
26	9th Street N	I believe there are certain areas that would benefit from the trails - especially around streets that are used for kids on their way to school. I'm hoping that there are more stop signs involved with these trails for cars.
27	10th Ave S	There are areas that make sense and others that will contribute to the already massive parking and homeless issues.
28	10th Street N	Concerned on the impact it will have with homes that have little yardage in the first place.
29	10th Street S	The east to west corridor connecting to Fairway Lane is brilliant. It's about time the golf course shared some walking space with what appears to be a previously envisioned path, as evidenced by the line of some 36+oaks running along 12th Avenue S, straddling 9th Street S, running to the golf course. Any north to south flow improvement would be welcome, along the 3rd Street crossings. Some of the impact to individual properties and existing neighborhood character is totally undesirable. While the affected property count may be small, these are places taxpayers call "Home".
30	11th Ave S	Waiting to hear more about it
31	13th Ave N	If this was to support growth and revitalize dilapidated areas in the city, such as what happened in Atlanta with the beltline, I am in full support. Otherwise I do not see a point in the project
32	13th Ave N	Should not take away from property owner's land.
33	13th Ave S	Don't have information to have an opinion
34	13th Ave S	It's a good idea, but I think Jax drivers are terrible & unless there is a physical barrier separating cars from bikes/walkers, streets are not safe
35	13th Street N	I'm indifferent. My understanding is that the intent is to widen the sidewalk in a lot of these areas. It's going to be pretty expensive.
36	14th Ave N	I can see the benefit for the community at large, but if I lived on a street where the proposed trail would be built, I would be INCREDIBLY against. It feels like it's taking something away from those families and decreasing privacy, when our streets are fairly bikable and walkable as is.
37	15th Ave N	The "idea", if planned correctly, it could be a good idea. The way it is planned today, I completely oppose.
38	15th Ave N	I am actually in support of the general "idea" but more neutral on the plans and have specific objections in my immediate area
39	15th Ave S	Depends on route and potential traffic
40	16th Ave N	I like the idea of making the city safer for bikes and pedestrians but the proposal is way too wide. It takes away from yards, potential plants and ecosystems that absorb water, and adds more concrete, contributing to increased flood risk.
41	16th Ave S	I like the concept, but it is not the only tool that can be used to increase pedestrian and bike safety. I think it is overly aggressive and am concerned about long-term maintenance.
42	16th Ave S	There are some parts of the plan I support (safer walking and biking on main/important roads) and some parts I oppose (many of my neighbors - not on main roads - will lose security, privacy and parking).
43	16th Ave S	I don't know enough about the specifics, and how a project of this magnitude will impact private property, local taxes, local debt/cost, and length of time for completion for the project and how it will impact traffic patterns.
44	16th Street N	I don't think it is going to effect me or my property. I really don't know much about it other than hearing people complaining about what a bad idea it is.
45	18th Ave N	Lack of comprehensive information has prevented my decision one way or the other.

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#	Street	Comments from those NEUTRAL to the project
46	18th Ave N	I honestly don't know much about it. I do know it will affect residents/homeowners and I would like to know how. If it's meant to create more urban paths for walkers, school age kids, pedestrian bikepaths, walkways, etc. I'm all for that as long as it doesn't create too much resistance from the homes that will be affected. Also would like to know what it will look like. Is there a website solely for this project, I did a search and couldn't find one directly. My background is in architecture and design and it's just really important to gather community feedback on how this will be positive for the local communities.
47	18th Street N	Do not want it impacting my property
48	19th Ave S	I go between neutral and support. I like the idea of it being very pedestrian friendly. I just wonder about traffic flow.
49	19th Street N	I wonder if this project is necessary. While it would be lovely to get more people out and about, there are better ways to do it. You are infringing on homeowners' rights.
50	20th Ave N	I don't know enough about what's being proposed to form a good opinion. I'm in favor of the overall idea, but it will depend on where and how it's executed.
51	20th Street N	I am ok with the idea in general but have some concerns about the design in certain areas. 20th st north/seagate is an example of this.
52	21st Street N	I like the idea of creating more walkable safe passages off the main roads. While a beautiful idea in concept, I also don't want to see our lovely beach community trying to become the next Nocatee with golf cart paths and lots of extra traffic.
53	22nd Street N	Right now, I walk from 22nd street South to Beach Blvd Monday to Friday, Then I turn around and walk the beach. I am not really seeing a place for an Urban trail system. I live in a small area with about 20 townhouses, with no sidewalks, it is a deadened street.. It would up root our lives if we had a trail right thru our neighborhood. Right now when I end my walk at the beach blvd park, there are many homeless people sleeping or standing around the entrance/steps to the beach. A lot of shady looking people, would these same people walk those trail and sit on the benches or sleep on the trail. Would it be patrolled by police, who would clean the area. I am not seeing the benefits of a trail right now. However, I don't live anywhere near this proposed trail. But if I did, I would have a lot of questions about bringing more people into our area. My husband and I lived in the Miami area for about 10 years. When picking a place to live after his retirement, the small town feel of Jax Beach near the ocean was a plus for us.
54	23rd Street N	When going to look at the link on the city's website (view Master Plan)- there is no information. Link is broken.
55	29th Ave S	I like the idea of making our city more walkable and bikeable. However, in most of these areas there are already sidewalks. It feels like we're just replacing a sidewalk with another sidewalk. I think we should prioritize making 1st street a one way.
56	30th Ave S	Don't know anything about it.
57	32nd Ave S	Not really sure why we need it, cost etc. we have the beach
58	40th Ave S	Traffic at the beaches is at an all time high. A lot of bikers (especially electric bikes) do not obey the laws of the roads. I've seen many near pedestrian accidents with cars and bikers. I also feel for some of the houses along 37th st that will lose so much of their front lawns to the trail. And our beach access will become more crowded than it already is. I'm also concerned about increase in crime.
59	America Ave	I don't know enough about it. I just know it's happening and I don't think there is any additional information given to the public other than going to the town meetings that are near impossible to attend when you have young children
60	Antigua Dr	Not informed enough to understand it. Sounds nice in theory and support more walkable/bikeable/paths like recently experienced in Austin but u sure if the unintended consequences.
61	Blue Heron Ln	Not sure I have enough info to make a decision.
62	Blue Heron Ln	Don't want to bring crime to my quiet community
63	Burling Way	I think the IDEA is good, I am just interested in the actual implementation.
64	Coconut Key	Expense and homeowner impact
65	Duval Drive	I'm ok on the idea but am concerned that the area around 37th Ave S is so Congressed right now that I'm afraid that someone will get injured or killed driving from Duval Dr to 3rd st.

ATTACHMENT 3: Urban Trails Survey 2024

#	Street	Comments from those NEUTRAL to the project
66	Duval Drive	first I heard of it was from a neighbor where the trail is running through his yard. Need more info
67	Evans Drive	As I would be living right along side it; on the proposed pathway between Osceola and Evans dr, I am concered about misuse of the project. I've spoken with friends that live in St. Petersburg about their trail, and they describe it as a "highway for hobos." I also recently purchased a 8' fence that would give my backyard some privacy. I've walked the purposed trail and it does not offer adequate privacy for home along side it. I would put my offical stance on the project is Support with caution.
68	Evans Drive	Waiting to learn more—the actual cost, impact to a community, whether you went door to door to solicit input from residents impacted by the proposed project, length of construction, exactly why this project is being proposed, who is going to maintain it, what potential safety issues to residents and will there be adequate lighting along the trail?
69	Grande Blvd	Some of the trail seems appropriate, but other parts don't seem necessary.
70	Isabella Blvd	I have not seen exact details. I do not agree with impacting residential property to create a walking biking path.
71	Jardin De Mer Pl	I don't really know that it will matter and receive the use that it proposes
72	Jardin De Mer Pl	I know nothing about it. Would love to educate myself.
73	Jardin De Mer Pl	Depends on the quality of trails and upkeep
74	Liberty Lane	What is it?
75	Madrid st	I do not know enough about it. While I love the idea of safe bike riding trails, from my understanding there needs to be a rule limiting e bikes. I also sympathize with neighbors who do not want it in their front yard and also concerned if any safety issues
76	Marsh Landing	I would like to understand the cost-benefit of implementing the trail.
77	Norberta way	I am not affected as a homeowner. As a resident of the beaches in theory it seems like a great idea. However I would rather have foot washing shower stations at beach access as a priority!
78	Oak Forest Dr	Everyone for the most part is very respectful of walkers and beach cruisers in our beach town. I don't often see beach cruisers on the side walks, so is this the best way to spend out money? As for foot traffic, is there enough foot traffic to justify spending money on a side walk?
79	Ocean Pond Ct.	I don't oppose the idea, just want responsible development with minimal impact
80	Osceola Ave	Lack of communication by government officials to the citizens. The government does whatever they want in Jacksonville. It needs to stop with my tax money. no accountability to the Jacksonville citizens with our money!
81	Penman Road	While the idea is great, but live on the corner of Penmen and Arden Way, and will be effected by it in some way. The new proposal pushing the trail to the east side appears to be saving a lot of my land, but I already have an issue (sink hole) along the sidewalk border that the city came out to look at in December '23 and no one gets back to me. There are some major issues underneath the ground no one is aware of. I need to replace my fence but was afraid to since the last proposal was taking 5' of my land on both the front and side. Do I get compensated for that? Lots of questions... just waiting for someone to contact me and discuss.
82	Pinewood Rd	I like the idea, yet feel the design needs a lot of work
83	Republic Drive	While I think this is a good idea for the "main thoroughfares" in Jax Beach, I also think it would be a huge waste of money in many of the proposed areas. For example, I don't understand the rationale of putting this through the neighborhood of Constitution Cove, except for America Avenue--I do agree it's a good idea for America Avenue, but not for any other part of Constitution Cove.
84	San Pablo Cir N	Never heard of urban trail
85	Sandra Dr	I think it will have minimal impact on my property, however, it may impact friends of mine. I am not sure how much impact they will have though. So at this time, I am Neutral, but depending on impact could view this with some Opposition.
86	Shetter Ave	don't know enough about it
87	Silver Palm Dr	You need to leave Penman Rd out of it. There is just too much traffic there for the construction and the use of the trail.
88	South Beach Pky	I do not know enough about the proposed route(s), costs, etc. to form an opinion either way.
89	South Beach Pky	I don't know how much use it would actually get.

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#	Street	Comments from those NEUTRAL to the project
90	Upper 8th Ave S	I like the idea of an Urban Trail System and can see the long term benefit to the community. I also understand those that will be impacted the most by it. (it running right in front of their house) and why some would be opposed.
91	Whippoorwill Ct	The trail goes through residential neighborhoods that already have busy roads, crazy traffic, homes very close to one another, and it just doesn't seem mindful or well thought out.
92	Zephyr Way N	Idea sounds interesting. Details TBD

ATTACHMENT 4 - Urban Trails Survey November 2024

#	Street	If you OPPOSE, are there any changes that could be made to change your opinion to NEUTRAL?
1	1st Ave N	Stop putting them in.
2	1st Ave S	Increasing public safety and hiring additional police officers that could patrol the area on foot/bikes would go a long way toward boosting the public's opinion.
3	2nd Ave N	New plans that dont use peoples proprties and also is more environmentally friendly.
4	3rd Ave N	Drop it.
5	3rd Ave N	Get outta established neighborhoods. Get out of yards of residents who have lived in their houses for 50 years. They have tended your city property that you want to claim. It is landscaped. It is used for parking. It has papers.
6	3rd Ave N	If you want one trail, in south jax to give people a straight opportunity to reach the beach then ok. And one trail in north jax beach that aligns with the crossing on penman, north 4/5th ave that goes straight down to the peir/that light then I think that makes sense (leverage gonazles park and the marine station land instead of people's property). I Otherwise, we don't really need them all over the beach. And, can't you make it smaller like a normal sidewalk size would work just as well. We don't need 6 feet so people think they can ride their golf carts down them talk about a nightmare, trying to make it family friendly to have a bike ride and all it will be is a golf cart path.... disaster waiting to happen.
7	3rd Ave N	No
8	3rd Ave S	No.
9	4th Ave N	Absolutely no... this trail should not be built... it's an embarrassment that Jax beach officials even though of doing this
10	4th Ave N	Again, current overcrowding/ density is already a hardship. Adding more to an already congested area is worrisome. I think it's a fine idea in a place that has more space to accommodate it.
11	4th Ave N	Change to a less busy street. Make the path smaller to not limit a parking. Put a plan in place for increased officer patrolling.
12	4th Ave N	For my street, and others were it cuts through peoples yard, I don't think it's needed. Maybe reducing the trail you are putting in to only be on the wider streets etc or to make pedestrian lanes in the roads. Or make roads one way.
13	4th Ave N	I don't think it's needed where it's "proposed". There are plenty of streets that can be used for this same purpose. If anything, they should do this urban trail on 3rd street giving more way to bike riders and such, making it safer. They should add speed bumps on 4th Ave N, and likely other streets, as people speed down this road like crazy. Safety should be considered and explored first before adding more foot traffic to this area.
14	4th Ave N	I like the idea from years ago, of making one lane on 1st Street for bikes/skaters and the other lane goes one way for cars. Keep it simple and give everyone access.
15	4th Ave N	Keep the trails to main roads where it is needed but stay out of the neighborhoods. Penman, 10th, Third Street, 1st Street, 9th street south, etc.
16	4th Ave N	Limit the trail to one major roadway - not all the residential areas as shown
17	4th Ave N	Make use of trolleys and build parking garages on blighted parking lots. We want to keep our neighborhoods safe and keep neighborhoods not walkthroughs for tourists and air b&b vacationers.
18	4th Ave N	Max width of 5 feet. Or create path on half the street and make the street one way if something has to be built.
19	4th Ave N	More information
20	4th Ave N	Move the trail to a less busy street.
21	4th Ave N	No
22	4th Ave N	NO
23	4th Ave N	No
24	4th Ave N	No
25	4th Ave N	No

ATTACHMENT 4 - Urban Trails Survey November 2024

#	Street	If you OPPOSE, are there any changes that could be made to change your opinion to NEUTRAL?
26	4th Ave N	No, the current plan is not something I support and feel this project does not need to be advertised as an Urban Trail, you are literally just building a bigger sidewalk through peoples neighborhoods where they live everyday and don't want additional people that do not live in the area lurking around their property.
27	4th Ave N	Not putting in a giant sidewalk.
28	4th Ave N	Nothing. Our neighborhoods are not 'urban trail' friendly. We have a grid system, too many crossings.
29	4th Ave N	Use money to fund renovating / enhancing downtown Jax beach. Where all the real \$\$\$ is
30	4th Ave N	YES..... STOP THIS PROJECT COMPLETELY....IT IS NOT WANTED.
31	5th Ave N	No
32	5th Ave N	No
33	5th Ave N	No
34	5th Ave N	No
35	5th Ave N	Put in normal sidewalks, enact/enforce some way to keep e-bikes off of them.
36	5th Ave N	The paths would have to be narrower. Maybe eliminate the East/West routes.
37	5th Ave S	Do not shrink my street and take away tons of parking for residents to help people from out of the area. If my understanding is correct my location will go from having 6 parking spaces in our driveway to 2 spaces in our driveway and it is going to make 5th street a parking lot from residents who need to park close to their homes.
38	5th Ave S	No.
39	6th ave N	consider other options to bring down scale. make 1st street one way to then have trail on current pavement. I think 9th Ave N needs to be revised. i'd say do not do 9ave N. way to much concrete no landscaping. there is not enough foot traffic to justify this. plus with electric bikes folks do not stop at stop signs and go super fast.
40	6th Ave N	Make first street a one way and give bikes more room that way. Stay out of residential areas !
41	6th Ave N	No!
42	6th Ave N	No. This is a complete waste of taxpayer funds and provides nothing positive for the homeowners.
43	6th Ave N	Probably not
44	6th Ave N	Taking care of the roads that need to be patched and paved and doing something about the homeless population in the area.
45	6th Ave S	If the trails were natural trails and not hard ground sidewalks and more crosswalks were incorporated
46	6th Ave S	No
47	7th Ave N	No
48	7th Ave N	not really
49	7th Ave N	Postpone the project and infor current laws and regulations regarding bicycle and walking routs that are in place now.
50	7th Ave N	Upgrading existing side walks limiting the scope to large right aways.
51	7th Ave S	Changes that could be considered to lower opposition are refusing federal funding of any kind or form, subsequently lowering property or other taxes as an earmark, or terminating the proposal entirely.
52	7th Ave S	Smaller and fewer paths.
53	8th Ave N	Cancel it
54	8th Ave N	Improve existing side walks to included additional lighted crossings.
55	8th Ave N	No
56	8th Ave N	No

ATTACHMENT 4 - Urban Trails Survey November 2024

#	Street	If you OPPOSE, are there any changes that could be made to change your opinion to NEUTRAL?
57	8th Ave N	No
58	8th Ave N	No. The project needs to be scrapped. Most places already have a sidewalk.
59	8th Ave N	None
60	8th Ave N	Only change would be to use the sidewalk already in place (at the back of homes) or better yet, put it in another city/state. Leave the Beach area alone.
61	8th Ave N	Only put the trail system on the main roads first street third Street and Penman. They do not need to be on all the cut through avenues! All of the neighborhoods really need much better drainage. I live at the corner of 8th Ave., North and ninth Street. When it rains, the intersection becomes a huge lake! These type of issues need to be addressed before a trail for bicycles and walkers!
62	8th Ave N	Please repair what exists. Please add family friendly activities. Please value what the residents are and have been saying.
63	8th Ave N	Put trails near schools and on a few main roads, but do not run them across driveways. Consider putting in sidewalks on all the streets that do not have them versus huge trails that will only be in select areas. Pedestrians and other users will not go from 4th to 8th Ave N just to catch a trail. The community would be much better off if sidewalks were placed on all streets that do not have them and speed humps were installed to slow down traffic. We are all tired of watching people fly down the roads here and run right through stop signs, and the city members refuse to do anything to mitigate the problems.
64	8th Ave N	Stop the project.
65	8th Ave N	Use larger and less populated streets.
66	8th Ave N	Yes. Scale back and build in phases once we see actual usage. Minimize disruption on individual streets and emphasize elements that local citizens will value - Beach access, walk to grocery/restaurants, etc...and less about helping visitors wander thru the residential neighborhoods. And do not cut the trees.
67	9th Ave N	Don't put this on 9th ave north
68	9th Ave N	Enforce current e-bike laws, implement one way routes, reduce speed limits on current heavily used roads, implement plate readers.
69	9th Ave N	I think the trail should run N/S on or at the beach similar to Venice Bch CA. I would not invade residential front property. One way streets may work. Beach streets are not that busy, I ride my bikes every day. It's the intersection crossings that are terrible
70	9th Ave N	If the city takes our input seriously and re-works the plan to put paths where they would be most beneficial (Beach Blvd, First St, Penman Rd) and not through front and back yards, I might support.
71	9th Ave N	No
72	9th Ave N	No
73	9th Ave N	NO. I do want my street , that has a sidewalk or other streets near me to be disrupted. It takes away from the benefits of the beach. The trail is not needed at the beach and is for urban areas with lots of land and pre planed before homes and neighborhoods are designed.
74	9th Ave N	Start small, add sidewalks to places there are none or turn some streets into one way and use the other half of the existing roads for bike and pedestrian paths.
75	9th Ave N	Switch to another street that isnt so busy, or widen sidewalk or make one on a street that is less used and needs sidewalk.
76	9th Ave N	There would need to be more communication with the people it truly effects
77	9th Ave N	To not lose my driveway or yard
78	10th Ave S	Do away with it, the streets in the neighborhoods are safe, all that the residents need are more pedestrian crossings on 3rd st.
79	11th Ave N	scale it down, make the size of the trails (width) smaller

ATTACHMENT 4 - Urban Trails Survey November 2024

#	Street	If you OPPOSE, are there any changes that could be made to change your opinion to NEUTRAL?
80	11th Ave S	City Council needs to listen to residents I don't think people want to give up green space and the added pavement in their front yards we already have drainage issues need more attention to that issue
81	11th Ave S	Not as wide
82	13th Ave N	Make the path narrower and made out of something that permits drainage. Adding more asphalt to the neighborhood is not aesthetically a good idea.
83	13th Ave S	Fix the existing infrastructure throughout Jacksonville Beach, not just 1st and 2nd street.
84	13th Ave S	No
85	13th Ave S	No path through established residential areas!
86	13th Ave S	Why do you want Neutral? For the tax money being spent, you should want a resounding yes to this project.
87	14th Ave N	Move it out of the neighborhoods
88	14th Ave N	New plan
89	14th Ave N	No
90	14th Ave N	No
91	14th Ave N	Remove the trail from old neighborhood where the speed limit is already slow. I can understand along commercial/office roads that are heavily traveled and over 25 mph. I believe it will decrease the value of these homes directly affected.
92	14th Ave S	Focus on the crime happening at the beach. Make it safer for females to utilize the trail. Add "panic buttons" frequently along the path with quick police response.
93	14th Ave S	No
94	15th Ave N	Bring project's like this to the community beforehand and most importantly, the homes that are going to be directly affected, which did not occur in this situation.
95	15th Ave N	Check speeders...leave palms. I was 1st house on street built 1949 and always had palms. Fence along island rotting, repaired a few places but not treated wood...now magnolia and some other type tree...only part way...never finished what said they were going to plant..messing now/hog/pog of trees. Looks awful! 🙄
96	15th Ave N	Do not put 10' sidewalks on east/ west roads that will be right in peoples front yards, especially where the front yard is so small already that if a resident parks in their driveway with a large truck they will block the sidewalk leading to people parking in the road which leads to more dangerous conditions. Do not do landscaping that the city will not maintain. Do not install street light in front of residents houses. Put a 10' sidewalk on penman and 10th and STOP there. Our city is BROKE, we need to say money not spend it on pointless projects that lead to more development and change the beaches just because the major wants a project. This reminds me of when Hoffman wanted to take the sea walk pavilion fields and make them trails with landscaping. The idea was to take away the one area the majority of the city regularly uses for pop ups, deck the lights, concerts, etc, and make them a homeless camp.. Just look at ocean front park, homeless people live in the bushes
97	15th Ave N	eliminate the the intrusion through property on streets from Penman Rd to beach - Re-route- the truck traffic on 15th ave north - It decreased after terry's closed but with the new sports bar it will soon be a non-stop flow of tractor trailers through this narrow street with children walking to 3 schools in the morning - Complains about this for at least 25 years & nothing done - All it takes is a sign NO TRUCKS.....city can't seem to deal with that issue that would make many happy & an actual change to make this neighborhood safer...
98	15th Ave N	Eliminate this wasteful project. You are just spending money to spend money. This is ill conceived project that was not given much thought. I think a child could come up with a better plan for 14 million \$\$\$
99	15th Ave N	Find another street

ATTACHMENT 4 - Urban Trails Survey November 2024

#	Street	If you OPPOSE, are there any changes that could be made to change your opinion to NEUTRAL?
100	15th Ave N	If 15th became a one way and the trail stayed on one side without cutting off driveways I could be in favor. It could reduce the vehicle traffic. If you increase pedestrian and bicycle traffic you must reduce the vehicle traffic where the urban trail runs
101	15th Ave N	It needs to be a sidewalk using concrete only
102	15th Ave N	Just a normal sidewalk would be OK
103	15th Ave N	Make the path narrower. The proposed path is much wider than needed.
104	15th Ave N	No
105	15th Ave N	NO, unless you are willing to put in regular sidewalks rather than a huge asphalt trail.
106	15th Ave N	No. These neighborhoods were not designed for these wide pedestrian areas. The original engineering doesn't really allow for it, and it will devalue the property reducing privacy, increasing traffic, and reducing the front easy between the house and the traffic. The materials will just soak up the heat all summer long and radiate it out all summer night long. This is scientific fact, and one that was not considered in these plans. It's only getting hotter, as it is. The trails we have are hardly used.
107	15th Ave N	Perhaps. I was told at one of the early meetings to fill out a card with my name, number and address and someone from the city would get in touch with me to discuss my concerns, and I never heard from anyone. Everyone at the meeting was told this. Why didn't anyone call me? Or email me? Why would they tell us this and not follow through?
108	15th Ave N	Put in 4ft sidewalks instead. Keep the bikes on the road.
109	15th Ave N	Put them only on major street. Perhaps lay 5 ft. cement sidewalks that are level. Come walk my street with me. Personally look at the impact and listen. Talk with my neighbors.
110	15th Ave N	Stop it immediately.
111	15th Ave N	The same outcome can be achieved if you just properly maintain and widen the current sidewalks and possibly add sidewalks to fill in the gaps.
112	15th Ave S	Build up the boardwalk instead of building into people's neighborhoods.
113	15th Ave S	Move trails to locations that are not near houses. Pedestrian and bicycle safety can be accomplish with sidewalks and pedestrian crosswalks - not large trails.
114	15th Ave S	No
115	15th Ave S	No
116	15th Ave S	Reduce the scope of the project. A trail/beltline type system makes a lot of sense in some places, and to me it doesn't make much sense in others.
117	15th Ave S	reroute trail to avoid aligning 10 to 15 feet from homes.
118	16th Ave N	Make more sidewalks for pedestrians to safely get around. Walking in the streets in North jax beach is increasingly hazardous to us.
119	16th Ave N	No
120	16th Ave N	ZERO
121	16th Ave S	No
122	17th Ave N	Reduce the amount of the connections and transparency in the budget and costs for long term maintenance of the trails.
123	18th Ave N	Needs to be largely scaled back. Need minimal changes and only improve/repair existing infrastructure.
124	18th Ave N	This question shows you are determined to do this whether the citizens of the city want it or not.
125	20th Ave S	Just improve existing sidewalks, crosswalks, bike lanes and roads. The beach is already easy to enough to get around and this project is a waste of tax payers dollars.
126	26th Ave S	Reduce the width of the trail path to 4-5' Ensure that the trail path encompasses all of the shopping areas within Jax Beach. Ensure that road way width is not reduced and already scarce parking spaces are not eliminated or reduced

ATTACHMENT 4 - Urban Trails Survey November 2024

#	Street	If you OPPOSE, are there any changes that could be made to change your opinion to NEUTRAL?
127	29th Ave S	I want no development or change in Jacksonville Beach that would bring one more resident, visitor, automobile, business, or event to Jax Beach. The quality of life here has declined under city leadership - higher costs of living in every category, increased insurance, crime, traffic gridlock, shootings, murders, homelessness. What was previously a hidden gem has now become another overbuilt, overcrowded, congested cesspool just like south and central Florida.
128	29th Ave S	NO The beach is our natural "urban trail." It is enough of a draw to bring people to Jax Beach.
129	29th Ave S	Once again, Urban Trails are a good idea ONLY when planned ahead with a NEW development or neighborhood.
130	30th Ave S	No
131	33rd Ave S	No. There are plenty of more roads and streets with width enough to handle a trail, but not the neighborhood of Atlantic Shores.
132	34th Ave S	no
133	35th Ave S	NO
134	35th Ave S	NO--simply give the federal dollars back and table this forever!!! Nocatee was designed from a whiteboard thus they designed everything to be seamless--the older Jax bch neighborhoods cannot support this!
135	36th Ave S	Don't build it.
136	36th Ave S	Find a way for the trails without impacting neighborhoods. I don't think invading neighborhoods is going to increase property value. Try selling your house after the trails are in place.
137	37th Ave S	Absolutely not.
138	37th Ave S	As I said....show me the proposed changes?
139	37th Ave S	if you put it to a vote of the people and the majority vote yes to go forward with it, then I will be Neutral. Somehow, I think it will go the way of the proposal to remove the construction height restrictions, and the people will vote it down. If the people do vote "yes" to go forward with it, then I would just ask you to keep it near the commercial areas and the museum, and I ask for the same courtesy you gave the board/council member who go the path changed to keep it off his street. Please, keep it off my street. That way I won't have to sit in my back yard during the day or lay in bed at night and listen to the drunks and rowdies using it (we already have that going on with all the local rental homes) and for crime prevention. Just an FYI - I moved here from Tampa Bay because of the wonderful small-town old-time Florida life and atmosphere and ability to get to know just about everyone in town. Things that have been largely lost to Florida these days. And to get away from big city things like (1) tall buildings and high rises, (2) high-density housing (apartments, duplexes and other multi-unit housing), (3) cookie cutter homes, (5) lot-line to lot-line construction, and (6) increasing crime rates. Apparently, the majority of people living here want that too or they wouldn't have voted down the current government's proposal to remove the construction height restrictions. Maybe we do just need to have a vote to actually find out what the majority of the people living here actually want and not what someone else says we want or what some paid consultant (who stands to make a lot of money off of the project) thinks would be great for us to have. No, I do not want Jacksonville Beach to buy into the idea of getting a trail because so-and-so has one. I prefer we keep our individuality and move forward with our city amenities in a way that the people vote in.
140	37th Ave S	install on major thoroughfares through business district, not neighborhoods
141	37th Ave S	No
142	37th Ave S	None at all
143	37th Ave S	Not if it has to do with Jacksonville Dr. and 37th Ave. S.
144	37th Ave S	Only wide main roads, not neighborhood roads. This is the only fair thing. Unless everyone's yards are affected, it flat IS NOT FAIR. Especially to those area that pay the most in taxes.

ATTACHMENT 4 - Urban Trails Survey November 2024

#	Street	If you OPPOSE, are there any changes that could be made to change your opinion to NEUTRAL?
145	37th Ave S	Stay off of 37th Ave south. The road is tight enough. We have a very busy intersection with PV Blvd and AIA. We had pedestrians hit at this intersection. We have ADA laws which will also legally be activated if necessary. Legal counsel has been sought out ensure we are protected from this invasion intrusion. Repave 1st Street it's extremely uneven, which makes it dangerous for runners and cycling, it is also aesthetically an eyesore, ghetto is a proper term for 1st Street.
146	37th Ave S	we were told that you were proposing to take 10-15 feet of our front footage in order to do this on my street. That would destroy my fence, my landscaping etc. on our precious little street. We definitely don't need more traffic. EVERY ONE of these home Have to Back OUT of their driveways to get on the street. It would be so much more dangerous having people just appearing from nowhere and possibly getting hit by a car. I do not support this trail on my street.
147	37th Ave S	Yes. minimize the impact to individual property owners while managing the true objectives and intent of the 'system'
148	1st Street N	1. Why isn't the plan using 8th Avenue all the way instead of doglegging over to 9th Ave? 2. Expensive project for such little benefit.
149	1st Street N	No
150	1st Street N	No
151	1st Street N	No.
152	1st Street N	nothing i can think of
153	1st Street N	see above
154	1st Street N	Stop the project
155	1st Street S	Cancel the Urban Trail plan
156	1st Street S	Do it somewhere else with bigger street and parking space
157	1st Street S	Do not interrupt the current configuration along 1st Street
158	1st Street S	Doing it on a 2 way wider street.
159	1st Street S	Don't take ANY easement, setback, or property. Put the Trail in existing east side of First Street, where there is currently vehicular parking south of 25th Ave S. Eliminate the west side of First Street bicycle path. That said, will there be a median or something that protects the walkers, bikers, etc.? And how high will it be? Hard to protect with anything less than 3 or so feet.
160	1st Street S	Doubtful
161	1st Street S	Doubtful, but a lot more information would be helpful. I haven't been able to find a definitive plan on how it will impact our specific street, other than we are part of the plan.
162	1st Street S	Find a way to fund it without tax dollars and I'll be all over it.
163	1st Street S	I am against the trail 100% because it's not a solution to keep pedestrian or bike traffic safe. The city can't even police the speeders on our streets, keep our Jax Beach sign maintained at Beach Blvd., CCTV cameras, operable, fix the drainage issues and potholes.
164	1st Street S	I would like to see some alternative plans that would not involve going through yards. The street is currently one way where we are, I would think it could utilize this space.
165	1st Street S	If the city is determined to do this project I would recommend the trail be only on the streets that go to the beach. That is running east and west. Good luck.
166	1st Street S	Limit trail to access corridors going west to east to specific high traffic beach access points already used.
167	1st Street S	No
168	1st Street S	Not take up property owners land.
169	1st Street S	Utilize the sidewalks we already have. Make them wider we don't need more we need to use what we already have.
170	2nd Street S	No. A project of this type should have been planned before the community was built.
171	3rd Street N	No.

ATTACHMENT 4 - Urban Trails Survey November 2024

#	Street	If you OPPOSE, are there any changes that could be made to change your opinion to NEUTRAL?
172	4th Street N	Nope
173	6th Street N	No
174	6th Street N	NO PLEASE LISTEN TO "THE PEOPLE"
175	6th Street N	Not sure there are at this point.
176	6th Street N	Probably not. People can ride bikes and walk on beach (which promote healthier lifestyles). I see no way this would increase my property value. I already have realtors banging on my door daily trying to buy my property!
177	6th Street S	Keep the urban Trail along the more major street and not down dead end roads or roads with an access by a waterway.
178	6th Street S	No
179	6th Street S	We have an entire oceanfront to the east and intracoastal waterway to the west. An oceanfront boardwalk and intracoastal nature trail is much more attractive and ultimately lower cost and maintenance. An oceanfront boardwalk would also attract new downtown businesses.
180	7th Street N	Focus on main roads only (penman, Florida blvd, Jax drive, 3rd St, etc). Do not go through residential neighborhoods. We did not purchase our properties on main roads for a reason. Install and maintain sidewalks to allow pedestrians more options than to walk in a bike lane.
181	7th Street N	If the path was down 10th street or penman.. i think the money should just be for more sidewalks and crossing intersections.
182	7th Street N	No. Maybe on beach blvd and penman. Otherwise not necessary
183	8th Street N	Anywhere but along backs of homes. Ie, between 18th and sea gate is logical as no homes and gives students safe access to and from school to existing pathways. Also, fix the dilapidated sidewalks before you create more future maintenance.
184	8th Street N	Fix existing sidewalks and add more 4 way STOP signs.
185	8th Street N	I'm all for improving the boardwalk at the beach and the roads through our community.
186	8th Street S	1. Reroute the trail to less residential areas like 10th street south and add paved walkway to the south side of the park on 12th ave south so people can walk all the way around the holding pond. 2. Take the trail down 4th street south or along 1st street where people already walk and bike.
187	8th Street S	Reroute the trail to utilize existing roadways
188	9th Ave S	No
189	9th Street N	Reduce the number of paths and westward reach as well as to downsize from 10' to 5' / 6' path width. Additionally change from a blacktop path to concrete or something less heat producing.
190	10th Street N	Eliminate the entire 8th Ave N plan.
191	10th Street N	Leave 10th St. N. and 8th Ave. N. off of the plans.
192	10th Street N	None
193	10th Street S	No
194	10th Street S	No.
195	12th Street N	No
196	12th Street N	None.
197	16th Street N	Defund it
198	16th Street N	I have witnessed first hand how medians down the center of Penman Road will cause major traffic issues. Please do not have these on Penman Road as they will create major traffic issues.
199	17th Ave S	Not so many trails
200	17th Street N	Make it much smaller in scope than proposed.
201	18th Street N	Move it to turn east side of A1A
202	19th Street N	Postpone it, have public town halls about it, and continue to focus on more pressing issues faced by residents of Jacksonville Beach.

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#	Street	If you OPPOSE, are there any changes that could be made to change your opinion to NEUTRAL?
203	20th Street N	I think it should be limited to busier areas such as Penman, 3rd St, Beach Blvd and 1st st.
204	20th Street N	Modify the plan so it is not a one size fits all throughout the city.
205	20th Street N	Stop the project
206	22nd Street N	While walkability in Jax Beach is a problem, I believe building walkways that take pedestrians up and over points on 3rd St and Beach Blvd would be a better use of resources.
207	23rd Street N	No
208	23rd Street N	Run it only on wider streets with homes that have large front yards
209	23rd Street N	Scale down to 20 or 20%. Stall off small residential lots !
210	America Ave	No
211	America Ave	No. It is way too much money. Return the grant.
212	Antigua Dr	A reduction in the scope of the project, more thoughtful consideration to the environment and the people who live around it. I'm born & raised in Jax & I've lived in Jax Beach almost 13 years. The changes the city council has approved have reduced our small town to a populated traffic nightmare.
213	Arden Way	Leave it alone.
214	Arden Way	No
215	Arden Way	No
216	Arden Way	No. I want a peaceful neighborhood where my family can play in front of my house and not have to move to allow for foot traffic.
217	Arden Way	Removing roundabouts and medians. I don't want to pass my street and go into a roundabout at seagate to come back to my street when headed north. I also don't want to have to go to next roundabout and turn around to turn on a street with median. Not thrilled about having years of construction either.
218	Azalea Drive	No
219	Barbara Lane	make trail on other side of road with existing sidewalk or not as wide and parallel directly next to the road.
220	Barbara Lane	perhaps. the suggestions of using roads with less car traffic, making one -way roads, using existing side walks, keep safety over convenience may be more palatable.
221	Bentin Dr S	1. It's not fair to disturb existing homeowners for the project 2. Has there been a projected usage survey to see what percentage of residents would make use of the trail? If it's a small percentage, then there we go. If it's large, then proceeding would make more sense to justify this hefty price tag. Perhaps just sidewalk additions or improvements would suffice. Thank you for your consideration and for surveying the citizens. After the Adventure Landing and Gonzalez Park building approvals, this is a good first step to build back some goodwill.
222	Blue Heron Lane	Boo
223	Blue Heron Lane	Don't destroy trees, vegetation and displace wildlife to pave natural areas. Focus on designated bike lanes, not less green spaces.
224	Blue Heron Lane	No
225	Blue Heron Lane	No, It's the cost. It's Unnecessary!
226	Blue Heron Lane	Not impose on personal property. Land is a premium on this island and taking it away from residents for an unrequested venture doesn't seem right.
227	Blue Heron Lane	Yes, take homeowners opinions into account. Do not remove trees. We need more green space, not pavement. Also, I don't want an increase of ppl coming through my private yard.
228	Blue Heron Lane	Zero chance.
229	Bonaire Circle	Widen the roads instead of sidewalks.
230	Coastal Ave	Not sure without actual specific details of project.

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#	Street	If you OPPOSE, are there any changes that could be made to change your opinion to NEUTRAL?
231	Coconut Key	Use money on other projects like more police
232	Declaration Dr	No. Waste of tax payers money, spend less money collect less taxes.
233	Driftwood Rd	No
234	Duval Drive	None, it will not work in this neighborhood.
235	Evans Drive	No. This is a waste of taxes. Fix/repair roads that severely need to be repaved.
236	Fairway Lane	I think the program is a waste, especially in my neighborhood. The sidewalk on Fairway Ln is already sufficient for walkers, runners and bicycle traffic and I really see no benefit by widening it.
237	Foss Ln	I think addressing our infrastructure problems first would be best. Potholes, rutted roads. Unkept sidewalks. If these things are not being maintained due to budgetary constraints then who is going to be about to afford the installation and maintenance of the urban trail?
238	Gail Ave	Show a reduction in cost and disruption to property.
239	Gonzales Ave	No.
240	Gulfstream Dr	No, it's a waste of taxpayer money
241	Heron Dr	Unlikely
242	Holly Dr.	no this will hinder residents from being able to park and riders to ride without having to go around cars
243	Holly Dr.	Remove the B & C paths, I would support the A & B2 paths.
244	Hopson Road	don't build it. Improve all areas of the beach by putting in sidewalks.
245	Hopson Road	Drainage, Maintenance, and those directly affected approving it.
246	Hopson Road	Yes , Showing me where those directly affected have a hundred percent by in.
247	Isabella Blvd	No
248	Isabella Blvd	Resign.
249	Jardin De Mer Pl	A better/simpler explanation of proposed changes and benefits and means if financial support.
250	Jardin De Mer Pl	Bike trail could be so much smaller
251	Jardin De Mer Pl	No
252	Lakeside Drive	keep Urban trails close to ocean...north and south...do not cross 3rd street
253	Lakeside Drive	Use existing streets and do not take property from residents.
254	Liberty Lane	Make the space allocated for the trail a smaller width, and it should end at South Beach Parkway.
255	Liberty Lane	No. The only successful project I've seen carried out by Jax Beach is the drain added along Independence, Liberty, and Osceola. The contractor on that project did a great job. The other projects carried out around my neighborhood have been awful. The curbs/sidewalks along Jacksonville drive (terrible design), sidewalk/gutter replacement in constitution cove created more standing water than before, and the recent fiber installations created tripping hazards all over the sidewalks where the access boxes aren't level. There seems to be a giant Quality Control issue with construction projects carried out by Jax Beach. Until you guys 1) figure out there is a problem 2) correct it, you should hold off on doing any more projects.
256	Lois Lane	No
257	Lower 36th Ave S	Only with a major scaling back of the intrusion on residential beach life
258	Lower 36th Ave S	Put sidewalks in neighborhoods that don't have any
259	Lower 8th Ave S	Just put in sidewalks along front of yards. Not tracks with kids with motor powered bikes running over leashes of dog owners.
260	Lower 8th Ave S	No it's time the city actually starts listening to the people it's supposed to be serving, you have lost the blue angels you've almost given up adventure landing TWICE it's terrible
261	McClure Ln	Don't use the easement from our house.
262	McClure Ln	Move it from our street

ATTACHMENT 4 - Urban Trails Survey November 2024

#	Street	If you OPPOSE, are there any changes that could be made to change your opinion to NEUTRAL?
263	McClure Ln	No
264	Millie Dr	Fix the roads and make the trail less wide.
265	Millie Dr	No
266	Millie Dr	No
267	Norberta way	More specifics on the path .. is it cutting into personal property!?
268	Oakbreeze Ln	Just develop the Urban Trails upon undeveloped city property.
269	Oakwood Rd	Leave it out of people's yards and driveways
270	Oakwood Rd	No
271	Oakwood Rd	No, it is an unneeded expense
272	Oakwood Rd	No, people can walk the beach, in parks, or on existing major thoroughfares. You take away park space that afforded options to local residents to then invite interlopers and intruders into our neighborhood privacy.
273	Oakwood Rd	No, please do not add them.
274	Oakwood Rd	Overdeveloping the beach will never be okay with me.
275	Ocean Cay Cir.	Honestly, no. There are plenty of walking areas available to residents and visitors. If you want to walk, go to the beach. Don't force the residents who live here and who pay enormous amounts of property taxes to enjoy this area, to be put through this.
276	Ocean Drive	Fire the entire ditch department of every manager and above and start maintaining these areas you are adding additional maintained to.
277	Ocean Drive	No
278	Ocean Pond Ct.	No
279	Osceola Ave	None that come to mine
280	Owen Ave	No
281	Palm Circle	Do not build through someone's yard. Even if city owned, if the yard is being maintained by the homeowner then it should not be built on.
282	Palm Circle	Do not install
283	Palm Circle	If there was a guarantee that my property would not be impacted in any way.
284	Palm Tree Rd	Add the money to the police!!! Keep our city safe! Keep our parks clean from the homeless people. Keep the beaches family friendly. We love Jax Beach! Keep it safe and family friendly and it will thrive. Keep it local and think about your locals opinions.
285	Palm Tree Rd	Use some of the existing sidewalks
286	Palm Way	Narrowing the side walks and working with home owners on the right of way. We're the ones having to maintain them after all.
287	Palm Way	No
288	Palm Way	Nope
289	Patricia Lane	Make it go through all the communities, not just those not in a subdivision. It's sad that they have nice sidewalks and roads yet the schools' areas suffer.
290	Patricia Lane	No
291	Patricia Lane	The city should focus on repairing existing sidewalks and adding new ones in specific, high-traffic areas. For instance, extending the sidewalk along the drainage area from 4th Avenue North to Fletcher Avenue would be beneficial. Additionally, creating a sidewalk loop on the south side of the drainage ditch at 12th Avenue South Park and another loop at 15th Avenue North would provide valuable walking paths, especially for dog walkers. Before embarking on a large-scale project like pouring 27 miles of concrete, the city should conduct a usage study in these targeted areas, before and after, to assess actual demand. This would help ensure that resources are allocated effectively and that the investment in new sidewalks is justified.

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#	Street	If you OPPOSE, are there any changes that could be made to change your opinion to NEUTRAL?
292	Penman Road	No
293	Penman Road	No
294	Penman Road	No
295	Penman Road	No
296	Penman Road	Prob not
297	Pinewood Rd	No don't want it or need it. Not a top priority.
298	Pinewood Rd	No.
299	Pinewood Rd	Save money, get rid of all the homeless
300	Pintail Dr	No
301	Plantation Oaks D	No, not with the proposed plan or anything close to it.
302	Plantation Oaks D	Not really. The city has kept the taxpayers in the dark about the trail thus far; therefore there is a lack of trust from city officials.
303	Plantation Oaks D	Upgrade current sidewalk system. The proposed trail is too wide and we can get to the beach and around fine if current sidewalks were widen a little
304	Ponte Vedra Blvd	Don't take away from peoples front yard property, don't encourage more strangers in peoples front yards, don't make it more difficult for residents to get out of their driveways. People live there. Those are kids front yards where they play. You will decrease property value (not increase!). Crime and homelessness is massively increasing in jax beach. This project will make crime more accessible for non residents.
305	Ponte Vedra Blvd	No
306	Ponte Vedra Blvd	no
307	Pullian Court	I am not familiar with the cost. If it is modest, then I am neutral. Otherwise I would spend the money on something else.
308	Republic Drive	NO
309	Riley St	Develop the trail / boardwalk along the beach rather than thru neighborhoods similar to what is in Hollywood, FL and other cities.
310	Royal Palm Key	No, don't want it
311	San Pablo Cir N	I would need a lot more information. People ride bikes in the streets and I think that is fine as long as they follow safety laws. Do people even want or need bike paths? Also, my street is paved 2 different colors and hasn't been never been fixed. Perhaps we should look into first using tax dollars to improve infrastructure in our neighborhoods. Again, have the residents requested this or is it more for bringing in tourists?
312	San Pablo Cir N	NO
313	Sanctuary Way N	Cancel the project
314	Sanctuary Way S	No
315	Sanctuary Way S	Scrap the whole idea or keep it completely out of any neighborhoods
316	Sandpiper ct	No
317	Seabreeze Ave	Absolutely no trails through residences yards which I would imagine makes this project not feasible at all. I have yet to find any "Trail System" that goes through peoples yards in pictures online, the ones shown are like the ones headed from the ferry to Amelia. These trails make sense, beautiful trees, shady areas, people going over 45 miles an hour is a huge safety concern so gives an option. No trash cans to deal with etc. Leave things the way the are, maybe reduce speed limits and add signage for safe existing routes for people that do not know the area.

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#	Street	If you OPPOSE, are there any changes that could be made to change your opinion to NEUTRAL?
318	Seabreeze Ave	I am strongly opposed to anything that brings criminals to the beach, 55' parking garages, festivals that bring in thousands and we only have parking for hundreds, violent shoot outs on the streets, punch outs and speed racing down Third Street and of course, UT bringing crimes of opportunity to transients strolling around looking for an opportunity. This beach is not conducive to UT project, we don't need it or want it. Focus on green space for families, there once was a time when being on the beach was enough. I don't go to Mandarin or Orange park, take out my bike and go riding around their neighborhoods, why should we allow that here?
319	Seabreeze Ave	No not at this time. Show the people that you realize you were elected to do as we wish!
320	Seabreeze Ave	Repair existing sidewalks before we move onto the urban trail. Let citizens see that we're capable of routine maintenance and upkeep on existing infrastructure before you try to get buy in for new infrastructure. Also, emphasize how law enforcement will be involved in policing e-bikes on the Urban Trail. E-bikes should be banned outright on the trail and strictly enforced with financial penalties for violations.
321	Seabreeze Ave	Yes, cancel the entire project. It's a go no where trail with no purpose.
322	Seagate Avenue	Yes, don't build the bridge or the roundabout.
323	Seaside Dr E	Work out a way to increase pedestrian safety crossing A1A where we actually have real issues.
324	Silver Palm Dr	Minimize everything and do not take any private property.
325	South Beach Pky	Need north south route. It is currently easy to go west to east but no good route to go north south
326	South Beach Pky	No
327	South Beach Pky	None.
328	St Johns Blvd	Absolutely not. Stop messing with and destroying natural areas. Stop the marketing efforts to bring non-residents into the beaches neighborhoods. Bringing people to the sandy beaches is one thing because it can accommodate extra people; bringing day-tourists into our residential neighborhoods is not acceptable.
329	St Johns Blvd	Don't incorporate jax Bch heights neighborhood o4 south beach park which already has too much auto & foot traffic
330	St Johns Blvd	Stop the growth and pandering to release developers and return to a more citizen based town
331	Tanglewood Rd	No- take care of the larger issues that need attention first.
332	Tanglewood Rd	Nothing can make me neutral. We pay too much to live at the beach to be away from urbanization! We don't want it!
333	Tanglewood Rd	Take the trails out of the neighborhoods. If you are building a trail it should be around the ocean/park/commercial areas and remove the options allowing people into neighborhoods and back yards.
334	The Greens Way	No
335	The Greens Way	No
336	The Greens Way	No we shouldn't hook things together anymore than they are criminals are always looking for a way to unlock something so that they can access easy criminal activities, and have plenty of allies to get away with things. Do you want criminals standing outside your house? Most people are decent, but there are people who will use connections for criminal activity, which cannot be surveyed.
337	The Greens Way	No.
338	The Greens Way	Not have it go to the Beach
339	Theodore Ave	Possibly make it less invasive. And, does adding tons of concrete help with drainage or heat/climate issues??
340	Tradewinds Dr	No
341	Trident Court	Yes Trap all the animals except, our outside cat, and find a safe place to move them. End the trail north of Jacksonville Drive.
342	Upper 36th Ave S	Fix existing sidewalks and build more sidewalks. Widen some existing sidewalks and more bike lanes.

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#	Street	If you OPPOSE, are there any changes that could be made to change your opinion to NEUTRAL?
343	Upper 8th Ave S	Let's see facts, cost, location, time and maintenance costs for repairs policing and rules of use.
344	Upper 8th Ave S	Using absolutely no tar or blacktop material to increase already scorching summer days.
345	Westwind Dr	NFW!
346	Westwind Dr	No
347	Williams St	No
348	Woodstork ct	Yes stop the project altogether.

ATTACHMENT 5 - Urban Trails Survey November 2024

#	Opinion	Please elaborate any concerns you may have about the project
1	Neutral	All the neighbors I know in Constitution Cove value the peace and privacy of the neighborhood. We do not want our neighborhood to be a part of a recreation trail.
2	Neutral	Concern for injury or death between Duval Dr and A1A.
3	Neutral	does it have to be concrete the entire path, why not crushed gravel or packed conquia or limestone?
4	Neutral	Festivals and other events bring people from all over that don't respect the beaches community. This will be in citizens front yard. We need to be careful
5	Neutral	Home burglary with close access to homes, trespassing, creating an urban lifestyle as in larger cities at Jax Beach which is NOT what residents prefer. Relaxed safe QUIET homes and neighborhoods has been the values for our area. Dog walkers do not respect properties leaving waste. Jax Beach must maintain roads, landscaping water quality, beaches, schools, law enforcement as basic responsibility. Complete sewer and power line projects that have been under construction too many years. This is not acceptable. Main road landscaping is horrific for our town.
6	Neutral	How much of my yard will this take up? But I can drive fast down any Jax Beach side street and police do nothing! They sit at the same traffic stops for yrs now!
7	Neutral	I guess honestly, when I hear Urban trail, I think Urban campers, which is a safety concern. I also don't necessarily want a bunch of strangers passing by my home.
8	Neutral	I just don't know enough about it at this time to have an informed decision, however, my initial concerns are primarily with private property being impacted as well as environmental/natural habitat reduction.
9	Neutral	In reviewing the FAQs, it looks like lighting the trails is not a big priority which concerns me regarding crime and safety. I also wonder how you will keep electric bikes and scooters off of these pathways. A definite concern is drainage and the impact on the current environment with more development, especially in areas of older homes that are not designed to support more development. What is the plan of crossing Seagate at the water/creek area? That's our favorite nature area and it would be sad to see it changed.
10	Neutral	It must be done right, with 90% of the effort expended in the planning phase. Think through the problems to include property encroachment, traffic impact, and sustainment to include pedestrian safety. Electric bikes? Have a plan for all contingencies.
11	Neutral	My neighbors across the street that are losing their front yards are angry at the process this project has unfolded. We feel that not enough attention was extended to homeowners in the process. A notice on the city website was not enough.
12	Neutral	Nothing has been addressed in the way of flooding, who is going to maintain it, where parking will be relocated to, and overall safety.
13	Neutral	The environmental impact is my biggest concern. More concrete means more water flooding streets with heavy rains. And construction potentially destroying habitat space needed for essential insects, birds, and other foundational species.
14	Neutral	The goal of pedestrian/cyclist safety is unimpeachable, of course, but I'm not sure citing statewide statistics is a persuasive argument. I would prefer to live in a town with lower population density. Double wide townhomes are popping up on single lots everywhere. How is this okay? This changes the character of our neighborhoods that have numerical street names. Wonderful to see forward, thoughtful vision. Think longer. Think open space/passive parks. Why are we building east of First Street? Thanks for asking!
15	Neutral	The parking situation on 9th Ave N between 1st and 3rd St N and on 2nd St N is difficult. There are many multi-family units in that area, plus businesses. Based on the last plan that I saw, many spaces, including driveway spaces, would be taken away from that area. Each block needs to be assessed individually to determine the least impact / least hardship for the residents. Also, there is some congestion during the day with delivery trucks and yard maintenance trucks/trailers that could potentially get worse if the vehicle traffic lanes were narrowed.
16	Neutral	We are already limited with roadway during summer months due to influx of traffic. If this is added to roadways, I wouldn't see the purpose.
17	Neutral	Will it infringe on your property space and privacy.

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#	Opinion	Please elaborate any concerns you may have about the project
18	Neutral	You have to work with the residents on this one, and those whose homes will be affected. I just hope it isn't poorly planned. As an outsider coming in from very commuter friendly cities, Jacksonville sucks at having developed Beaches Ave and Atlantic Beach because all they are are strip malls with wide lanes and strip malls in America are eye sores especially when they aren't kept well. Also 3rd street along the beach is a pain in the ass to cross, having a child in a stroller, cars still won't stop. I came from places where drivers acknowledged pedestrians and pedestrians always came first. Here, cars will run you over to get to wherever they are going. Not smart planning.
19	Oppose	15th Ave N has too much traffic now; it's used as a cut thru street and too much speeding on this street.
20	Oppose	A lot of people just don't want to give up of a chunk of their yard in return for more vagrants and e-bikes traffic.
21	Oppose	Add wide bike lanes to existing roads. Do not destroy natural areas around neighborhoods to create short, paved sections.
22	Oppose	Again, residents whose setbacks are potentially being taken are very opposed to this because of the above listed reasons. Please DO NOT take any additional space other than existing street area.
23	Oppose	All above are significant reasons to stop the Urban Trail plan
24	Oppose	All of the above concerns need to be thoroughly addressed by the city. Out of Town Consultants are not the answer. We need a local task force made up of residents to be involved in every step of the project. While the city says there was outreach to the public, it was woefully insufficient. The plan was hatched during the pandemic, and people who would be impacted the most were not informed.
25	Oppose	Are you putting fencing to help keep my property safe? What about trees and wildlife preservation?
26	Oppose	As for safety the e bikes etc have seen in increase in er visits across the state. Enforcement of some basic laws would make things a lot safer
27	Oppose	As stated above personal property and usage will be heavily impacted by these trails homeowners. Who once could park off street in their own yard will no longer be able to do so.
28	Oppose	As with many projects the maintenance increases without funding to support it after it is built.
29	Oppose	Bringing in people to our private areas that DO NOT care or reside here. An increade in Litter, an i crease in transient vandalism, because now homeless strangers will have "the legal right" to be in formerly private areas. How many MOMMIES pushing baby carriages are actuall going to feel "safe" on the "Urban Trails". C'mon...get real. City will have to pay for more "Security Officers" to prevent an increase in robberies and rapes. Archive this diatribe, as everything I've stated is irrefutable, and will come to pass.
30	Oppose	City does a pretty awful job at maintaining CROW and police staffing is always an issue. So adding these responsibilities on would be a terrible idea considering the current status of ROW maintenance and police staffing.
31	Oppose	City hasn't maintained the current sidewalks & roads, nor fixed the issues of where it floods each time it rains. Those should be addressed first. The medians need work also.
32	Oppose	Clearly this is not something wanted by 32250 East residents. The people who seem to want to 'stroll our streets' are not the property owners affected.
33	Oppose	Costs and unnecessary! My husband has been a resident since 1966 and me since 1987. It is NOT needed.
34	Oppose	Crimes of Opportunity Trails is what UT is proposing. This is not connecting anyone to anything other than a making criminals more efficient. Building over sized sidewalks and one way roads to accommodate nosy visitors, snotty tourists, and vicious criminals seeking crimes of opportunity. We can't handle what we have now, how do you believe adding more transients on sidewalks closer to our homes will benefit anyone that lives here? UT is a stupid plan and we are against it.
35	Oppose	Destruction of private property and neighborhoods which already have bicyclists riding throughout them
36	Oppose	Don't act like you don't know the majority of people don't want this crap shoved down their throat.
37	Oppose	Don't take away from your residents property. Add that income to the police and fire and city services.

ATTACHMENT 5 - Urban Trails Survey November 2024

#	Opinion	Please elaborate any concerns you may have about the project
38	Oppose	Don't want pedestrians closer to front of houses, especially at night. Useable driveway space would be shortened (maybe people are currently using driveways in ROW), but will force families with multiple cars to overflow to the roads.
39	Oppose	Electric bikes and motorized skate boards. They are a menace. They buzz up quickly behind people. I think the trail would exacerbate the problem. Getting in and out of our already small lot lines is hard. I would have never bought in Jax Beach if I had known this was being considered at all. This project is too aggressive given the size of lots in our neighborhood.
40	Oppose	Expensive and using our tax money to attempt to benefit areas with more crime and drugs by encouraging them to bike or walk to areas that are safer, thus encouraging and spreading crime and drugs♥
41	Oppose	First concern is the cost our taxpayers a lot more needs to be done before this. We need new lighting at Jacksonville Beach on all the streets. It wouldn't be anyway to the beach because there is nowhere for anybody to park at the end of my street which is 15th Ave. north absolutely ridiculous for one thing they can't take care of what we
42	Oppose	How bout making 2nd street without mostly 4 way stops so golf cart traffic can utilize it rather than get on a1a
43	Oppose	I am concerned about how close these trails will be to our front doors. I value my safety and privacy!! I have neighbors who have so many vehicles parked in their YARDS already. Where will they be able to park? People FLY up and down my street DAILY. The refuse workers leave trash cans and recycle bins on the street ALL the time. Safety needs to come first. I worry about the extra heat that will be generated by the removal of trees along the proposed trail and by the actual asphalt surface. I am also outraged that Jax Beach calls themselves Tree City and made me hire an arborist at the cost of \$150 to certify that a huge oak tree in my front yard needed to be removed as it was a danger to my home. Yet, you feel that you can remove every tree in the way of the path. This is absurd. Prior to buying this house I have vacationed at the beaches on and off since 1982. I came here on vacation to be at the beaches. What makes you think tourists would want to bike or walk out to Penman Road on a trail?! Tourists come for the beach. Seems like y'all just want the grant money. Also, I worry about the value of my property. I think property values will go down for those of us who will have the trail in our front yards! If I could choose between a house with a simple sidewalk (or no sidewalk) or one with a trail going through I'd choose the first option. I also worry about the maintenance of said trail. I am retired and on a fixed income. Homeowner's insurance is through the roof (I've already been dropped by one company and now pay a way higher rate with the second company). I don't think it's fair that I will have to pay to maintain something that I don't even want and find room for it in my budget.
44	Oppose	I don't think the city should go ahead with this project unless a super majority of the tax paying citizens want it. I think that money should be spent upgrading and improving the parks we already have and planting trees and other greenery to make Jax Beach a more attractive place to live.
45	Oppose	I feel these are relatively self explanatory. We don't want bicycle and pedestrian traffic in our front or back yards. With overdevelopment, there's already traffic flow and environmental problems, what parking there is could definitely be affected, and we don't want even more tax dollars going towards maintenance and/or remediation of all of these issues.
46	Oppose	I had a neighbor mention this might be the final thing that makes them return to PV.
47	Oppose	I have just enough space in my driveway now to allow access to my disabled son who is in a power w/c. If you were to take away 10' he would be loading and unloading in the street!
48	Oppose	I just don't think the beach has the space to implement properly. Don't 'squeeze' it in. We don't have the room to use like the emerald trail.
49	Oppose	I think this won't be used like people think and I think the true issue is motorized scooters/bikers and dimly light streets.
50	Oppose	I understand you have federal money to pay part of the trail, but the difficulty of implementing the trail in so many geographically different neighborhoods is not being envisioned. Taxpayers could be left having to make up any shortfall.

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#	Opinion	Please elaborate any concerns you may have about the project
51	Oppose	I very much doubt the veracity of the claim that the proximity of an urban trail increases property values. Headwaters Economics reports only three instances of an urban trail affecting property values and that was in 2001-2009, two in Texas and one in Delaware (which was an equestrian trail). Additionally, 2001-2009 was an entirely different economic phase in our country. In any event, the biggest benefit of increased property values is increased tax revenue. I very much doubt that an urban trail running in front or behind my property will increase my property value. It definitely will make the size of the lot that my house sits on look smaller. Inclusion of this in the report is a blatant "sell" point of the consultant. An urban trail running in front of or around a school, especially an elementary school, and through smaller neighborhoods, invites all sorts of problems (drugs, crime, voyeurism). I live on a dead-end street that can barely handle two cars. Golf carts and bikes cut through the closed off end now. An urban trail on my street invites more strangers into what has been and is now a quiet, safe neighborhood.
52	Oppose	I've written before and attended planning meetings. Seems opinions not heard.
53	Oppose	If bike trails work for major roads like Beach Blvdon the road where driver can see them. Then keep them on major roads. Why put a secondary road... beside a road back in our neighborhood makes no sense? People will get hurt. Nobody has gotten hurt with what we have. Why add and change?
54	Oppose	If this is in my street I am worried I will no longer have a driveway. My driveway is on 9th ave north. This will really impact my side yard and driveway and then worried it will decrease my property value.
55	Oppose	I'm very concerned about the city planning. There seems to be no plan for keeping our beach natural and less urban more green spaces. Cutting the trees around the electric wires looks horrible. No other cities do this. The city also cuts all marsh growth along beach Blvd which promotes healthy water flow. Just no thought, no expertise. Just complete lack of respect for the way nature is meant to be. By the way the proposed marina is to be built on federally protected wetlands. Do you have no shame ? Greed and corruption. This isn't California or Miami!
56	Oppose	Instead of creating a new system, why don't we work on the current available outlets and enhance them in the regions that we do have and then also work on making more parking available for low speed vehicles, such as golf carts to encourage that on the road instead of vehicular traffic
57	Oppose	Is Jax Beach police going to patrol/monitor these areas? What about the areas that aren't right next to a road? Are they going to bike through those areas at midnight on a Friday and Saturday night? What's to stop people from using golf carts on these trails? If the city can't maintain roads, how are we going to maintain these pathways? Have each individual citizen take care of their 50' section? We are a beach community that we all pay way too much to live in. I value my privacy and I pay top dollar for that. Opening up more and more areas for public use will drop property values for homes on or near this path. Please not that if property values drop, you will not receive as much taxes from us to waste on other things.
58	Oppose	It is MORALLY wrong to approve variances for ppl's homes then destroy their improvements.
59	Oppose	It should have been communicated better to the people most affected by the trails. There should have been meetings with all jax beach tax payers instead city and county officials just decided this was best for all tax payers I wonder how many of these trails go thru their properties I would bet NONE of their properties are effected!
60	Oppose	It will not be utilized as intended and will be a expensive waste.
61	Oppose	It's a waste of money. And no one will use it
62	Oppose	I've mostly expressed it above. I cannot reiterate enough how strongly opposed I am. I welcome any honest discussion and neighborhood walk. Our sidewalks are awful. They were not properly graded nor are they maintained. What hope is there the trails will be better? Look at the terribly maintained ones at Jarboe Park.
63	Oppose	Jax Beach is just fine the way it is. Bikers and walkers are doing just fine. Few if any incidents with cars. as the old saying goes, "if it ain't broke, don't fix it".
64	Oppose	Let's fix the roads and sidewalks we already have first. They are in terrible shape.
65	Oppose	Look at the community meetings once this project actually went public.... Every meeting had a 99% against and 1% for turnout.

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#	Opinion	Please elaborate any concerns you may have about the project
66	Oppose	Loss of trees, parking, people in my front yard. 10th street is already busy with lots of speeders. This would make the problem worse. A one way on 10th or narrowing of lanes would be the best option
67	Oppose	Maintenance cost...the beaches hire subpar contractors which results in shoddy work. Projects are over budget, over completion time and within a yr or two already needing repairs. Perfect example is Jarboe Park.
68	Oppose	More traffic in front of people's homes. Loss of yard and driveway space (yes I know they are righter of ways). Home values will drop with a trail running through peoples front yards.
69	Oppose	Most of the city's safety and crime issues are caused by people coming in from other areas. Frequent festivals, pop-ups, and other events attract criminal elements as well behaved visitors. There is no way to filter out these elements, therefore, the city should eliminate most of these events.
70	Oppose	Most people probably won't take my opinion in consideration because they have an agenda to push forward to make city property and city government bigger and bigger what we need to safety and better roads not trials
71	Oppose	My concerns are endless as are the majority of the homeowners who's homes will be severely impacted negatively if this trail is built
72	Oppose	My main concern is 4th Ave N as I have stated before. There is nothing but residents on this road and no reason to build the trail here except that there is a light on 3rd street, from 3rd street to Penman it is residential and across Penman there is also nothing but neighborhoods as well. Furthermore, there are trash cans out 3 days a week, the road is unsafe as is, and with more maintenance comes more noise and unnecessary cost.
73	Oppose	Nobody wants this through their front yard. It will depreciate the value of my home. It will be difficult and unsafe backing in and out of my driveway. It's already difficult with current traffic.
74	Oppose	Nobody wants this. Government overreach.
75	Oppose	Not sure why you would think someone on a bike would go many blocks north or south just to take the trail - someone on 10th ave north not likely to go up to 15th ave n when going to the beach - Also section of 4th st north being one way with a trail makes no sense especially with a strip mall requiring trucks to the rear - probably less than 12 kids even walk that way to school anymore - Does anyone actually come out and look at these places or just sit at a desk & make decisions.....
76	Oppose	On top of all those concerns the period of construction will create years of dust, dirt, noise, disruption and traffic blockage. The work around 15th N and 3rd went on for years. Portions of the street were blocked or torn out, clouds of dust were in the air months at a time, there was large heavy machinery parked there for over a year. Actually closer to two. Considering all the downsides, even the act of construction becomes itself. Another downside. This isn't a sacrifice of convenience for a necessary city service, this is a sacrifice of convenience, lifestyle and property and privacy for fluff. For something that is not necessary.
77	Oppose	One way streets are nonstarter.
78	Oppose	OPPOSED- The families whose homes are directly impacted by the trail track will lose part of their ability for safety. The construction of the trail is literally inviting strangers into the front yards of our local families/tax payers! OPPOSED- Loss of privacy for homes "on the trail". Once again, the public(aka strangers) brought into the LITERAL front yards of local residents. This will restrict the comfortability to use significant portions our properties. We really do not want this in our community.
79	Oppose	Our city needs to tidy up our current public spaces!!!! Adding another burden is a poor idea. Cost of the trails, despite federal grants, both in building and maintaining them is a burden on the taxpayer without worthy return.
80	Oppose	Parking for residential property in the path of a 8 foot sidewalk they will have issues with having a large sidewalk that they cannot park vehicles
81	Oppose	Please see all of the above comments.
82	Oppose	Please see all the foregoing responses and add to that increase light pollution. I already have a front and back yard that are both lit up all night long by the city.
83	Oppose	Shouldn't be taking away from property values & usage

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#	Opinion	Please elaborate any concerns you may have about the project
84	Oppose	-Stated above. The answers given are clear. -Put it in your yards first. -Leave neighborhoods alone. -Safety for 3rd Street -Repay 1st and 2nd Street -Be transparent where this money is coming from? -Is ANYONE getting kickbacks or incentives to have the Urban Trail project here? -Is the Urban Trail tied to the UN's Agenda 2030? -Is this tied to the 15 minute cities? *I am legally requesting an oral and publicly written response to these questions. Sincerely, Michele Matisoo 757-839-3905
85	Oppose	STOP BUILDING AT THE BEACH!! We don't need more of anything let alone sidewalks through people's front yards. The cities money can be spent in a much better way, maybe fix some of the sidewalks you already have!!
86	Oppose	Stop putting them in
87	Oppose	Stop spending our money where it is Not needed or necessary.
88	Oppose	That the mayor and other city officials have a personal interest in this and are not listening to the people that live here. Not one inch of the trail is on any city official's property.
89	Oppose	The city needs to focus on issues it ALREADY HAS and can't keep up with, crime!!! Homeless breaking into peoples cars, not loosing adventure landing, terrible planning with water and sewer mains, the area in front of the pier that has been littered with pavers and fencing for ever and the city has done nothing about
90	Oppose	The current infrastructure is so poorly maintained; both existing sidewalks and side streets.
91	Oppose	The more public spaces like the boardwalk should utilized and built up instead of building into people's neighborhoods. I would not want more foot traffic around my quiet neighborhood.
92	Oppose	The negative impact on traffic, home owners, and the environment are too great for a town of the size to absorb.
93	Oppose	The number of people on the trails so close to residences at all hours is concerning. The cost or repairing and maintaining is a long term commitment for a whole lot of trails that aren't going to be used regularly because of the sheer number of unnecessary trails, the beaches are already crowded, taking away parking is only going to force future parking garages being built to solve the parking issues, the amount of square miles being paved to accomplish this project is ridiculous and excessive, the properties directly impacted will suffer greatly. I would not want to buy a house where people, bicycles, Emile's etc could be so close to my property at all hours. I would feel safe letting my children play outside for fear of their safety. The trails has more of a negative impact for the residents at the expense for the concept of promoting a healthy lifestyle for a few. I don't like it.
94	Oppose	The plan seems like a 'build it and they will come' design. Fixing problems that don't exist for the majority of the paths instead of focusing on clear opportunity areas. The key questions for me are will local people use it and can we afford to maintain it.
95	Oppose	The proposed plan will cut through my driveway reducing my parking, it also encourages new traffic down my street. It will create a homeless highway from the mission house straight in front of my property. The side street (8th st south) which currently dead ends on 10th Ave will now be opened to through traffic, making my street busier. It will remove a large portion of my yard and plants, and based on the current condition of the neighborhood streets, I imagine this will be falling apart within 5 years.
96	Oppose	The proposed trail would be within 17 feet of my front door
97	Oppose	there would have to be a huge increased police presence on my corner, as well as lots of security cameras for me to even consider this a good idea.
98	Oppose	There's plenty of walking space for the few people who are walking. The trail will not motivate anyone to get out more to walk or bike!

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#	Opinion	Please elaborate any concerns you may have about the project
99	Oppose	They are obvious
100	Oppose	They could have elaborated enough of my concerns, cost to the public, up evil of neighborhoods due to construction, a speedway for golf carts and electric bikes, which may or may not utilize these trails. I know it's been said no motorized vehicles how you gonna police that
101	Oppose	This is being done as an after thought just where you can throw it in. Seems like it is being done because you found some grant to take advantage of. Just because there is a grant doesn't mean you have to take it or make us take it. Urban trails seem like a neat idea when they are the first thing in the community not the last. We have places with no sidewalks why can't we just make sure every neighborhood can safely walk? Taking away limited parking is another issue I have seen for those that will be stuck with it in front of their house. Where should they and their guests then park? And maintenance!! All other city projects seem to be one and done with no maintenance plan. How much are you budgeting for monthly/annual maintenance? Don't want it looking like all of our signs. Drainage also an issue sounds like a lot of surface run off added to an already strained system.
102	Oppose	This project is a waste of money. The resources are better used on improving everything between 3rd street and first street/beach.
103	Oppose	This project is unnecessary and highly suspicious in its proposal as this has not been a topic that any local constituent has wanted or proposed who did not have a previous financial motivation or incentive to do so.
104	Oppose	This will affect traffic flow, encroach on people's personal space, attract more crimes.
105	Oppose	Too much money, people ride their bikes all over the place and have for years. We don't need it waste of money.
106	Oppose	Waste of funds
107	Oppose	Water drainage is already a problem. If you take away more grass & add pavement the water will have less places to absorb into the ground. Mature trees that are growing in the proposed trail would be cut down & removed causing loss of shade & Environmental impact. Loss of existing parking space would require us to expand our current driveway & result in more loss of grass & and less drainage at our expense. Our yard is a haven for birds, turtles, etc. We have had Owls, Roseate Spoonbill, Hawks, Pileated woodpeckers, bluebirds, yellow bellied sap suckers, Baltimore Oriole, red bellied woodpeckers, and many others. Some nest in our trees. Noise is already a problem due to traffic & large trucks on 16th Ave S.
108	Oppose	We already have side walks and a very very wide street. This would take up 1/2 of my front yard and most of my parking. We already know we have to give up garages and paved parking at the beach, but we do not need to give up half of our established front yard for yet another pathway for people from bars and homeless to walk on and it will also take away reees
109	Oppose	We already have sidewalks that are more than adequate for personal use on both sides of our property that border the streets. We already have issues with pedestrian traffic dumping garbage in our yard, letting their animals urinate, and defecate, while not cleaning up after them. We don't think it is a good idea to pave over more area, and create more runoff area. Our intersection already floods in a good downpour, due to inadequate drainage system in north Jax. Bch. More paved area makes it hotter. When the city decides to replace water lines, it will have to be dug up do to where our water meter is. We already have numerous fiber drop boxes in the path way of this. And the big thing is it takes away curb appeal to my property.
110	Oppose	We have streets. Why are you paving over people's yards?
111	Oppose	We should promote nature trails not urban trails
112	Oppose	We will have strangers walking through our front yard and we will lose all of our parking so that townies can enjoy the beach where I pay property taxes. No thank you.
113	Oppose	What hours of day or night would trail be "open"? Would it be lit? We do not want a trail on 37th Ave South.
114	Oppose	Wider sidewalks will invite electric bikes and golf carts.
115	Oppose	You are being given a shiny new penny from an outside developer and you just have to have it. Please stop.

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#	Opinion	Please elaborate any concerns you may have about the project
116	Support	An urban trail has to be enjoyable and functional. Shade, wide spaces and visually pleasing are keys for repeating use as well.
117	Support	As I am not aware of the exact route of the trail it's hard for me to identify any concerns. For example, where would it impact traffic flow. Also, will it directly impact the properties of those along the route?
118	Support	As noted above
119	Support	Cars regularly speed along 1st St - stop signs should be used in a similar manner to Neptune Beach to discourage 'Cruising'. Noise ordinance needs to be enforced to maintain enjoyment of these properties.
120	Support	Converting any land to hardscapes in the area of the beaches reduces land that is permeable to rain. Maintaining the trails, providing trash receptacles along the trail and ensuring that all areas of the trail stay a positive impact on the beaches area.
121	Support	Dedicate personnel to keep these areas and medians looking good. Our city needs to keep up the roads, pathways and public spaces.
122	Support	Electric bikes and the people who ride carelessly
123	Support	Electric Bikes may be a problem if not controlled
124	Support	Ensuring spaces are well lit and safe is priority.
125	Support	Expressed my concern above about the lack of sidewalk in all directions to and from Tall Pines Park
126	Support	Golf carts and electric bikes, golf carts that are street ready should use the street. Electric bike that are moving faster than 10 mph should use the street
127	Support	Homeless and an increase in crime
128	Support	Hope this doesn't get bogged down in endless debate. There are some concerns with pathways and existing infrastructure (power poles, utility boxes, etc).
129	Support	How to keep collisions from occurring between different parties using the paths.
130	Support	I am concerned about losing trees
131	Support	I dinner live in a spot where a trail would go past my property, but if I did, I would be concerned about my safety with e-bikes going by fast. I think those have to be regulated, both in regards tit he trail and in general.
132	Support	I do wish there was clarity on if there will be a crosswalk on penman at the 8th Avenue trail, as crossing penman feels like the most dangerous part of my path towards the beach. 8th Avenue needs a cross walk for residents in the area
133	Support	I don't think the trail is necessary east of Ponte Vedra blvd or 2nd street, as people just use the street, which doesn't seem to be unsafe in my opinion. The lots east of 3rd have small front yards as it is and it seems people don't want more pavement in their yard there.
134	Support	I don't think the urban trail is a one fit layout for every block. Some areas have to have a different plan for people to have space to park their car.
135	Support	I don't want people losing their front yards to a huge sidewalk or losing privacy by having a lot of trail traffic. Our yards are small and these trails are wide. It will be like people walking on your front porch practically.
136	Support	I don't want people having the ability to walk into my backyard. The proposed route will allow this to occur. Is there a plan for building fencing along sections of the route deemed appropriate?
137	Support	I grow frustrated with the lack of openness to change by longtime beach residents. They want a community that no longer exists and is virtually impossible to return to. I trust the planners to try something bold and creative. I don't trust fellow residents who are only focused on their petty needs for there piece of property.
138	Support	I have no concerns
139	Support	I heard it would be cutting into the easement on many residential properties. That seems unfair. Are there "share road" options in the quieter parts of the trail?
140	Support	I hope that it does not increase crime or homeless within new areas.

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#	Opinion	Please elaborate any concerns you may have about the project
141	Support	I live on 5th Avenue South. I know there is a proposed bicycle trail here, however when I look at the plans it is not specific as to which side of the street the trail would run. There is a large amount of public housing on the south side of the street. If a bicycle trail were to go in, I feel that it should go on the south side of the street as the public housing has no parking lots that would be affected and they have large green spaces between the buildings and the street. The north side of the street, however are residential homes that would be drastically affected by loss of lot space in the front of homes, thereby reducing already restricted parking. Currently residents cannot park in the spacious lots of the public housing. So installation of a public parking area on the south side might help with this problem in addition to placing the bicycle trail on the south side of the street.
142	Support	I personally don't have any concerns but if I were a property owner directly impacted by the trail cutting through my property, I might worry about the impact on my home.
143	Support	I see how the city currently maintains public spaces, and maintaining the trail would be my biggest concern
144	Support	I think a minimally invasive project (with construction and environmental impacts) would be preferred.
145	Support	I think the community needs to be aware of how many reported incidents have occurred with bicycles/pedestrians and cars. Its all documented at police records. Its not just a handful.
146	Support	I think the trail may have too many trails cutting through the residences. I would prefer a trail that loops around the city with a few major arteries leading to the beach, downtown, and the parks.
147	Support	I think there should be a happy medium between the development and how it affects what little natural areas we have around.
148	Support	I want to make sure that the trail network is well maintained once completed and that adequate money for maintenance is included in the city's annual operating budget.
149	Support	I worry about paving that much of our city (increasing heat index and removing trees for project) id love to see a sustainable approach for the project
150	Support	I would be concerned if trees need to be cleared in order to make trails. I would like to know the full environmental impact
151	Support	I would be like the path to feel safe and family friendly. I am not concerned about maintenance cost per se, but more that is actually maintained
152	Support	I would be worried if cars or vehicles like golf carts and bikes get prioritized in trail design and the pedestrians/bikes are forced into dangerous conflicting spaces with the cars. The trail needs a physical buffer from car traffic to make it safe and attractive for family use.
153	Support	I wouldn't want the trail to be too close to existing homes or to encroach upon the real property of individuals who live along the trail.
154	Support	I've seen an UT go in where railroad tracks were (Sarasota). The trail is further away from personal property and residents still fought the opening of it due to noise and transient activity concerns. While I support the idea of an UT, I would not want this in my front yard. Maybe change some East/West streets to one way so the path can use the remaining half of the road rather than front or rear lot spaces. This would also allow for stop signs to be positioned to allow for continuous flow of traffic for the one way street and the UT path. Crossing driveways is asking for accidents. Think tricycle vs jacked up truck....there needs to be more space between parked cars that distracted drivers are getting into: buckling/setting directions/playing music/air vents etc and moving path users. People tune in when they reach the road...not while transversing their own driveways.
155	Support	If it is made and not maintained. Also, securing it and making sure it doesn't become a homeless camp or drug wasteland for vagrants.
156	Support	If the trail involved 6th Street South, I worry we would lose footage and worry that my paver driveway would be compromised.
157	Support	if un-maintained they will look terrible and become eye sores. It could be costly to keep them looking good.
158	Support	If you are going to go out and about with young family , you want to make sure that the family are safe from attack or intimidation
159	Support	It can slow traffic movement. Extra cycles at lights, more 4way stop intersections, etc

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#	Opinion	Please elaborate any concerns you may have about the project
160	Support	It needs to be kept weed and trash free
161	Support	It needs to be safe from crime. It needs to be properly maintained. It needs to not lower property values.
162	Support	I've heard people complaining about loss of parking spaces and impact on property values. That does not particularly concern me. Maintenance is important and I hope they won't let it fall into disrepair as that will create safety issues.
163	Support	Jacksonville Drive should really be just consider a road diet and have the bike lane within the road itself it would be much cheaper in the long run. As well once you get east of paradise key entry then you will need a pretty significant wall to be able to hold up that 10-ft sidewalk to make it actually function and be safe it just doesn't seem to make much sense. If you were going to keep the 10 foot sidewalk then why not just go to the south side of the road adjacent to the commercial. Lastly once you cross 37th Avenue South and you've crossed Ponte Vedra Boulevard it should just turn into a sharrow as there is a that duplex that really has all that's parking right where you are showing the trail.
164	Support	Just overall safety of cars speeding and not stopping on stop signs. Also bikers not stopping at stop signs, not paying attention to cars and taking up the entire car lane.
165	Support	Keep it lit up in dark spots for people
166	Support	Keep the bums and junkies away, and it will be great.
167	Support	Keeping the walkway clear of overgrowth and branches that go into the sidewalk
168	Support	Living in colonies dr, I am concerned about having a trail behind our house. Increase of people, concerned about homeless population using the area
169	Support	Making sure the trails stay maintained and safe.
170	Support	Mayor Hoffman, I support the idea of promoting healthy living. I use our sidewalks daily. My kids also use our sidewalks. And, we get to interact with our neighbors. However, all avenues should share the traffic of pedestrians. Pls walk by 15th Ave S. , staring from 5th st. The residents wer allowed to block and eventually destroyed the sidewalk. The students have to walk it the middle of the street. The houses with Urban Trail will be less desirable. Not fair
171	Support	More people that use it potentially the more trash they met bring (unintentionally) with them.
172	Support	Most opponents to this plan already live at busy intersections and roads, with many of them accustomed to using the right of way as their personal space. Sacrifices must be made to accommodate the vast majority of residents. That said ,there are a few places that may need a modified plan due to current parking and right of way usage. The general plan is good ,with a few tweaks at certain places. .
173	Support	My biggest concern is inconsiderate people not following rules. The number of times kids riding e bikes or regular bikes fast down a sidewalk full of people... moms with baby carriages etc. have nearly run into people around our neighborhood is too much. Similar to people letting their 14 year olds zoom around on golf cars.
174	Support	My biggest concern is that a few homeowners want to continue to use the right of ways and sidewalks to park their vehicles and will strongly oppose an improvement that will benefit the rest of the community.
175	Support	My concern about Penman Road is it would negatively affect traffic as well as emergency vehicle access
176	Support	My concern is that this isn't being done fast enough. The urban trail south of 16th ave S can't be built soon enough. This is should be of the highest priority.
177	Support	My experience nation-wide with paved trails is that they tend to fall into disrepair due to lack of regular maintenance. Asphalt tends to get rough and gnarly with age, and only regular sealing and repaving can resolve this issue. Any trail system HAS to have regular care to survive well.
178	Support	Naturally, the cost of maintaining such a project is a negative, but I believe once it's in place people will use it
179	Support	Need to install safety boxes such as exit on campuses
180	Support	needs to be as shaded as possible.
181	Support	Not sure if the new traffic lights on 3rd a part of the plan but they are confusing with flashing red
182	Support	Parking at the beach is challenging so this may take away parking that is already scarce

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#	Opinion	Please elaborate any concerns you may have about the project
183	Support	Please budget to maintain it. I love the new landscaping in JB and as I ready so many plants have died. Maintaining and safety are both vital
184	Support	Please do not remove trees to implement this project. And I think activating and utilizing these trails will only make these areas safer and improve property values.
185	Support	Put Bike Boxes or safe places to lock up bikes
186	Support	Shetter is dangerous the way it exists today
187	Support	Some areas of the trail will be isolated, so not sure how all areas will be safe.
188	Support	Some ideas for added safety/security are: reliable street lighting (that is maintained and constantly working), emergency call boxes, security cameras...to name a few.
189	Support	Stacey Road has no sidewalks! Very busy road that needs sidewalks and there's space to do it.
190	Support	Surf park needs improvement - fence looks terrible - magnolias grow 60 + feet add no value as planted.
191	Support	The few, but vocal, citizens who are complaining about safety have said that they 'don't want people walking past their houses". this is ridiculous
192	Support	The first concern is for any trees that will need to be removed. We should not destroy old trees as we don't have that many and their benefits are well-known. Second, is safety including the trail going through high traffic areas, cars pulling out of driveways, etc. Finally, will city workers maintain the trail? Will there be a way for trail users to report issues. How much will it cost to maintain the trails?
193	Support	The passive park and ball fields near my neighborhood on 15th st don't seem to get routine maintenance-who will be responsible for the maintenance of this project?
194	Support	The trail can create an attraction and concerns are for the same issues we are having at the pier - out of towers trashing the environment, rowdy partying, bad behavior such a shooting and crime
195	Support	too fast no rules to regulate
196	Support	Traffic on 3rd and penman is already bad, sometimes not even during peak hours
197	Support	Trails need to be well lite
198	Support	unregulated e-bikes are a hazard
199	Support	We do not need to reinvent the wheel. We should understand that there will always be squeaky wheels that will speak out against any change. We should not cater to those loud voices when there is plenty of research showing the benefits of this type of trail system for society.
200	Support	We have, which is no secret, too many vagrants around our city. They have tent cities EVERYWHERE. They are EVERYWHERE. I can't even walk out of my neighborhood without being concerned for my safety. I live off of Beach Blvd at San Pablo. They are everywhere. I am afraid to walk down parts of San Pablo that run along the undeveloped portions. They leave their trash everywhere they are. They often look high and/or drunk and are always pan handling. My husband doesn't want me walking on Dan Pablo or beach bc of concerns for my safety, specifically bc of this problem. Where do I walk???? Circles around my cul de sac? ??? This city has to do a better job.
201	Support	We need old growth trees to keep our temps down for walkers bikers and dogs. Paving over green spaces with no regard for trees is unacceptable - plz ensure a tree shade canopy as much as we can. Also - enforce e-bike rules!!!
202	Support	Where is the proposed trail? I've seen it before but I would think it would have been attached to the survey so people can actually see where it's going to be and if it will affect them.
203	Support	Will it be lighted at night? Are any parts of trial in secluded areas? Homeless people setting up camps on or near the trail.
204	Support	Will the trail be well lit, or will it become a haven for homeless people to camp at?

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#	Opinion	Is there anything additional you want to share?
1	Neutral	Could be a long walk for a short beer.
2	Neutral	Could you run it up 2nd Ave North toward the boat ramp since that whole road is falling in and you can't fix the roads you have before starting other projects. Maybe the side walk could help fix it.
3	Neutral	Definitely do not support making the street one way
4	Neutral	Do a better job of explaining and communicating the issues. We feel that has not been done.
5	Neutral	do not impede traffic!
6	Neutral	Do not put it through Constitution Cove, with the exception of America Avenue.
7	Neutral	Foot and specially bike traffic already a problem on many streets. Let people use the beach instead.. plenty room to roam without interfering with traffic or homeowner rights.
8	Neutral	I always complain that Jacksonville beach isn't a walkable city. There is nowhere to walk to, and it's not fun. So while this might be nice pavement, there's still nothing exciting. It's still going to be a flat trail, nothing else. I'm from Europe and we love to walk. We need more plaza, pedestrian streets, a trail with ocean view! It isn't fun here.
9	Neutral	I can only endorse walking sidewalks within existing east to west right ways. City needs to install more pedestrian light signals on third street for safe access to beach from west of third street.
10	Neutral	I don't have enough information on what the 8' wide foot trail would do, I think that question is rather vague and useless. Is there not a website for this project that simplifies everything with visuals, etc. other than what I see on the County website which is more written text and it's hard to navigate. Something like this? https://vapassengerrailauthority.org/longbridgeproject/ - a project in my last neighborhood in DC metropolitan region. Thank you!
11	Neutral	I don't think our city can handle the traffic if we make streets one way.
12	Neutral	I feel that there are people who have college degrees in this type of development. I certainly hope the city is utilizing a person or people who can get this designed and built in a way that will make our community a more beautiful place. Oh and lastly keep the GOLF CARTS OUT!!! I HATE those things and do NOT want to be NOCATEE or as I call it "Not for Me" Thank you
13	Neutral	I need more information on 5, 12, 7 and 1g as those areas will directly impact our quality of life. What is the path idea for 20th Street North? It's already a tight street, so I cannot imagine an 8 foot wide mixed use path being added. I need more info on this please. After just enduring being the "detour" street from all the 9th Ave/22nd ST intersection construction, we do not want anything that will increase traffic in our neighborhood. I would also suggest, yet again, a crosswalk with blinking light at 9th Ave N, connecting 1g to 7 by going directly across 9th and then utilizing a cross street to connect to 8th Ave N. Living here, we see pedestrians, families and bicyclists trying to cross daily. With Tall Pines Park on our side of Penman and the beach access on the east side, we need a crossing signal at 9th Ave N!! Please!
14	Neutral	I need to see more information
15	Neutral	I strongly request that you listen to the people whose homes it is impacting. Then, put yourself and the idea of the urban trail as if it was being placed in your front yard and reflect on whether or. It you would want it and if so how would you prefer it and if not then you need to rethink the location and/or design.
16	Neutral	I think designers & planners need to take the concern of affected residents into account while designing this system. I think using parks & streets is a good idea. We'll never be Nocatee because the sidewalks & paths were built long after houses.
17	Neutral	I think it's a good idea but additional consideration is needed regarding set backs / right of way.
18	Neutral	I think putting it on the roadway is a terrible idea. If that is the purposed plan, then all my answers change to oppose.
19	Neutral	I think this city is already pretty great for biking and walking. Better education for kids on bike safety (especially e-bikes) and enforcement of traffic laws would probably do more for improving bike/pedestrian safety in the community.
20	Neutral	I would like to know more
21	Neutral	I would strongly desire an open forum/discussion with the community invited to attend.
22	Neutral	I'd like to see the proposed trail.
23	Neutral	I'm not saying the project has no value but feel residents were not involved in this from the beginning. It seems deceptive.

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#	Opinion	Is there anything additional you want to share?
24	Neutral	I'm glad you are trying to communicate. Other than someone giving me a sign to raise awareness against it, no one has talked with me. 904-254-3135. Michael Popp, Thank you.
25	Neutral	Look into creating a dedicated trail that reuses existing paths and/or unutilized/underutilized property vice taking away existing right of way.
26	Neutral	Maintenance and operational COSTS!! The construction would have to be very high, just like the specifications for a roadway, to reduce constant repair costs. The additional workload on the police department will necessitate an increase in the annual budget.
27	Neutral	Make first street a one way street and add a safer biking and walk pathway.
28	Neutral	Please have additional community meetings in areas impacted by the trail.
29	Neutral	Please inform the citizens of cost and progress and put it to a vote if necessary
30	Neutral	PLEASE reconsider re-establishing 15th Ave North's historic palm island, regardless of the route
31	Neutral	Scrap this project.
32	Neutral	Send me info about the proposal. Are developers supportive? If they're not, it's DOA. WHY SHOULD I BOTHER?!
33	Neutral	Some messaging is saying this is being driven by outside companies that stand to make a profit from this. I prefer to see local businesses used in the project as often as can be. From what I read, most of the opposition comes from property owners that do not understand the difference between an easement and their property. Better education of the general public would benefit the overall project.
34	Neutral	Spend money on projects that will benefit the citizens. More parks like sunshine and Gonzales Walkover on third street Moving semi trucks off third. More new beach access's Lifeguards work where actual citizens live not stop short Police walking nightly in central business district Drivers license checkpoints on bridges when festivals are happening Speed bumps installed in high speed traffic areas Strategic plan to lower electric bills especially w the city now being debt free. People are hurting
35	Neutral	The city needs to do a better job of informing the affected residents of the proposed plans. Residents want safer non-vehicle travel lanes but not with a heavy-handed approach.
36	Neutral	The communication on this was not forthcoming. Their PR must be a kindergarten. I am so tired of the lack of communication and accountability by Jacksonville government with my tax money. You should be working for the citizens that voted for you.
37	Neutral	This should have been addressed prior to the massive amounts of townhouses and lack of parking associated with building. Taking property from homeowners to build the trail and not addressing parking issues is a major concern. Additionally, I have seen first hand how these trails become homeless camps in other cities. Then lead to increases in crime and trash issues which destroy property values.
38	Neutral	Tone it down, less is more. Focus on the transition areas, high traffic areas and simplify the trail routes.
39	Neutral	What is the cost? What are the downsides?
40	Neutral	Will look to see where I can learn more. Hope it's not going thru our yard. I could imagine impact on pets, garden space.
41	Neutral	Would like to know more about what this is, never heard of this before
42	Neutral	You cannot ask the last question without a design to reference. What are you destroying to put the path in the right of way? I believe 4-5 large, mature palms will need to be cut down on my block. Which streets are one way? Poorly designed survey.

1	Oppose	Again, as a resident I strongly oppose this project! Please use our taxpayer money to improve our existing roadways and do not create paths that invite more traffic and crime into our neighborhoods.
2	Oppose	As a tax payer use it to enhance the penman rd traffic issues.
3	Oppose	Asphalt walkways are not suitable to walk on in hotter months especially for pets. I truly believe this does not fit our neighborhoods.
4	Oppose	Bad idea, waste of money, how about spending more dollars on cleaning up south beach parkway and 3rd street?

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#	Opinion	Is there anything additional you want to share?
5	Oppose	Bro 8 feet wide??? That's insane. That's some peoples parking for there HOMES Why?? So they can have a safe space to ride there bike when there are sidewalks everywhere??? Stupid stupid idea
6	Oppose	Communication on this project has been horrible ((ans with many projects). Other than what you find on social media there's been very little coming from the city.
7	Oppose	Community input is vital. You should have began this whole project by being upfront and asking for support and ideas from the citizens of Jax Beach. Again, seems as though you want the state grant/funding for a project you want without regard to what your constituents want.
8	Oppose	Contractors servicing resident homes make it difficult to get through the roads now. What will it be after the many streets are reduced to one way?
9	Oppose	Currently you cannot safely cross 9th Ave south near Sunshine park or anywhere on 3rd street south. Before we add trails and further complicate things I think we need to tackle some of our basic needs and listen to the people of Jax Besch
10	Oppose	Despite my response to the last two questions, I would defer to the property owners who would be directly affected.
11	Oppose	Do not build it. There are so many other ways to spend money to improve Jax beach. Increase police force and firefighters for safety. Support lifeguards more. Add more bathrooms and showers. Or at least just fix the current sidewalks in the area
12	Oppose	do not do it
13	Oppose	DO NOT DO THE URBAN TRAIL
14	Oppose	Don't like it
15	Oppose	Don't spend our Jack speech money without asking the public. It never was voted on the mayor and her committee just did it and didn't ask anybody at Jacksonville beat they need to take care of what they have look at 15th Ave. where it's it looks awful all the time.
16	Oppose	Don't take away green space from people's yards 8th street n. And 9th ave n Would be the perfect test bed to showcase the potential of this project. And create much more of a "greenway" type trail.
17	Oppose	Don't waste the city's money on this ridiculous idea.
18	Oppose	Find projects that increase the quality of life for residents of the beaches rather than reducing their quality of life and enjoyment of their home community.
19	Oppose	How many of the council members or local administration have the urban Trail proposal up in your house or down your street?
20	Oppose	I think the stake holders (home owners, residents) should have been consulted before any planning for such a significant project was begun.
21	Oppose	I am In favor of repairing the broken cracked sidewalks but not to the point of making them 10 feet wide. 10 feet wide is too much concrete and too intrusive to the property owners.
22	Oppose	I am seriously disappointed that despite the clear opposition from the Jax Beach residents the City Council is continuing to push this.
23	Oppose	I bike, run, and walk twice a day. I have never seen a need for an urban trail at the beach.
24	Oppose	I cannot believe we voted on the wording of job descriptions but were not allowed to vote on something that affects the properties of hundreds of Jacksonville Beach residents. This project is disgraceful and shows how little Jax Beach Government thinks about their residents
25	Oppose	I don't think east west is necessarily feeling sorry for the residents who will lose green spaces in front of the house and reduce parking
26	Oppose	I don't understand the mindset that we need to attract more ppl. AB doesn't have this mindset and their sidewalks are full. It is because ppl feel safer there than here. Their city is hard to navigate yet their restaurants are full. Slow the traffic flow and improve current safety issues.
27	Oppose	I feel that we should be spending this money on more important matters, like crime and violence in the downtown Jacksonville Beach area
28	Oppose	I find this survey seems to be one sided and trying to persuade people to move toward being in favor of the urban trail. "If you oppose, are there any changes we could make to change you to Neutral?" Why only the question moving one way? Why not ask "If you are in favor, what would change your opinion to neutral, or against?" I have never had any problem walking anywhere or riding a bike anywhere at the beaches, and I've lived in all 4 (PV, JB, NB and AB),

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#	Opinion	Is there anything additional you want to share?
29	Oppose	I guess I just don't see the need, especially when you want to rip up my yard and driveway and all the neighbors. It seems like bikes get along fine now. The bigger problem isn't casual bikers but rather the racers and electric bikes that don't obey speed limits, one way directions, and traffic signs. Someone is going to die on an e-bike with or without your path. Too fast and no rules.
30	Oppose	I hate there one way street idea.
31	Oppose	I have lived on the Jax Beaches since 1992. I regularly read the Beaches newspaper. Until the last six months, I have not heard anything about Urban Trails. Why is that? It makes you wonder why the beach population was unaware. I firmly DO NOT support the Urban Trail plan.
32	Oppose	I just think it is a bad idea overall
33	Oppose	I just think it's a bad idea especially when there are many other things that the money could go to.
34	Oppose	I know the bare minimum notification by law was done to educate residents about this when the trail was in its early planning stages. I also know a lot of the people that showed up to the workshop meetings did not live in areas where this would be built, or even live in the Jacksonville Beach area altogether. 20-30 people had input on something that will effect vastly more than that. That's not right.
35	Oppose	I like most of my neighbors have pondered on who would come up with such a dumb ass idea. Something that no one that I know of once something would be forced on the neighborhood if you wanna do something for the Beaches make walkovers from Rhodes down to the beach, more accessible for handicap people in general, people going to the beach carrying all their stuff. Not that hard to think of things to do for people, but urban walkways not one of them.
36	Oppose	I oppose it
37	Oppose	I see it as a complete waste of time and money. People have their activities and hobbies and sports. They are Not going to change their routine because you have torn up neighborhoods to put in some trail that they will probably never use. There are already Plenty of sidewalks here now.
38	Oppose	I strongly disagree with this
39	Oppose	I think that the whole plan needs to be re-examined and areas that are all residential should be left out of the trail, in my case 4th Ave N. The road is busy, cannot be 1 way realistically, and has people going 60 plus miles per hour regularly with little to no police presence. Motorized vehicles are more popular now than regular bikes and skateboards. There is nothing to see and nothing to connect to and the fact that we have a light at the end of the road and a right of way should not default to build the Urban Trail here. I expect more out of my leaders and city planners and am very turned off by this project. Fix the road, protect our privacy, and property values.
40	Oppose	I think the idea is great. Have a safe place to bike etc. Like I said, I am worried I will lose my driveway and side yard. Then worried this will decrease my property value. If this does happen and is in my street and my side of the street, I will not have a driveway.
41	Oppose	I think the only people benefiting are the politicians. Look at their personal finances. Look at the contractors. I'm sure they are charging millions more than the actual cost.
42	Oppose	I think this is an unnecessary venture for our small community. There is very little infrastructure left to do anything with as it is. I see zero benefit to the community overall.
43	Oppose	I walk through my neighborhood streets regularly, comfortably. Pre-dusk, because you have created an issue by replacing streetlights with inferior lighting, creating dangerous conditions for those who regularly walk in our own neighborhoods... Pay attention to your tax paying residents, not greedy developers or energetic business interests. You are ruining our quaint beach looking for tourism and capitalization options. NOT why people chose Jax beach as their forever home and neighborhood.
44	Oppose	I will not support this initiative until a plan to repair/repave existing residential streets and sidewalks is provided and funded. I would also like to see the Police budget/manpower increased to cut down on the excessive moving violations (speeding/running red lights) that will go further in providing for public safety. I also think this initiative should be put on the ballot due to the cost and impact to homeowners.
45	Oppose	I will work overtime to stop this. The politicians who support this need to state WHY. Instead of hiding behind a survey.
46	Oppose	I would be very interested in being part of any workshops or task force related to this project.

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#	Opinion	Is there anything additional you want to share?
47	Oppose	I've lived at the beach my entire life, sharing the road is part of the beach life. Right of way for pedestrians and bikers has more power and progress than a sidewalk. Use some common sense just share the road.
48	Oppose	If people don't follow the rules now, how will that change? They park in bike lanes. They put their trash cans in the bike lanes. They run in bike lanes and expect a biker to move for them, when they cannot see. People are selfish and don't follow basic safety rules. How this would change with something designated I don't know. Electric bikes are running wild. Fix what is happening now. People from PV go in and out of PV right in front of our home. That intersection is too busy for a trail to go across it. St John's county needs to help relieve their own traffic. Why don't they have to step up??
49	Oppose	If the two options above are your only designs then we are in trouble. As proposed this looks like a losing project.
50	Oppose	If this is done city should erect fence protecting The Sanctuary neighborhood from them having access
51	Oppose	If you aren't planning on maintaining regularly. Like more often than the signs were painted, don't force this on everyone. Use the welcome sign and the pier parking lot as examples on why you shouldn't do this. Who will clean up the trash, how much will that cost annually? Does the grant cover those things too? Just because you found a grant doesn't mean you have to try and get it especially if it doesn't really improve anyone's life at the beach. It will look as bad as the townhomes south of Gonzales. Quit putting 10lbs of crap in a 5lb bag.
52	Oppose	If you do it, make the streets one-way and put it in the roads. But do not put up a concrete barrier to divide the street from the trail - use your imagination to come up with something less ugly and cold, please. Also, start in the commercial district or the north end where there is more population-density (not the south end of the project) and see how it goes before you move to the lower-density south end. Finally, do not underestimate the maintenance as it will always be exponentially more than you budget for, and include things like having police walk/ride it regularly, and especially the ability (automated or manual) to turn off the lights closest to the beaches when turtle season is here.
53	Oppose	If you make the street one way - it will increase traffic on the surrounding residential streets. Example- 8th north being 1 way will push traffic to Palm circle to bypass. We also don't want to lose our property for the 8ft path
54	Oppose	If you want a trail, install a trail in the business district, leave neighborhoods.
55	Oppose	If you want a true gauge of how the citizens feel, put it up for a vote. Let the people speak that way. Just yes or no to it.
56	Oppose	Improving pedestrian crossing only on third Street
57	Oppose	In my humble opinion, this has been kept under Jacksonville Beach residence radar. This is being forced upon us. Just like the downtown development.
58	Oppose	Include the community in the planning if this moves forward.
59	Oppose	Install drainage systems and all the back neighborhoods and repave the roads. Put curbs down to force the water into the drains. Fix these type of issues before spending any money on a trail system!
60	Oppose	IQ Fiber install was a disaster and widely unused. Cannot imagine more construction digging up yards and breaking electric, cable, and irrigation lines again.
61	Oppose	It is ironic that one supposed goal is to increase public beach utilization all along Jax Beach. Ironically the present beach areas in front of numerous high rise condos, & single family residents east of busy 3rd street traffic rarely if ever have life guards... So you supposedly assumed there will be substantially more beach users by citizens west of 3rd street. Have you made a survey or study to confirm this "assumption".....Will the city recognize this will require a substantial increase in life guards which are already undermanned & insufficient.
62	Oppose	It seems all this was decided before the people it affects had a chance to decide whether they wanted it or not.
63	Oppose	It would make it difficult for me and my elderly neighbor to get in/out of our driveways.
64	Oppose	It's a bad idea.

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#	Opinion	Is there anything additional you want to share?
65	Oppose	It's comical when you have to existing infrastructure that could be improved on and accomplish basically the same thing. Put our tax dollars in maintenance and upgrading our existing parks, recreation areas, sidewalks, etc.
66	Oppose	It's not a good idea because of space limitations within the COJB.
67	Oppose	It's not going to fit on our street. People are going to park on it anyway
68	Oppose	It's a bad idea. There will be hundreds of people saying I told you so very soon.
69	Oppose	It's to wide.
70	Oppose	I've lived here 53 years and I just don't see some major problem that needs fixing. The streets this is planned for don't have a huge amount of traffic and don't really have a problem with people just walking or riding their bikes down the street or on the normal sidewalks where they exist. If you want to build some strand type thoroughfare do it in one of the more commercial areas. It just seems like a solution to a problem that doesn't exist.
71	Oppose	Just an emphatic NO. ITS NOT YOUR PROPERTY AND ITS NOT YOURS TO PUT TRAILS ON.
72	Oppose	Just improve our sidewalk system instead of buying in to the latest "trail" fad!
73	Oppose	Just no.
74	Oppose	Kill it. You've pissed off too many citizens already.
75	Oppose	Let us vote on it.
76	Oppose	Listen to all the voices, not just the ones that you agree with!
77	Oppose	Listen to your constituents. We have many other more pressing projects the city is struggling to fund than wasting money on this project. There are drainage projects that have not been funded that are necessary to keep our community disaster resistant. Fund those instead of this wasteful project!
78	Oppose	Majority of people do not want it as seen in the meetings. Few do but majority do not. Also do not make it asphalt! If you have to build it make it concrete due to heat on dogs paws. Make less if you can't afford it.
79	Oppose	Making roads one way will make traffic significantly worse. I don't currently believe there is an issue with just using the sidewalks as they are now. We frequently walk and bike to the beach, the park and other local destinations with no safety or traffic concerns. As a result, I believe the value returning from this investment is not there.
80	Oppose	--Many of my comments in this survey were also voiced at the community meetings held over three years ago. The report(s) which was presented highlights the "sell" of the project rather than realistically addressing the concerns of many in the community aside from "we will look into that...". --This project puts the horse before the cart and is far too ambitious for a community this size. --I would rather see the City spend money on buying and improving Adventure Landing, which at least employs local youth and gives them an additional recreation outlet, or using the money to build an oceanfront boardwalk, or build more parks, or a recreation center like Cocoa Beach has built.
81	Oppose	More details!!
82	Oppose	More pressing needs in our city (low-cost housing, homeless shelters, road repair, drug traffic and 1st St. downtown safety, commercial over development and traffic safety) to be used with our tax dollars
83	Oppose	Needs more awareness in the community to allow citizen input.
84	Oppose	No
85	Oppose	NO 8' or wider trails. Unless the City is going to have a dedicated police presence on the trails this is a disaster waiting to happen. Between the e-bikes and the golf carts disobeying existing traffic laws, this is just another avenue for them to travel around the City. Pedestrian traffic injuries and fatalities will soon follow.
86	Oppose	NO TO EAST/ WEST TRAILS -YES TO NORTH/SOUTH
87	Oppose	NO we do not need this!!!
88	Oppose	No.
89	Oppose	No. No. No.
90	Oppose	Not needed or wanted. We are going to have the trail in front of our house on 16th Ave S & on the side on 6th Street south.
91	Oppose	Nothing, because you don't listen to the people.

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#	Opinion	Is there anything additional you want to share?
92	Oppose	Obviously this seems to be a contractor who either donated to the mayor or city council because the city keeps wanting to push this forward despite 90% of residence being against. The city needs to focus on issues it ALREADY HAS and can't keep up with, crime!!! Homeless breaking into peoples cars, not loosing adventure landing, terrible planning with water and sewer mains, the area in front of the pier that has been littered with pavers and fencing for ever and the city has done nothing about
93	Oppose	On highly used roads like first street - north/south - may make sense to make the street one way but once again its always worked the way it is, why change it? Leave our community the way it is please.
94	Oppose	On the last paragraph..."Make the street one-way ...with traffic barriers" LOOK AT YOURSELVES! Already taking rights and conveniences that OUR TAX DOLLARS already paid for. EMINENT DOMAIN MF's. It's Total Bullshit.
95	Oppose	One way street design would confuse many people locally and visitors to the area. The trail would only satisfy transit for people going a few blocks not 15 as it is designed to support. After a vist to the beach does any city planner really think a family would travel many blocks to where they live by using the trail?
96	Oppose	Opposed to current project.
97	Oppose	Our finest urban "trail" is our beach. Rather than disrupting our neighborhoods, if you want a trail, run it along the wetlands bordering our marshes like with Cradle Creek.
98	Oppose	Place it on less traveled streets
99	Oppose	Please consider listening to what the affected residents have already stated. Please remember we voted you into office tobtept
100	Oppose	Please consider the majority of this survey before implementing this project. We would like our voices heard. Thanks!
101	Oppose	Please consider the residents that live in these locations! Thank you!
102	Oppose	Please do not do it!
103	Oppose	Please do not use our taxpayer dollars for another project that won't be pacifically for everyone. If you want people to be healthier quit giving them everything and help them to learn how to take care of themselves physically mentally spiritually being outside is great the place I spend most of my time but I'm not on a trail usually I'm just outside seeing everything just the way it is.
104	Oppose	Please don't do it
105	Oppose	Please don't implement it.
106	Oppose	Please don't waste millions on this project that the majority of residents do not want.
107	Oppose	Please listen and address our concerns
108	Oppose	Please listen to the residents ...we do not want Urban Trails
109	Oppose	Please put a vote to the community and see if this projects passes. The community as a whole does not want this project. As the city worker, you represent the people of the city and should be following what the people want. This is wasteful and unnecessary.
110	Oppose	Please reconsider having this go through our neighborhoods. And ask yourself why nobody on the city Council has the trail going by their house, even though it makes complete sense in some cases.
111	Oppose	Please rethink this proposal. Change is good but not to the point of causing uproar and resistance to the main tax paying residents who will be directly impacted.
112	Oppose	Please spend our money more wisely than this trail.
113	Oppose	Please stop the madness
114	Oppose	Please STOP....this PROJECT....It not wanted....The noise of strangers....Not a racetrack for strangers....Keep out private homes ... private.. Spend the time and money fixing things along the ocean or intercostal... the corridors.... parking at the beach... a cool pier... a cool boardwalk.... beach stuff at the beach....Not our neighborhood. Not encouraging strange people into our neighborhood. We live here, we like a quite beach lifestyle....that we pay for. AndPLEASE... just stop this whole thing.
115	Oppose	Please, find something else in your attempts to improve quality of life. This will not do it. I recommend that you enforce red light runners, speed limits, and increase overall police presence. We rarely see the police at the south end of the JB.

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#	Opinion	Is there anything additional you want to share?
116	Oppose	Please, walk the neighborhoods. Spend time with those of us on the streets impacted. Stop this plan. Put fliers on doors with detailed information and host well advertised community meetings. Stop this dangerous decision that has huge impact.
117	Oppose	Put the trails where they make the most sense by conducting studies on where the actual foot/cycle traffic would occur and share those results with residents. The one size fits all approach needs to be modified for each unique neighborhood within the plan. Listen and take action on the concerns and recommendations of the residents of the city. Take a good look at Florida Boulevard, it works and is the probably the safest pedestrian/cyclist path throughout the beaches and does not appear to have negatively impacted the properties along the route. As a senior, I am also against putting the maintenance of the trail on the residents as we would have no idea of the quality of construction and materials being used and find it suspect that this mandate would be written into the plan.
118	Oppose	Quit, dis ban, Resign.
119	Oppose	Relocate relocate relocate
120	Oppose	Seems great on paper, but even the supports and most vocal members will not use it after a short while.
121	Oppose	Share all the facts with residents, the real cost, the maintenance cost 0 the fact this is being pushed by an outside firm.
122	Oppose	Should have been a better thought out plan by not implementing it in neighborhoods, homeowners properties, and backyards. If you are going to build trails make them accessible to the roads, commercial areas, parks, beaches, etc As a tax payer in Jax Beach in a neighborhood I should not have to deal with this.
123	Oppose	Spend the money on education and police
124	Oppose	Start with adding sidewalks where there are none and provide safer crosswalks. For example, on Penman trying to walk/ride to the Farmers market.
125	Oppose	Stop this foolishness and waste of money!!!
126	Oppose	Stop this immediately. I am currently looking into legal remedies to prevent this from happening.
127	Oppose	systems in place work fine .
128	Oppose	Thank you for allowing me to have an input into the project.
129	Oppose	Thank you for the chance to voice our opinions. Please listen to the community. I attended both meetings on December 13, 2023. There was a RESOUNDING opposition to the Urban Trails. The format of the meeting did not allow for the voice of the people to be heard during the meeting. Why?? The residents attending felt stifled and unheard despite the written input.
130	Oppose	The choice in the last question seems to be a good idea. It would reduce the impact to peoples' front yards. There needs to be a QC process to make sure the design doesn't end up as goofy as Jacksonville Dr/America and Jacksonville Dr/South Beach.
131	Oppose	The citizens oppose it yet the push to move forward continues. Why is this?
132	Oppose	The city is unwilling to stop the use of a very narrow 15th ave north as a truck-tractor trailer throughfare - Its a narrow 2 lane that a trail will force more cars parking on the street so as not to block the trail causing more issues - How about a badly needed stop light on 15th ave north instead of stupid crosswalk that stops traffic in 4 lanes for up to 3 blocks & two side streets already difficult to depart from - Perfect example of the poor planning by those in charge...
133	Oppose	The city of Jacksonville Beach needs to be a lot more transparent about the project. I feel like it was developed without community input and if the city had asked for it, this wouldn't still be an issue. We're living through constant city construction (including for underground wiring) that hasn't stopped in years. It's out of hand and we're building too much for our tiny bitches. I put my southern spin on that sentence.
134	Oppose	The idea has some potential but the planning and citizen engagement has been pretty poor so far. This survey is a good step at listening though. The city council and mayor need to learn a lesson on listening to the constituency and representing the people is more important than following a plan that was put together with little community engagement.
135	Oppose	The one-way street might make sense in certain high traffic areas like 1st and beach, crossing Beach Blvd West of A1A to better link North and South, and provide one large area linked to distant parking for Beach access where people could bike to the beach.

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#	Opinion	Is there anything additional you want to share?
136	Oppose	The outfit representing the trail at the community meeting should be fired! If done correctly it would be beneficial, I feel as if this plan is being rushed. On some streets it could be as simple as a white line designated bike lane. Keep it simple. There is no way the proposed trail's landscaping will be maintained, my neighbors don't cut their grass and the city barely cuts the alleys.
137	Oppose	The outstanding maintenance in Jax Beach is unfathomable. We have streets that look like broken glass, chunks of loose asphalt lying everywhere, roads that are failing, drainage issues, power lines that need to be put under ground, sidewalks that are cracked and so uneven in some areas it's very dangerous. The residents want those items taken care of before installing a \$14m trail that will tear up the city for years to come during installation. Who will maintain? Where will the funds come from? So many unanswered questions for a massive project that is going to cost a fortune and the city will never have the manpower or funds to maintain. That's evident by the lack of maintenance now. Focus on those things first, the list is endless and the residents would really like the existing issues to be resolved first.
138	Oppose	The path should not interfere with residential areas!!
139	Oppose	The road systems in Jax Beach do not allow for this trail as there are still roads w/o bike lanes.
140	Oppose	The UT plan is deliberately confusing and not welcome at the beaches. UT is better suited for towns with more space and not so densely occupied so close to the beaches. Maybe revise the plan to run 8 foot wide sidewalk from Beach Blvd and the ocean, (Seawall) north to Atlantic Beach. Very much like Venice Beach in California for roller skating and bicyclists but not through our neighborhoods it just makes no sense.
141	Oppose	There is no need for this.
142	Oppose	This area is already one way! Traffic horrible now!! Please just keep our old look with native palms...don't need messy trees like magnolias!
143	Oppose	This is a solution in search of a problem.
144	Oppose	This is an unnecessary expenditure of money.
145	Oppose	This is extremely upsetting to our community. Again, I will ask, will this Urban Trail run through your neighborhood? If not, why?
146	Oppose	This is just a bad idea without enough output from MOST tax payers
147	Oppose	This is possibly the worst project proposal I've ever heard.
148	Oppose	This project is a waste of funds just like the Penman median project.
149	Oppose	This proposed Urban Trail is a complete waste of taxpayer funds and offers no added benefits to the residence of Jax Beach. It has widely been criticized and opposed and needs to be removed from further consideration
150	Oppose	This survey is designed to persuade residents to go along with this waste of Tax dollars!
151	Oppose	this urban trail won't be used and will just be a golf cart highway when some family is trying to ride to the beach on it. WHO will POLICE it when golf carts and electric bikes go flying by some 6 year old trying to ride down to the beach with their parents. It really will make Jacksonville Beach look tacky. We are already the Daytona Beach of Jax. Lets not make it worse.
152	Oppose	This will involve too much traffic through the neighborhoods which already have too much traffic already or very little traffic now but will increase due to this project. The natural habits which already are limited due to the increase in development will all but disappear with asphalt paths which are 8 feet wide. This will add additional pollution to our already over taxed ground water and natural land and water habitats. This path goes nowhere in particular. It's not a path that leads to the beach or to a park, it just winds around with no purpose except to add money to the developers pocket and headaches for the citizens in the quiet neighborhoods. I personally do not want any more traffic in my neighborhood with rude bike riders and cars that do not obey the traffic laws, take up the whole road and doesn't move over for motor vehicle traffic, that currently are not enforced now, including the changes that were made in the traffic laws on 1st street. The roads were originally made for motor vehicle traffic. I have no problem sharing the roads with bikes, but I do not agree if them taking over the roadways.
153	Oppose	this will negatively impact those neighborhoods, noise, traffic, and property values.
154	Oppose	Those 2 options are not helpful, especially on a street that's already one way and has one parking spot on our section of the block.
155	Oppose	Totally against the Trail - would not be an asset to our community

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#	Opinion	Is there anything additional you want to share?
156	Oppose	Trail replacing existing sidewalk makes sense, for example on Penman, but anything new that goes through someone's front yard within our neighborhoods or impedes traffic that is already slow is a bad idea in my opinion. Biking is lovely but we bought our house away from the crowds of biking revelers for a reason. Perhaps spend money making Penman and areas around the schools safer for children biking to school.
157	Oppose	Trail system would not change how and where I walk. I walk more than 6 miles a day and have no problem walking in the street.
158	Oppose	Until a couple of weeks ago our neighborhood was not aware of the trail plans to go through our yards. I would like to see more communication to those who will experience these types of impacts.
159	Oppose	Use funds for wide bike lanes, not new paved over natural areas.
160	Oppose	Use the money on infrastructure
161	Oppose	Use the money to fix current roads and sidewalks. Our community is basically one big urban Trail
162	Oppose	Use the money to fix existing problems like potholes. And put drinking water fountains along 1st Str at the beach
163	Oppose	Use the money to make green space
164	Oppose	Use the money to repair streets and sidewalks. And add more pedestrian crossings or lights at busier streets so people can cross to the beach safer
165	Oppose	Use the old alleyways behind some of the houses and make 1st street one way traffic. Create 3 walkover pedestrian bridges at Beach blvd, 16th Ave south, and 15th Ave north on 3rd st. Reduce the amount of turning lanes in middle of 3rd. Put in longer medians to deter crossing over 3rd.
166	Oppose	Use this money on other projects, people have gotten to the beach just fine with current infrastructure
167	Oppose	Utilize the existing sidewalks making them wider would accomplish the project without disturbing our neighborhoods .
168	Oppose	We are a no-growth family and will vote to oust any politicians who support any further development in Jax Beach.
169	Oppose	We as property owners and extremely high property tax bills should be priority consideration when this is planned or voted on
170	Oppose	We have a natural order of things. If people want to walk or bike, they go to the beach or first street. Everyone knows that's what you do. We do NOT need this trail system to go through our neighborhoods. A vast majority of residents are within 10 blocks of the beach or 1st street. If they can't walk/bike 10 blocks, they're not going to use this trail. We already have sidewalks that do just fine. Please share with the public the actual benefit of this project as well as the costs associated with all the phases. Including continuing costs such as maintenance, security, electric, water, etc.
171	Oppose	We vote NO
172	Oppose	We want our neighborhood to remain a safe neighborhood, not a thoroughfare for tourists at vacation rentals. Peaceful neighborhoods.
173	Oppose	What is the need of this? We have tons of traffic lights and new cross walks. First street is where you should ride your bike and run. Or walk around the specific neighborhood you live in. I don't understand the need for this or the want for this project.
174	Oppose	Who will Maintain vegetation overgrowth around trail? Currently the sidewalk on Jacksonville drive is overgrown with vegetation growing over the sidewalk and impeding traffic flow and causing safety concerns. I wish the city would take care of this once and for all. It is a constant issue.
175	Oppose	Why can't all neighborhoods install sidewalks of the normal size if you want a safe way to the beach!!!
176	Oppose	Why does it have to be 8 feet wide?
177	Oppose	Why now and why was it not put out to the residents? The problem also lyes in the fact many of those who can be impacted live here and those that don't have property here don't care and would want it ... then they move. Only property tax paying citizens should have the input
178	Oppose	With any information concerning the trail going forward, please list the members who initially proposed this project and any ties (previous or present) with industries, companies, or entities that may be involved in bidding this project for construction, execution, etc.
179	Oppose	would love more information and a timeline.

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#	Opinion	Is there anything additional you want to share?
180	Oppose	Wouldn't responsible governance require you to focus more on the fact that every year we break heat records, and the Summers last longer. Every year the storms get more intense, the heat gets worse, and we literally currently get weeks at a time where we're told not to go outside between the hours of 10:00 and 4:00. This is foolishness, this is ego, this is not acting in the benefit of the city. You're just going to create more urban heat, you're just going to create more traffic and more crime in our neighborhoods. This will not increase property values. This will destroy quiet enjoyment of the neighborhood for years, and destroy the character of the suburban neighborhood streets.
1	Support	8 feet is not wide enough for safe bicycling and pedestrian usage.
2	Support	8' wide sidewalks are only acceptable to me if there is one on each side of the road. It's not enough space for 2 way bike traffic and pedestrians.
3	Support	Aa a City we need to encourage people to have a healthy lifestyle by giving them the tools.
4	Support	Add some greenery. Native plants and trees
5	Support	Again property potentially involved is public right of way. Not privately owned.
6	Support	All roads east of A1a should be one way with bike lanes
7	Support	alternating one way streets would be beneficial for traffic flow. I'd like to see that both east-west and north-south
8	Support	Although I answered that my preference would be for replacing existing sidewalks rather than making streets one-way, I am not opposed to a combination of these solutions if/where that makes sense. Although I support adding these trails, I think a goal should be to minimize the number of trails needed to achieve the transportation goals. Sometimes it may be acceptable to have narrower connectors between, or leading to, normal sized trails.
9	Support	An urban trail is more likely to be used if it feels safe and separate from traffic. It seems almost pointless to do an urban trail right along side traffic, squeezing it into a sidewalk. Additionally, having a barrier provides more green space which Jacksonville Beach is very much lacking. All of our trees are nearly gone, everything is pavement. More green space means cooler temperatures and places for shade. People will want to get outside and bike and walk. While there may be concerns about traffic issues at the beginning, as more people use the urban trail less cars will be on the road and traffic issues will resolve. Let's build back our community.
10	Support	as a traveler around the country, some cities have done the urban trail system well and the amount of outdoor recreation is inspiring. We have an antiquated sidewalk system with less than friendly curbs, intersections and blind spots that make bicycling with young children difficult and worrisome. We strongly encourage the urban trail!
11	Support	Aside from 1st street, there are very few areas around town I feel comfortable running or riding my bike, because it always has to be on the street with traffic. Jacksonville Beach needs these improvements to improve quality of life and safety for residents.
12	Support	Atlantic blvd is very dangerous to cross and needs a lot of consideration
13	Support	Barriers between trail & road to keep cyclists as safe as possible. Bucaneer Trail excellent example of that.
14	Support	Be mindful of the budget and make sure the rest of jax beach areas are being maintained including all storm drain cleaning on a regular schedule. In a different note : can we please have someone looking after the sunshine park area . People are bringing in pets and lots of food in the inside closed park area. The park is starting to look runner down again . I would recommend pressure washing or straying in down every couple months . Beautiful park would like to see it monitored more so people don't ruin it. Thank you
15	Support	be sure to install proper pedestrain signage, crosswalks and traffic controls
16	Support	Bike and trail systems are best if separated from traffic; you should watch the channel 'Not just bikes' youtube: how Paris quickly built a cycling city. I have cycled around the beach area for the past 2 weeks, mostly on sidewalks, cars do NOT stop for bikes in intersections. It's very dangerous.
17	Support	Both of the above options can be applied together. Making the street one way reduces the impact on private property but there is no need for a sidewalk as well. there can be both if that is the most efficient way to install the bike path. I don't thinkthat the proposed Urban Trail system should be as large as it is proposed now. A smaller version would be sufficient.

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#	Opinion	Is there anything additional you want to share?
18	Support	Certain renderings are very nice. I would prefer moving in a measured way that would see the project implemented to allow for these (presumably) more expensive options rather than a rapid, cheap looking plan that connected every neighborhood as fast as possible. I would hope building a smaller initial phase in a manner than was visually appealing and separated bikes and pedestrians would build interest in other areas to connect to the trail.
19	Support	City of Jax Bch should embrace any and all efforts to make pedestrian/bicycle safety a priority
20	Support	Connect all of our areas! Thank you
21	Support	Consider a trail system that runs along the storm drains. This is common in many cities to include areas of Orlando.
22	Support	Consider options to reduce width of trail or push it to roadway in areas where it will intrude into people's existing driveway and landscape (reduce impact to property). Relocate the fire hydrant that impeded pedestrians from crossing 3rd street at Osceola.
23	Support	convert 2nd Street from 16th South to 19th North for part of this project. open up the 12-alleyways for vehicular access to interior lots (some interior lots will remain an issue, e.g., 724 S 2nd St, new townhomes with driveways to 2nd Street, et al.). limit the number of intersections where vehicles could cross 2nd. use 2nd instead of 1st because half of the block is already zoned for commercial use so cafes, bistros, shops, etc., fronting the trail could be encouraged and these uses wouldn't need land use/zoning changes. i would volunteer to help further research the viability of this idea. Good luck!
24	Support	Convert rail systems to trails for attractive lengths. Nobody will visit Jacksonville Beach to walk short distance
25	Support	Could workout stations be added along the way? Similar to what is around the walking circle at Sunshine Park?
26	Support	Current Jax Bch project with Petticoat-Schmitt has been a bit of a nightmare. A lot of standing around and digging the same hole 14 different times. While the Urban Trail is probably not as impactful/long intrusive to disruption of streets, it would be highly beneficial if there were true transparency in EXACTLY what the impacts of the design, construction and maintenance means to the homes directly impacted by the trail and the community as a whole.
27	Support	Design needs to be designed by experts, but reviewed by users, property owners, other stakeholders so that which ever design is used it makes sense for the particular location. Not all locations are the same so must be adapted to what's existing.
28	Support	Do it
29	Support	Do it!
30	Support	Do not mess up the roads and streets anymore. They are already too crowded.
31	Support	Does the trail have to be as wide as 8 feet?
32	Support	enhance with landscaping on old railroad track
33	Support	Ensure there is a maintenance fund established from the beginning so ongoing maintenance isn't dependant on budgetary constraints and political wrangling.
34	Support	First street near downtown should be a pedestrian only thoroughfare. It's a safety issue as is, and cars move so slowly as is. It would create more business for the establishments there, they could create Al fresco situations.
35	Support	Focus on 1st street, this is the main corridor of Jacksonville Beach where residents walk and bike, and one that needs the most attention. There should be a buffer between vehicles and pedestrians. As a beach resident living in South Jax Beach, the stretch from south Jax Beach (25th Ave South) to North Jax Beach (16th Ave North) is the most unpleasant part of going for a bike ride. Take note from Neptune and Atlantic beach, which is more pedestrian friendly. I think the goal should be to limit the flow of traffic cruising on 1st street. Consider the use of traffic bollards (as seen on 20th avenue north and Seagate Avenue).
36	Support	Generally speaking, improving the walkability and bike-ability in our local Jax Beach community is a huge bonus. It would support local businesses and make the city more logistically sound which will have an overall net positive impact in property values and desirability.
37	Support	Give us residents somewhere safe to walk.
38	Support	Good luck!
39	Support	Great idea!

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#	Opinion	Is there anything additional you want to share?
40	Support	Have more trees and green space. Jax beach is starting to look like a concrete jungle
41	Support	High quality communities invest in fine amenities
42	Support	Hope we can make this happen!
43	Support	I also walk and would love a walking path with healthy exercise in mind. Meaning continuous walking paths. I currently have to walk streets to get to a sidewalk for an 30/45 min walk and I just don't feel safe on the streets in our neighborhood bc people forget how to drive when they get to the beach.
44	Support	I am very appreciative that my city is listening to the interest of the community. I think this project would promote safety and a higher quality of life. Thank you!
45	Support	I believe this would be a wonderful addition to our community.
46	Support	I chose the option to replace existing sidewalk, but if there is no sidewalk, I believe that making the street one way and placing a traffic barrier would be best.
47	Support	I do love Atlanta's beltline and its integration with restaurants, breweries and current park spaces. Maybe an urban trail over the ditch all the way to downtown!
48	Support	I know there have been many people who would lose part of their driveway due to the trail. I know this is technically the city's but I think their concerns are valid. The beach is a nice community because we have single family homes and those need parking. There is only so much space here so we need to allow people the small space they have to live.
49	Support	I know there is some hate from people afraid of change and innovation- but this would truly be the BEST thing for Jax beach!!! Property values, bringing \$\$\$ to the beaches, and promoting health, happiness, and community! Our world is increasingly isolated, and I loooove this idea so so much.
50	Support	I live in the north end of Marsh Landing which is in Jax Bch. Sometimes I feel we are left out. If there was a way to connect Marsh Landing to the trail it would be fantastic.
51	Support	I lived in Atlanta for 30 years and saw the positive impact of urban trail systems. The new trails really did get people outside and active. They appeared to be used by everyone. A few people were concerned about crime and their concerns never happened.
52	Support	I love riding my bicycle around and would like to see more "share the road" signs on busy streets
53	Support	I love the idea of a more walkable/bike friendly city and would be happy to assist in any way. Curt Brown (904)477-6699 Retired JSO traffic officer.
54	Support	I oppose making one way streets to accommodate the trail
55	Support	I support this!
56	Support	I think either design choice is fine. I would be happy with either.
57	Support	I think in some area that may be beneficial to take over a full Lane of traffic, but I think for the most part just adding it to an existing sidewalk would be ideal
58	Support	I think it makes sense to use a combination of one way situations around first street and by the beach where we want to reduce traffic flow and then replace existing sidewalks in the neighborhood. I'd also like you to consider the accessibility aspect for Disabled people
59	Support	I think it would make more sense in parks, schools and East of third street to be 8 to 10 ft wide sidewalks. Smaller in less trafficked areas. Definitely wider sidewalks with traffic lights connected to 3rd. 16th south 13th south need wider sidewalks.
60	Support	I think most of route is already there and owned by the city. 12th Avenue park starting at 4th street west to the golf course around the perimeter of the golf course and back to 4th street along the south side of the retention pond. There is some parking at 4th street and a small park is also there. Additional loops could be added going north or south but crossing Beach Blvd or 3rd street are obstacles.
61	Support	I think that many more residential streets could be used effectively by moving to one way streets and having parking, bike lane, pedestrian paths integrated into the other lane(s). Use what we have, don't pave and create even more of a urban heat island effect
62	Support	I think the city can look to other cities that have done this successfully and share those experiences to try to shift some of the negative public attitudes.
63	Support	I think this is a project everyone will be happy with once it is built but everyone has hesitation before they lay the first brick.

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#	Opinion	Is there anything additional you want to share?
64	Support	I think using the alleyways was a great idea, but evidently that was very unpopular. I also support making 1st street one way with a dedicated bike path or just shutting it off to vehicle traffic altogether. Finally, I do not know why there is controversy with the urban trails. I can only think that maybe better "marketing", communication from the city would have made this process run more smoothly.
65	Support	I think you should also improve the trail system all the way on Penman Rd connecting Atlantic and Beach Blvd.
66	Support	I understand citizen's concerns regarding how it will impact their property value and their property access.
67	Support	I would be good with both options of replacing just sidewalk or making street one way. I'd like to see this project get done.
68	Support	I would like to see more renderings to determine the right option for the trail.
69	Support	I would love to see this happen. Especially for our beaches community.
70	Support	I would pay higher taxes to have this and with the recent death of the student on a bicycle it's clear we need more trails that are safe for kids and less cars.
71	Support	I would say to the above that it depends on the street. Again, the sidewalk on 15th St S is wide enough and the shade of the Crepes is an invaluable asset. Also I have realized recently that Shetter Ave is quite a travel way for folks in wheelchairs from Pablo Hamlet going to Publix
72	Support	I'd love it to maintain greenery and trees on the sides and just be a beautiful perk to living here
73	Support	I'm excited for this change and hope we prioritize green space and tree coverage - folks like biking in Atlantic beach for a reason and a big one in the shade afforded in summer time!
74	Support	I'd like to repeat - the Urban Trail system was very poorly communicated to citizens. it's not enough to hold community meetings in City Hall - very few people attend these. Emails and personally addressed letters should have been sent.
75	Support	If there is a committee working on this I would like to be involved.
76	Support	If there's a trail there should only be one sidewalk. For instance the "trail" was built on Jacksonville Drive but you left the sidewalk on the other side of the road. Widen the road for a bike lane and eliminate the other side walk if possible.
77	Support	If you are going to make a urban trail, it should not be in the roadway. However taking the side walks and right of way may detract from the property value and not give the walker the "back to nature" effect.
78	Support	Improve shetter before someone walking, biking, motoring, jogging, etc. before someone is seriously hurt
79	Support	In streets that are major thoroughfares, maybe the sidewalk could be retained in addition to the trail to accommodate residents who are senior citizens.
80	Support	In tight space areas, make street one way to accommodate trail.
81	Support	It is imperative to also consider adding park space or utilizing space/property more efficiently. Being more efficient with our baseball facilities and other facilities should be a consideration of your plan.
82	Support	It is unfortunate that many people have a lack of vision or a "Not in my Backyard" type of mentality when it comes to this type of project. We experienced this same type of reaction to other area projects in the past, i.e., the building of J. Turner Butler Blvd... "who will use that road?"; the Dames Point Bridge... "the bridge to nowhere." Just imagine if these projects had not been completed.
83	Support	It should be wide enough to accommodate people walking and biking at the same time. If not, it will not be safe. Also, must begin enforcing fines for people biking on the sidewalk now and in the future to guide them to the Trail
84	Support	It would be great to close 1st Street to vehicular traffic or make it one way to allow for more foot traffic, bikes, etc., and reduce congestion.
85	Support	Just curious how one side of street will access their garages if the street goes to one way with trail on other side. That could be an issue or maybe I don't understand that part.
86	Support	Keep it on the west side of Penman or not at all

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#	Opinion	Is there anything additional you want to share?
87	Support	Keep moving forward. Certainly listen to the property owners to come up with a solution, however, this has the potential to be an incredible asset for Jax Beach so please do not scrap it because of a small opposition.
88	Support	Keep the trail to 12 feet.
89	Support	Let's do it and do it big and right. Don't skimp or go cheap
90	Support	Let's focus on bringing as much greenery back to these areas as they will need ample shade. Greenery will also increase property prices as seen in Atlantic beach which has areas with plentiful tree coverage.
91	Support	Let's get it done soon, before we're too old to use it!
92	Support	Listen to residents
93	Support	Look forward to our city groing the right way and with this new project it will not only connect the local community, but also be a destination and activity that out of towners might talk about. Just do it
94	Support	Lots of vehicles currently block the sidewalks in jacksonville beach. There needs to be someway to prevent residents or guests visiting residents of jx beach from parking their vehicle on the sidewalks blocking safe passage. It is common in my neighborhood for sidewalks to be blocked by vehicles pulling up onto the sidewalk.
95	Support	Make it a greenway
96	Support	Make it cool.
97	Support	Make the trails wide enough to allow two way bike/pedestrian traffic
98	Support	Making clear indications for how these roads will be used in regards to signs and general re-implementation of rules of the road and who has right of way. How to signs/ because even adults forget who has right away in traffic or pedestrian situations
99	Support	More bicycle parking across the beach access, downtown and parks. If you're going to encourage more bicycle traffic you need to provide the resources to allow them to park lock up and eat at the local restaurants or enjoy the parks public spaces
100	Support	More information available on the current proposed route and timing.
101	Support	More pedestrian and bicycle crosswalks for 3rd Street are needed now!
102	Support	More urban trails, the sooner the better!
103	Support	My street has a busy sidewalk. Traffic of cars is also very busy. Other avenues should carry some of the pedestrian traffic. 15th and 13th Ave S residents have to deal with the constantly traffic, while other avenues enjoy silent and no traffic of pedestrians
104	Support	Need to develop a connecting loop around the city first and in the future look at providing avenue connectors to the loop. The Trail design must be developed not as a one design solution fits all but must consider local conditions for the proper way to integrate it in commercial areas versus residential neighborhoods. Both of the above options could be possible design solutions in different areas of the city.
105	Support	NIMBY people may not like the idea but I believe it will be an asset to the community. I'd like to see join my lifetime. Thanks
106	Support	No better time to start than now. It will only become more difficult as time goes by. Imagine the quality of life benefits if the city had prioritized this 30 years ago.
107	Support	No, but thank you!
108	Support	Nope - please get it done! My kids and I would love to use it!
109	Support	Not specifically, but it is very frustrating to see so many building permits being granted to high density townhomes that encroach on lot lines and sidewalks, leaving little to no rooms for a reasonable number of cars to be off the street/sidewalk and in the driveways. If that keeps on the way it has been, there won't be much room left to add an urban trail without homeowners who share their street with the trail feeling claustrophobic. Jax Beach has become overly developer friendly and the council is not doing a sufficient job protecting the character of the neighborhood by ensuring sufficient outdoor/green space with proper lot coverage and building widths. This urban trails project is a good one but needs to be combined with some limits on the kind of rampant high density development that has been getting past permitting.
110	Support	not totally informed- what is the overall understanding of an urban trail

ATTACHMENT 6 - Urban Trails Survey November 2024

#	Opinion	Is there anything additional you want to share?
111	Support	Our City leadership has vision and aptitude to improve our quality of life. The Urban Trail system will continue to build on that goal.
112	Support	Penman Rd traffic calming essential
113	Support	People do not walk around that much so I believe replacing the sidewalk is a better option over making streets one way.
114	Support	People who thought the city easement was their private property are in for a rude awakening.
115	Support	Plant trees for shade along the trail where able. Prioritize pedestrians over cars so Jax beach residents can feel safe spending time outdoors.
116	Support	Please bring this to the south avenues.
117	Support	Please connect to parks and other public spaces throughout the beaches and maybe even going to St. John's river
118	Support	Please continue your efforts to beautify our wonderful city and add to the scenic steps on the urban Trail. we love what you have done to Gonzales and sunshine Park! It's so nice to see families using the parks; instead of, homeless people asleep on the ground.
119	Support	Please do what's best for the city and do not let the negativity of people who are afraid of change get in the way of progress.
120	Support	Please ensure the trail is fully inclusive and accessible for wheelchair users, as well as people with Waite, canes and mobility devices. Please ensure anyone using a bicycle is not in the same lane as a person walking by having designated lanes for each.
121	Support	Please get to it.
122	Support	Please improve pedestrian crossings at 3rd street intersections because currently it can be very dangerous to cross on foot or bike.
123	Support	Please make this happen!
124	Support	Please see comments above.
125	Support	Plenty of receptacles for trash and maybe implementing community involvement in the overall security and upkeep. Maybe create a community council to manage it with city representatives.
126	Support	Property owners need to be aware of what they own and what the city owns. They need to understand the right away and survey their own properties to know exactly what they own. Just because it's been quote" their property for a few years does not mean it belongs to them
127	Support	Reduce the parking demand needed! Give the kids a safe option to get around the community
128	Support	Regarding the last question about the trail designs, I am fine with either solution. To me, it makes sense to look at each location along the trail to determine which adaptation works best for that area.
129	Support	Regardless of this trail, Jax Beach is in desperate need of road and sidewalk repairs for improved traffic flow and pedestrian/cyclist safety.
130	Support	Since I live in the CBD, I would LOVE to see 1st St N and S ped/cycle only for 6 blocks in both directions. I would like to volunteer to help implement this trail system. Please forward my email address to any committee or group that can use my help.
131	Support	Something has to be implemented, we are a Beach community with a variety of movement that is not a standard vehicle.
132	Support	Start on Beach Blvd under the bridge
133	Support	Start with pilot segments with less resistance to show potential and success. Just make sure the first routes connect popular destinations.
134	Support	Such a great thing, please make it happen!
135	Support	Taking the sidewalk makes the most sense but I can understand property owners on the street being concerned about losing some of their yard and lowering property values
136	Support	Thank you for making this happen
137	Support	thank you I hope we continue with this project
138	Support	The 8' width needs to be flexible as certain situations occur in neighborhoods, such as Tree's and ornamental entrance to private property that has existed
139	Support	The City of Jacksonville Beach has received state and federal money to move forward with this project. The City of Jacksonville Beach has approved and budgeted for this project. Surveys have been completed and public meetings have shared the plans with the community. Let's move forward on a project that will improve the health and well being of our community.

ATTACHMENT 6 - Urban Trails Survey November 2024

#	Opinion	Is there anything additional you want to share?
140	Support	The current system is dangerous for walkers, runners and cyclists, the trails system would alleviate this significant problem!!
141	Support	The design could be a mix of replacing existing sidewalks when that is the better option and when more practical (or to address some residents' concerns) make the street one-way and use the roadway in other sections of the Urban Trail.
142	Support	The design options should consider bike advisory lanes for areas the urban trail will go travel along roads especially in areas like first street where it would be very complicated with all the driveways to implement the other designs. A Bike Advisory Lanes on roads could be put up faster than any of the other designs as well.
143	Support	The homeless situation may make some parts of the trail unsafe. The homeless situation is continuing to get worse. All encampments need to be removed and destroyed but give them notice 1st.
144	Support	The implementation of the trail should be a hybrid of the choices depending on what is needed in each area.
145	Support	The only reasons why I would not use the Trail if it were available are age and physical limitations. Otherwise, I would make use of it.
146	Support	The plan should replace sidewalks in some areas while adding sidewalks to other places. Re: the already finished trail on Jacksonville Drive on the south end. Sidewalks on both sides of the street like Constitution Cove neighborhood
147	Support	The trail design could be either of the options above, or more likely one option for most of the trail (using existing sidewalks and right-of-way) and the other option (one-way street) if the first option is not practical for some small stretches.
148	Support	The trail needs to be 10' wide to accommodate cyclists riding side by side and to allow oncoming cycle traffic room to pass, especially for families pulling trailers with kids
149	Support	The trail should always have the right of way over vehicles when paths cross. Again. Please utilize already established/research based resources. I.e. String Towns and traffic engineers from Amsterdam.
150	Support	The trail should have clearly delineated spaces for walkers and bike riders.
151	Support	The Urban Trail system is a wonderful idea that needs to be implemented quickly, to heighten the quality of life for everyone choosing to use it, I look forward to many years enjoying the trail system with family and friends!
152	Support	There should be a map of the proposed trail posted online for everyone to view.
153	Support	There should be sidewalks on both sides of major thoroughfares, if the design is such that it replaces a sidewalk on one side of the street, there should be a sidewalk installed on the other.
154	Support	Think it's great
155	Support	This could not come soon enough. Traffic is out of control and the safety of walkers should be of the utmost importance.
156	Support	This is a great idea for our community. I love it!!!
157	Support	This is a great idea for the reasons mentioned above. It promotes social interaction (to combat the scourge of loneliness, especially among seniors) and makes the community more livable and desirable.
158	Support	This is a great project and finally a development worthy of the beaches. No to town homes, yes to the urban trail project.
159	Support	This is a great project and should be implemented in all areas where it's feasible.
160	Support	This project needs to start forthwith! It should not be delayed for any reason. We deserve the urban trail and the benefits of exercise and safety it will bring to our community.
161	Support	This was a well thought out plan and I appreciate our city leaders recognizing the need for it. Thank you for all you do!
162	Support	This would be an amazing and much needed development for the beaches community. The complains that this would increase crime are unfounded. This would encourage our community to be more active and cut down on traffic by allowing for safe and easy options for folks to chose walking and biking as alternative forms of transportation. Replace sidewalks or put in new ones in the right of way to make this happen! Might be initial pushback but everyone will love it once completed!!

ATTACHMENT 6 - Urban Trails Survey November 2024

#	Opinion	Is there anything additional you want to share?
163	Support	Traffic at the beach is getting really bad. Starting to feel like A1A in Ft Lauderdale Not sure how one way streets would work, downtown Jax is going back to 2 way
164	Support	Traffic is getting worse at the beaches. Any way we can get around without the use of a car will improve our city and way of Life
165	Support	Urban trail is a fantastic initiative, I would plan with public works and see how it fits in with their goal of putting in sidewalks where there are none.
166	Support	Visit the Winter Springs area to see what could be accomplished. I recommended this to the Emerald Trail manager, but she was preoccupied and didn't pay much attention.
167	Support	Water stations, bike repair tool stations and pumps, and areas for random easy work outs. A pull up bard, a ab bench. Let's get Jax Beach Healthy.
168	Support	We are excited for this project and think it will be a great addition to our community as a whole.
169	Support	We have approved a plan to build a football stadium for 10-12 events and are closing schools. We have to start thinking of the future and what is best for our residents
170	Support	We have many roads with no sidewalks or poor crumbling ones. It's often annoying biking or walking our dog. We would much prefer a proper multipurpose trail & would use it every day. Part of what makes Beaches in general a lovely place to live is quick access to shops, restaurants, & the beach via walking or biking, not having to drive.
171	Support	We need to be safe while riding around town. Let's get more kids on bikes, more families outdoors and connect communities.
172	Support	We need to keep this forward thinking for Jax beach!!
173	Support	We should not be recommending or even remotely considering one-way roads. Anywhere.
174	Support	We still need sidewalks for walkers and joggers
175	Support	We think having comprehensive trails would really benefit the city if safely separated from car roads and designed in a way that connected important parts of the city like the beach, local businesses, schools, and parks. But if we are going to invest heavily in a trail system it needs community buy-in, clear communication, and a safe design. It is very much needed, though, especially down here in South Jax Beach where there are many spaces like crossing 3rd Street that are dangerous for kids walking or on bikes because of the priority given to cars in our road designs.
176	Support	We understand some of the concerns, but living on 1st St in a condo on the ocean, we feel our views are different than those who own homes on interior streets. Hopefully, compromise is possible.
177	Support	We would also need to police the speed of EBikes on the trails
178	Support	Well done, please continue!
179	Support	We've visited many other cities and the ability to explore and enjoy a town by bike is a great attraction.
180	Support	Where there's a will there's a way...excited for a plan that will work for the majority while respecting the neighbors in the path.
181	Support	Wherever shade can be planned for, that will be a huge benefit for this system to be used all year! And bike racks to accommodate additional bike traffic that are really easy to lock on to! I hope we can embrace this beautiful proposal and upgrade our town to it's best possible version!
182	Support	Wide enough for a large stroller to be passed by bicycles and far enough from the road to be safe
183	Support	Will there be lights on the trail? Will there be cameras on the trail? Will there be emergency posts to notify the authorities of an emergency like they have on college campuses?
184	Support	with increased road traffic, this project will allow pedestrians a safer way to navigate the beaches without relying on their cars.
185	Support	Would like to see proposed maps as often as updated
186	Support	Yes, continue the trail down by Ace Hardware through Ponte Vedra Lakes and the power line area down to Solano Road. This would be ideal.
187	Support	Yes, there has been limited engagement by cycling, running, and walker communities. Most of the negativism is about property encroachment. The marketing of the benefits of an urban trail to our community has not been good. I strongly encourage you to limit the scope as I have described above, and market and communicate better.

Attachment 7: Urban Trails Survey 2024 - Summary of response by Street Name

Street	Support	Oppose	Neutral	Total
1st Ave N	6	1		7
1st Ave S	3	1		4
1st Street N	17	7	6	30
1st Street S	22	18	6	46
2nd Ave N	7	1		8
2nd Ave S	1			1
2nd Street N	3		1	4
2nd Street S	14	3		17
3rd Ave N	3	4	1	8
3rd Ave S	4	1		5
3rd Street N	6	1		7
3rd Street S	1		1	2
4th Ave N	1	27	4	32
4th Ave S	2			2
4th Street N	4	2		6
5th Ave N	3	6		9
5th Ave S	5	2	1	8
5th Street N	6		1	7
5th Street S			1	1
6th Ave N	5	6	1	12
6th Ave S	3	2	2	7
6th Street N	2	4	1	7
6th Street S	4	3	1	8
7th Ave N	10	4		14
7th Ave S	4	2	1	7
7th Street N	4	4		8
7th Street S	2	1		3
8th Ave N	12	15	2	29
8th Ave S	1			1
8th Street N	1	3	1	5
8th Street S	1	3	1	5
9th Ave N	5	12	1	18
9th Ave S	5	1	1	7
9th Street N		1	1	2
10th Ave N	3			3
10th Ave S	4	2	2	8
10th Street N	5	4	1	10
10th Street S		2	1	3
11th Ave N	6	1		7
11th Ave S	2	3	1	6
11th Street N	2	1		3
11th Street S	1			1
12th Ave N	4			4
12th Ave S	1			1
12th Street N	4	2		6
12th Street S	1			1
13th Ave N	1	2	2	5
13th Ave S	4	4	2	10
13th Street N	1		2	3
14th Ave N	2	7	1	10
14th Ave S	2	2		4

Attachment 7: Urban Trails Survey 2024 - Summary of response by Street Name

Street	Support	Oppose	Neutral	Total
14th Street N	4			4
15th Ave N	4	20	2	26
15th Ave S	5	7	1	13
15th Street N	1			1
16th Ave N	2	3	1	6
16th Ave S	9	3	3	15
16th Street N	6	3	1	10
16th Street S		1		1
17th Ave N	3	1		4
17th Ave S		1		1
17th Street N	2	1		3
18th Ave N	2	2	2	6
18th Street N	4	3	1	8
19th Ave N	1			1
19th Ave S	2		2	4
19th Street N	1	2	1	4
20th Ave N			1	1
20th Ave S		1		1
20th Street N		3	1	4
21st Street N	2		2	4
22nd Street N	4	1	1	6
23rd Street N	2	3	1	6
24th Street N	2			2
25th Ave S	4			4
26th Ave S	2	1		3
29th Ave S		3	1	4
30th Ave S		1	1	2
32nd Ave S			1	1
33rd Ave S	3	1		4
34th Ave S	1	1		2
35th Ave S		3		3
36th Ave S	2	3		5
37th Ave S		11		11
38th Ave S	1			1
40th Ave S			1	1
America Ave	2	2	2	6
Antigua Dr	3	2	1	6
Arden Way	3	5		8
Azalea Drive		1		1
Barbara Lane	3	2		5
Bay Island Circle	5			5
Beach Blvd	6	1		7
Bentin Dr N	2			2
Bentin Dr S	1	2		3
Bermuda Pl	1			1
Blue Heron Lane	3	8	2	13
Bonaire Circle	3	1		4
Bonefish drive	1			1
Burling Way	1		1	2
Camino	1			1
Cayman Court	1			1

Attachment 7: Urban Trails Survey 2024 - Summary of response by Street Name

Street	Support	Oppose	Neutral	Total
Cedar Island Rd E	1			1
Cilewood Ct	1			1
Coastal Ave	1	1		2
Coconut Key	1	1	1	3
Colonies Dr	5			5
Constitution Place	2			2
Costa Verde Blvd.	1			1
Crossview Drive	1			1
Declaration Dr	1	1		2
Dolphin	1			1
Driftwood Rd	2	1		3
Duval Drive	4	1	2	7
Eastern Dr	2			2
Eastwind Dr	2	1		3
Evans Drive	12	2	3	17
Fairway Lane	1	1		2
Fairway Rd	1			1
Foss Ln		1		1
Freedom way	1			1
Gail Ave	2	1		3
Gonzales Avenue		1		1
Gorden Avenue	1			1
Grande Blvd	1		1	2
Grassey Key	4			4
Great Abaco Ct	1	1		2
Green Heron Ct	1			1
Gulfstream Dr	1	1		2
Heron Dr	1	1		2
Holly Dr.	1	2		3
Hopson Road	3	3		6
Horn Ct	2			2
Independence Dr	5			5
Isabella Blvd	3	2	1	6
Jacksonville Dr	2			2
Jardin De Mer Place	2	3	3	8
Kings Ct.	2			2
Kings Road	1			1
Laguna Villa Blvd	1			1
Lakeside Drive		2		2
Liberty Lane	1	2	1	4
Lois Lane		1		1
Lower 36th Ave S	1	2		3
Lower 4th Ave N	3			3
Lower 8th Ave S	2	2		4
Madrid st			1	1
Marathon Ky	1			1
Marsh Cove Lane	2			2
Marsh Inlet Court	1			1
Marsh Landing Blvd	3	2	1	6
Marshside Ct	2			2
Marshview Dr	2			2

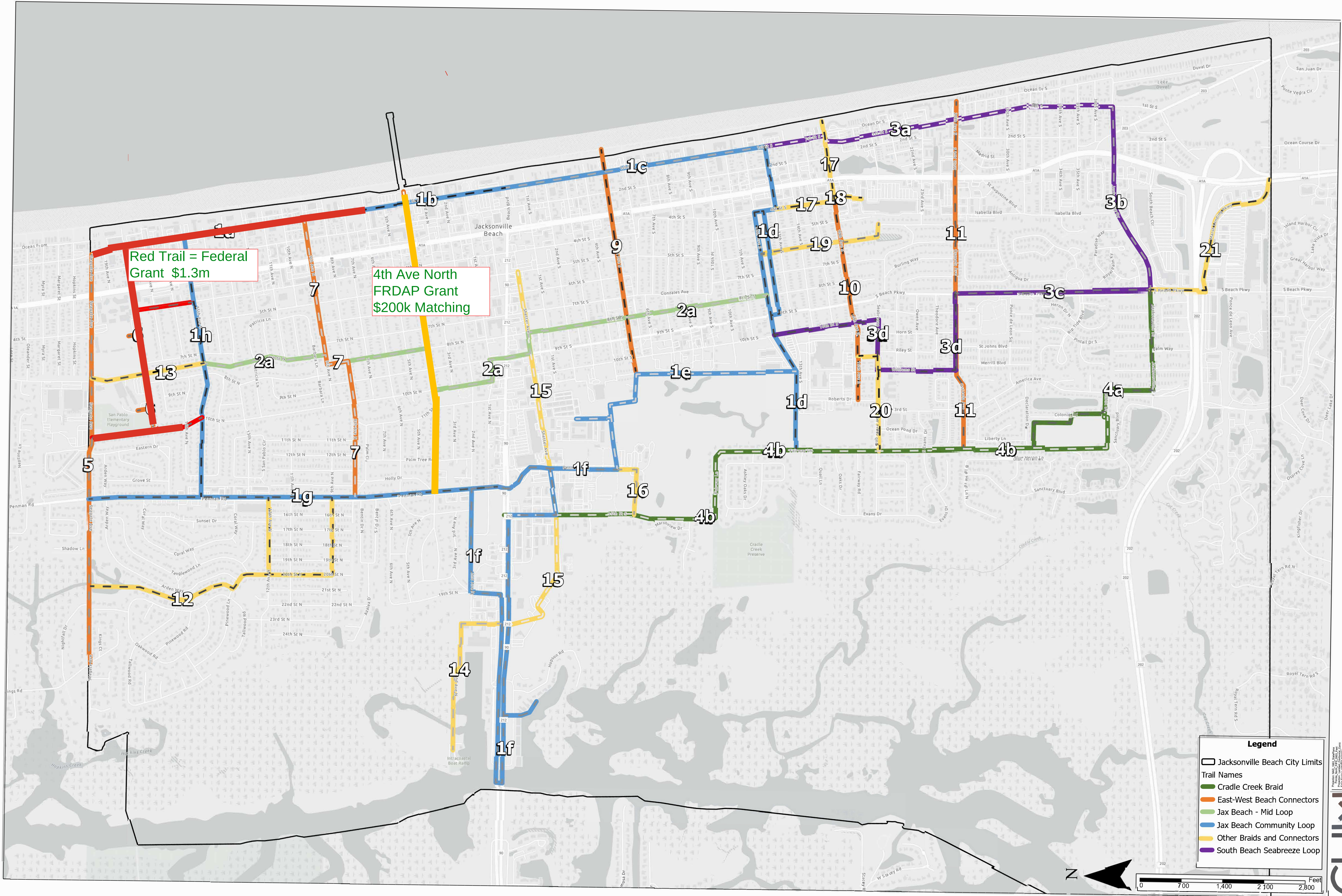
Attachment 7: Urban Trails Survey 2024 - Summary of response by Street Name

Street	Support	Oppose	Neutral	Total
McClure Ln		3		3
Merrill Blvd	3			3
Millie Dr	2	3		5
Mourning Dove Ln	1			1
Norberta way	1	1	1	3
Oak Forest Dr	1		1	2
Oak Grove Circle	1			1
Oakbreeze Ln	2	2		4
Oaks Ln	1			1
Oakwood Rd	8	6	1	15
Ocean Cay Cir.		1		1
Ocean Drive	8	3		11
Ocean Pond Ct.		1	1	2
Osceola Ave	2	1	1	4
Owen Ave	1	1		2
Palm Circle		3		3
Palm Tree Rd	3	2		5
Palm Way		3		3
Paradise Way	13	1		14
Patricia Lane	1	4		5
Penman Road	2	6	2	10
Pinewood Rd	3	3	1	7
Pintail Dr		1		1
Plantation Oaks Dr North		3		3
Plantation Oaks Drive South	1			1
Ponce De Leon Blvd	1		1	2
Ponte Vedra Blvd	3	3		6
Pullian Court	2	1		3
Quail Lane	1			1
Republic Drive	2	1	1	4
Riley St	1	1		2
Rip Tide blvd	1			1
Royal Fern Ln	1			1
Royal Palm Key	4	1		5
Royal Tern Ct	2			2
Royal Tern Rd S	1			1
Royal Tern Rd. N	1			1
Ruth Avenue	1			1
San Pablo Cir N		3	1	4
Sanctuary Blvd	1			1
Sanctuary Way N	1	1		2
Sanctuary Way S	4	2		6
Sandpiper ct		1		1
Sandra Dr	1	1	1	3
Seabreeze Ave	1	5		6
Seagate Avenue	2	1		3
Seaside Dr E		2		2
Seminole Rd	2			2
Shetter Ave	8		1	9
Silver Palm Dr		1	1	2
Snowy Egret Way	1			1

Attachment 7: Urban Trails Survey 2024 - Summary of response by Street Name

Street	Support	Oppose	Neutral	Total
South Beach Pkwy	9	4	3	16
St Johns Blvd	5	3	1	9
St. Maarten Court	2			2
Summer Court	1			1
Sunset Drive	1	1		2
Tallwood Rd	4			4
Tanglewood Rd	4	3		7
The Greens Way	13	5	1	19
Theodore Ave	3	1		4
Tideview Drive	1			1
Tradewinds Dr	1	1		2
Trident Court		1		1
Tropical Terrace	2			2
Upper 36th Ave S	2	1		3
Upper 4th Ave North	1			1
Upper 8th Ave S		2	1	3
Victory CT	3			3
Waterway Island Ln	1	1		2
Westwind drive		3		3
Whippoorwill Ct			1	1
Williams street	1	1		2
Willow Oaks Drive West	1			1
Woodstork court		1		1
Zephyr Way N	3		1	4
Totals	561	404	113	1,078

Highlighted rows are corridors currently under design.



Jacksonville Beach Urban Trails



CITY COUNCIL BRIEFING TOPIC	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Heather Ireland, Director of Planning and Development
DATE:	March 10, 2025
SUBJECT:	Short Term Vacation Rental Review

BACKGROUND

The City Council approved Ordinance 2019-8118 in January 2020, regulating Short Term Vacation Rentals (STVRs), pursuant to what is permitted by Florida Statutes. Municipalities in Florida are preempted by the state from prohibiting STVRs from operating. Since the implementation of the City's STVR certification program, the City has processed 355 total applications. The number of active rentals sits anywhere between 750 and 850 units that have active listings. Per the existing ordinance, the only properties required to register with the City are single-family, two-family, and townhouses. Condominium units, multiple-family units, single-family units in HOA communities, and owner-occupied units are currently exempt from the certification provision of the existing ordinance. They are not exempt from other registrations or paying local, county, and state taxes.

To date, the Fire Marshal's Office has inspected 533 STVR properties, and the City Clerk's Office has processed 653 local business tax applications for STVRs, with 316 being currently active.

Staff has proposed, as part of the update to the Land Development Code (LDC), that all active properties within Jacksonville Beach, except owner-occupied dwelling units, be required to register with the City. It will be easier to ensure compliance with the ordinance when there is a more level playing field in requiring compliance. Staff are also looking at implementing a new online software platform that will identify STVR properties, and have an online registration program that includes customer support, report generation, and compliance monitoring. Additionally, this software will allow the City to generate compliance letters to property owners, and identify those not in compliance with the capacity limitations. Revenue from increased compliance will more than pay for the new software program, which is more expensive than the previous vendor used, but provides more automation for staff and customers, and less manual paperwork for both.

The City Council requested that STVRs be discussed at a future date to determine if any other issues should or could be addressed. As of the date of this memo, there are no bills filed for the 2025 legislative session pertaining specifically to the regulation of STVRs. However, House Bill 401 (Strengthening Home Ownership in Florida Act) appears to provide an opportunity for cities and counties to designate where single-family rental property can be located within a community through land use regulations. It stands to be determined if and how this bill, if passed as written, would impact a city's ability to regulate short-term vacation rentals.

FINANCIAL IMPACT

Not applicable.



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COUNCIL DIRECTION REQUESTED

Staff seeks Council direction based on discussion of this topic.

ATTACHMENTS

BRIEFING ITEM:	E.
BRIEFING DATE:	March 10, 2025