

Appendix H

Public Involvement Support Documents

- H1. Public Involvement Plan
- H2. TCAR 2 Survey Summary Report
- H3. Project Collateral (Flyer, Business Card)
- H4. Project Communications



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Public Involvement Plan

JTA Skyway Modernization Project GEC

Skyway System Expansion Study – Transit Concept and Alternatives Review

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INTRODUCTION

The purpose of this Public Involvement Program is to assist in providing information to and obtaining input from concerned citizens, agencies, private groups (residential/business), and governmental entities for the proposed transportation improvements.

The overall goal of this plan is to help ensure that the study reflects the values and needs of the communities it is designed to benefit.

The document outlines how the public will be engaged in the transportation decision-making process to ensure consensus for project recommendations. Engaging the public effectively can pose a significant challenge; therefore, a Public Involvement Plan (PIP) should be created and consider methods that result in meaningful public participation. The PIP should consider outreach methods that result in meaningful participation with all members of the community including those who are transit dependent and have limited English proficiency — complying with Title VI of the Civil Rights Act of 1964.

The PIP will provide a basis for future involvement activities during the next project phases. Public involvement is an iterative process. This PIP will be updated as needed throughout the Skyway System Expansion Study Transit Concept and Alternatives Review (TCAR) process and in subsequent project phases through construction. For example, stakeholders or engagement strategies may be selected or changed to reflect decisions made during future steps.

The public involvement process for this Skyway System Expansion TCAR Study will not be as formal as required for a typical Project Development and Environmental (PD&E) Study. The level of effort may be less than typically expended for a PD&E Study; however, there is an expectation that the resulting project will be implemented and therefore represents a project that the Federal Transit Administration (FTA) and/or the Florida Department of Transportation (FDOT) may potentially fund.



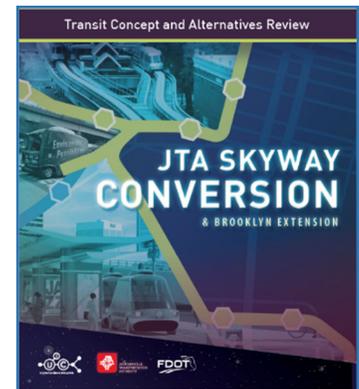
I. DESCRIPTION OF PROPOSED IMPROVEMENTS

Project Description



The iconic Automated People Mover, known as the Skyway, is an important community asset for Downtown Jacksonville. The Skyway is a 2.5-mile, fully automated, elevated, bi-directional monorail system with eight stations, ten two-car trains and a 25,000 square-foot operations and maintenance center. After more than 25 years of service as a downtown circulator, carrying approximately 5,000 trip per day; the Skyway is facing multiple challenges and needs modernization.

Following a series of technical studies to address options for overhauling the system, a Transit Concept and Alternatives Review (TCAR) Study was conducted to evaluate options to modernize the Skyway, specifically the consideration of a comprehensive system conversion by removing the existing guidebeam and creating a smooth running surface. The new surface would accommodate autonomous shuttles which would ultimately be able to operate on the existing elevated infrastructure or at the street level. The initial TCAR Study titled *Skyway System Conversion and Brooklyn Extension (Also referred to as TCAR 1)* was completed in January 2019.



The conversion of the Skyway presents a unique opportunity for the City of Jacksonville, the Jacksonville Transportation Authority (JTA) and the Florida Department of Transportation (FDOT) to transform the aging system and modernize with emerging autonomous vehicle technology.

The modernization and desired expansion of the Skyway is known as the Ultimate Urban Circulator (U²C) Program. As the modernization and conversion of the existing Skyway system remains under engineering evaluation, this second TCAR Study, *U²C/Skyway System Expansion Study* focuses on potential alternatives to expand the system using autonomous vehicle shuttles to provide service to key destinations on the periphery of Downtown, making connections to the street level and operating on the existing road network. The system expansion options include staying elevated or transitioning from the elevated system to the street level extending the limits of the downtown circulator – making new connections and providing more mobility options.

This Skyway System Expansion Study focuses on potential alternatives to expand the future Skyway service beyond the limits of the current elevated infrastructure, using autonomous vehicle shuttles to serve key destinations on the periphery of Downtown. The system expansion corridors are focused initially on the termini of the existing Skyway system and consider both elevated and street level options for the system extension. The goal of this study is to determine a preferred alignment for more detailed study, design and ultimately, implementation within each corridor.

System Expansion Corridors

In earlier Skyway studies, five potential expansion corridors, depicted in Figure 1 were defined based on analysis, community feedback and connecting to key destinations. The proposed system as envisioned with the expansion segments would create a 10-mile system.

- North Extension Corridor – Rosa Parks Transit Station north to UF Health/VA Hospital on 8th Street.



- West Extension Corridor – extension from the proposed Brooklyn Station adjacent to the existing Skyway Operations Building, southwest into Riverside.
- South Extension/Medical Complex Corridor – extension from the existing San Marco Station south to the adjacent expanding medical complex.
- Southeast Extension Corridor – From the existing Skyway at Kings Avenue Station/Garage to San Marco East area, including a connection to the planned community, The District, on the Southbank of the St. Johns River.

The East Corridor, extending from the existing Central Skyway Station east to Sports/Entertainment District, has been advanced through a separate, concurrent project known as the Bay Street Innovation Corridor. The East Corridor is referenced in the system analysis discussed later in this report.

The purpose of this Skyway System Expansion Study is to develop the Skyway modernization and conversion project to be considered for federal funding and advance into the Federal Transit Administration’s (FTA) project development process. The study will:

- Document enough information to prepare an application to enter the FTA Project Development phase
- Identify the Recommended Alternative(s) for further evaluation through the recommended NEPA process as part of the FTA’s Project Development (PD) process.
- Document community and stakeholder support.
- Provide preliminary cost estimates
- Consider available and potential funding options for project delivery.

Extensive public outreach and stakeholder engagement was included in the prior planning and technical studies. This TCAR Study will continue to incorporate public involvement and stakeholder participation in the evaluation and decision-making process.

Project Contact Information

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Figure 1: Ultimate Urban Circulator (U²C) System Map

II. PROJECT BACKGROUND

Providing transit options that satisfy the demands of 21st Century commuters is vital to the JTA's vision and success. JTA continues to transform transportation in Jacksonville. An integral part of the *Blueprint for Transportation Excellence* is the modernization and expansion of the Skyway, the JTA's automated people mover in Downtown Jacksonville.

Since the late 1980's the Skyway has glided above the streets of Downtown Jacksonville, transporting customers to school, work, medical appointments, shopping centers, and other daily activities. Creating a new cutting-edge circulator presents an exciting opportunity for the City and supports the vision for a revitalized and vibrant Downtown.

In December 2015, JTA's Board of Directors approved a resolution to "Keep Modernize and Expand" it's existing Skyway system and recommended the development of a *Skyway Modernization Program* (SMP). The SMP's focus is to define the critical path forward for the outdated system, recommend vehicle technology and develop an expansion strategy to connect people to more destinations.

The project team thoroughly, analyzed both existing and future travel patterns and assessed consumer mobility needs, identified and evaluated current and emerging technologies, along with gathering community feedback. Public feedback and the Downtown growth analysis revealed that the system should better connect origins and destinations to provide more complete trips and support the mobility demands of not only Downtown, but surrounding neighborhoods.

After careful deliberation, JTA recommended transforming the Skyway into a new, ultimate circulator system (U²C) using emerging technologies and creating an autonomous transportation network. The conversion will support growth and enhance economic development by connecting people to destinations throughout the City and improve the quality of life for Jacksonville citizens.

III. PROJECT GOALS

The JTA and the U²C project team are committed to providing an open communications process with numerous opportunities to inform and involve the public in the U²C development. Stakeholders will have opportunities to interact with and receive responses from the project team on issues throughout each phase of the project.

The following goals and objectives will help facilitate the communications strategy and public involvement.

GOAL A: Promote an understanding of the purpose and need for the project and the process leading to the final decisions.

Objective – Be transparent. Deliver honest and consistent messaging to the public.

Objective - Work with the subject matter experts to ensure comprehensive information about the project is available to the public and the media.

Objective - Utilize the U²C Program development as an opportunity to strengthen JTA's relationships with stakeholders and promote understanding of the Authority's efforts

- Provide meaningful opportunities for public input and systematic follow-through to address issues and ideas identified by the public



- Promote the U²C Program benefits to the community
- Share project challenges
- Inform and educate stakeholders and the general public concerning the benefits of transportation options.

GOAL B: Involve the community and other stakeholders early and throughout the process.

Objective – Involve new and existing stakeholders by providing a range of public input opportunities early and often.

Objective – Provide continuous communication and feedback to the public throughout the process.

Objective – Engage typically underserved populations (low-income, minority, and limited-English proficient) early in the public involvement process by providing opportunities designed to meet the unique needs of these groups.

Objective – Publicize programs and activities through multiple and diverse and innovative communications vehicles and hold meetings in ADA- and transit-accessible facilities.

Objective – Notify affected communities of public involvement opportunities early and through a variety of advertising mediums and formats.

GOAL C: Work with community engagement to ensure that public input is incorporated into the decision-making process.

Objective – Provide involvement opportunities in conjunction with key project milestones prior to decision-making.

Objective – Identify and resolve challenges in a timely manner.

Objective – Respond to public comments in a timely and thorough manner.

Objective – Report back to the community on how their feedback has been considered and incorporated into the decision-making process.



IV. IDENTIFICATION OF AGENCIES AND AFFECTED PUBLIC

The following local, regional, state, or federal agencies having a concern in this project due to jurisdictional review or an expressed interest have been identified and will be contacted directly by JTA project team.

STATE:

Florida Department of Transportation

FEDERAL:

Federal Transit Administration

REGIONAL:

North Florida Transportation Planning Organization
Regional Transit Working Group
Northeast Florida Regional Council

ORGANIZATIONS/CUSTOMER AUDIENCES:

Downtown Investment Authority (DIA)
Downtown Development Review Board (DDRB)
Major employers/companies (Jacksonville Sports Council, etc.)
Development industry (The District, The Shipyards, The Landing, LaVilla area)
Current JTA Customers
JTA Employees

MUNICIPALITIES/GOVERNMENT:

City of Jacksonville
City of Jacksonville Urban CPAC
JAXPORT

SCHOOLS:

Duval County School Board

INDIVIDUAL PROJECT STAKEHOLDERS:

Media
Agency/Community Partners
Community Leadership

LOCAL ELECTED AND APPOINTED OFFICIALS (as of July 2019)

District 1: Joyce Morgan	District 11: Danny Becton
District 2: Al Ferraro	District 12: Randy White
District 3: Aaron L. Bowman	District 13: Rory Diamond
District 4: Scott Wilson (Council President)	District 14: Randy DeFoor
District 5: LeAnna Cumber	<i>At-Large Council Members</i>
District 6: Michael Boylan	Group 1: Terrance Freeman
District 7: Reggie Gaffney	Group 2: Ronald B. Salem
District 8: Ju'Coby Pittman	Group 3: Tommy Hazouri
District 9: Garrett L. Dennis	Group 4: Matt Carlucci
District 10: Brenda Priestly	Group 5: Samuel Newby
Jackson	



V. OUTREACH ACTIVITIES AND DELIVERABLES

The following techniques are proposed to notify the public, share information of the proposed transportation improvement, and solicit public input into the project development process. To develop an understanding of the impact on the stakeholders and their various interests as well as the project's benefits, the public involvement team will:

Development of a Key Stakeholder Database and Corridor Contact List

The public involvement team will develop and maintain a strategic database that will include the various stakeholder groups and subgroups. The team will use this database to create a list of target contacts that will be used for identifying and coordinating advance briefings/interviews as well as for future use for meetings, mailings and other communications.

Targeted Corridor/Community One-on-One and Group Briefings/Interviews

The public involvement team will conduct briefings/interviews both one-on-one and with small focused groups representing targeted community members and organizations within the project corridor. These sessions will be used to introduce and build an understanding of the TCAR Study and its findings as well as to gather stakeholder issues and interests with regard to the study. Comments will be captured in a standard format for JTA use and validity of data collected. As appropriate, the outreach team will use these meetings to identify opportunities for formal presentations by JTA staff or other follow-up, as appropriate. Organizations include but may not be limited to the following:

- Downtown Development Review Board
- Downtown Investment Authority
- Downtown Vision
- Urban CPAC
- JTAC (Jacksonville Transportation Advisory Committee)
- North Florida Transportation Planning Organization (North Florida TPO) Board of Directors and Committees
- City of Jacksonville Planning Department

Test & Learn Events

JTA has developed a test track facility used to test and evaluate autonomous vehicle operations in a controlled environment. The test track, or Test & Learn, located near the east edge of Downtown, is available to the public by appointment or during special events. JTA is actively encouraging professional societies, schools and other stakeholder groups to schedule a tour of the Test & Learn. As part of the TCAR Study, comments and feedback obtained during Test & Learn events will be used to document public acceptance of autonomous technologies.

PublicInput.com

A website featuring tools from PublicInput.com will be launched. Maps of the proposed system will be posted for public comment and opinion.

Briefings with Local Elected Officials and Agencies

Briefings with elected officials and agencies will be determined and conducted with the approval **of the JTA Project Manager and with JTA participation as required. The outreach team will work** with FDOT to identify further opportunities for formal presentations to these entities.



Surveys

Consistent with the previous efforts for the SMP, the public involvement team will continue online survey tabulation. Additional surveys will also be distributed at various JTA events and presentations. Specifically, surveys will be obtained through JTA's living laboratory, the Test & Learn facility located in the Sports/Entertainment District.

Newsletters/Flyers

The consulting project team will work with JTA to produce Newsletters/Flyers over the course of the study to provide the community and key stakeholders with current information regarding the project and graphically rich content so that alternatives are easily understood.

Website

A webpage link has been added to the current www.JTAFLA.COM website to document the activities and development of the U2C Program. Details of the TCAR Study will also be listed under the u2cjax.com website.

Media Relations:

In coordination and consultation with JTA Project Manager and the JTA External Affairs personnel, media will be contacted routinely as milestones; decision points or any other newsworthy information requires dissemination through press release distribution.

Notification Techniques

In addition to working with the media, additional notification techniques will be used throughout the project development process. A brief description of these techniques is listed below. Solicitation for public participation will be made through the media, direct mailings, websites, public meetings and information handouts as well as through community groups interested in assisting JTA with this effort. For all techniques that will be implemented, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

- A. Flyers/Newsletters/E-blast:** Invitational and informational letters newsletters will be distributed to elected and appointed officials, property owners/tenants, business owners/operators, and interested parties as feasible. It is anticipated that two bilingual newsletters will be distributed for this study.
- B. Notices** will be hand-delivered or mailed to residences and businesses properties which are located, wholly or partly, within at least 300 feet on either side of the centerline of the existing Skyway alignment and the Brooklyn extension.
- C. Press Releases:** Press releases will be submitted to the JTA seven days prior to the public meeting/forum.
- D. Public Notices/Legal Display Ads:** Public advertisement will consist of a legal display advertisement prior to the public meeting/forum.
- E. Public Announcements:** In order to distribute project information, flyers will be made available to organizations such as neighborhood/civic groups, to publish in existing newsletters and websites. Any such correspondence will be coordinated through JTA's External Affairs department.
- F. Direct Mail List:** For Public Meetings/Forum, the following stakeholders will be contacted by direct mail in order to obtain input throughout the project development process and/or in order to provide project information.



- Those whose property lies, in whole or part, within at least 300 feet on either side of the centerline of each project alternative (Section 339.155 FS), as well as other local citizens who may be impacted by the construction of this project. This portion of the mailing list will be based on the County Property Appraiser's taxrolls.
- Local elected and appointed public officials or individuals who request to be placed on the mailing list for this project and may be notified directly by JTA's government affairs staff.
- Public and private groups, organizations, agencies, or businesses that request to be placed on the mailing list for this project.

G. Public Forum: A public forum will be held, as required by the JTA, to present the project and the conceptual project alternatives being considered, and to obtain comments from the general public. Additional details are listed in the following section.

H. Informal Meetings: In addition to the scheduled public meetings, there will be additional meetings with stakeholders and the public, including elected and appointed officials, public agencies, or civic groups. The purpose of these meetings will be to apprise the attendees of the project status, specific location and design concepts, and to receive input.

Internal Communication and Reporting

Regular communication with internal stakeholders and project participants throughout the life of the project will be crucial. The public involvement team will ensure constant, open lines of communication between the public involvement team, the JTA project manager, and other internal stakeholders, as appropriate. As required, debriefing sessions may be conducted with the JTA project team to inform them of any special issues or needs related specifically to briefings/interviews and stakeholder feedback. In addition, the public involvement team may provide support to the JTA project team to draft any required written responses to comments and questions submitted during the meetings, which require follow-up, or to prepare presentation materials for follow-on presentations by the JTA project team.

Outreach Deliverables

The following deliverables are anticipated as a result of the outreach activities for the Skyway System Expansion Study:

- Mailing List Database
- Updated Newsletter/Flyer
- Project Overview Presentation
- Public Information Survey
- Presentation Log
- Public Forum Materials
 - Sign in Sheet
 - Presentation
 - Graphic Boards – total number to be determined during outreach coordination
 - Handout
 - Comment Form

Additional materials may be prepared as a result of stakeholder requests or as needed to fully present the proposed improvements.



VI. COORDINATION WITH FDOT

Coordination with FDOT will occur throughout the life of the project. Copies of aerial maps depicting all alignment and design concepts under consideration, along with draft copies of study documentation will be furnished to the FDOT District 2 personnel for their review and comments. Updated information will also be forwarded for review and comment. A copy of the final report will be provided to FDOT.

VII. ANALYSIS AND SUMMARY OF PUBLIC COMMENT

A summary of the public outreach will be incorporated into the final report to provide a summary of meetings, presentations and other outreach activities. The report also will contain the overall input provided through the other public involvement techniques utilized in the project development process. The report will be forwarded to the JTA Project Manager.

VIII. PUBLIC FORUM/OPEN HOUSE

A public forum or similar public meeting will be held to present preliminary results and gather input from the community. The Public Forum will follow the protocols of the JTA External Affairs public meeting guidelines. Details are listed below.

A. Public Meeting/Forum Site: The public forum will be held at an appropriate facility convenient to the study area, preferably accessible by transit. The following sites have been identified as potential facilities with the capacity to host such an event:

- Wells Fargo Community Center (Main Street) – Upstairs Rooms
- DuPont Nonprofit Center – Theater Room or Lobby
- Convention Center
- Sweet Pete’s Downtown (overlooks Skyway platform)
- 927 Events Downtown
- MOSH – Museum of Science and History
- River Club (Northbank)
- San Marco Library
- Sports Complex – (TIAA Bank Field, Baseball Grounds of Jacksonville, VyStar Veterans Memorial Arena) – Options for pop-up booths
- Metro Park – Outdoors
- Willowbranch Library
- Riverside Presbyterian
- Jacksonville Garden Club
- Jacksonville Junior League
- Downtown Library (previous facility for U2C events)
- FSCJ Downtown – Advanced Technology Center

B. Public Advertisement: A display advertisement will appear in a newspaper publication and local newspaper as determined by the JTA External Affairs department.

C. Letters of Invitation: Letters will be mailed to all property owners as required by Section



339.155, FS and to local elected and appointed government officials notifying them of the public forum. Notices also will be hand-delivered or mailed to residences and businesses located directly along the project corridor as deemed necessary by JTA. Specifically, those whose property is, in whole or part, within at least 300 feet on either side of the centerline of each project alternative (Section 339.155 FS), as well as other local citizens who may be impacted by the construction of this project.

- D. Meeting Preparation:** Slide presentations and/or video presentations, project corridor aerial maps, graphics, and handouts will be prepared.
- E. Transcript:** If requested a transcript of the public forum will be compiled, to include written comments received at the forum and written comments received within the established comment period after the forum. All public meeting documentation (handouts, presentation, graphics, etc.) will be included with the transcript.
- F. Title VI and Related Statutes:** Notification during the public forum will be provided in the presentation, by handout, signage, and through availability of personnel on the Title VI of the Civil Rights Act of 1964, as amended, and Executive Order 12898 and the Relocation Assistance Program which complies with Title VIII.
- G. Americans with Disabilities Act (ADA):** Notification of the JTA's intent to comply with the Compliance: Americans with Disabilities Act will be provided in the public advertisements for the public forum, in invitational letters to property owners/tenants and local officials, in handout, and by selection of a public forum site that meets all ADA requirements.

IX. PUBLIC INVOLVEMENT/OUTREACH SCHEDULE

An Outreach Schedule of Activities will be developed with all project team members and outreach specialists. The schedule will be maintained and reviewed with the JTA Project Manager.

X. PUBLIC INVOLVEMENT FOLLOW-UP

The following procedures will occur after any outreach event or public forum.

Responses: Responses to all letters received as a result of questions and comments not answered at the public forum will be made in writing.

Comments and Coordination: A summary of the project survey and related outreach materials will be produced and submitted at the conclusion of the study, containing, at a minimum, all documentation regarding public participation performed throughout the study period. A summary of the public involvement activities is included as a section of the final TCAR Study Report.

XI. EVALUATION OF THE PUBLIC INVOLVEMENT PROGRAM

An evaluation of the public involvement evaluation process and activities will be developed to assess the effectiveness of the public involvement efforts utilized throughout the Skyway System Expansion Study. This process will include identification of the public involvement tools, establishment of performance measures, performance evaluations, and identification of improvement strategies.





Outreach Plan



JTA U ² C/Skyway System Expansion Study (TCAR 2) Community Event Outreach Plan					
Date	Name of Event	Timeframe or Status	Outreach Materials	Project Team Staffing	JTA Team
8/24/19	Skyway Saturday (event sponsored by Friends of Hemming Park & JTA) COMPLETE	Event is 11 am – 5 pm Survey time will be 11 am - 2 pm	iPads with survey; Status Display of AV near Hemming Station & U ² C Flags	Quest provided 2 people	AV Display Staff to monitor vehicle/ answer questions
9/21/19	Skyway Saturday (event sponsored by Friends of Hemming Park & JTA) COMPLETE	Event is 12 pm – 10 pm Survey times are to be determined.	iPads with survey; Status Display of AV near Hemming Station & U ² C Flags Map Board iPad Stands	Quest provided 3 people	AV Display Staff to monitor vehicle/ answer questions
10/26/19	Riverside Arts Market (FDOT event for Mobility Week) COMPLETE	Daylong Event 8:30 am -	iPads with survey; business cards, surveys, Static Display of AV	RMG QCA ADG	AV Team;
11/9/19	Porchfest in Springfield	Daylong event, 12 pm – 3 pm	Requested AV Shuttle at/near Klutho Park	RMG QCA	AV Display Staff
11/13/19	Clean Cities Workshop		Pass out Business Cards for survey		Xan
11/22/19	Fridays in the Park (Hemming Park)	11 am – 2 pm	iPads with survey; business cards, surveys, static display of AV	RMG	AV Team
12/4/19	Art Walk Wednesday (event is sponsored by Downtown Vision)	Event is 5 pm – 9 pm Survey time will be 5 pm – 7 pm	iPads with survey; Status Display of AV near Laura Street. JTA Automation team will provide tent, table and AV.	RMG 321	AV Display Staff to monitor vehicle and answer questions

Open Houses/Pop Ups/Public Forum					
<p><i>Scheduling Open House or Pop Up in study corridors. Locations are being identified in each expansion corridor. Public Meeting/Forum – sites are being reviewed and a list will be provided to the JTA team for further discussion prior to scheduling.</i></p>					
Date	Area	Time	Materials/ Notes	Project Team	JTA Team Needs
10/14/19	West Corridor – Riverside YMCA COMPLETE	9 – 1 pm 4 – 7 pm	Welcome Sign, Survey sign and tabletop maps	RMG QCA ADG	None
10/23/19	Southeast Corridor – La Napolera Taco Tuesday - Pop Up Open House, Hendricks Avenue COMPLETE	4:30 – 7 pm	Project Information boards; iPads, paper surveys, etc.	RMG QCA ADG	
11/12/19	North Corridor – UF Health Shands COMPLETE	10 am – 2 pm	Welcome Sign, Survey sign and tabletop maps	RMG QCA ADG	None
2/27/20	Public Open House (at MOCA, Hemming Park)	12 pm – 6 pm	<i>Consider notice timeframe over holidays</i>	RMG 321 ADG	

JTA U ² C/Skyway System Expansion Study (TCAR 2) Presentations					
Date	Name of Event/Location	Time	Outreach Materials	Project Team Staffing	JTA Team Needs
8/12/19	JTAC Presentation Myrtle Campus COMPLETE	4:00 pm	Presentation available	Cheryl Freeman attended	PM - Xan Traversa presented
8/13/19	Downtown Vision Quarterly Stakeholders Meeting at Ed Ball Bldg. COMPLETE	8:30 am	Presentation provided	Cheryl Freeman attended	PM – Xan Traversa presented
10/7/19	Urban CPAC – Ed Ball Bldg. COMPLETE	5 pm	Presentation	Cheryl Freeman attended	Xan Traversa presented. Cheryl Riddick.
10/17/19	Riverside Avondale Preservation (RAP) Committee Presentation COMPLETE	6 pm	1:1 Meeting requested with RAP leadership	Cheryl Freeman attended	Xan Traversa presented.
11/6/19	North Florida TPO TCC & CAC COMPLETE	10 am - 2 pm	Presentation		Suraya Teeple & C. Freeman
11/14/19	San Marco Preservation Society (SMPS) – Speakers Series CANCELLED	TBD	Held 1:1 with SMPS President on 9/25 to confirm plan for outreach	N/A	N/A
11/19/19	Springfield Preservation (SPAR) – Quarterly Meeting COMPLETE	6 pm	1:1 Meeting held with SPAR President; presentation to group 5:00 pm	C. Freeman	Xan Traversa
TBD	Downtown Council of Chamber				
TBD	North Florida TPO Board of Directors				
TBD	Business/Development Outreach Small Group Meetings: <i>Baptist, The District, Hotels at Kings Ave Garage, FSCJ, UF Health/Shands, etc.</i>				

JTA U2C/Skyway System Expansion Study (TCAR 2) Test Track Tours					
<p><i>Outreach ongoing to various organizations and schools to schedule a test track tour. All proposed tours will be coordinated with JTA innovation/Skyway/Test & Learn Team. Outreach is underway or pending with the following groups. Additional groups to be added.</i></p>					
Date/Time	Group	Status	Requirements	Project Team	JTA Team
10/2/19 10 am – 12 pm	Andrew Jackson High School	Complete	Tent iPad (Rider survey) TCAR survey at school	C. Jones, C. Freeman	M. Feldman, B Schmidt and onsite team
Dec?	Lee High School	In progress			
TBD	Rotaract Jax	In progress			
TBD	Transform Jax	In progress			
Early Dec	FCITE/JEST/APWA	In discussion			
	Nease Robotics Club	TBD			
	Senior Services/Centers	In progress			

Collateral Development					
<i>Develop various collateral to share key project messages and information pertaining to the project.</i>					
#	Items	Creator	Use/Status	Quantity	
	Business Card	QCA	Complete. All events. Printed at JTA.	1000	
	Email Blast	MVP	Complete. Send to various stakeholders for distribution (DVI).	N/A	
	Tri-Fold Brochure	QCA	In development. Place on buses and wherever schedules are distributed. Also use as handout at events, presentations and open houses.		
	Social Media Updates	MVP	Ongoing		
	Website Updates	Team	Ongoing		
	FAQs	RS&H/ RMG	In development. Draft to JTA PM		
	Articles	JTA/Team	TBD		
	Agency Websites	MVP	Link provided on North Florida TPO website.		
	Business Contact List	MVP	Complete. Ongoing updates by corridor.		
	Skyway Survey Sign	QCA	Sign to be placed inside skyway vehicles. Draft Complete.		
	Survey (paper copies)	QCA	Online survey version.		
	Survey (Spanish)	QCA	Online survey version.		

TCAR Report



JACKSONVILLE
TRANSPORTATION
AUTHORITY

JTA SKYWAY MODERNIZATION PROGRAM/ U²C PROGRAM

Skyway System Expansion

Survey Summary Report





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Survey Development Overview

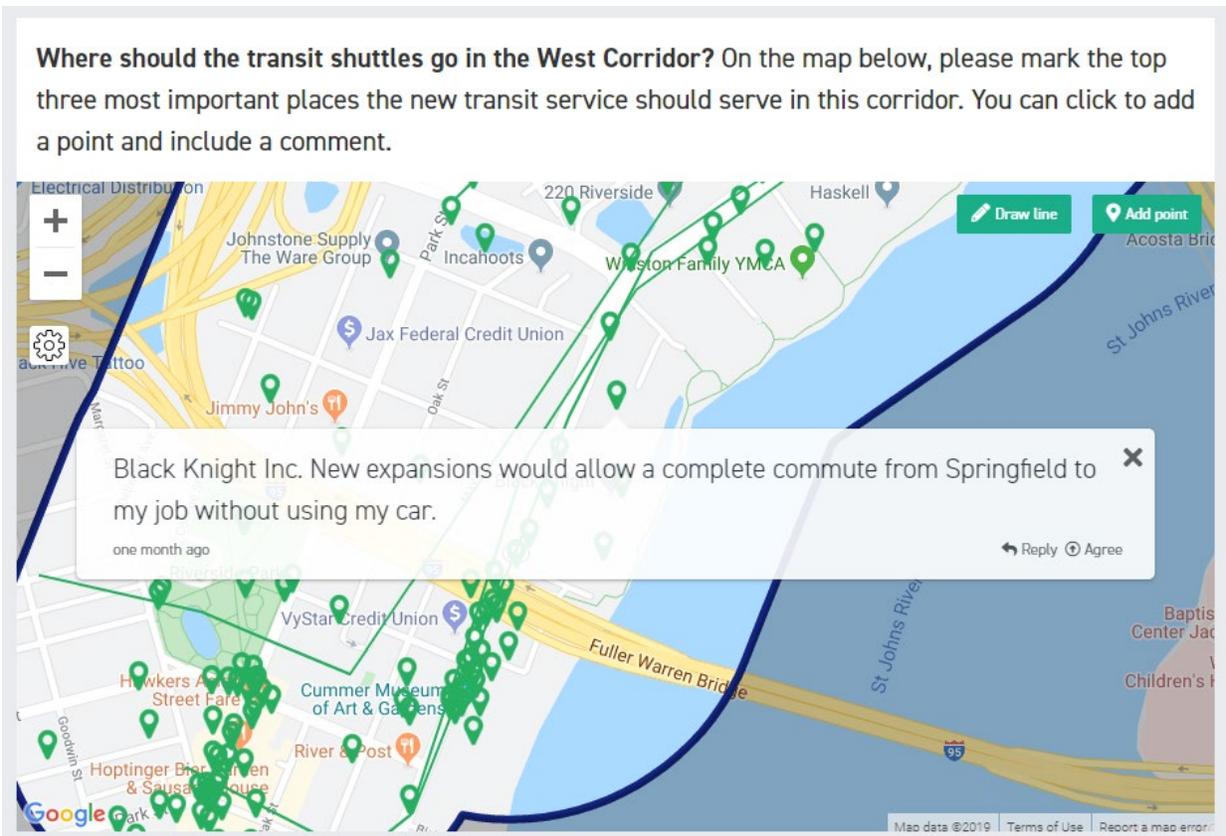
Meaningful public input is a critical component to the Skyway System Expansion Study. A survey was developed to achieve the following objectives:

- 1) Gain public input on desired station locations within each corridor
- 2) Learn the significance of each corridor to respondents
- 3) Understand the importance of various station amenities
- 4) Obtain input on other amenities desired

The Project Team utilized prior relevant surveys and online surveys as an example to create the draft survey questions. The Project Team collaborated with JTA’s Public Affairs team to gather feedback and make adjustments to the survey questions which were published on a new online public engagement tool offered through a third-party company, PublicInput.com.

The survey included an overview video describing the Skyway Expansion project and overall map of the five corridors. Each corridor was addressed via a map pinning process where respondents were asked to mark the three most important locations within that corridor. Respondents could add comments to their pins, as well as upvote and respond to comments posted by others. An example is shown in *Figure 1: Example of a comment attached to a map pin*.

Figure 1: Example of a comment attached to a map pin



Optional demographic information, including email addresses for future project updates were requested to aid in planning outreach. The online survey had the capability to be translated in over 100 languages via Google Translate.

The survey went live on August 15, 2019 using the link www.jtafla.com/skywaysurvey. The survey remained active through March 8, 2020.

Surveying Procedures

The survey could be taken on any device including cellphone, iPad or computer. However, it can be taken only once per IP address. Project Team iPads were installed with a special kiosk link that allowed unlimited surveys to be completed on the device. These iPads were used at community events where members of the public were able to complete the survey (with the assistance of Project Team members as necessary) using the iPad.

English and Spanish paper versions of the survey were also distributed at outreach events to meet the needs of those without phones or comfort with technology. Paper survey responses were later transcribed into the web-based survey platform and are included in the results.

Members of the public who were not able to complete the survey during the events, were encouraged to complete the survey on their own phone or on the computer later. These individuals were offered a business card (example shown in *Figure 2: Survey Business Card Reminder*) with a QR code and survey web address as a reminder.

Figure 2: Survey Business Card Reminder



The Project Team also developed social media tools and various collateral to drive people to the take the survey. JTA Facebook and website postings were sent by the JTA Project Manager and coordinated with the JTA leadership and Public Affairs team.

Survey Questions

The Skyway Expansion survey questions and the information shared on the Public Input.com site are illustrated in this section of the report.

Skyway Extension - The Ultimate Urban Circulator

JTA is transforming downtown mobility with the Ultimate Urban Circulator (U²C) project. The U²C expands the existing elevated Skyway into an autonomous shuttle urban circulator system with transitions to the street level, reaching more destinations than it does today. As we design this system, we want to know your needs and preferences, so [please take our survey below](#). You can give us your thoughts on one or all corridors. We appreciate your input!

North Corridor

The North Corridor would serve the revitalizing historic Springfield area, UF Health Center and VA Outpatient Clinic, providing more access to integral health-related resources and services.

Where should the transit shuttles go in the North Corridor? On the map below, please mark the top three most important places the new transit service should serve in this corridor. You can click to add a point and include a comment *[An interactive map of the North Extension (UF Health) Corridor study area was provided here for the survey participants].*

Why is the North Corridor important to you? Tell us about your interests in this corridor by marking all that apply.

- I live here
- I work here
- I own a business here
- I come here for services such as healthcare
- I come here for shopping, dining or entertainment
- I'm interested in downtown transit and redevelopment.
- Other

East Corridor

Access to the Sports Complex was identified as the highest priority for respondents to the previous survey. Extending from downtown eastward along Bay Street, these stations will annex the burgeoning Shipyards district and the popular Sports Complex with the downtown core. The regular events at the arena, baseball grounds, TIAA Bank Field, Daily's Place Amphitheater, Intuition Ale Works and the growing Doro District are expected to generate constant activity, requiring additional transportation servicing.

Where should the transit shuttles go in the East Corridor? On the map below, please mark the top three most important places the new transit service should serve in this corridor. You can click to add a point and include a comment *[An interactive map of the East Extension (Sports Complex) Corridor study area was provided here for the survey participants]*.

Why is the East Corridor important to you? Tell us about your interests in this corridor by marking all that apply.

- I live here
- I work here
- I own a business here
- I come here for services such as healthcare
- I come here for shopping, dining or entertainment
- I'm interested in downtown transit and redevelopment.
- Other

South/Medical Complex Corridor

The South/Medical Complex area is expected to enjoy concentrated employment growth in the near term, with the addition of the Baptist MD Anderson Cancer Center. Historic San Marco has long been a destination for those seeking a live/work/play location. Additional multifamily residential development is planned for the area.

Where should the transit shuttles go in the South/Medical Complex Corridor? On the map below, please mark the top three most important places the new transit service should serve in this corridor. You can click to add a point and include a comment *[An interactive map of the South Extension (Baptist Medical Center) Corridor study area was provided here for the survey participants]*.

Why is the South/Medical Complex Corridor important to you? Tell us about your interests in this corridor by marking all that apply.

- I live here
- I work here
- I own a business here
- I come here for services such as healthcare
- I come here for shopping, dining or entertainment
- I'm interested in downtown transit and redevelopment.
- Other

Southbank Corridor

This corridor has some of the greatest growth potential in the proposed expansion area, with the forthcoming multi-use project called The District. Expanded service will meet transportation needs of future employees, residents and visitors while reducing additional parking demand.

Where should the transit shuttles go in the Southbank Corridor? On the map below, please mark the top three most important places the new transit service should serve in this corridor. You can click to add a point and include a comment *[An interactive map of the Southeast Extension (San Marco) Corridor study area was provided here for the survey participants].*

Why is the Southbank Corridor important to you? Tell us about your interests in this corridor by marking all that apply.

- I live here
- I work here
- I own a business here
- I come here for services such as healthcare
- I come here for shopping, dining or entertainment
- I'm interested in downtown transit and redevelopment.
- Other

West Corridor

Access to the Riverside and Five Points neighborhoods was identified as one of the highest community priorities in the previous JTA stakeholder survey. Additional destinations in this corridor include the popular Riverside Arts Market and growing Brooklyn neighborhood.

Where should the transit shuttles go in the West Corridor? On the map below, please mark the top three most important places the new transit service should serve in this corridor. You can click to add a point and include a comment *[An interactive map of the West Extension (Riverside) Corridor study area was provided here for the survey participants].*

Why is the West Corridor important to you? Tell us about your interests in this corridor by marking all that apply.

- I live here
- I work here
- I own a business here
- I come here for services such as healthcare
- I come here for shopping, dining or entertainment
- I'm interested in downtown transit and redevelopment.
- Other

Station Amenities

How important are the following station amenities?

- | | | | | | |
|---------------------------------------|-------------------------------------|--|--|---------------------------------|--------------------------------------|
| Interactive information kiosks | <input type="radio"/> Not important | <input type="radio"/> Somewhat important | <input type="radio"/> Moderately important | <input type="radio"/> Important | <input type="radio"/> Very important |
| Shelters | <input type="radio"/> Not important | <input type="radio"/> Somewhat important | <input type="radio"/> Moderately important | <input type="radio"/> Important | <input type="radio"/> Very important |
| WiFi at stations | <input type="radio"/> Not important | <input type="radio"/> Somewhat important | <input type="radio"/> Moderately important | <input type="radio"/> Important | <input type="radio"/> Very important |
| Bicycle storage | <input type="radio"/> Not important | <input type="radio"/> Somewhat important | <input type="radio"/> Moderately important | <input type="radio"/> Important | <input type="radio"/> Very important |

What other station amenities are important to you?

The following questions are optional and help us target service planning, outreach and education efforts.

What is your age?

- | | | |
|-----------------------------------|--------------------------------|---|
| <input type="checkbox"/> Under 18 | <input type="checkbox"/> 36-45 | <input type="checkbox"/> 66-75 |
| <input type="checkbox"/> 18-25 | <input type="checkbox"/> 46-55 | <input type="checkbox"/> Over 75 |
| <input type="checkbox"/> 26-35 | <input type="checkbox"/> 56-65 | <input type="checkbox"/> Prefer not to answer |

What is your home zip code?

What is your work/school zip code if you travel to work or school?

If you would like to receive email updates on this project, please provide your contact information.

Survey Results

Skyway Extension Combined Reporting

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
3,857	716	7,281	1,113	259

Tabulating the results of the outreach efforts is important to understand public opinions, identify additional information that may be helpful to the stakeholders and assist in the evaluation of the project alternatives. The Skyway System Expansion Survey was available for responses between August 13, 2019 and March 8, 2020. Over 700 people completed the survey, providing 7,281 responses and posting 1,113 comments.

More than 200 participants provided multiple comments with their map pin drops. Their comments were categorized by statement type (location identifier or general comment). *Table 1: Skyway Expansion Survey Results* lists the number of participant comments received for each corridor.

Table 1: Skyway Expansion Survey Results

Corridor	Number of Participant Comments		Total
	General	Location	
North (UF Health)	20	34	54
East (Bay Street Innovation)	28	37	65
South (Medical Complex)	15	13	28
Southeast (San Marco)	15	12	27
West (Riverside)	18	19	37
Total	96	115	211

The East Extension (Bay Street Innovation) Corridor received the most overall comments with 28 participants providing general comments and 37 providing location identifiers. The South Extension (Medical Complex) and Southeast Extension (San Marco) Corridors received the least number of comments. While the West Extension (Riverside) Corridor section was located near the end of the survey, the participants provided some colorful comments in support of the extension and identified a variety of potential stop locations.

Details of each survey question and the responses collected are illustrated in this report in the order in which the question was asked in the online survey. Included with the survey responses and in italics, are the corridor introduction and supporting statement as listed in the online survey.

North Corridor

The North Corridor would serve the revitalizing historic Springfield area, UF Health Center and VA Outpatient Clinic, providing more access to integral health-related resources and services.

Where should the transit shuttles go in the North Corridor? *On the map below, please mark the top three most important places the new transit service should serve in this corridor. You can click to add a point and include a comment.*

The survey participants identified a good mix of potential stop locations throughout the North Extension (UF Health) Corridor. The points included FSCJ Downtown Campus, businesses along Main and 8th Streets, UF Health Shands Hospital and the VA Clinic. Local churches and parks were also identified.

Two participants drew proposed routes through the North Extension (UF Health) Corridor. One route traveled north along Pearl Street, east on 3rd Street, north on Silver Street to 8th Street. The second route extended east from the Rosa Parks Transit Station, north at Main Street to west on 8th Street.

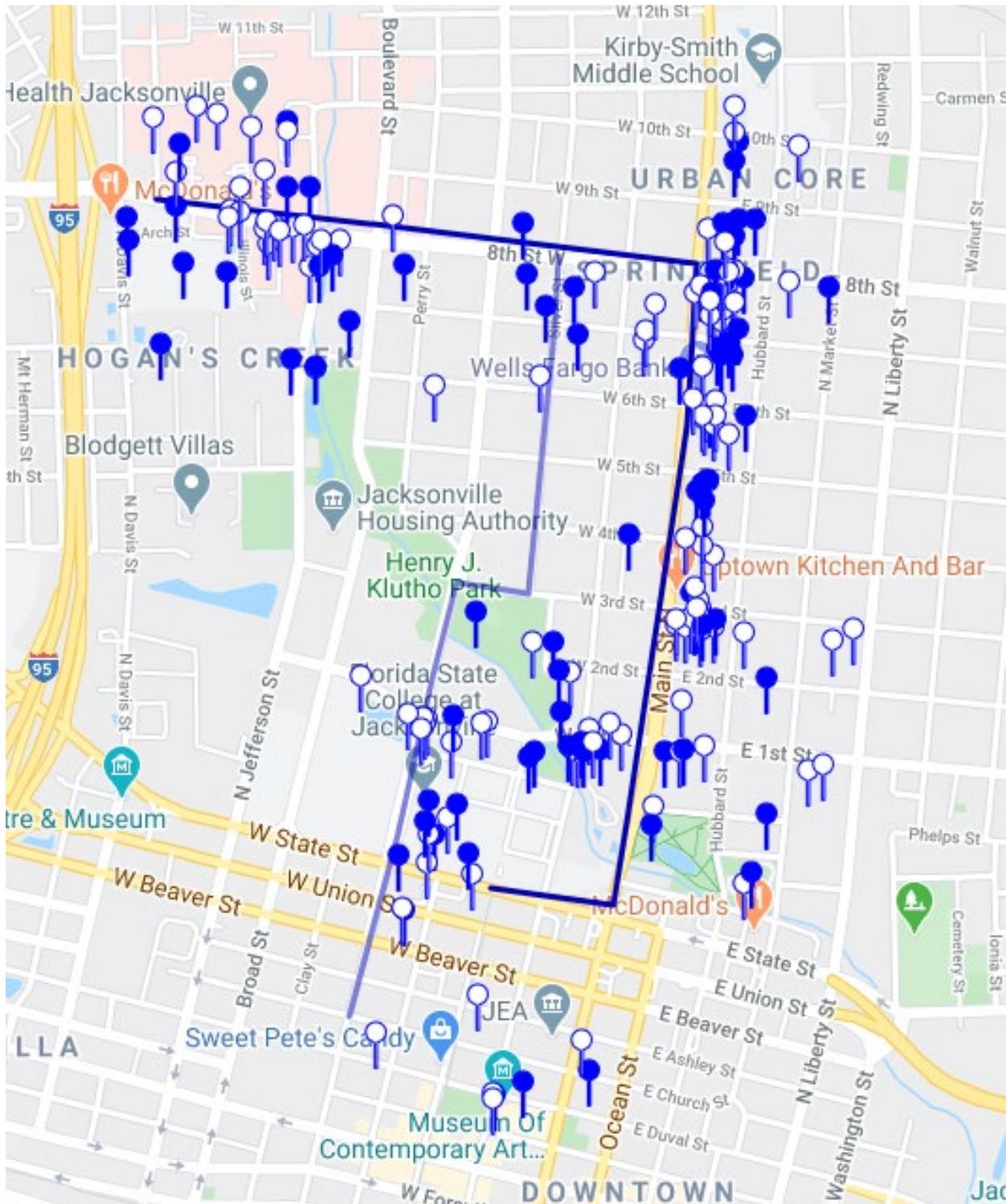
Figure 3: North Extension Corridor Survey Map Results illustrates these routes and points identified by the survey participants.

Twenty survey participants provided comments within the North Extension (UF Health) Corridor map points that were not simply identifying a location. These comments include:

- The closer to Springfield's entertainment district the better!
- All parks/playgrounds - my daughter loves riding even the current peplemover to the library and loves playground hoping - would be awesome if system could expand our playground hopping from just those within walking distance!
- The Jacksonville Traction Company ran the streetcars. One major line went right up Myrtle Avenue. Businesses owned by African-Americans sprang up, servicing those whose business was strictly limited in the big stores downtown. This is a little history of Jacksonville's past streetcars that serviced Durkeeville from the durkeeville historical society. Let's run a line down Myrtle Street than East on West 8th Street back to Springfield. these are underserved communities that need attention not just the people with money and influence in Historic Springfield.
- An extension to the FSCJ campus would have a huge impact on the students, many of whom do not own a car.
- Access to hospital; students ride after school; it's near FSCJ downtown campus.
- Three churches are on this corner....and I serve as pastor at St John's Lutheran Church.
- I think it should go west on 8th Street, right on Payne Ave to West 13th past Stanton High school, left on Myrtle to Forsyth St back to Bus depot.
- Health industry; Hyperion, bakery and variety of restaurants and stores; Uptown Kitchen and bar and surrounding restaurant locations.

- This would be great to get access to the church which hosts several events in the neighborhood; Closest access from the cathedral district to get access to the skyrail but it's still 5 blocks from Harvey's and the St. Johns cathedral.
- Visit the elderly as well as an opportunity for the elderly to move around downtown; A place that is needful to many.
- This would be a good first stop traveling north out of downtown, with a close walk to a handful of businesses; This is a central spot for the growing Main and 8th hub, yet not too close to the busy intersection.
- This should really end in Durkeeville or Moncrief.
- Integrate existing Skyway into new transit plan.
- Main and 7th has a crosswalk and is central to existing and future businesses; Main and 3rd has a crosswalk and Uptown.
- This part has less residential concerns, hospital access, serve Springfield residents, and those traveling to Springfield for expanding nightlife. Also, if the lines expand to the stadium, Riverside, and deeper into San Marco that would be amazing for downtown nightlife.
- Adding more pedestrian connections near parks and footpaths will improve connectivity.
- Must reach UF Hospital, Veterans Clinic, and 1352 Main Street Parking
- Jacksonville is home to multiple college institutions and over 400 parks and recreational areas. These hot spots should be priority. Student access to transportation and city parks should be included as top priority of the shuttle system.
- Transit shuttles should connect main thoroughfares throughout Springfield to other transit hubs to navigate the urban core and connect the Northbank to the Southbank.
- I would like to get to Klutho park and the trails. Crossing FSCJ parking lot is not too appealing.

Figure 3: North Extension Corridor Survey Map Results



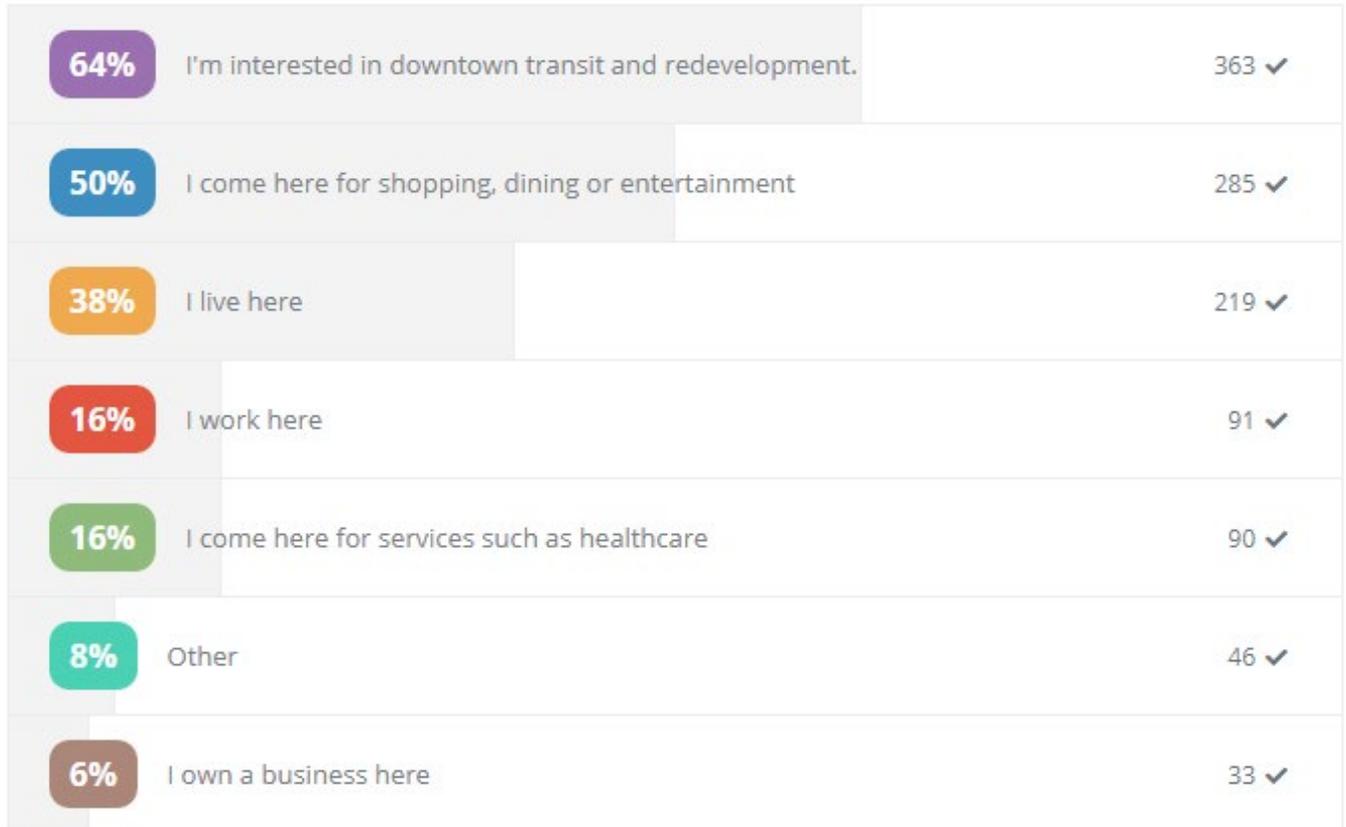
The pin marks were placed by the survey respondents. The white pins have no associated comments. The blue pins have comments that may be a location identifier or a statement.

Why is the North Corridor important to you? Tell us about your interests in this corridor by marking all that apply.

- I live here
- I work here
- I own a business here
- I come here for services such as healthcare
- I come here for shopping, dining or entertainment
- I'm interested in downtown transit and redevelopment.
- Other

Over 200 respondents checked that they lived in the North Corridor. An overwhelming majority stated that they are interested in downtown transit and redevelopment or come to the area for shopping, dining or entertainment. *Figure 4: Responses to the North Corridor importance question* illustrates the importance of the area to the survey responders.

Figure 4: Responses to the North Corridor importance question



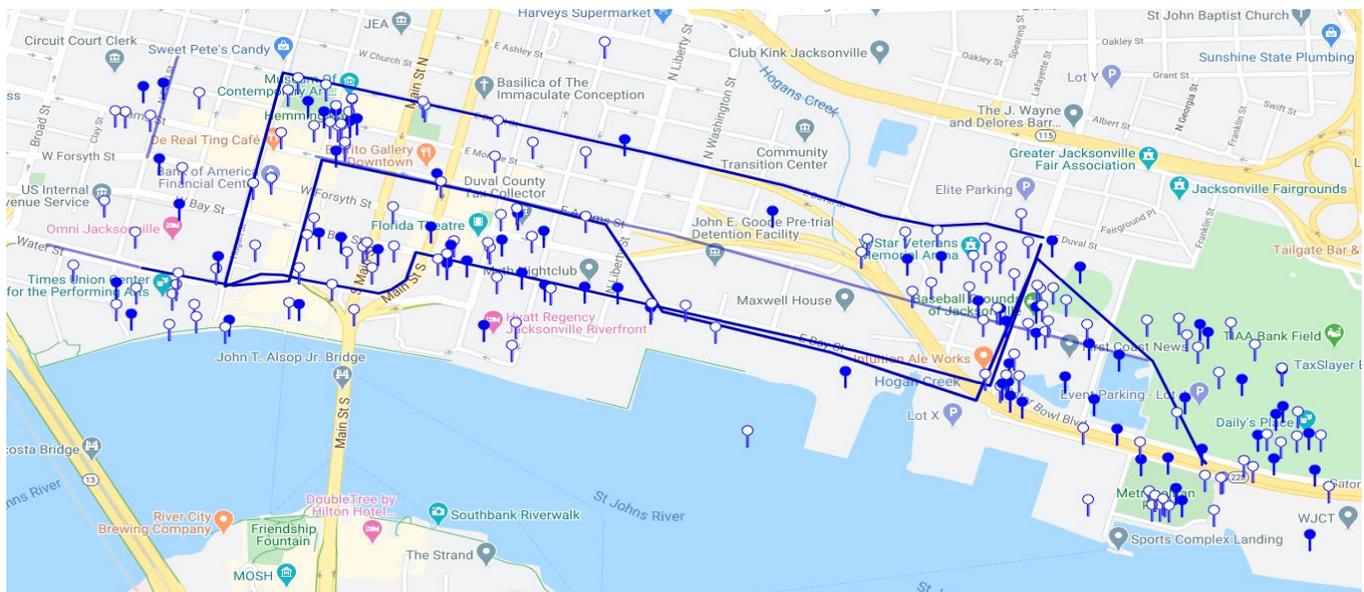
East Extension (Bay Street Innovation) Corridor

Access to the Sports Complex was identified as the highest priority for respondents to the previous survey. Extending from downtown eastward along Bay Street, these stations will annex the burgeoning Shipyards district and the popular Sports Complex with the downtown core. The regular events at the arena, baseball grounds, TIAA Bank Field, Daily's Place Amphitheater, Intuition Ale Works and the growing Doro District are expected to generate constant activity, requiring additional transportation servicing.

Where should the transit shuttles go in the East Corridor? On the map below, please mark the top three most important places the new transit service should serve in this corridor. You can click to add a point and include a comment.

Survey participants identified potential stop locations from the Downtown core and throughout the Bay Street Innovation Corridor area. These locations are illustrated in *Figure 5: Bay Street Innovation Corridor Survey Map Results*.

Figure 5: Bay Street Innovation Corridor Survey Map Results



The pin marks were placed by the survey respondents. The white pins have no associated comments. The blue pins have comments that may be a location identifier or a statement.

Route segments were drawn within the survey application. The two comments attached to the route segments include:

- Circular route that services all of the east DT [Downtown] area.
- We need something that will take us through the places with most activity. Places like bars and pubs are places people can use public transportation instead of driving to reduce drunk drivers.

Twenty-eight survey participants provided comments within the East Extension (Bay Street Innovation) Corridor map points that were not simply identifying a location. These comments include:

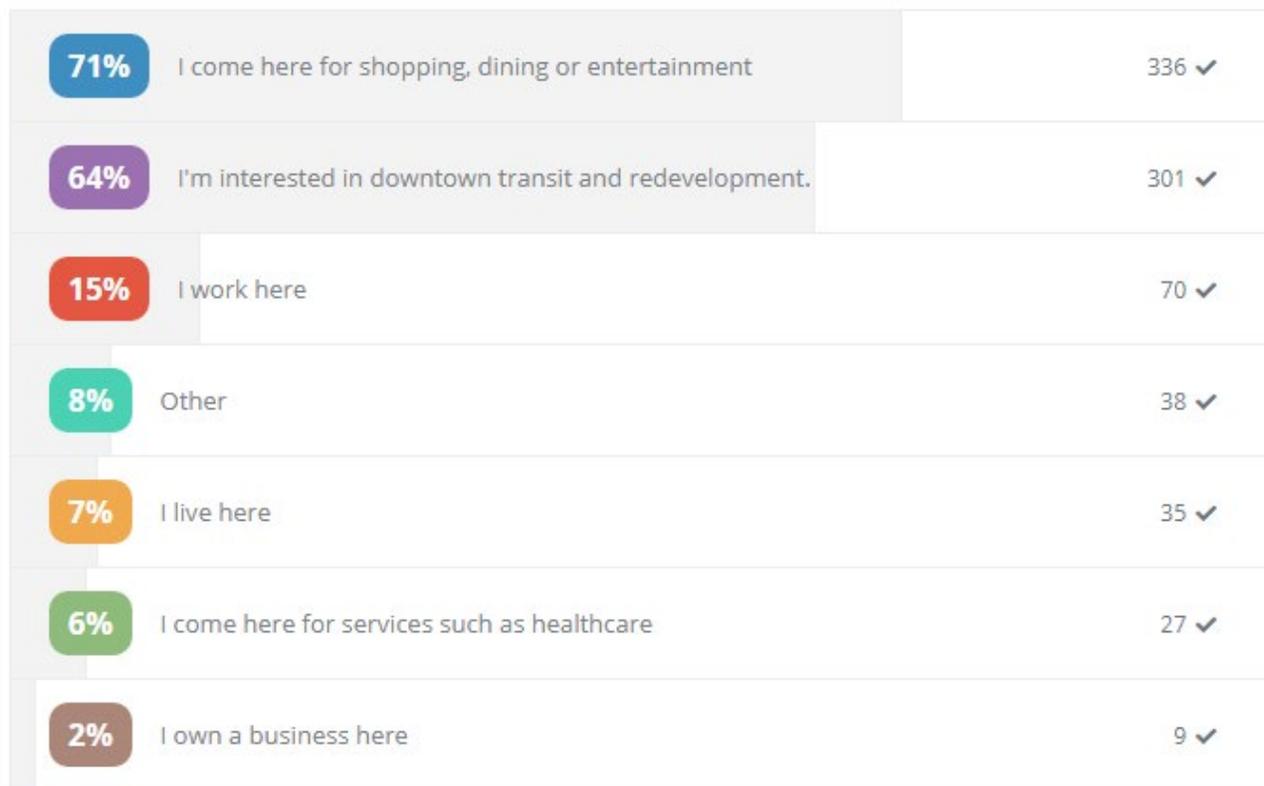
- Seems like a good stop along the way to stadium area, will be development here.
- Easy to get to the game.
- Access from here to MOCA, the library, city hall, etc.
- I enjoy the museum but hate finding parking.
- Hemming Park - for park, library, MOCA, Sweet Pete access!
- I live in the Plaza and do many activities in this area.
- Would love to see two story parking at LANDING WITH PARK on top/restaurants and shuttle.
- Stop near riverfront and corkscrew.; stop for bars and police station.; Closest access to living centers and church and Harvey's.
- Circular route that services all the east DT area.
- Many people need access to the Duval County Courthouse for a variety of basic public needs. Although current JTA service is nearby, to not include ready access to public transportation would be a barrier to many.
- Future development of the Ford is a must; Arena and Fairgrounds area is a must; Sports and entertainment district is a must.
- It's good to have the public Library connected to the transit system as its a destination for many.
- Hemming Park for access to library, MOCA, JEA, and other downtown businesses.
- Integrate Skyway into new transit plan.
- The former landing site should definitely be a stop, regardless of which type of future development is selected.
- Close proximity to existing bus stops.
- Add stop on APR north of Arlington Expressway in current phase to connect a transit dependent neighborhood.
- Expand service to Eastside in future.
- Must reach T-U Center for the Performing Arts, Duval County Tax Collector, and Event Parking - Lot J.
- Games wo [without] having to park and relieve traffic.
- Stop here that connects to stop on Pearl St & 8th Streets.

- We need something that will take us through the places with most activity. Places like bars and pubs are places people can use public transportation instead of driving to reduce drunk drivers.
- The arena is a must, and it would be important to include separate stops for the arena and TIAA Field/Daily’s Place. This is too far of a walk for many older people, so they would end up driving.
- Need to get close to WJCT building – lots of public events there.
- Sports district to relieve traffic.
- DUUVALL.
- Should be transit directly to and from the field from Riverside, Springfield, San Marco, and Downtown.
- Hyatt connection is critical for tourist and locals attending conferences, etc.

Why is the East Corridor important to you? Tell us about your interests in this corridor by marking all that apply.

Over 70% of the survey respondents reported that they come to the East Corridor for shopping, dining or entertainment. *Figure 6: Responses to the East Corridor importance question* illustrates the importance of the area to the survey responders.

Figure 6: Responses to the East Corridor importance question



South Extension (Medical Complex) Corridor

The South/Medical Complex area is expected to enjoy concentrated employment growth in the near term, with the addition of the Baptist MD Anderson Cancer Center. Historic San Marco has long been a destination for those seeking a live/work/play location. Additional multifamily residential development is planned for the area.

Where should the transit shuttles go in the South/Medical Complex Corridor? On the map below, please mark the top three most important places the new transit service should serve in this corridor. You can click to add a point and include a comment.

The locations identified by the survey participants clustered primarily at the riverfront near the Museum of Science and History and the medical facilities. These facilities include the Baptist Medical Center, Wolfson Children’s Hospital, MD Anderson Cancer Center and Nemours Children’s Hospital. These points are illustrated in *Figure 8: South Extension Corridor Survey Map Results*.

Fifteen survey participants provided comments within the South Extension (Medical Complex) Corridor map points that were not simply identifying a location. These comments include:

- Extend even farther if possible, to the center of the shoppes where the parking problem is and where the playgrounds are and the library!
- I want to visit the museums but don’t want to deal with the traffic and confusing routes.
- Parking for the hospital is always a pain.
- The line should end closer to San Marco town square.
- San Marco is fortunate enough to now host the Beach Buggy rideshare app! It is free for users and will take you most anywhere you need to go within San Marco. (It’s like Uber but with small, local, really nice golf carts!) A quick ride across the river on the U2C could deposit you in north San Marco, and a free Beach Buggy ride could take you to all other locations you wish to visit! FREE or VERY low-cost parking as well as easy and well-identified access to MOSH and the Riverwalk.
- Ease of use for patients.
- Good secure parking is vital to people visiting downtown.
- I think you’re missing out on potential riders. The oval needs to go further east to move people from the new developments on Philips to the hospital, nightlife, etc. Why can’t it continue from the Kings Ave. station, South to say, Emerson? If people are considering buying/renting in these areas, wouldn’t having a station close to them be an added reason to move there? They would be so close to the core, yet still have to get in the car and drive.
- Needs to go more into the heart of San Marco - no one is going to walk under the highway and those busy intersections to get to the restaurants and recreation.
- Connect to the new pedestrian bridge; Closer to San Marco Blvd shopping/restaurants.

- As close to San Marco square as possible.
- Easy access to hospital.
- Close to shops of San Marco.
- Further South!
- Shops on San Marco Blvd.

Why is the South/Medical Complex Corridor important to you? Tell us about your interests in this corridor by marking all that apply.

Over 50% of the survey respondents reported that they come to the South Corridor for shopping, dining or entertainment. *Figure 7: Responses to the South Corridor importance question* illustrates the importance of the area to the survey responders.

Figure 7: Responses to the South Corridor importance question

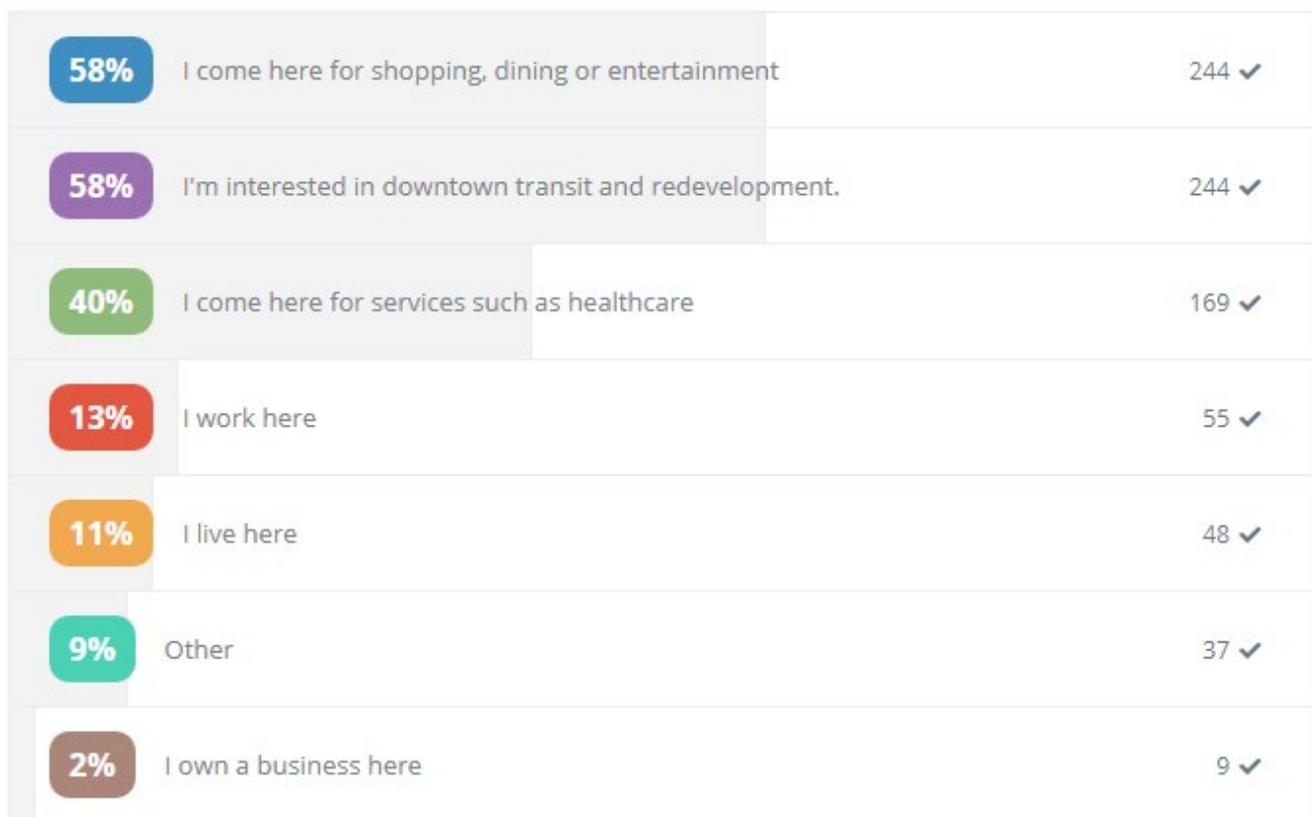


Figure 8: South Extension Corridor Survey Map Results



The pin marks were placed by the survey respondents. The white pins have no associated comments. The blue pins have comments that may be a location identifier or a statement.

Southeast Extension (San Marco) Corridor

The Southbank corridor has some of the greatest growth potential in the proposed expansion area, with the forthcoming multi-use project called The District. Expanded service will meet transportation needs of future employees, residents and visitors while reducing additional parking demand.

Where should the transit shuttles go in the Southbank Corridor? On the map below, please mark the top three most important places the new transit service should serve in this corridor. You can click to add a point and include a comment.

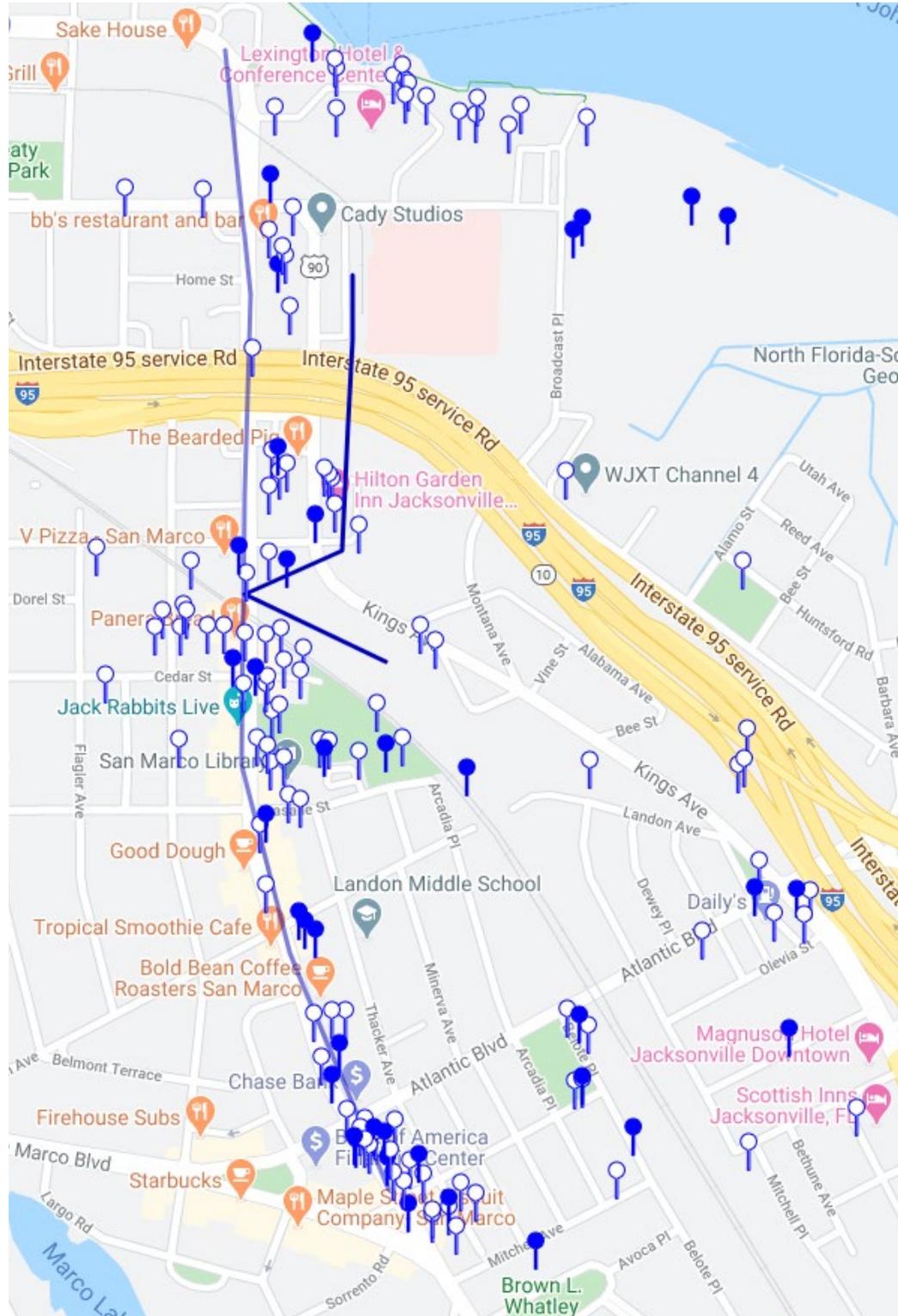
Survey participants identified current, emerging and planned activity centers in the Southeast Extension (San Marco) Corridor. The planned activity centers included The District, a “housing complex” off Philips Highway and the San Marco East shopping center. The points were clustered along the river and Hendricks Avenue as illustrated in *Figure 9: Southeast Extension Corridor Survey Map Results*.

Fifteen survey participants provided comments within the Southeast Extension (San Marco) Corridor map points that were not simply identifying a location. These comments include:

- Close to the San Marco shopping/entertainment area will allow access for many residents in this area to go to the other areas served by the Skyway/U2C.
- Easy walk to San Marco from here.
- Should continue down San Jose!
- That is the idea. An alternative to U2C operations on street level is the Beach Buggy rideshare app, already currently in use! It is free for users and will take you most anywhere you need to go within San Marco. (It's like Uber but with small, local, really nice golf carts!) A quick ride across the river on the U2C could deposit you in north San Marco, and a free Beach Buggy ride could take you to all other locations you wish to visit!
- I like the idea of the shuttles going down Hendricks Avenue, but wouldn't they be on a track that would graduate to street grade from existing stations?
- Nira/Hendricks is good intersection for hotels, businesses and dining.
- Close to shops in Avondale, banking, and other businesses.
- San Marco Shopping Center; Healthy Jax PUD when completed.
- Must reach San Marco Library, Hampton Inn, and Landon Middle School.
- Connect to St Nicholas neighborhood.
- Further south! Need to connect non-urban neighborhoods!
- Center of San Marco commercial area.
- We must have a growing interest in Park recreation activities.
- Get as close as possible to San Marco square.

- If the U2C is going this far, it should be extended into the square for access to the many restaurants and shops there.

Figure 9: Southeast Extension Corridor Survey Map Results

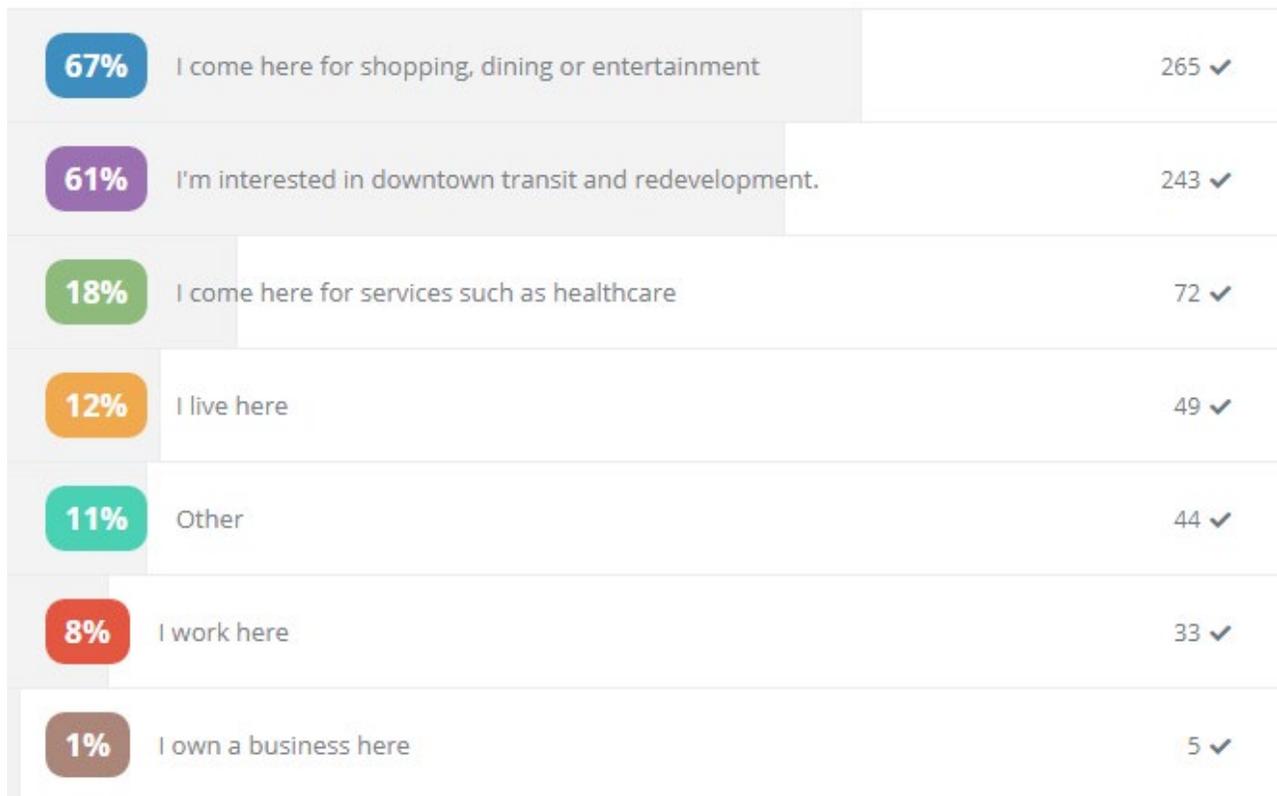


The pin marks on the map were placed by the survey respondents. The white pins have no associated comments. The blue pins have comments that may be a location identifier or a statement.

Why is the Southbank Corridor important to you? Tell us about your interests in this corridor by marking all that apply.

Over 60% of the survey respondents reported that they come to the Southeast Extension Corridor for shopping, dining or entertainment. *Figure 10: Responses to the Southeast Corridor importance question* illustrates the importance of the area to the survey responders.

Figure 10: Responses to the Southeast Extension Corridor importance question



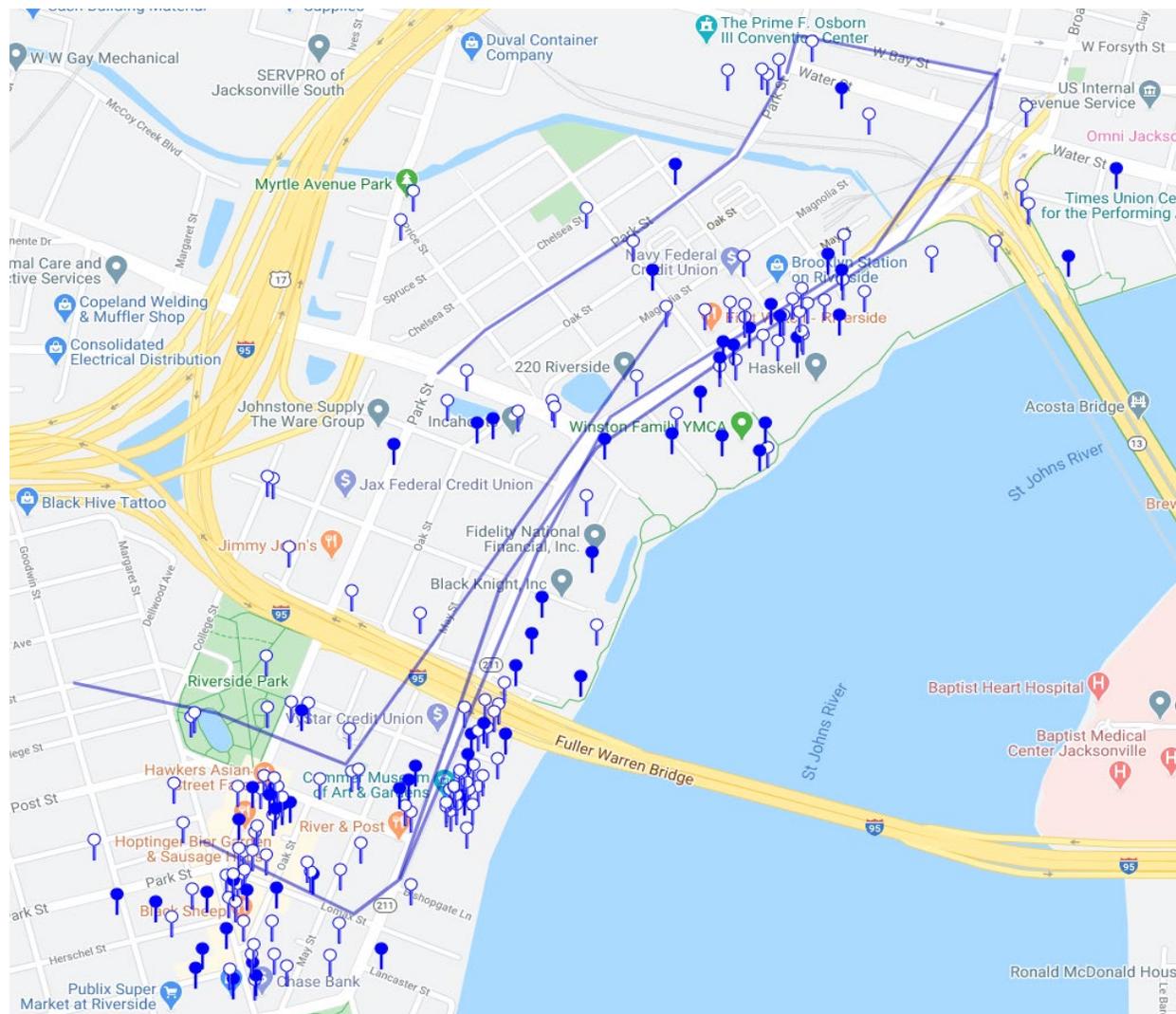
West Extension (Riverside) Corridor

Access to the Riverside and Five Points neighborhoods was identified as one of the highest community priorities in the previous JTA stakeholder survey. Additional destinations in this corridor include the popular Riverside Arts Market and growing Brooklyn neighborhood.

Where should the transit shuttles go in the West Corridor? On the map below, please mark the top three most important places the new transit service should serve in this corridor. You can click to add a point and include a comment.

While the West Extension (Riverside) Corridor section was located near the end of the online survey, the participants provided some colorful comments and identified a variety of potential stop locations. These locations, illustrated in *Figure 11: West Extension Corridor Survey Map Results*, are concentrated along Riverside Avenue and within the 5-Points area. The pin marks were placed by the survey respondents. The white pins have no associated comments. The blue pins have comments that may be a location identifier or a statement.

Figure 11: West Extension Corridor Survey Map Results



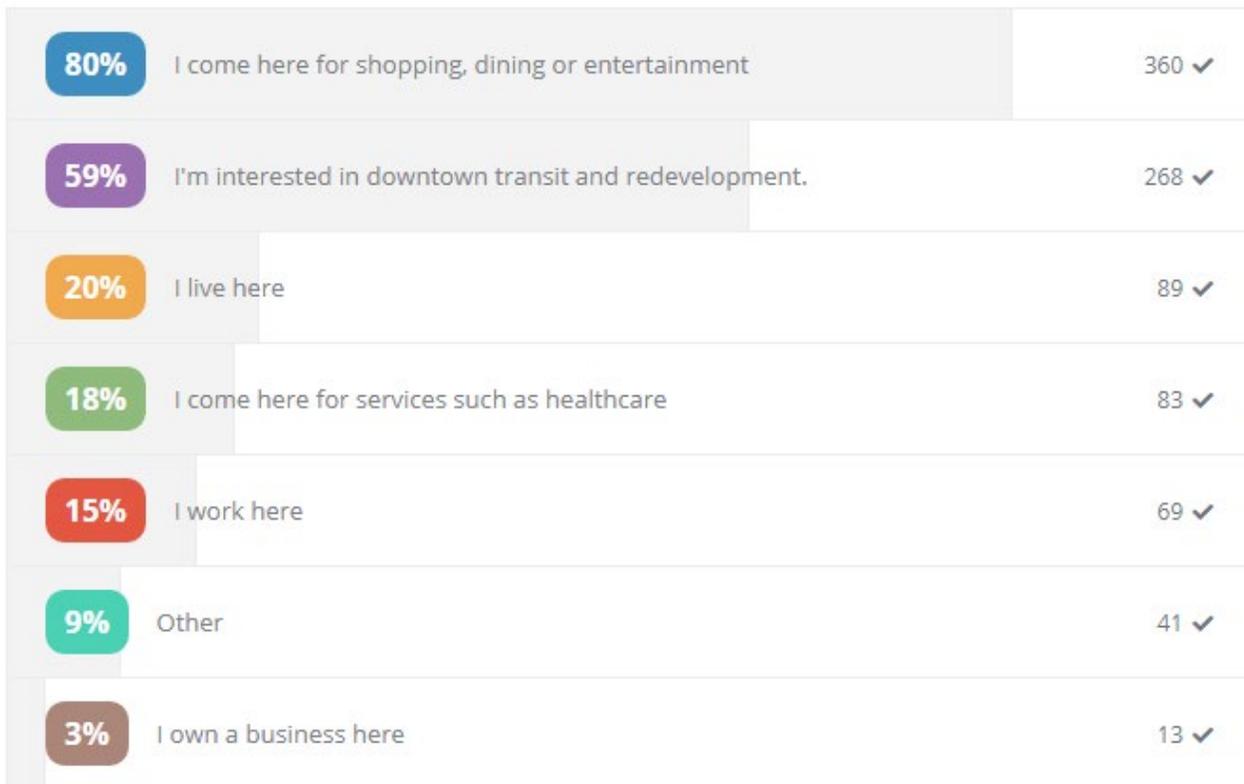
Eighteen survey participants provided comments within the West Extension (Riverside) Corridor map points that were not simply identifying a location. These comments include:

- If can extend to Park and King and Avondale Shoppes then at least add dedicated bike lanes from those areas to U²C - I'd think there is plenty of room on several streets if restricted parking to just one side of street then could have one bike lane on 2 parallel streets like maybe Oak and Herschel or St. John's and Riverside.
- Continue with a stop to the retail strip on Stockton, Park and King and Avondale! I live in Avondale and want to be able to hop all around the neighborhood and connect with downtown and the other neighborhoods.
- Easy to walk to Saturday Market from here and a stop here of course encourages people to visit the museum; Good food & easy to walk to memorial park from here, and if this connects to the sports complex this is a great place to pregame and then ride over.
- I'd love to be able to go from antiquing in 5 points to a museum in the city without moving my car.
- New expansions would allow a complete commute from Springfield to my job without using my car.
- New Station should be built here to accommodate future development at TU site.
- A stop along McCoy creeks where future development is planned.
- Close to Publix will help make Riverside a more livable community. Five Points is a MUST for this area. Will help with parking/traffic, increase more clientele to the area.
- Nightlife, Nightlife, Nightlife...less congestion, less parking concerns, less drinking and driving.
- This would now stop being a free service and start making money
- Loop should include a stop close to Publix the only grocery store in this area.
- Must reach RAM Parking, YMCA, and center of Brooklyn shopping/residences.
- Connect skyway to retail so downtown workers have dining options.
- Further south & west. We need to connect greater Jacksonville!!
- All the way to Orange Park / I-295 intersection.
- Lots of people living in this area now, also benefits the convention center for people coming from Riverside.
- Good area for five points, it's tricky to add transportation in such a historic area though.
- Five points is the social hub of Tax; The interest in art & Science is Growing; Brooklyn is salted with business & people who work.

Why is the West Corridor important to you? Tell us about your interests in this corridor by marking all that apply.

Over 80% of the survey respondents reported that they come to the West Extension Corridor for shopping, dining or entertainment. Only 20% or 89 of the respondents stated that they lived in the West Corridor. *Figure 12: Responses to the West Extension Corridor importance question* illustrates the importance of the area to the survey responders.

Figure 12: Responses to the West Extension Corridor importance question



Station Amenities Comments

The survey participants were also asked to rate the level of importance of station amenities as listed in *Table 1: Station Amenity Survey Results*.

Table 2: Station Amenity Survey Results

Amenity	Not important	Somewhat important	Moderately important	Important	Very important
Interactive information kiosks	7%	20%	16%	28%	29%
Shelters	3%	4%	13%	27%	52%
Wi-Fi	16%	16%	15%	22%	32%
Bicycle storage	11%	11%	16%	30%	33%

Survey participants were given the opportunity to provide comments in response to the open-ended question, “**What other station amenities are important to you?**”. More than 250 comments were received in response to this question.

The responses were categorized and calculated as shown below with select comments:

- Safe, Secure and Clean 29% (72 mentions)
 - Emergency stations in case someone is in need of medical or police assistance.
 - Police presence to prevent crime and loitering at the stations. No one will use the station if it is occupied by homeless or puts them at risk for theft or assault.
 - Cameras, security guard, trash cans, change machine if expecting cash, well lit.
 - The stations have to be safe, clean, well lit and family friendly.
 - The Skyway/U2C should be elevated. There have been many accidents involving pedestrians and bicyclists with buses, but none with Skyway. We need safe streets!
- Displays and Technology 20% (51 mentions with 18 related to charging stations)
 - Phone Charging Stations.
 - I’d also love it if it were interactive with apple maps so that it will tell me which route to transfer to and when.
 - Automated alerts of busy station so Alt transportation (bus) can be routed for unexpected heavy use.
 - Easy to interpret directional signage for inbound/outbound trains. I think these are confusing at current stations.

- Screens with transit, weather and general information.
- Board that displays bus times; be able to charge electronics; better seating; change machine.
- Easy on, easy off - easy access to ticket sale, annual passes, a variety of routes and many stops.
- Restrooms 19% (47 mentions)
 - Bathrooms that are fully handicapped accessible and include changing tables, not only for children, but also for the adult handicapped are imperative.
 - Clean restrooms, regularly emptied trash cans, and additional seating would be beneficial as well.
- Concession/Food/Retail 8% (19 mentions)
 - Mini markets at significant stations, could be licensed to entrepreneurs and offer water, snacks, etc.
 - Fresh water to refill water bottles, recycling /trash receptacles and water for dogs.
 - On site retail / refreshment space.
 - Free beer taps.
 - Keep the vending machines away from stations unless there are no restaurants or other food / beverage service are close by.
- Accessibility 3% (7 mentions)
 - Leaning rails rather than benches to accommodate those in wheelchairs as well as preventing people from camping at the stops.
 - Good protection from the weather. Adequate lighting. Good ADA access.
 - Some benches or seating for elderly or challenged persons.
 - Everything is important, especially for those who are blind and handicapped. We are not but would love to see services provided for these people and for those who are known as shut in people.
- Other Amenity Comment 9% (23 mentions with 9 related to bicycles and 4 to parking)
 - Bicycle share program, which could operate on the new flat surface of the Skyway paths.
 - Bikeshare station where you could hop on a bicycle and return to another station.
 - I think it would be nice to have bike storage even if Rent was needed. Right now, I take the Nassau Express and am walking 1 mile to catch the express from my office in Riverside.
 - A place to SECURELY lock up my bike.

- Covered bicycle storage for people connecting from areas outside of the network but nearby.
- It'd be nice to put your bikes on the pod vehicles.
- Creative use of artwork to enhance overall experience.
- Up-to-date Neighborhood/Corridor centric advertising.
- Some music would be nice. Rotating artists.
- Shelters are most important due to our unpredictable weather.
- Easy access for vehicular traffic, such as buses, ride shares and personal vehicles.
- Park and ride lots. Multi-modal station to transfer between train and bus / car.
- Other General Comment 12% (31 comments that were not related to station amenities)
 - The Skyway system should be expanded into a complete light rail system reaching north to the airport and south to UNF, Mandarin, and Orange Park. The elevated line downtown is a great start and could become something even better with the right support. Currently it looks like the plan was to go east on Bay St. to sports complexes and the construction stopped at the corner of Hogan and Bay. Please give this project a lot of thought before proceeding. It's a lot of money to spend to go just couple of blocks more.
 - Maybe a connector service for other parts of Jacksonville with the bus? Honestly, Jacksonville wants to rival cities like San Antonio, Austin, Charlotte and where we are lacking is mass transit. The entertainment districts of Brooklyn, Springfield, 5 points, Riverside, Avondale, and San Marco have so much to offer and its great that we are working to connect them, but what are we doing to bring people from Mandarin, Southside, Baymeadows, the Beaches to these entertainment districts.
 - The Skyway is already a good autonomous vehicle. It could use updating; but not U²C. I love that the Skyway is elevated over the streets and avoids all the traffic. Build on to what you already have. Adding U²C to the street level is not going to work. Would love to see the Skyway converted to light rail and moved further out away from the city center. Even maybe a connection to the airport.
 - I think the two methodologies should be integrated. The keys to any such systems are timeliness of vehicles; cleanliness; parking near the outermost stations of each corridor; and running on a timed 24 hour cycle, with additional vehicles added at high demand times and events.
 - I used the skyway on a daily basis that is always crowded at some time to the point a disabled person can't even roll. Instead of replacing the skyway with small cars that only have hold 15 passengers, they should instead just upgrade the skyway with modern newer people moves that can hold more people. I believe the skyway system should be replaced with a much newer autonomous people mover system one that would provide greater capacity. I also think the system should also remain

- elevated that would combat the terrible traffic and roads that are already congested as it is.
- This would be a great convenience if it came from the suburbs, I would pay subway similar fares for this.
 - These corridors should connect to each other to be truly beneficial. As an older person, I want to use my car less, and have an option to use a system like this more. Also, the timings should be more frequent, so as not to have to wait too long, especially in inclement weather.
 - It'd be nice to actually have it come down where most of your customers live. I understand San Marco, Springfield & Riverside have more money and influence, but your core riders are coming from places like Durkeeville.
 - The skyway/cars must go to places where people live. It must get into Five Points and further into Riverside and Avondale, Springfield, into San Marco. Otherwise, the system is useless. If you really want a robust system, it should also extend to the beach and Mandarin. Keep it simple.
 - I would pay good money for a commuter train from the suburbs, i.e. Orange Park, Mandarin, St Johns, etc. to downtown. Something with a few main stops but can bypass the traffic.
 - Keep it safe and simple, so people will be inclined to use the transit system on a regular basis.
 - You really need service the Durkeeville area not all the residents here are aware of this survey and don't have access to the internet like the people in Springfield, San Marco and Riverside they are all well connected. Majority of the people on a daily basis in my neighborhood take public transit and this would help us a great deal to have the pods come into our area. Springfield Riverside and San Marco it's a novelty to them it's a necessity to us.
 - The main reason I do not use the Skyway is that it does not operate regularly on the weekends. I would love to ride it to go downtown to shop, visit the main library and museums, and eat, but I can't do that when it is convenient for me (i.e., the weekend) unless there is a special event going on, such as a Jags game.
 - Would like to have it so that the libraries are connected, and one could stay open at all times and all the libraries work together to make it happen. It would be nice to see trolleys or buses working in conjunction with it. Like buying a metro card and making it able to use subway and bus transportation.
 - True public railway system - not a vehicle that holds 15 people and JTA would own 15 of them (225 people capacity) - this has no capacity to bring people downtown or move them from hotels to sporting events. Jacksonville is the largest land mass city in the country and has no viable public transportation. I've tried the newer Beaches Express Bus - 1.5 hour ride and 10+ stops one way. Consider bringing

people in mass transit downtown instead of moving them around once they are here. We need to start the conversation to move mass transit forward instead of a replacement Skyway - that no one used. I would pay for a pass on a direct route to Jacksonville Beach with <30 minute commute.

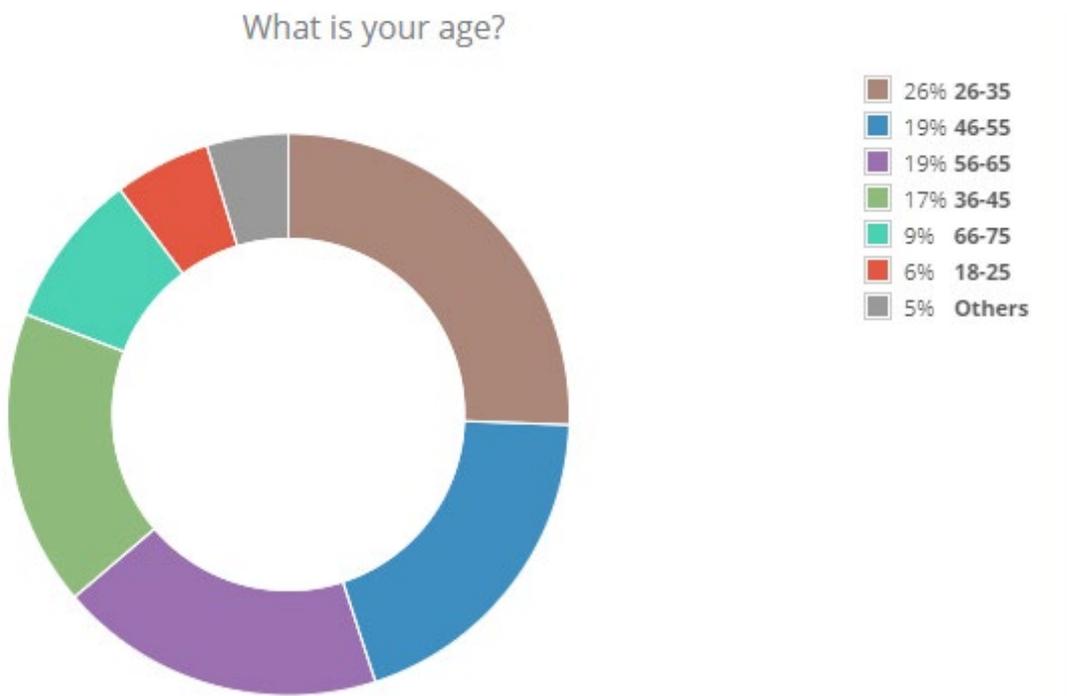
- I live and work in the Urban Core, which means I shop, dine, use medical services and enjoy entertainment venues and parks IN THE URBAN CORE. Nothing would make me happier than being able to do all that without having to use my car. And I am not the only one that feels this way -- many people in my neighborhood (Springfield/North Corridor) have moved here because they love the urban living/lifestyle and more and more younger people with young kids are moving here, which would make travelling around the Urban Core with kids, strollers, bicycles so much easier.
- Why not extend it to at least St Vincent's and on to Avondale?

Demographic Questions

The survey respondents were asked optional questions to help target service planning, outreach and education efforts.

Age: Of the 469 respondents that identified their age, 43% were between the ages of 26 and 45.

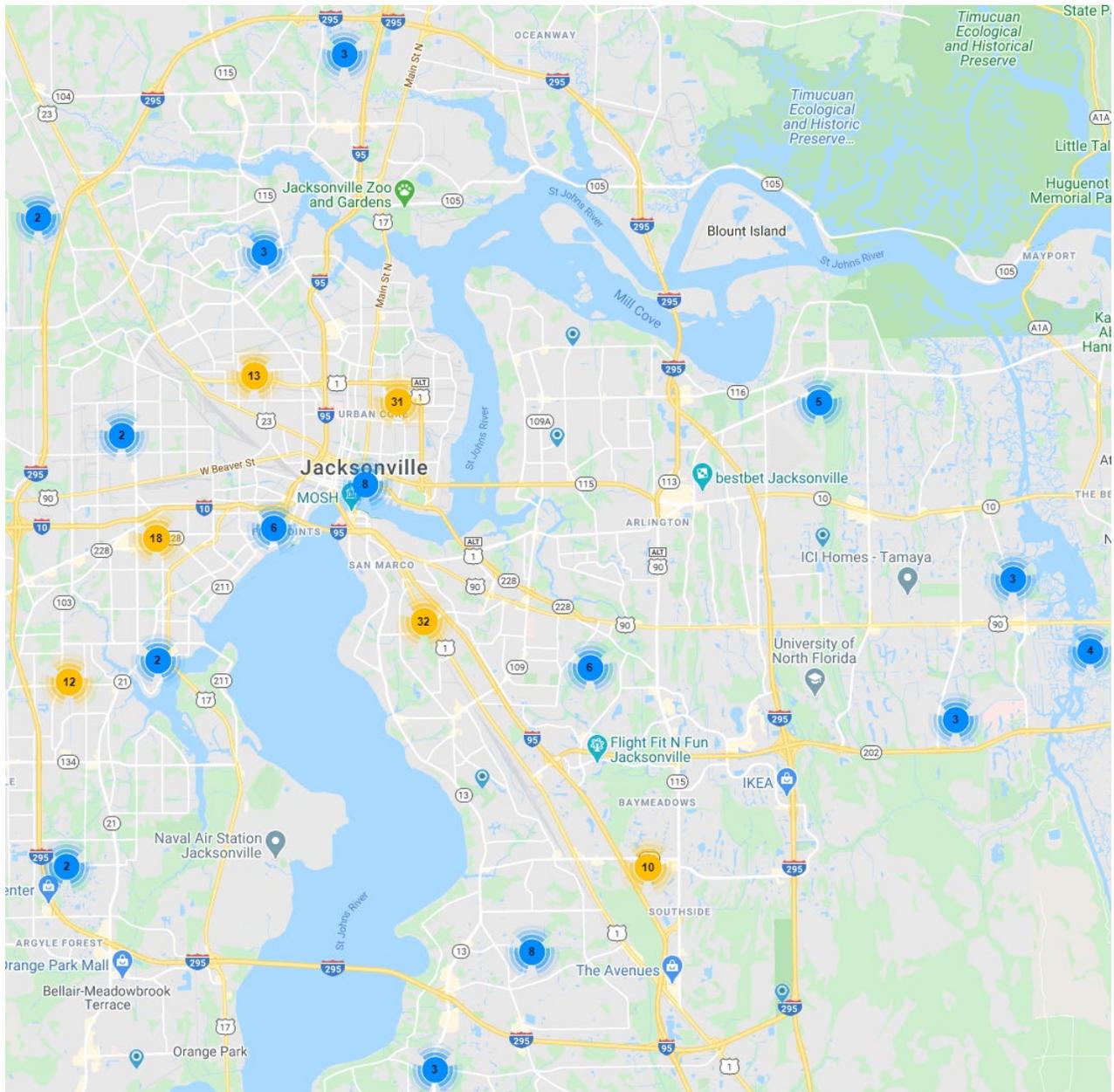
Figure 13: Responses to Optional Age Question



Home Zip Code: 260 survey respondents identified their home zip code within the Northeast Florida area. However, an additional 8 respondents identified home zip codes outside the state of Florida and 47 outside of the continental United States.

Figure 14: Home zip code survey response map illustrates the locations of the survey respondents' homes.

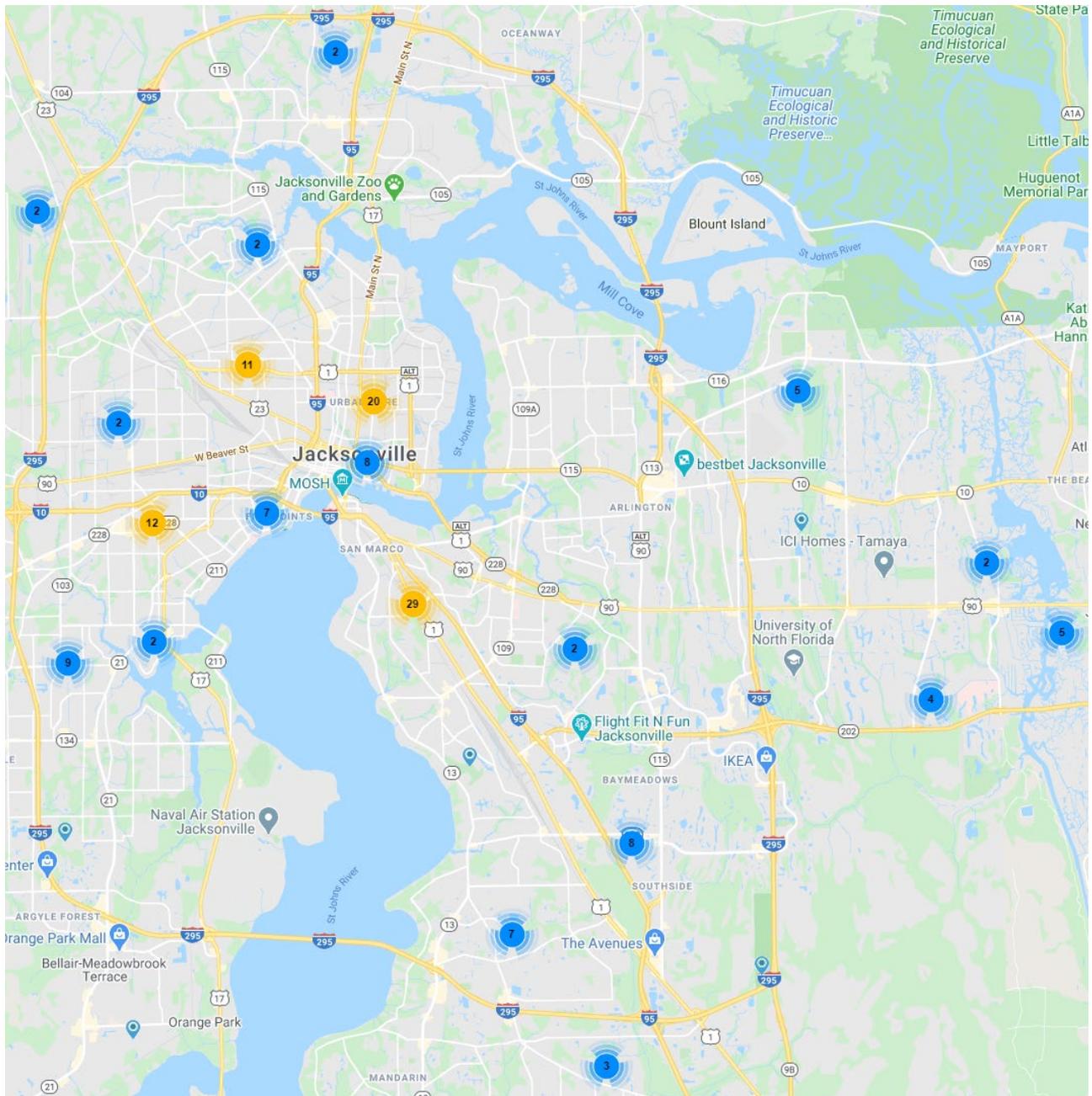
Figure 14: Home zip code survey response map



Work Zip Code: 159 survey respondents identified their work zip code within the Northeast Florida area. However, 19 people identified the City of Orlando as a work zip code and an additional 8 respondents identified the City of Atlanta as a work zip code.

Figure 15: Work zip code survey response map illustrates the locations of the survey respondents' workplaces.

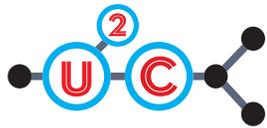
Figure 15: Work zip code survey response map



Appendix

Web Survey (English)

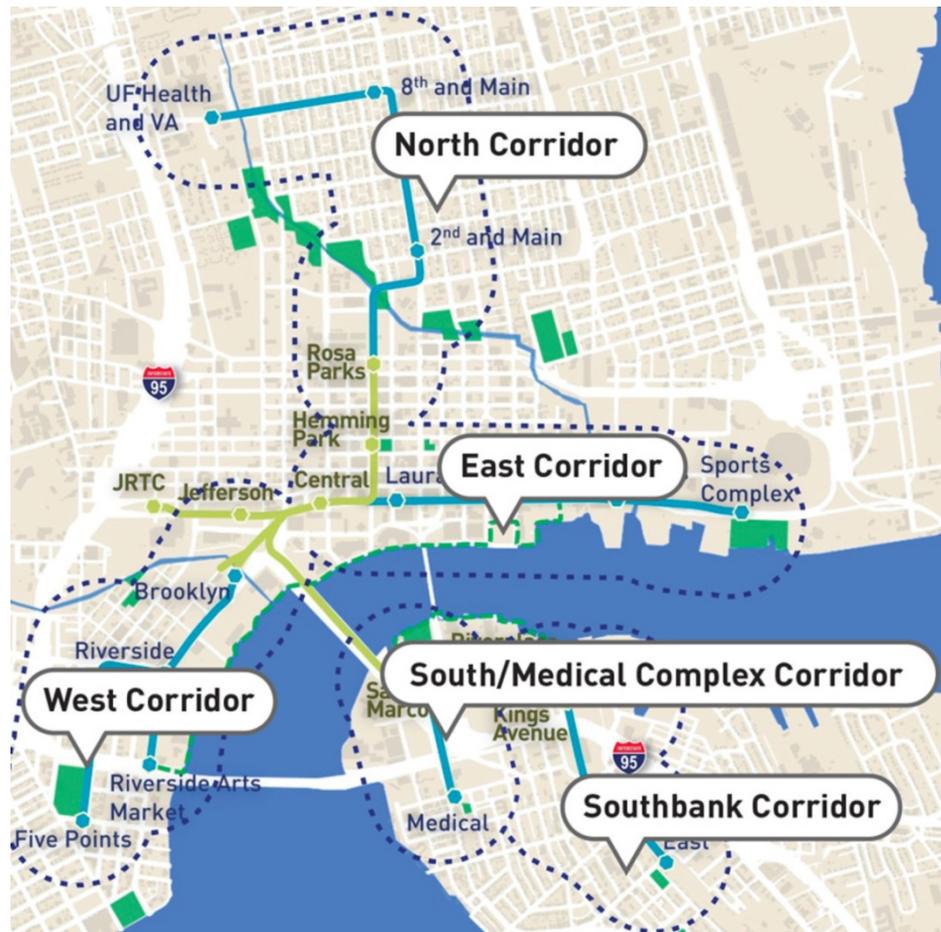
Print Survey (Spanish)



JTA is transforming downtown mobility with the Ultimate Urban Circulator (U²C). The U²C expands the existing automated people mover (Skyway) system, elevated above the downtown street network, into an autonomous shuttle urban circulator system, with transitions to the street level reaching more destinations than it does today. You can learn more in our video below. The system will extend north to UF Health and the VA Outpatient Clinic; south to the medical center and San Marco; southeast to the Southbank, The District and San Marco East; east to the Sports Complex and west to Five Points.

As we design this system, we want to know your needs and preferences, so please take the following survey. You can give us your thoughts on one or all corridors. We appreciate your input!

Overview Map

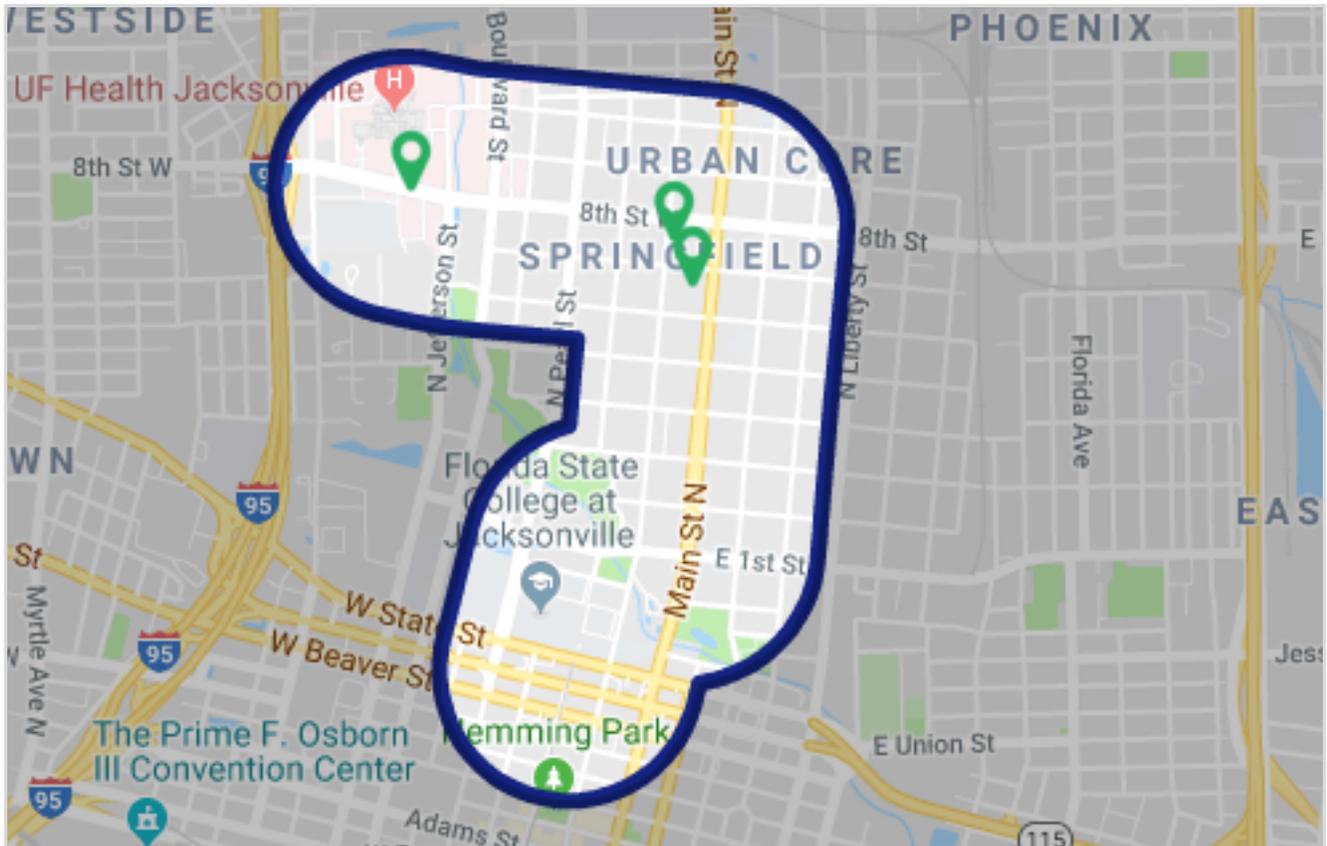




North Corridor

The North Corridor would serve the revitalizing historic Springfield area, UF Health Center and VA Outpatient Clinic, providing more access to integral health-related resources and services.

Where should the transit shuttles go in the North Corridor? On the map below, please mark the top three most important places the new transit service should serve in this corridor.



Why is the North Corridor important to you? Tell us about your interests in this corridor by marking all that apply.

- I live here
- I work here
- I own a business here
- I come here for services such as healthcare
- I come here for shopping, dining or entertainment
- I'm interested in downtown transit and redevelopment.
- Other

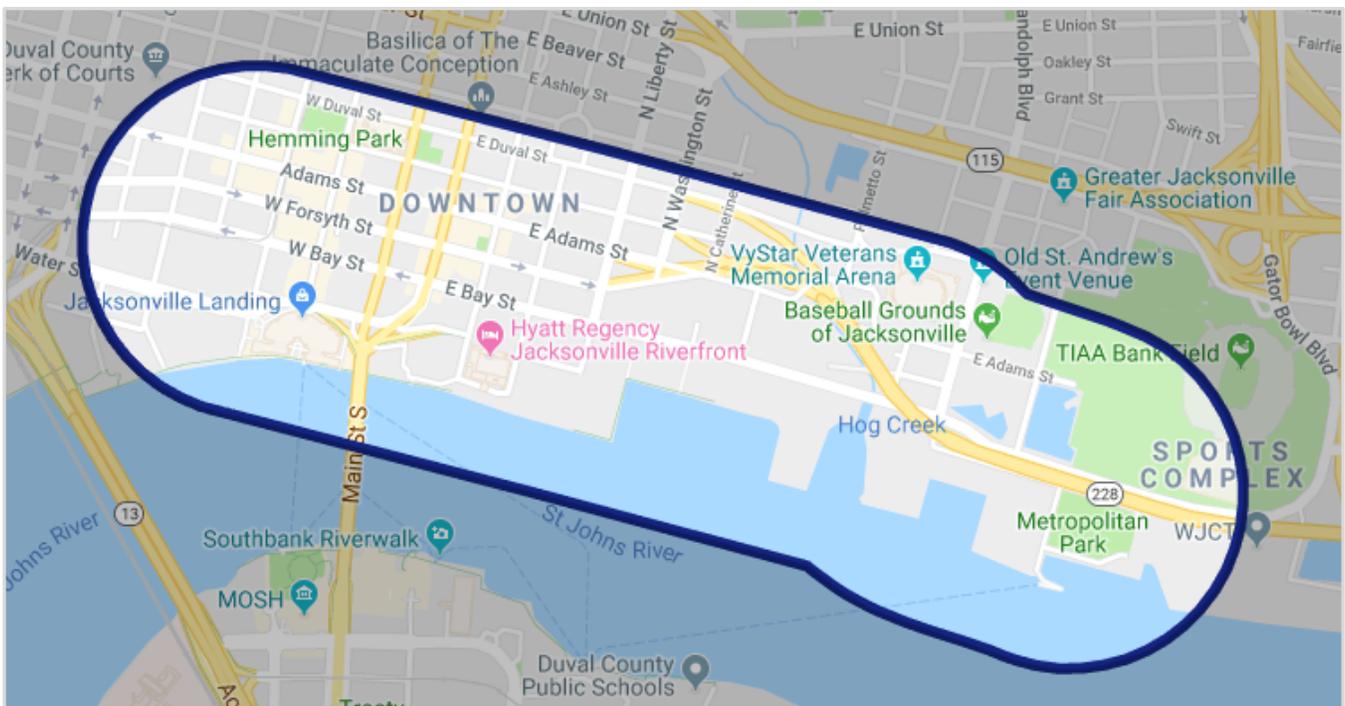


East Corridor

Access to the Sports Complex was identified as the highest priority for respondents to the previous survey. Extending from downtown eastward along Bay Street, these stations will annex the burgeoning Shipyards district and the popular Sports

Complex with the downtown core. The regular events at the arena, baseball grounds, TIAA Bank Field, Daily's Place Amphitheater, Intuition Ale Works and the growing Doro District are expected to generate constant activity, requiring additional transportation servicing.

Where should the transit shuttles go in the East Corridor? On the map below, please mark the top three most important places the new transit service should serve in this corridor.



Why is the East Corridor important to you? Tell us about your interests in this corridor by marking all that apply.

- I live here
- I work here
- I own a business here
- I come here for services such as healthcare
- I come here for shopping, dining or entertainment
- I'm interested in downtown transit and redevelopment.
- Other

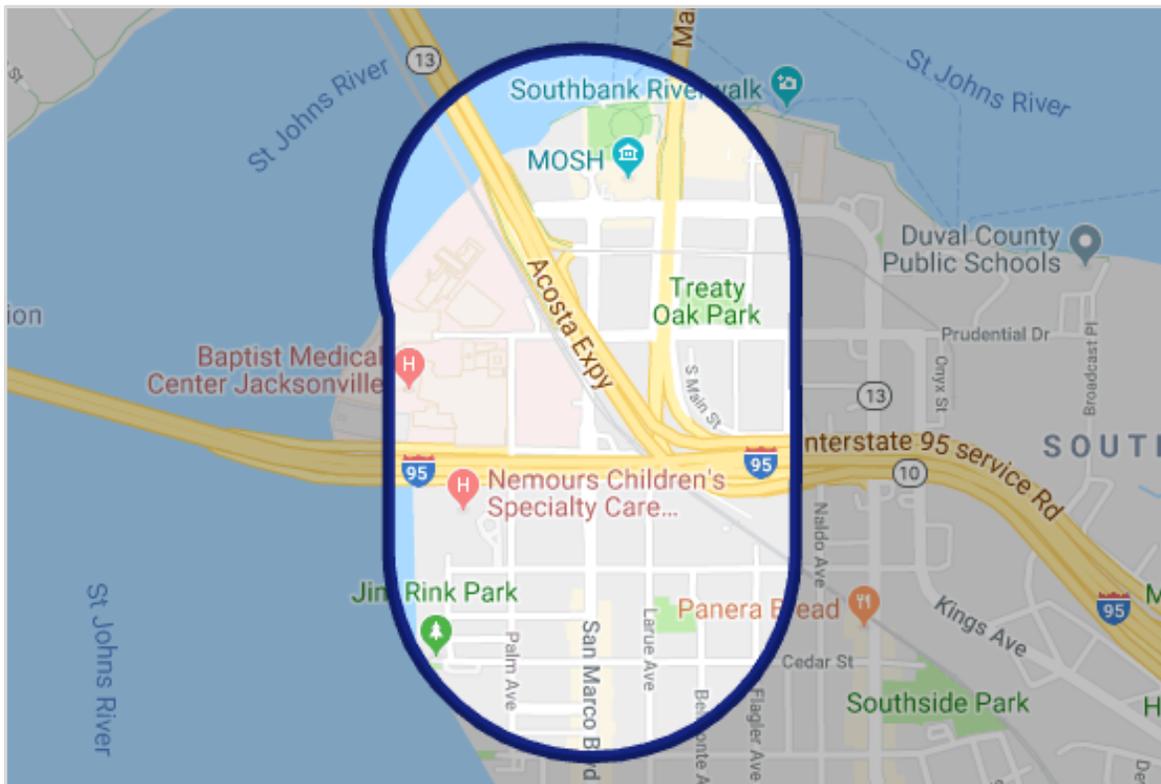


South/Medical Complex Corridor

The South/Medical Complex area is expected to enjoy concentrated employment growth in the near term, with the addition of the Baptist MD Anderson

Cancer Center. Historic San Marco has long been a destination for those seeking a live/work/play location. Additional multifamily residential development is planned for the area.

Where should the transit shuttles go in the South/Medical Complex Corridor? On the map below, please mark the top three most important places the new transit service should serve in this corridor.



Why is the South/Medical Complex Corridor important to you? Tell us about your interests in this corridor by marking all that apply.

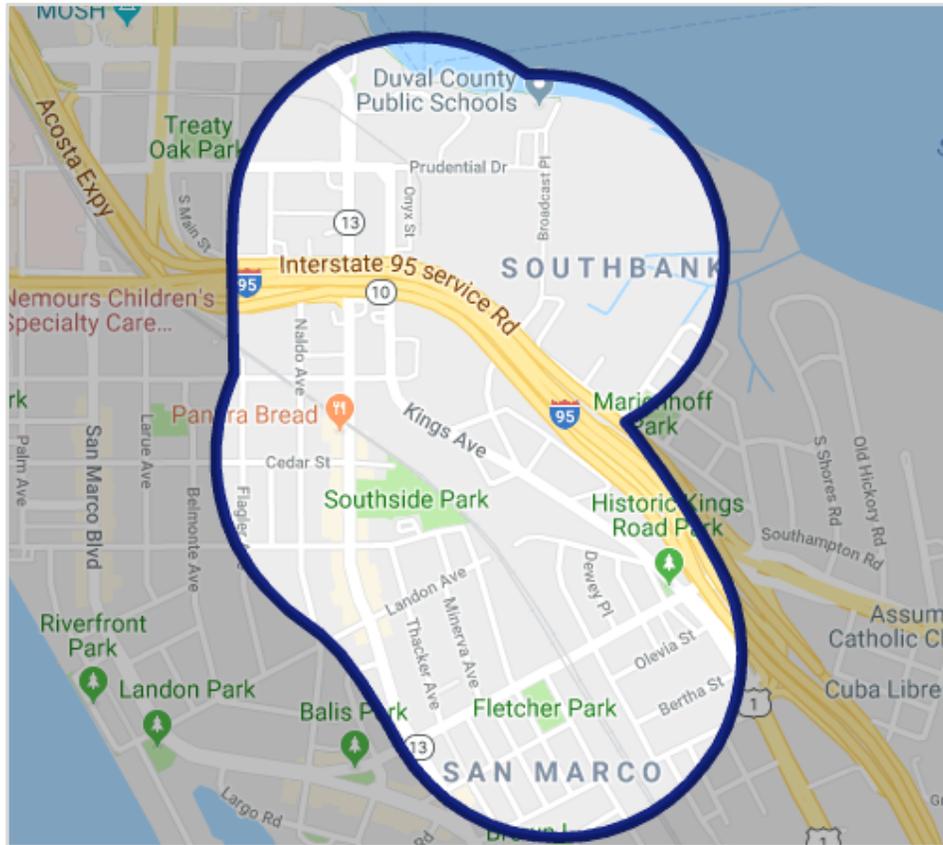
- I live here
- I work here
- I own a business here
- I come here for services such as healthcare
- I come here for shopping, dining or entertainment
- I'm interested in downtown transit and redevelopment.
- Other



Southbank Corridor

This corridor has some of the greatest growth potential in the proposed expansion area, with the forthcoming multi-use project called The District. Expanded service will meet transportation needs of future employees, residents and visitors while reducing additional parking demand.

Where should the transit shuttles go in the Southbank Corridor? On the map below, please mark the top three most important places the new transit service should serve in this corridor.



Why is the Southbank Corridor important to you? Tell us about your interests in this corridor by marking all that apply.

- I live here
- I work here
- I own a business here
- I come here for services such as healthcare
- I come here for shopping, dining or entertainment
- I'm interested in downtown transit and redevelopment.
- Other

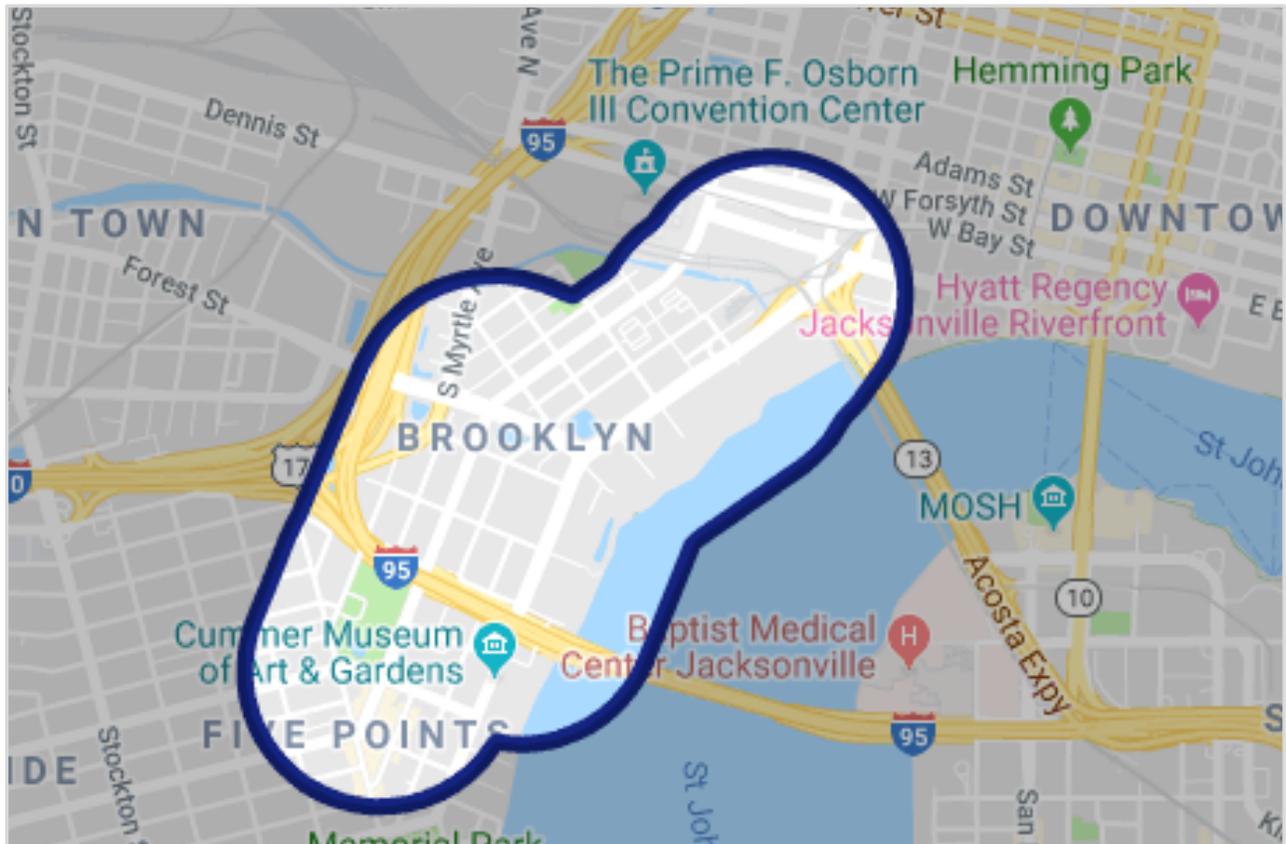


West Corridor

Access to the Riverside and Five Points neighborhoods was identified as one of the highest community priorities in the previous JTA stakeholder survey. Additional destinations in this corridor

include the popular Riverside Arts Market and growing Brooklyn neighborhood.

Where should the transit shuttles go in the West Corridor? On the map below, please mark the top three most important places the new transit service should serve in this corridor.



Why is the West Corridor important to you? Tell us about your interests in this corridor by marking all that apply.

- I live here
- I work here
- I own a business here
- I come here for services such as healthcare
- I come here for shopping, dining or entertainment
- I'm interested in downtown transit and redevelopment.
- Other

How important are the following station amenities?

	Not important	Somewhat important	Moderately important	Important	Very important
Interactive information kiosks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shelters	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WiFi at stations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle storage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

What other station amenities are important to you?

The following questions are optional and help us target service planning, outreach and education efforts.

What is your age?

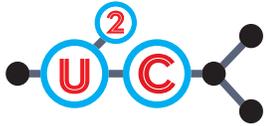
- Under 18
- 18-25
- 26-35
- 36-45
- 46-55
- 56-65
- 66-75
- Over 75
- Prefer not to answer

What is your home zip code? _____

What is your work/school zip code if you travel to work or school? _____

If you would like to receive email updates on this project, please provide your contact information.

Name _____ Email _____



JTA está transformando la movilidad del centro, con el Último Circulador Urbano (U2C). El U2C expande el sistema automatizado de traslado de personas (Skyway) existente, elevado por encima de la red de calles del centro, a un sistema de transporte de circulación urbano autónomo, con transiciones al nivel de la calle llegando a más destinos que en la actualidad. Se puede obtener más información en nuestro video a continuación. El sistema se extenderá al norte del Centro de Salud de UF y la Clínica Ambulatoria de VA; al sur con el centro médico y San Marco; al sureste hasta el Southbank, El Distrito y al este de San Marco; al este hasta el Complejo Deportivo y al oeste de Five Points.

Mientras diseñamos este sistema, queremos conocer sus necesidades y preferencias, así que por favor tome nuestra encuesta a continuación. Usted puede dar sus pensamientos en uno o todos los corredores. ¡Apreciamos su ayuda!

Mapa general

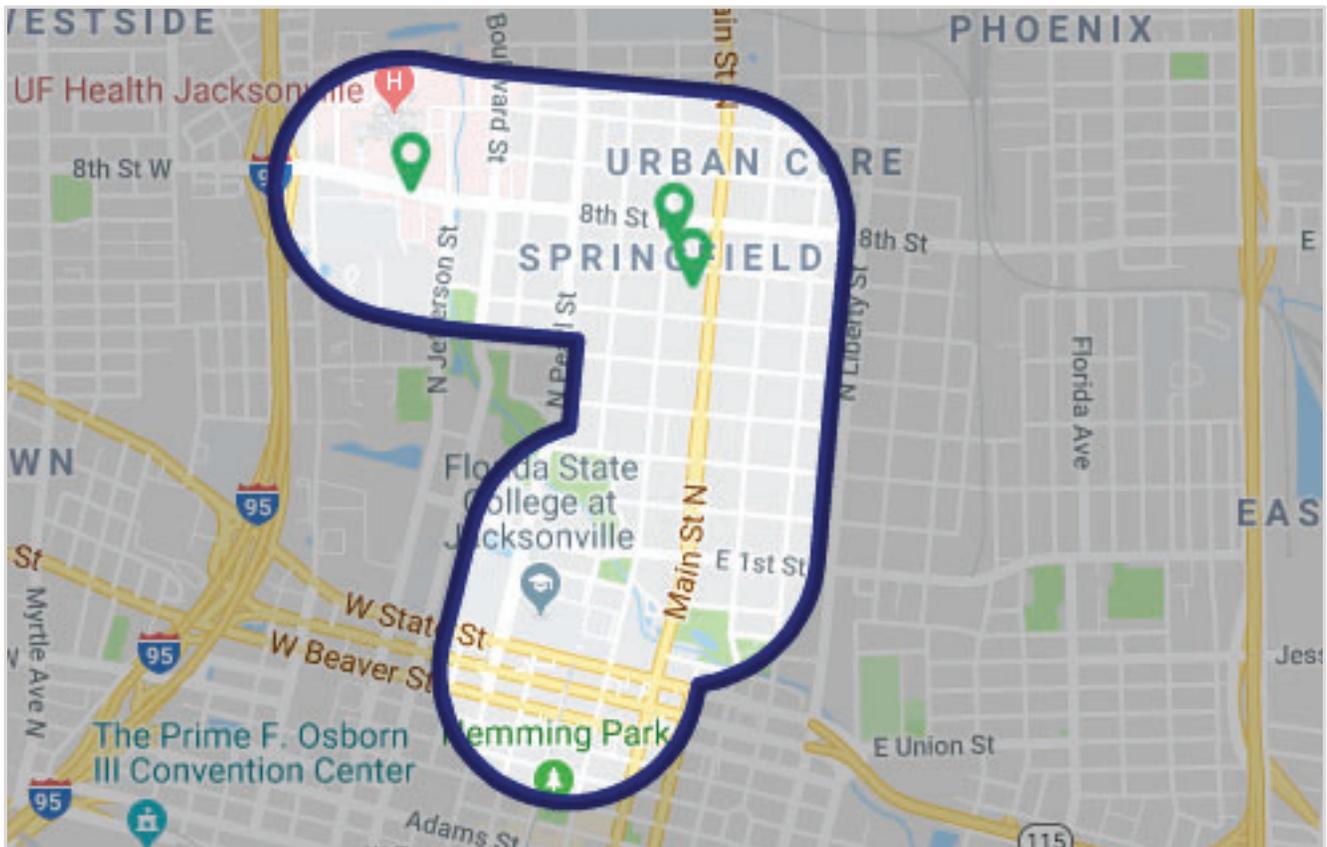




Corredor Norte

El Corredor Norte serviría el área histórica y revitalizante de Springfield, Centro de Salud de la UF y Clínica Ambulatoria de VA, proporcionando un mayor acceso a los recursos y servicios relacionados con la salud integral.

¿Dónde deben ir los sistemas de servicio de tránsito de corta distancia en el Corredor Norte? En el siguiente mapa, por favor marque los tres primeros lugares más importantes el nuevo servicio de tránsito debe servir en este corredor.



¿Por qué es importante para usted el Corredor Norte? Háblenos de sus intereses en este corredor marcando todo lo que corresponda.

- Yo vivo aquí
- Trabajo aquí
- Soy dueño de un negocio aquí
- Vengo aquí para servicios tales como cuidado de la salud
- Vengo aquí para ir de compras, comer o entretenimiento
- Estoy interesado en el tránsito del centro y remodelación
- Otro

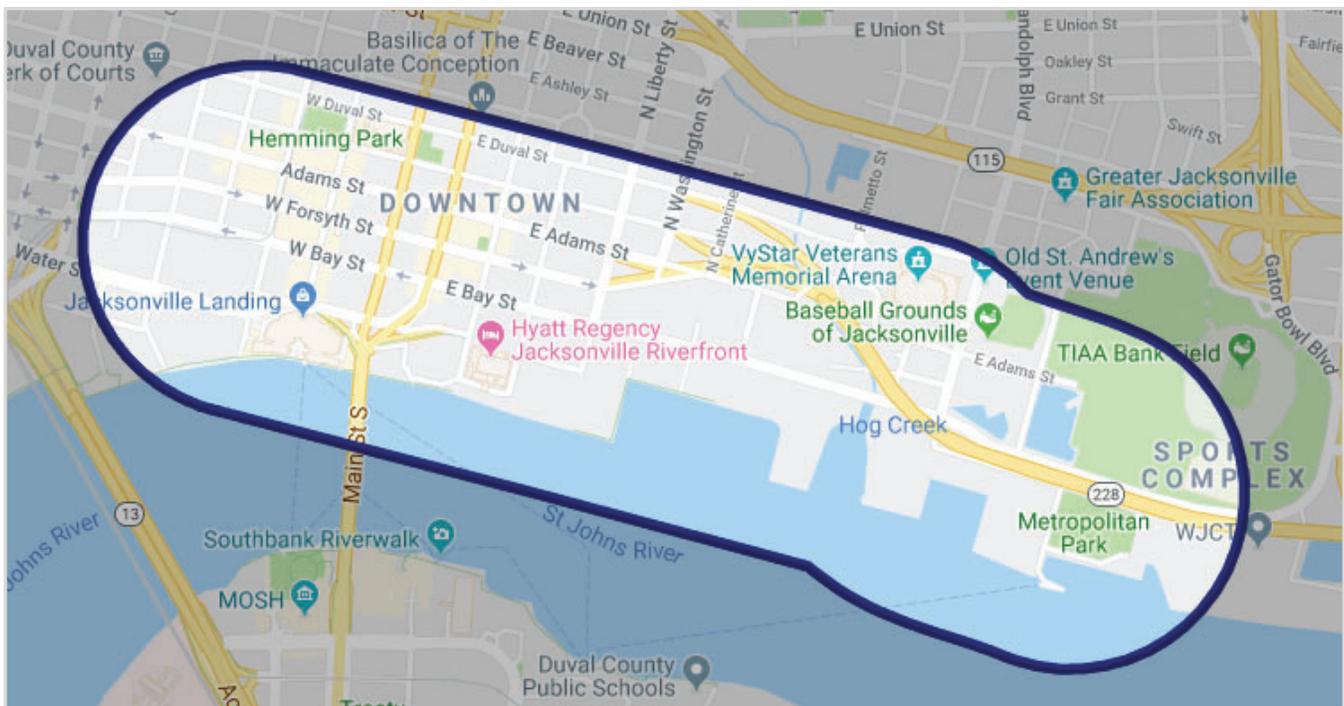
Corredor Este



El acceso al complejo deportivo fue identificado como la más alta prioridad para los que respondieron a la encuesta anterior. Extendiéndose desde el centro hacia el este a lo largo de Bay Street, estas estaciones anexarán el floreciente distrito Shipyards y el popular complejo deportivo con el centro de la

ciudad. Se espera que los eventos regulares en la arena, campos de béisbol, el campo TIAA Bank, el Anfiteatro Daily's Place, Intuition Ale Works y el creciente distrito Doro genere una actividad constante, lo que requiera el servicio de transporte adicional.

¿Dónde deben ir los sistemas de servicio de tránsito de corta distancia en el Corredor Este? En el siguiente mapa, por favor marque los tres primeros lugares más importantes el nuevo servicio de tránsito debe servir en este corredor.



¿Por qué es importante para usted el Corredor Este? Háblenos de sus intereses en este corredor marcando todo lo que corresponda.

- Yo vivo aquí
- Trabajo aquí
- Soy dueño de un negocio aquí
- Vengo aquí para servicios tales como cuidado de la salud
- Vengo aquí para ir de compras, comer o entretenimiento
- Estoy interesado en el tránsito del centro y remodelación
- Otro

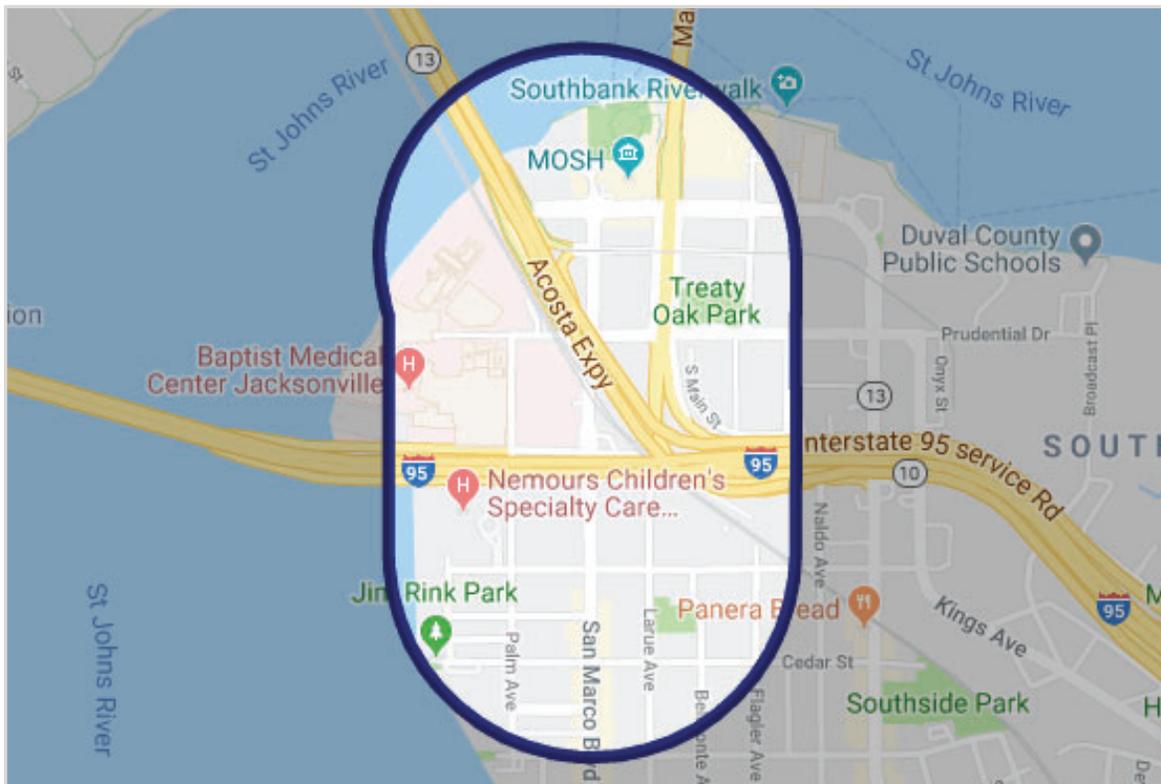


Corredor Sur/ Complejo Médico

Se espera que el área Sur/Complejo Médico disfrute de un crecimiento concentrado del empleo en el corto plazo, con la adición del Centro de Cáncer Baptist MD Anderson. El histórico San Marco ha

sido durante mucho tiempo un destino para aquellos que buscan un lugar para vivir/trabajar/jugar. Se planea la construcción de viviendas multifamiliares adicionales para la zona

¿Dónde deben ir los sistemas de servicio de tránsito de corta distancia en el Corredor Sur/Complejo Médico? En el siguiente mapa, por favor marque los tres primeros lugares más importantes el nuevo servicio de tránsito debe servir en este corredor.



¿Por qué es importante para usted el Corredor Sur/Complejo Médico? Háblenos de sus intereses en este corredor marcando todo lo que corresponda.

- Yo vivo aquí
- Trabajo aquí
- Soy dueño de un negocio aquí
- Vengo aquí para servicios tales como cuidado de la salud
- Vengo aquí para ir de compras, comer o entretenimiento
- Estoy interesado en el tránsito del centro y remodelación
- Otro



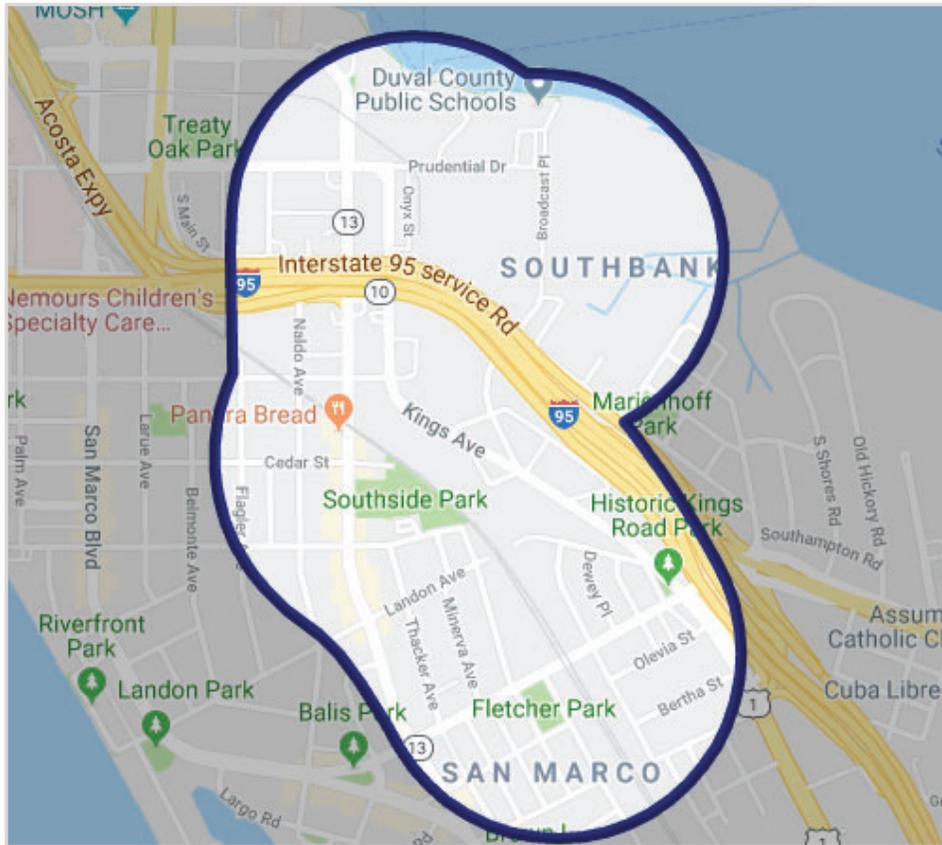
Corredor Southbank

Este corredor tiene uno de los de mayores potenciales de crecimiento en el área de ampliación propuesta, con el próximo proyecto de usos múltiples llamado El Distrito. El servicio ampliado se reunirá las necesidades de transporte de futuros

empleados, residentes y visitantes, al tiempo que reduce la demanda de estacionamiento adicional.

¿Dónde deben ir los sistemas de servicio de tránsito de corta distancia en el Corredor Southbank?

En el siguiente mapa, por favor marque los tres primeros lugares más importantes el nuevo servicio de tránsito debe servir en este corredor.



¿Por qué es importante para usted el Corredor Southbank? Háblenos de sus intereses en este corredor marcando todo lo que corresponda.

- Yo vivo aquí
- Trabajo aquí
- Soy dueño de un negocio aquí
- Vengo aquí para servicios tales como cuidado de la salud
- Vengo aquí para ir de compras, comer o entretenimiento
- Estoy interesado en el tránsito del centro y remodelación
- Otro

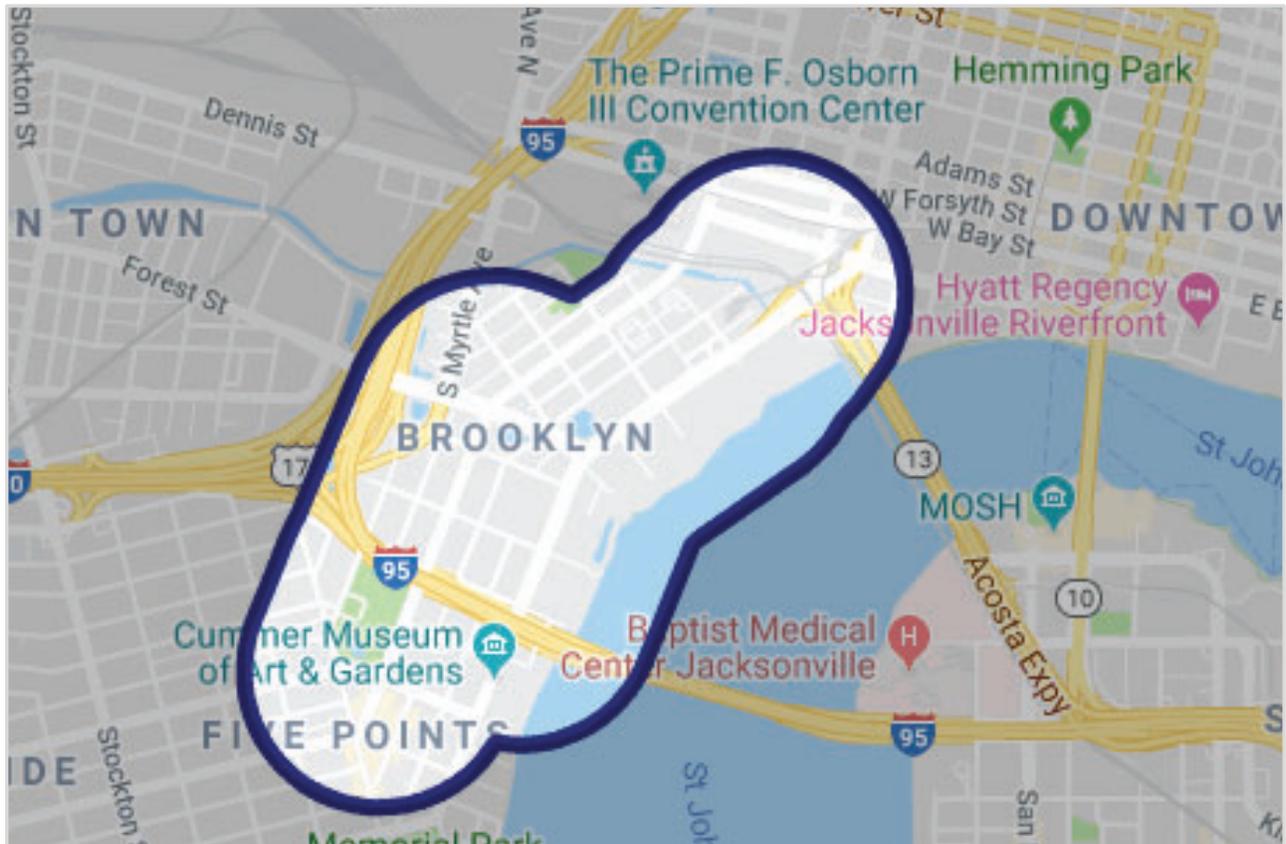


Corredor Oeste

El acceso a los barrios Riverside y Five Points fue identificado como una de las prioridades más altas de la comunidad en una encuesta previa de JTA. Los destinos adicionales en este corredor incluyen el popular Riverside Arts Market y el creciente barrio de Brooklyn.

¿Dónde deben ir los sistemas de servicio de tránsito de corta distancia en el Corredor Oeste?

En el siguiente mapa, por favor marque los tres primeros lugares más importantes el nuevo servicio de tránsito debe servir en este corredor.



¿Por qué es importante para usted el Corredor Oeste? Háblenos de sus intereses en este corredor marcando todo lo que corresponda.

- Yo vivo aquí
- Trabajo aquí
- Soy dueño de un negocio aquí
- Vengo aquí para servicios tales como cuidado de la salud
- Vengo aquí para ir de compras, comer o entretenimiento
- Estoy interesado en el tránsito del centro y remodelación
- Otro

¿Qué tan importantes son las siguientes instalaciones de la estación?

	No importante	Algo importante	Moderadamente importante	importante	Muy importante
kioscos de información interactivos	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
refugios	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wi-Fi en las estaciones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
para guardar las bicicletas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

¿Qué otros servicios de la estación son importantes para usted?

Las siguientes preguntas son opcionales y ayudan a orientar los esfuerzos de planificación de servicios, de difusión y educación.

¿Cuál es tu edad?

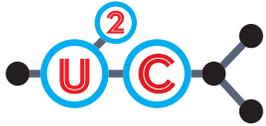
- Menores de 18 años
- 18-25
- 26-35
- 36-45
- 46-55
- 56-65
- 66-75
- Más de 75
- Prefiero no responder

¿Cuál es su código postal de la casa? _____

¿Cuál es su código postal del trabajo / escuela si se viaja al trabajo o escuela? _____

Si le gustaría recibir información sobre este proyecto, por favor proporcione su información de contacto.

Nombre _____ Email _____



JTA está transformando la movilidad del centro, con el Último Circulador Urbano (U2C). El U2C expande el sistema automatizado de traslado de personas (Skyway) existente, elevado por encima de la red de calles del centro, a un sistema de transporte de circulación urbano autónomo, con transiciones al nivel de la calle llegando a más destinos que en la actualidad. Se puede obtener más información en nuestro video a continuación. El sistema se extenderá al norte del Centro de Salud de UF y la Clínica Ambulatoria de VA; al sur con el centro médico y San Marco; al sureste hasta el Southbank, El Distrito y al este de San Marco; al este hasta el Complejo Deportivo y al oeste de Five Points.

Mientras diseñamos este sistema, queremos conocer sus necesidades y preferencias, así que por favor tome nuestra encuesta a continuación. Usted puede dar sus pensamientos en uno o todos los corredores. ¡Apreciamos su ayuda!

Mapa general

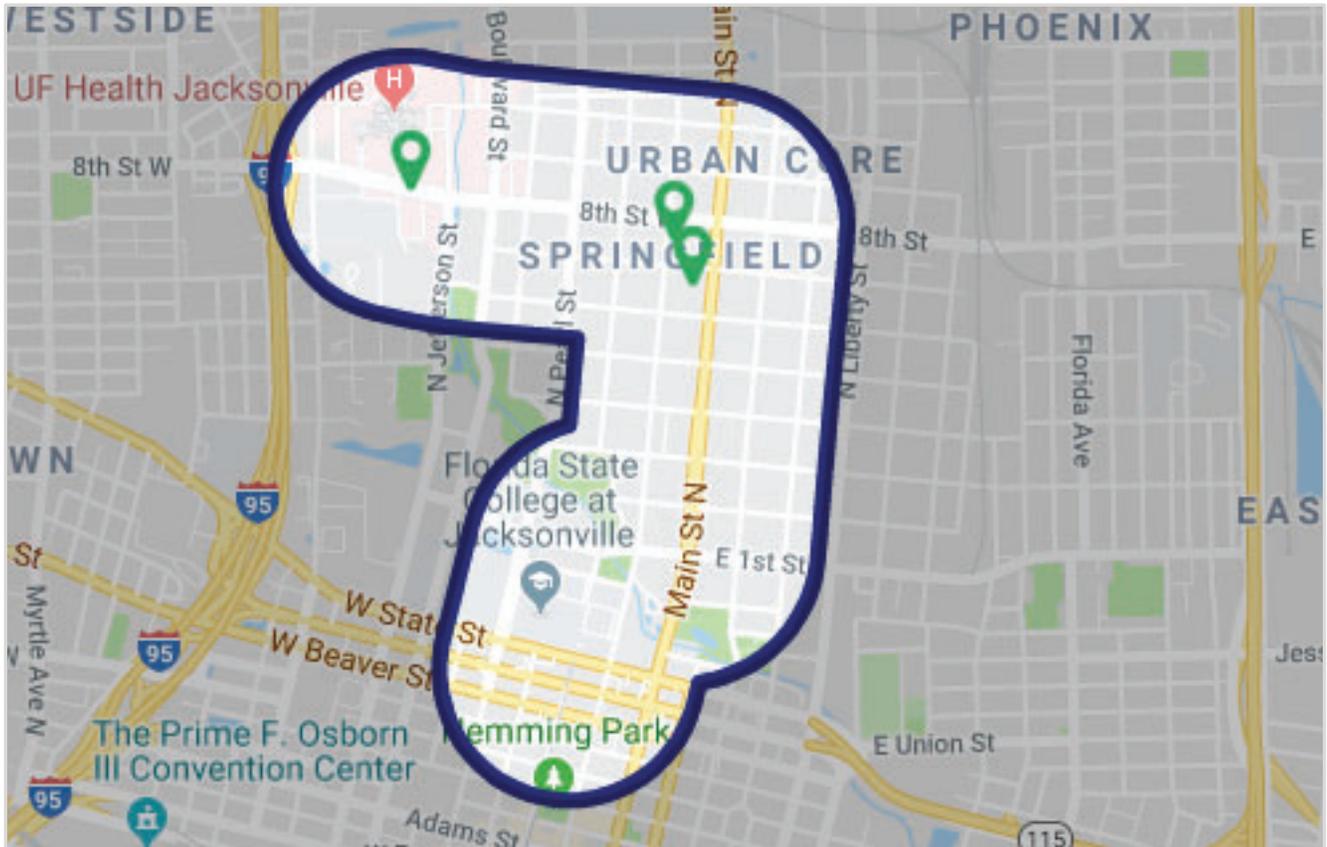




Corredor Norte

El Corredor Norte serviría el área histórica y revitalizante de Springfield, Centro de Salud de la UF y Clínica Ambulatoria de VA, proporcionando un mayor acceso a los recursos y servicios relacionados con la salud integral.

¿Dónde deben ir los sistemas de servicio de tránsito de corta distancia en el Corredor Norte? En el siguiente mapa, por favor marque los tres primeros lugares más importantes el nuevo servicio de tránsito debe servir en este corredor.



¿Por qué es importante para usted el Corredor Norte? Háblenos de sus intereses en este corredor marcando todo lo que corresponda.

- Yo vivo aquí
- Trabajo aquí
- Soy dueño de un negocio aquí
- Vengo aquí para servicios tales como cuidado de la salud
- Vengo aquí para ir de compras, comer o entretenimiento
- Estoy interesado en el tránsito del centro y remodelación
- Otro

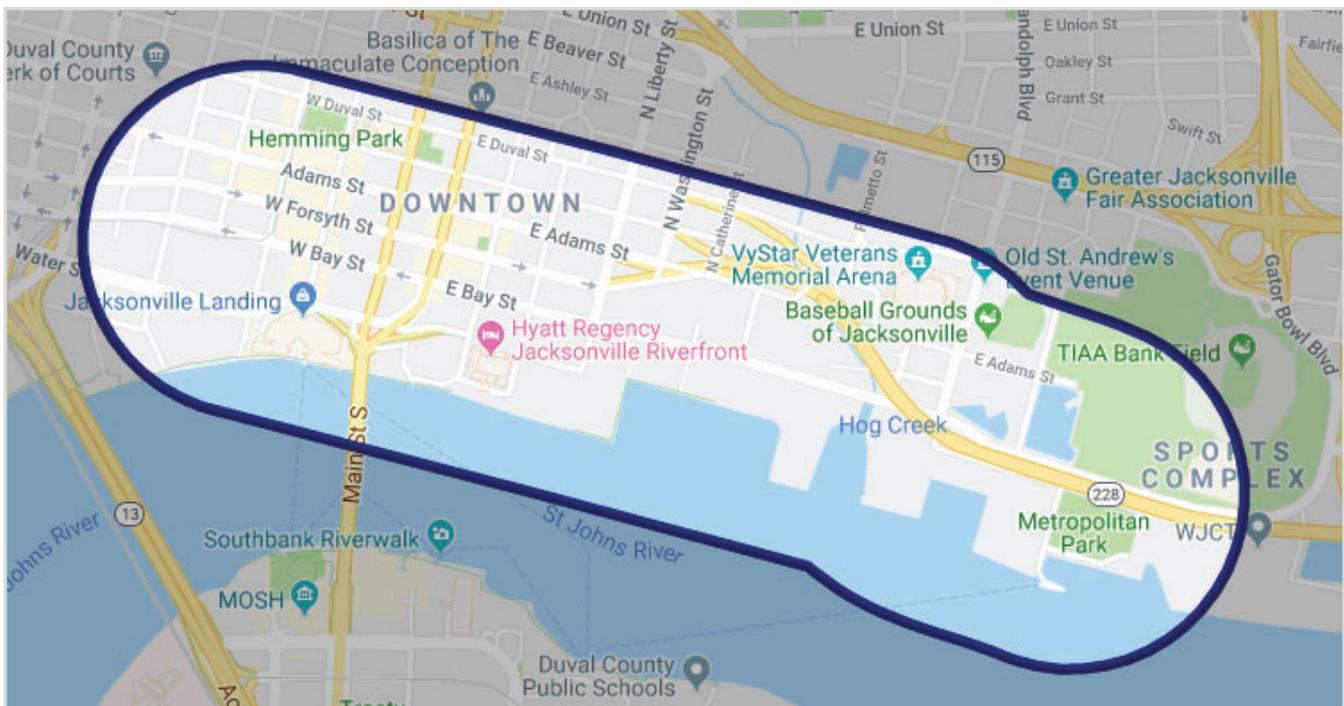
Corredor Este



El acceso al complejo deportivo fue identificado como la más alta prioridad para los que respondieron a la encuesta anterior. Extendiéndose desde el centro hacia el este a lo largo de Bay Street, estas estaciones anexarán el floreciente distrito Shipyards y el popular complejo deportivo con el centro de la

ciudad. Se espera que los eventos regulares en la arena, campos de béisbol, el campo TIAA Bank, el Anfiteatro Daily's Place, Intuition Ale Works y el creciente distrito Doro genere una actividad constante, lo que requiera el servicio de transporte adicional.

¿Dónde deben ir los sistemas de servicio de tránsito de corta distancia en el Corredor Este? En el siguiente mapa, por favor marque los tres primeros lugares más importantes el nuevo servicio de tránsito debe servir en este corredor.



¿Por qué es importante para usted el Corredor Este? Háblenos de sus intereses en este corredor marcando todo lo que corresponda.

- Yo vivo aquí
- Trabajo aquí
- Soy dueño de un negocio aquí
- Vengo aquí para servicios tales como cuidado de la salud
- Vengo aquí para ir de compras, comer o entretenimiento
- Estoy interesado en el tránsito del centro y remodelación
- Otro

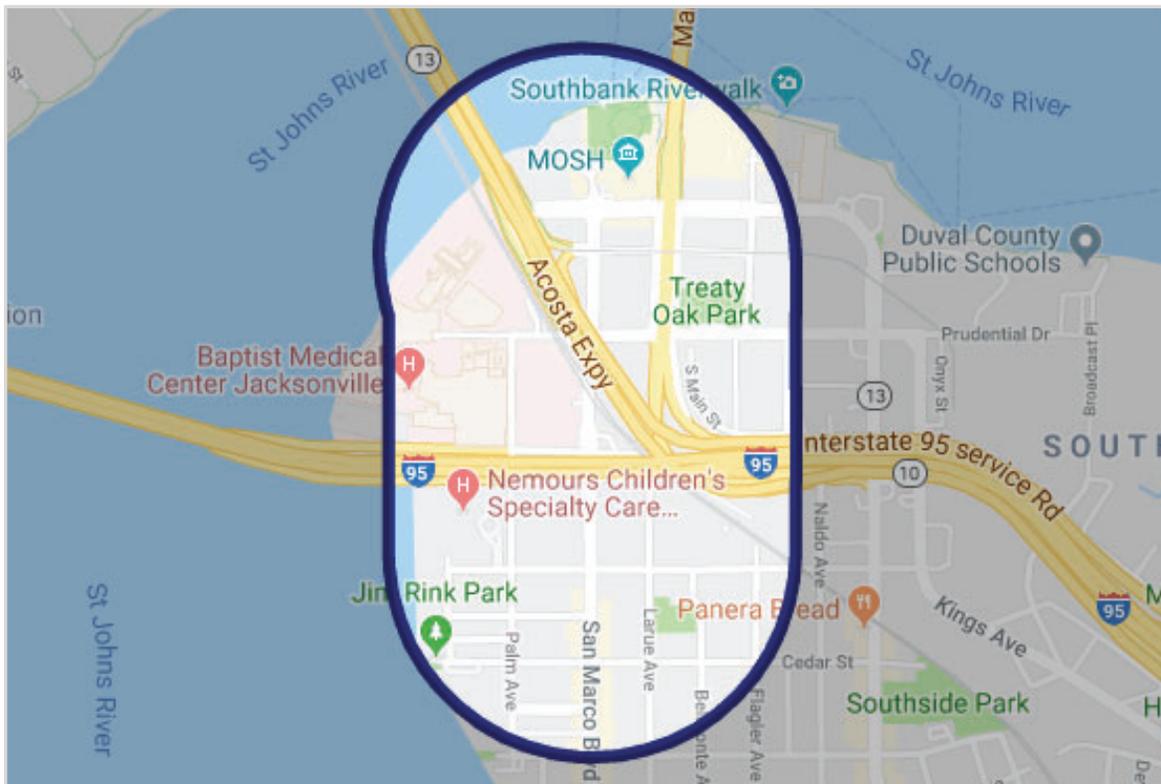


Corredor Sur/ Complejo Médico

Se espera que el área Sur/Complejo Médico disfrute de un crecimiento concentrado del empleo en el corto plazo, con la adición del Centro de Cáncer Baptist MD Anderson. El histórico San Marco ha

sido durante mucho tiempo un destino para aquellos que buscan un lugar para vivir/trabajar/jugar. Se planea la construcción de viviendas multifamiliares adicionales para la zona

¿Dónde deben ir los sistemas de servicio de tránsito de corta distancia en el Corredor Sur/Complejo Médico? En el siguiente mapa, por favor marque los tres primeros lugares más importantes el nuevo servicio de tránsito debe servir en este corredor.



¿Por qué es importante para usted el Corredor Sur/Complejo Médico? Háblenos de sus intereses en este corredor marcando todo lo que corresponda.

- Yo vivo aquí
- Trabajo aquí
- Soy dueño de un negocio aquí
- Vengo aquí para servicios tales como cuidado de la salud
- Vengo aquí para ir de compras, comer o entretenimiento
- Estoy interesado en el tránsito del centro y remodelación
- Otro



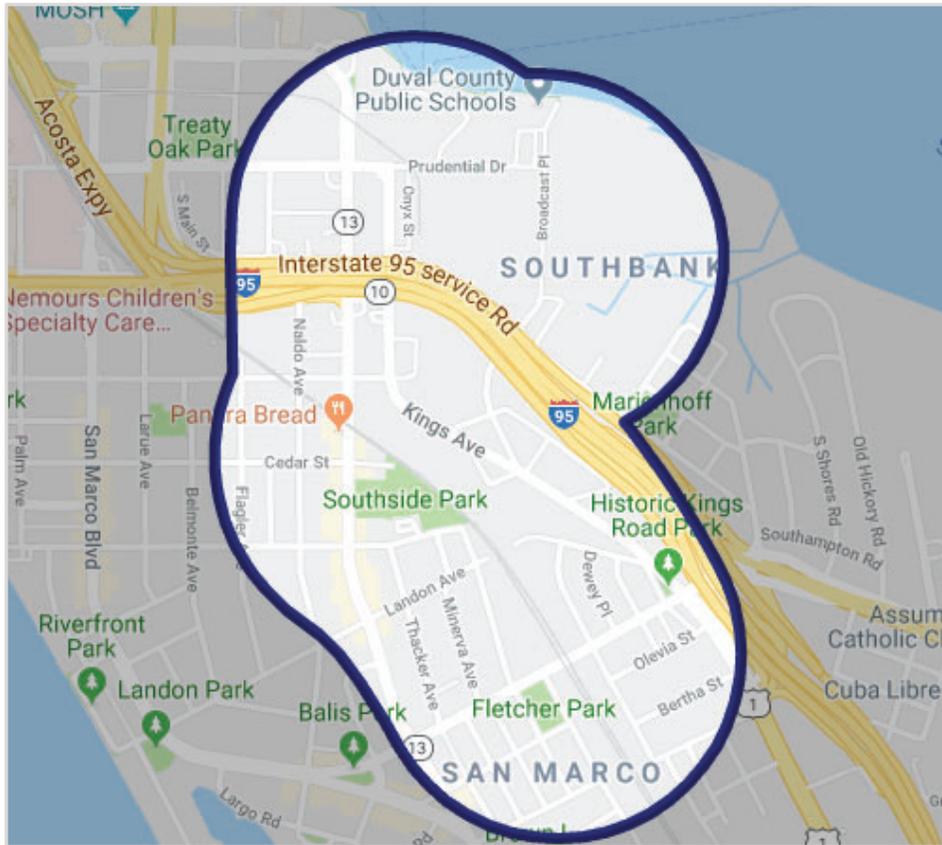
Corredor Southbank

Este corredor tiene uno de los de mayores potenciales de crecimiento en el área de ampliación propuesta, con el próximo proyecto de usos múltiples llamado El Distrito. El servicio ampliado se reunirá las necesidades de transporte de futuros

empleados, residentes y visitantes, al tiempo que reduce la demanda de estacionamiento adicional.

¿Dónde deben ir los sistemas de servicio de tránsito de corta distancia en el Corredor Southbank?

En el siguiente mapa, por favor marque los tres primeros lugares más importantes el nuevo servicio de tránsito debe servir en este corredor.



¿Por qué es importante para usted el Corredor Southbank? Háblenos de sus intereses en este corredor marcando todo lo que corresponda.

- Yo vivo aquí
- Trabajo aquí
- Soy dueño de un negocio aquí
- Vengo aquí para servicios tales como cuidado de la salud
- Vengo aquí para ir de compras, comer o entretenimiento
- Estoy interesado en el tránsito del centro y remodelación
- Otro

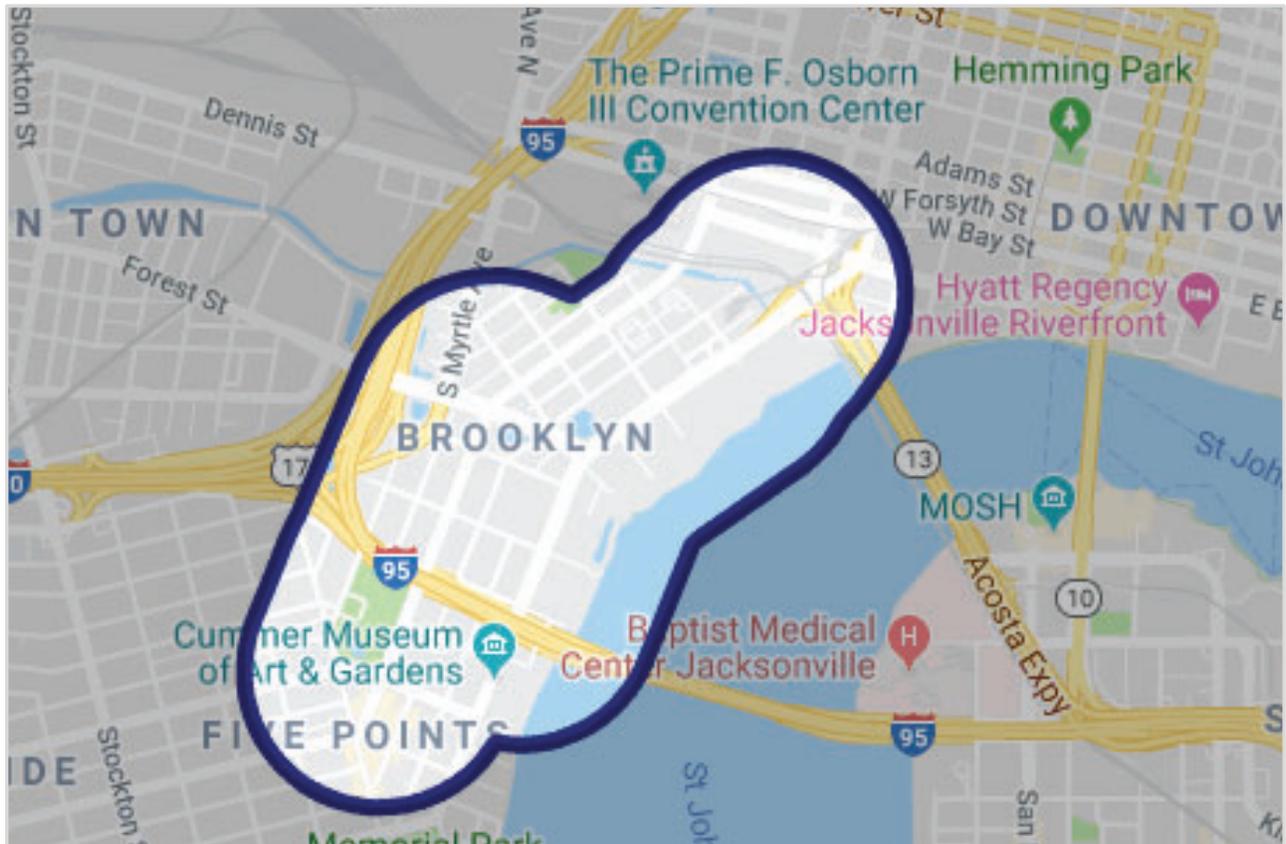


Corredor Oeste

El acceso a los barrios Riverside y Five Points fue identificado como una de las prioridades más altas de la comunidad en una encuesta previa de JTA. Los destinos adicionales en este corredor incluyen el popular Riverside Arts Market y el creciente barrio de Brooklyn.

¿Dónde deben ir los sistemas de servicio de tránsito de corta distancia en el Corredor Oeste?

En el siguiente mapa, por favor marque los tres primeros lugares más importantes el nuevo servicio de tránsito debe servir en este corredor.



¿Por qué es importante para usted el Corredor Oeste? Háblenos de sus intereses en este corredor marcando todo lo que corresponda.

- Yo vivo aquí
- Trabajo aquí
- Soy dueño de un negocio aquí
- Vengo aquí para servicios tales como cuidado de la salud
- Vengo aquí para ir de compras, comer o entretenimiento
- Estoy interesado en el tránsito del centro y remodelación
- Otro

¿Qué tan importantes son las siguientes instalaciones de la estación?

	No importante	Algo importante	Moderadamente importante	importante	Muy importante
kioscos de información interactivos	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
refugios	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wi-Fi en las estaciones	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
para guardar las bicicletas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

¿Qué otros servicios de la estación son importantes para usted?

Las siguientes preguntas son opcionales y ayudan a orientar los esfuerzos de planificación de servicios, de difusión y educación.

¿Cuál es tu edad?

- Menores de 18 años
- 18-25
- 26-35
- 36-45
- 46-55
- 56-65
- 66-75
- Más de 75
- Prefiero no responder

¿Cuál es su código postal de la casa? _____

¿Cuál es su código postal del trabajo / escuela si se viaja al trabajo o escuela? _____

Si le gustaría recibir información sobre este proyecto, por favor proporcione su información de contacto.

Nombre _____ Email _____



JTA needs your input to help us transform mobility in Jacksonville.

Take our survey.



jtafla.com/skywaysurvey

Please scan the QR code or visit the survey link

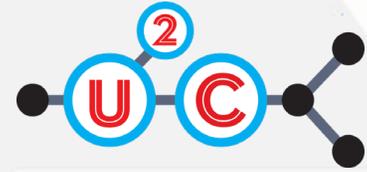


jtafla.com/skywaysurvey



jtafla.com
u2cjax.com





Transforming Mobility

Emerging technologies and the changing landscape of Downtown Jacksonville provide exciting opportunities to improve mobility, support vibrant neighborhoods, while creating better-connected downtown communities.

The U²C Program will create an autonomous transportation network, integrated with the larger transit system, and connected to the new Jacksonville Regional Transportation Center at LaVilla.

Advancing Technology

The preferred future U²C vehicle has autonomous (driverless) technology, is wheelchair accessible, and can operate on the existing Skyway structure and at the street level.

The autonomous vehicles, which may accommodate up to 15 people, will be designed to operate individually or be connected for high capacity during peak travel times and special events. The JTA launched a Test and Learn Program to evaluate autonomous vehicle operations.

The U²C Program is part of the BayJax Innovation Corridor initiative to test smart strategies and technologies.



Help Shape the Future

- ❖ Learn more about the future of the Skyway by visiting www.u2cjax.com
- ❖ Request a presentation by completing the form at www.u2cjax.com/contact, or calling (904) 630-3100, or writing:
JTA U²C Program
100 LaVilla Center Drive
Jacksonville, Florida 32202
- ❖ Your opinions and comments are important to us.

Please take the survey at:
www.jtafla.com/SkywaySurvey



Ultimate Urban Circulator

The Jacksonville Transportation Authority (JTA) is developing the Ultimate Urban Circulator (U²C), a multi-phased program to convert and expand the Skyway using emerging autonomous vehicle technology.

The U²C Program includes modifying the existing elevated Skyway to allow autonomous vehicles (AVs) to operate on the elevated structure and at street level, with modern state-of-the-art stations. The new system will reach more places than the Skyway does today.

Together with its partner agencies, the JTA is transforming mobility in Jacksonville, enhancing safety, reliability and accessibility to improve the quality of life for all residents, businesses and visitors.



The JTA is studying expansion of the Skyway to reach more destinations. Areas under consideration as part of the future U²C System include the following study corridors:

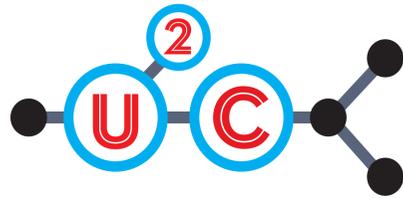
- **North:** Rosa Parks Transit Station to UF Health
- **West:** Brooklyn to Riverside and Five Points
- **South:** San Marco Station to Medical Complex
- **Southeast:** Kings Avenue Station to San Marco
- **East:** Central Station to the Sports/Entertainment Complex (Bay Street Innovation Corridor)

U²C/Skyway System Expansion Study

LEGEND

- ⋯ 1/4 mile Study Area
- Existing Skyway Route and Stations
- Centerline Study Area Corridor
- Bay Street Innovation Corridor





Jacksonville Transportation Authority Ultimate Urban Circulator Skyway System Expansion

JTA needs your input to help us transform mobility in Jacksonville. Please take our survey.

Ways you can take our survey:

1. Tablet

Please wait for the next available device



2. Paper

Take a paper copy of the survey and return here



3. On Your Computer

Take the survey at home at jtafla.com/skywaysurvey



4. On Your Phone

Visit jtafla.com/skywaysurvey



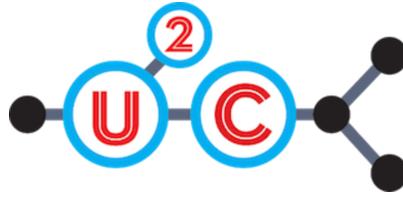
We appreciate your input!



jtafla.com
u2cjax.com

Email

SUBSCRIBE



Public Information Open House

The Jacksonville Transportation Authority (JTA) invites you to attend an Open House to learn more about the modernization of the Skyway, the Ultimate Urban Circulator (U²C) Program and the Transit Concept and Alternatives Review (TCAR) Study information.

Thursday, February 27, 2020

12 - 6 p.m.

Museum of Contemporary Art Jacksonville

333 N. Laura Street

Jacksonville, FL 32202

Project maps and materials will be available for your review between noon and 6 PM.

Your input on Skyway modernization and the Ultimate Urban Circulator program is important, so we hope you'll stop by. If you haven't done so already, please take the survey at www.jtafla.com/SkywaySurvey.

Learn more about the U²C Program at <https://u2c.jtafla.com/> or by contacting:

Alexander Traversa

Planner - Environment, Sustainability

& TOD Planning & System Development

Phone: (904) 632-5501

Email: atraversa@jtafla.com

Public participation is solicited without regard to race, color, religion, gender, age, national origin, disability or familial status. Anyone requiring special accommodation should contact Cheryl Riddick at (904) 632-5522 or email criddick@jtafla.com.



Share





Ultimate Urban Circulator



Skyway/Ultimate Urban Circulator (U²C) Expansion Study

Public Information Open House

The Jacksonville Transportation Authority (JTA) invites you to attend an Open House to learn more about the modernization of the Skyway, the Ultimate Urban Circulator (U²C) Program and the Transit Concept and Alternatives Review (TCAR) Study information.

Project maps and materials will be available for review by the public between 12 PM and 6 PM.

Please also take the online survey:
www.jtafla.com/skywaysurvey



Your input on the Skyway modernization and expansion of the Ultimate Urban Circulator is very important to us. Please join us.

Thursday, February 27, 2020

Museum of Contemporary Art
Jacksonville
333 N. Laura Street
Jacksonville, FL 32202

PLEASE JOIN US

Thursday, February 27, 2020

12 PM - 6 PM

**Museum of Contemporary Art
Jacksonville**

333 N. Laura St.

Jacksonville, FL 32202

FOR MORE INFORMATION

Alexander Traversa

*Planner - Environment, Sustainability & TOD
Planning & System Development*

Phone: (904) 632-5501

Email: atraversa@jtafla.com

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JACKSONVILLE
TRANSPORTATION
AUTHORITY

121 Forsyth Street
Suite 200
Jacksonville, FL 32202