

# MOMENTUM

THE OFFICIAL MAGAZINE OF THE JACKSONVILLE TRANSPORTATION AUTHORITY // SUMMER 2016



**NEW PORT OF CALL FOR FERRY**

**JTA CROWNED NATION'S BEST SYSTEM**

**'ICONIC' DESIGN SELECTED FOR TRANSIT CENTER**

Chief Executive Officer  
**Nathaniel Ford**



Welcome to Momentum, the official magazine of the Jacksonville Transportation Authority. In this and future issues of Momentum, we will share with you the Authority's strategy and important news about upcoming projects, initiatives and accomplishments.

The JTA is honored to have been named the 2016 Outstanding Public Transportation System by the American Public Transportation Association. This award, along with our national GOLD Award for Safety Excellence, recognizes the effort by the Board, leadership team and staff to make JTA one of the best transportation authority's in the nation.

Inside, you'll learn more about the plans for JTA's regional transportation center, the future of the Skyway, our new road and corridor construction efforts and how JTA became the new home for the St. Johns River Ferry.

Thank you for your interest in JTA and enjoy this edition of Momentum.

## MOMENTUM

Momentum magazine showcases the projects and programs of the Jacksonville Transportation Authority.

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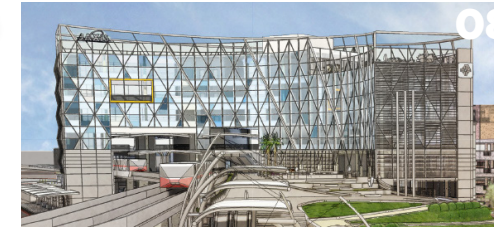
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# ROAD TO WATER

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*The St. John's River Ferry is the newest vessel in the Authority's modes of transportation.*

Bus. Train. Trolley. Boat?

That's right, the JTA is now in the boat business. As of March 31, the Authority has taken over the operation of the St. Johns River Ferry.

"This is fantastic for the JTA," said JTA Chief Executive Officer Nat Ford. "With the First Coast Flyer, the Skyway, and now the ferry, we have a great operation here."

It makes perfect sense. The ferry, for all its quaintness and charm, is at its core a mode of transit, moving people from one place to another.

Now, for the first time in several years, the future of the St John's River Ferry is secure.

An agreement between the City of Jacksonville and the JTA allowed the continuation of the local option gas tax for another 20 years. Five cents of every gallon of gas sold in Duval County goes directly to the JTA to pay for road and mobility projects in Jacksonville. In exchange for extending the gas tax, the City requested JTA take over the ferry operation which has had its financial woes in recent years, including being eliminated from the state budget by then Governor Charlie





Crist in 2007. Since then it has bounced around between the City, JAXPORT and the ferry commission.

Now the St. John's River Ferry is where it probably should have been all along – the JTA.

“When you think about the ferry and what it does, it probably should have never been in JAXPORT’s control,” said John Crescimbeni, Jacksonville City Councilman and head of the Ferry Commission. “It is a transportation vehicle. It makes perfect sense to be married with the Jacksonville Transportation Authority.”

The ferry will continue to make the 9/10 mile trip across the St. Johns River between Fort George Island and Mayport as it has done for decades – shuttling workers, visitors and their vehicles to the Mayport Naval Station, Safe Harbor, Sans Poilar, Singleton’s Seafood Shack, BAE and other businesses. Initially, except for some branding and other cosmetic upgrades, ferry operations will remain the same. In the long-term, the JTA is planning to make some significant upgrades.

“We’re going to look at ways we can improve the operational effectiveness, like with the toll collection procedures,” said JTA’s ferry project manager Fred Jones. “We want to



integrate the ferry into our MyJTA app, so people can pay for their ride in advance without worrying about buying tickets on site or making sure they have cash.”

Jones said any changes, including possible rate changes, will be at least six months down the road.

“We don’t want there to be an inconvenience to customers just because JTA is taking over the ferry. We don’t want to just flip the switch over and make a lot of changes,” Jones explained.

The volunteer group, Friends of the Ferry, who almost single-handedly kept the ferry alive

when many had feared budget issues would kill it off, will continue to have a role now that the ferry has a new owner.

“The relationship between us [Friends of the Ferry], the National Park Service and the JTA is quite strong,” proclaimed Louis Catania, Friends’ board member. “And we’ll be developing a lot of new programs.”

Both Catania and Ford agree that the ferry can be more than just a mode of transportation, but can and should be a destination for people to come and enjoy. ■



# 'ICONIC' BY DESIGN

*New System. New Routes. New Way. New Home.*



The Jacksonville Transportation Authority (JTA) Board of Directors approved a contract with Pond/Michael Baker International to perform design services for the Jacksonville Regional Transportation Center (JRTC).

The JRTC will be a multimodal hub, located in Downtown Jacksonville that will integrate local, regional and intercity service in one location. The key benefit includes improved connectivity between modes, such as local bus; First Coast Flyer Bus Rapid Transit; Skyway; Greyhound and potential future commuter rail service.

"Many of the world's greatest cities have bustling transit stations where trains, buses, taxis, pedestrians and bicycles all come together in an urban center," said JTA Chief Executive Officer Nat Ford. "We are excited to see

the economic development that will result from having a robust transportation center in the heart of Lavilla."

A design competition was held between three architect firms. To share the conceptual designs and obtain public input, a showcase was held on Monday, April 18, where more than 50 stakeholders attended.

"The JRTC will help to make Jacksonville more livable, economically competitive and environmentally sustainable and friendly," said JTA Chairman Scott L. McCaleb. "It has the potential to be an iconic gateway facility and bring renewed energy and revitalization to Downtown."

Construction on the intercity bus facility will begin January 2017. The entire project is expected to be completed by September 2019. ■







JTAMobilityWorks is the most significant road and corridor building program since the Better Jacksonville Plan. It consists of 14 roadway and 13 mobility corridor improvement projects, including the recently completed new turn lane at Greenland and Old St. Augustine roads. The new lane is expected to

vastly improve traffic flow through the intersection, especially during peak hours and school drop-offs and pick-ups.

JTA also broke ground on the Girvin Road expansion and the Soutel Drive Transit Hub and Linda Lane extension are complete.■



# Beaches



# TROLLEY

*The Trolley can easily take you to eat, meet, shop, sun and fun. The weekend service runs every 20 minutes from South Beach Regional Shopping Center to Atlantic Blvd. starting May 27 to September 5, 2016. Use the MyJTA app to purchase a one-day pass for \$1.50 to ride all night.*

## **SCHEDULE**

Friday and Saturday Nights

7 p.m. to 2:30 a.m.

## **HOLIDAY WEEKEND**

Labor Day

Friday 7 p.m. to 2:30 a.m.

Saturday 10 a.m. to 2:30 a.m.

Sunday Noon to 6 p.m.

Monday 10 a.m. to 6 p.m.



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# THE SKY IS THE LIMIT

*JTA Board approves a Skyway modernization plan that will include new vehicles and possible expansion*

The JTA has had its share of “to nowhere” ventures over the years – the “bridge to nowhere” (Dames Point) and the “road to nowhere” (J. Turner Butler Boulevard or JTB) are perfect examples. Both of those nicknames turned out to be far from the mark. The Dames Point Bridge connected two critical parts of town and fostered growth and prosperity in North Jacksonville. The so-called bridge to nowhere now serves nearly 70,000 vehicles each day. The building of JTB, as it’s more commonly known, not only opened up a new unimpeded artery to our popular beaches communities, it made it possible for the creation of the economic juggernaut that is the St. Johns Town Center.

The Authority’s third “to nowhere” project, the Skyway, panned in the past, has more recently reached record ridership numbers, topping 1.3 million trips in 2015. The 26-year old monorail train, which glides above the traffic on its elevated tracks through the city’s downtown skyline and across the St. Johns River, is aging quickly. Determining the Skyway’s future was

critical. It would not be an easy decision. Keeping the Skyway means investing millions of dollars into new trains as parts for the current trains are no longer available.

Even scrapping the system all together would cost millions as state and federal funding would have to be repaid and demolition costs of the elevated pylons and platforms total millions of dollars. So at the urging of its Board of Directors, the JTA assembled a blue ribbon panel to study all the options available and make recommendations to the Board regarding the future of the Skyway. This special advisory group of 15 highly-respected community members and downtown leaders, would be led by a Skyway Subcommittee of three JTA Board members – Isaiah Rumlin, Kevin Holzendorf and Ari Jolly.

CEO Nat Ford said input from the community, and in particular downtown residents and workers, was critical to the process.

“The Skyway belongs to the community,” Ford said. “We must be as transparent as possible with our



ABOVE: On October 26, 2015, Jacksonville citizens share ideas about the future of the Skyway at one of the Skyway Advisory Group public forums.





evaluation process. The community must help decide the Skyway's future."

That feedback came in the form of public forums, as well as an online survey. Of the more than 1,600 responses from the survey, 80% favored maintaining the Skyway and expanding the Skyway system. When asked about potential extensions of the Skyway, 83% supported the Sports Complex/Shipyards extension; 79% were in favor of the Riverside/Brooklyn extension and 66% supported connecting the system to San Marco.

The panel's final recommendation was to keep and expand the Skyway to better meet the needs of the downtown core and surrounding neighborhoods.

"When you take your transportation system into those inner ring neighborhoods, like San Marco, Springfield and Riverside, it allows people to come into the core more easily and makes us more competitive as a city," said Aundra Wallace, executive director of the city's Downtown Investment Authority.

The Skyway Modernization Program will include a plan to replace the existing vehicles and a detailed plan to include an evaluation of future extensions. The deadline for final determination on train type, funding and potential expansion is December 2016. ■





# SIMPLY THE BEST

*JTA Wins Top National Award  
2016's Most Outstanding Agency*

Fresh from winning the Gold Award for Safety from the American Public Transportation Association (APTA) last year, the JTA has now been named as APTA's 2016 Outstanding Public Transportation System Achievement Award winner in the medium size agency category.

"Congratulations to all the employees of the Jacksonville Transportation Authority (JTA), the JTA Board, and all the people of Jacksonville," said APTA Chair Valarie J. McCall. "Working together creates success. Winning the prestigious Outstanding Public Transportation System Achievement Award means that there is a great team in Jacksonville."

The award is considered the most distinguished of all honors to be handed out at APTA's annual national convention. It is bestowed on public

transportation systems that have demonstrated "achievement in efficiency and effectiveness" in the last three years.

There are three awards based on the size of the transit system. JTA won in the mid-size category, for systems providing more than four million but fewer than 20 million annual passenger trips.

"It is great news," said Mayor Lenny Curry. "This national recognition demonstrates the innovative and high-quality services JTA commits to citizens and business practices."

JTA was judged on safety, operations, maintenance, access, customer service, financial management, sustainability, workforce development, attendance and employee costs,



minority and women advancement, marketing, and community relations. JTA was also judged on quantitative measures including riders per hour and total passenger miles.

"This significant award is a testament to the hard work, enthusiasm and innovation of the Authority's dedicated employees," said JTA Board Chairman Scott L. McCaleb. "On behalf of the Board of Directors, I would like to extend my deepest congratulations to the entire JTA team led by CEO Nat Ford."

"This is a great honor and validates our journey to transform transportation in Jacksonville and deliver world class service to Northeast Florida," said Ford. "I am so proud of our staff who deliver

exceptional customer service and are dedicated to fulfilling our mission to improve Northeast Florida's economy, environment and quality of life by providing safe, reliable and efficient multimodal transportation services and facilities. The award also recognizes the leadership of our visionary Board of Directors and our amazing customers."

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JTA will receive the Outstanding Public Transportation System Award during APTA's Annual Meeting, which will be held September 11-14 in Los Angeles, California. ■





# 60 & Counting

What do you know about 1955? Well it was the year that Disneyland opened in California; Coca-Cola became available in cans; and Rosa Parks decided that she had no interest in giving up her seat on a Birmingham, Alabama bus to a white passenger. It was also the year in which the Jacksonville Expressway Authority was formed by the Florida legislature as an independent agency of the state to design and build Northeast Florida's highways' and bridges.

If you don't recognize the name Jacksonville

Expressway Authority, well it's now the Jacksonville Transportation Authority and does double duty – still the road and bridge builder of its predecessor and is now the mass transit provider for the City of Jacksonville.

In its early years, the Authority's focus was clearly on keeping up with the growing city that Jacksonville was, building new connectors and ways for people to move around the city. In the 60s and 70s, the Hart Bridge and roadways like Southside Boulevard and J. Turner Butler Boulevard

would play key roles in doing just that. The Southside began to flourish with the new access and remains today as one of the more bustling parts of town with entertainment and retail centers like Tinseltown and the St. Johns Town Center along with the University of North Florida and the Mayo Clinic.

In 1971, the City of Jacksonville requested that the Authority take on the responsibility of public transit from local privately-held companies that were failing. From that point on, the Expressway Authority became known as the Jacksonville Transportation Authority. At the time it was the only agency in the country that managed both the public transit and road and bridge building components.

Three huge events that would affect transportation locally for decades to come would come out of the 1980s – toll booths would come down, construction on the Dames Point Bridge would be completed and the Skyway would open.

Toll booths were the bane of every motorist's existence in Jacksonville for decades. But it was the toll revenue that paid for the expansion of the expressway system in and around the city. Then in 1988, voters approved a half-cent sales tax that would replace the toll revenue. The following year, the toll booths came tumbling down and travel across Jacksonville's bridges became a much simpler affair.

"You had these great scenes of these toll booths being knocked down by construction



Construction of the Hart Bridge, connecting downtown with the Southside



Traffic waits for the McCormick drawbridge crossing Beach Boulevard. The 60-year old drawbridge was replaced by the JTA in 2009 with two new structures that allow continuous travel across the Intracoastal with no waiting



Local officials gather for the Jacksonville Expressway Authority's grand opening of U.S. 17



One of the original Automated Skyway Express trains travels between Jefferson and Central stations



Construction of the award-winning Dames Point Bridge underway in the late 1980s



equipment,” said Emily Lisska, the president of the Jacksonville Historical Society. “It was all the talk of the city.”

It was known as the “bridge to nowhere” and on March 10, 1989, and after three years of construction, the Dames Point Bridge would open. The award-winning structure would connect the Northside with Arlington and the Southside. But many in the community didn’t see the need for the bridge, hence the less-than-appealing nickname. But then-JTA Chairman John Lanahan saw the future need and pushed the project through to the end.

In hindsight, all the “bridge to nowhere” talk seems silly now considering the amount of development that the Northside has experienced in recent years including the retail magnet that is the River City Marketplace and the residential growth in Oceanway and other nearby communities. Vehicle traffic on the Dames Point Bridge for the once-vilified bridge now numbers 70,000 per day.

The award-winning Dames Point Bridge also remains as visually impressive a structure today as it was 26 years ago when it was the longest concrete cable-stayed bridge in the world. All these years later it still holds the title as the second longest cable-stayed bridge in the Western Hemisphere, according to the city’s official travel resource, Visit Jacksonville.



LEFT: JTA Myrtle campus groundbreaking

BELOW: Vehicles of all shapes and sizes make the agonizing stop at one of Jacksonville’s toll areas. All tolls were replaced in 1989 with a half-cent sales tax.

A few months after the JTA opened the Dames Point Bridge, it opened what was then called the Automated Skyway Express (now Skyway). Unfortunately, by the time it opened, much of the potential ridership was gone. Businesses, and their thousands of employees, fled Downtown for suburban office parks leaving the Skyway with little hope of reaching its ridership projections. With the exception of early 2005 when Jacksonville hosted the Super Bowl, ridership on the Skyway has floundered, hovering around a half-million trips per year.

Then in 2012, the JTA Board dropped the 50 cent fare, and a renewed emphasis on downtown development launched a new wave of riders for the Skyway. Ridership has grown steadily ever since, setting a new record in 2015 with over 1.3 million rides, 26 years after it opened.

The 1990s saw the National Football League’s Jacksonville Jaguars come to town and the JTA found a new role. The Stadium



Shuttle Service was born and became a must-ride to the stadium as thousands packed the shuttles for each home Jaguars’ game.

It was also the decade when the Authority made a major move – opening a new bus service hub across from Jacksonville’s community college at State and Union streets. The new station featured 18 bus bays to keep traffic flowing in and out to all parts of the city. Called the FCCJ Station, it would later be renamed in honor of civil rights leader Rosa Parks.

The opening decade of the new millennium was all about construction as the JTA was in the middle of building nearly \$900 million worth of Better Jacksonville Plan projects. One of the first was the flyover at Atlantic Boulevard and Mayport Road.

“That flyover project was significant because it was finished seven months ahead of schedule,” said local historian Emily Lisska.

Widening Heckscher Drive and opening the Wonderwood Bridge were also significant achievements for the Authority.

“The Super Bowl offered a real first for the JTA. In that brief week, nearly a half million riders boarded the Skyway or one of their flyers so the numbers just skyrocketed. And without the JTA, that event would have likely been impossible for our town.”

The JTA entered a new era in 2012 when Nathaniel P. Ford Sr. was chosen as the new CEO. He brought with him new visions, goals and purpose including a long range plan to transform travel in Jacksonville, among other things. Ford’s revolutionary route optimization plan would transform and revitalize JTA bus routes in a way not seen here in three decades. In addition to ROI, initiatives like real-time passenger information, converting to compressed natural gas buses, and launching Jacksonville’s first bus rapid transit line – the First Coast Flyer, all moved the public transit needle further than ever before.

The Authority has accomplished an amazing amount in its 60 years, but it may be that the next 60 will be even more exciting. ■





*JTA opens a new public-accessible, compressed natural gas fueling station*

On a beautiful January morning, the Jacksonville Transportation Authority and Clean Energy Fuels celebrated the opening of the public-access compressed natural gas (CNG) fueling facility at JTA’s Myrtle Avenue operations campus. The CNG project was made possible through a public-private partnership with Clean Energy. This station, adjacent to the existing, private JTA-dedicated CNG station, provides access to fueling for both public and private vehicles. The ceremony included a ribbon cutting and fueling demonstration. The event included JTA Chairman Scott McCaleb, JTA CEO Nat Ford and Clean Energy Senior Vice President Peter Grace.

“With this new CNG station, JTA is taking a leadership position in its industry—and improving Northeast Florida’s economy and environment,” said JTA Chairman Scott McCaleb. “This station was specifically designed to meet JTA and the public’s fueling needs today and tomorrow as more CNG vehicles become part of the community.”

“By allowing the public to fuel their vehicles, the Authority will begin contributing to the available





Clean Energy Senior VP Peter Grace, TPO Director Jeff Sheffield, Councilmen Garrett Dennis and Jim Love, JTA CEO Nat Ford, JTA Board Chairman Scott McCaleb and Board members Ari Jolly and Isaiah Rumlin



On March 31, 2015, JTA broke ground for the CNG fueling station. Within one year the station has been built and is ready for customers.



supply of CNG in the region, which in turn will help make our community cleaner by reducing pollutants into the air we breathe,” said JTA CEO Nat Ford. “CNG vehicles produce up to 90 percent less smog producing pollutants and reduce greenhouse gas emissions by up to 40 percent.”

JTA’s goal is to have a fleet of 100 CNG buses over four years and we are well underway with 23 vehicles currently in the fleet.

This CNG project, one of the JTA’s transformative Blueprint 2020 initiatives, also included a modification to the bus maintenance facility and a bus fueling facility. Fueling of the CNG buses began in December 2015 with the rollout of JTA’s First Coast Flyer™ Green Line, the first leg of its bus rapid transit system.

“Clean Energy is proud to partner with the Jacksonville Transportation Authority on the construction of this station and giving the citizens of Jacksonville a cleaner fuel option for their transportation needs. We applaud their leadership on this important effort” said Peter Grace, senior vice president, sales and finance, Clean Energy Fuels.

The Clean Energy station is easily accessible for heavy duty fleet trucks and passenger vehicles. The new CNG station is open 24 hours a day, seven days a week and uses a public access card reader system. The station includes one single hose dispenser, with the capability of adding an additional three dispensers. The entrance to the station is located at the intersection of Bay Street and Myrtle Avenue. ■



# GET HOOKED

## *The First Coast Flyer, JTA's bus rapid transit system, opens to rave reviews and huge ridership*

It took years to come to fruition, Jacksonville's first-ever bus rapid transit line, the First Coast Flyer™, launched six months ago and has been growing ever since. The first of the Flyer routes, the Green Line, runs between the Rosa Parks Transit Station in downtown to the Walmart at Lem Turner Road and I-295. Ridership has topped 363,000 trips since the launch.

"The First Coast Flyer is having a direct and positive impact on the quality of life for our customers," said JTA CEO Nat Ford. "The Flyer is the latest initiative in the

process of transforming transportation in Northeast Florida."

With the Green Line running strong, JTA is now working on the Blue Line, which will run in the city's southeast corridor. The Blue Line will run from the Kings Avenue Station in San Marco to the Avenue Walk development. Funding for the Blue Line has already been approved. Construction is underway and is scheduled to launch this December.

The Flyer service features new compressed natural gas (CNG) buses that run quieter,



are more fuel efficient and better for the environment, as well as real-time passenger information and free Wi-Fi. The Flyer runs more frequently than regular bus service, with fewer stops. During peak times, the Flyer comes every 10 minutes and every 15 minutes frequency during most off-peak times.

Along with the Flyer, JTA also launched a mobile ticketing application (mobile app) called MyJTA. MyJTA offers passengers the ability to purchase their bus passes right on their smartphones.

The First Coast Flyer is planned in five-phases and serves as the backbone to the regional transit system. When completed in 2019, the Flyer system will cover 57 miles of destination travel, and will be the largest bus rapid transit system of its kind in the Southeast United States. ■



# RIVERSIDE + AVONDALE TROLLEY NIGHTS



6 PM  
TO 2 AM

EVERY FRIDAY

+ SATURDAY

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*Since 2005,  
there have been  
45 bicycling  
deaths and  
224 pedestrian  
fatalities in  
Jacksonville.*

# BIKE WARS



Jacksonville remains one of America's most dangerous cities for walking and bicycling. A 2016 report by the Alliance for Biking and Walking ranked Jacksonville 50th worst on their list of 50 most populous U.S. cities for overall pedestrian and bicycling safety. Since 2005, the report estimates there have been 45 bicycling deaths and 224 pedestrian fatalities in the Jacksonville area.

Stephen Tocknell of the Florida Bicycle Association's First Coast Chapter points to the city's sprawling design as one of Jacksonville's major challenges.

"The basic problem here is that our roads and streets are too big and too far apart," Tocknell said. "Cyclists and pedestrians are much safer in older areas of Jacksonville, where streets are closer together and the speed limits are lower, like Riverside, Avondale, San Marco and Jacksonville Beach."

But that leaves a lot of space in Jacksonville where bikes and pedestrians are not as safe. In a July 2015 report on HBO's *Real Sports* with Bryant Gumbel, a story called *Bike Wars* showed that although Jacksonville is one of the worst for safety, it is certainly not alone.

"When we started the conversation and learned about the number of deaths nationally,

that got our attention. In the urban pockets for sure, it's a real problem," said Real Sports producer Tim Walker. "

JTA's award-winning television program, *Making Moves*, recently partnered with Walker and Real Sports to air portions of the program to illustrate just how ugly it can be out on the roadways, and how some cities are attempting to deal with those issues.

"Being familiar with the statistics here," said *Making Moves'* executive producer Bill Milnes, "the Real Sports story really struck a chord. I wanted to use that piece as a way to showcase just how hazardous it is out there on the roads, but at the same time showing how other cities are finding ways to coexist and do so safely. Tim Walker and the folks at *Real Sports* were gracious enough to see the value in our approach and agreed to partner with us on *Making Moves*."

Jacksonville City Councilwoman Lori Boyer has been working on improving pedestrian safety since she took office. Boyer leads the Crosswalk Coalition initiative aimed at making our crosswalks and roadways safer for pedestrians. One goal is to increase and improve the number of crosswalks near bus stops, senior-living facilities and middle schools.



48  
Fort Worth

“Those are obvious places where pedestrians will cross the street,” Boyer said. “The city will need to determine the precise areas to place crosswalks and what type is appropriate.”

On the Bike Wars show, the road rage was evident from both the motorists and cyclists alike. Tocknell said while it’s dangerous to ride here, his experience is not quite as volatile as in the story.

“The worst that’s ever happened to me has been being passed too closely by a vehicle,” Tocknell said.

But that doesn’t mean there’s not room for improvement. Sometimes it’s just a matter of maintaining the roads themselves. Just ask Chris Burns how important that is. Burns, a local attorney and bike safety advocate, suffered serious injuries when his bike hit a pothole that sent him flying through the air before he landed on the concrete.

“It’s a serious issue,” Burns said.

49  
Detroit

Appearing as a panelist on the Bike Wars segment, Burns added that bicycle safety is a particular problem on roads leading out of the downtown core where speeds are 45 miles per hour. Even more, Burns attributes a fear of getting hurt as the single biggest reason more cyclists don’t commute here in Jacksonville.

Walker suggests that creating safer streets is a matter of public desire moving forward.

“There are cities that want to improve and are taking an active approach,” Walker said.

## Worst Cities for Cyclist and Pedestrian Fatalities (50 most populous U.S. cities)

*Bicycling and Walking in the United States 2016 Benchmarking Report*  
Copyright © 2016 by Alliance for Biking Walking

50  
Jacksonville

“While we were in Copenhagen, officials from Seattle, Los Angeles and other U.S. cities were there learning more about how Copenhagen does it.”

Walker added that cities like Minneapolis, Portland and Philadelphia are also cities where bikers, pedestrians and motorists can safely coexist.

In fact, Portland has the highest number of commuters that bike to work at over six percent, yet had one of the fewest occurrences of accidents or fatalities in the nation.

To get those kinds of results, Walker said, you have to be willing to spend some money on infrastructure to do it right. So that bodes the question, is there enough impetus to make improvements for change here in Jacksonville? So far, outside of some sharrow markings on streets in the historic district of Riverside, real progressive funding hasn’t

been forthcoming. Walker advises cities like Jacksonville and others have to start making it a real priority.

“More people are looking at bicycling as more than just a recreational tool, but rather a means of transport, the Bike Wars producer said. “This is a safety issue that is not going away. Walking and riding are healthy alternatives, so more and more people are looking at those as options – especially the younger demographic. Plus, it’s the quickest way to get around in an urban setting.”

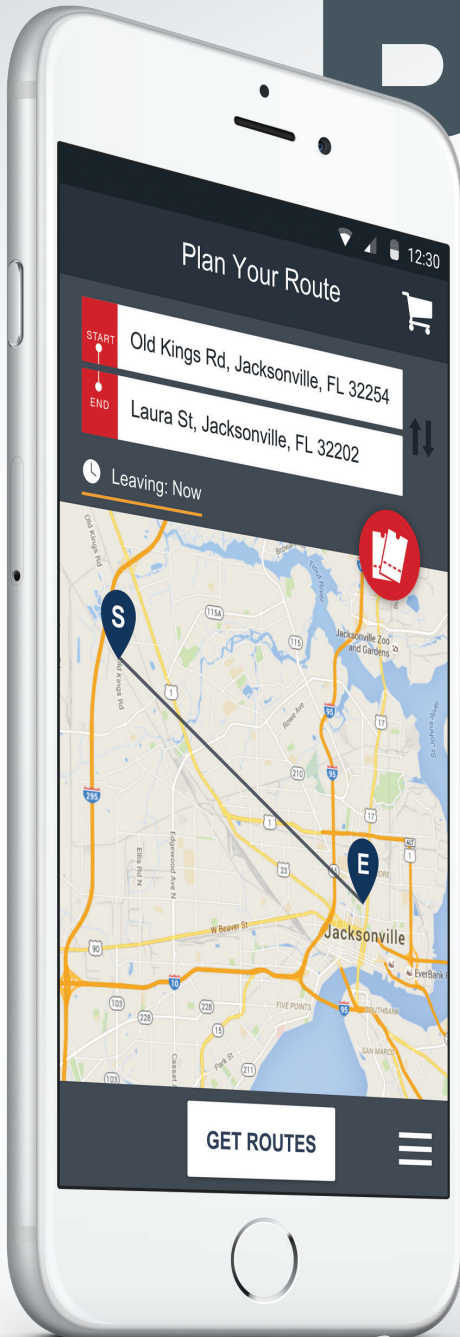
For her part, Boyer is aware of the city’s pedestrian and biking reputation and has been actively moving forward on trying to improve it. Working with local biking groups, and agencies like the JTA, Boyer says she’s hopeful for a turnaround.

“It’s important for the city to make this happen.” ■



# BOARD

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