



February 27th, 2026

City of Jacksonville
City Council
117 W. Duval Street
Jacksonville, FL 32202

RE: Support for Proposed Resolution Regarding Protected Bicycle Lanes Downtown

Dear Council President and Honorable Members of the Jacksonville City Council:

On behalf of Bike Walk Jax, I write to express our strong support for the proposed resolution which affirms the City Council's support for installing protected bicycle lanes on portions of Beaver Street, Monroe Street, Hogan Street, and Liberty Street downtown.

As Jacksonville's bicycle and pedestrian advocacy organization, our mission is to make walking and biking safe, accessible, and convenient for everyone. We strongly support the implementation of protected bicycle lanes downtown because they represent an essential investment in safety, mobility choice, and quality of life for our city. Providing convenient, affordable, and healthy transportation options is fundamental to creating a vibrant and economically competitive downtown. Safe bicycle infrastructure expands transportation access for people of all ages, abilities, and income levels. It supports households seeking to reduce transportation costs, young professionals choosing urban living, families enjoying downtown amenities, and visitors exploring our city.

It is important to emphasize that we are not building infrastructure solely for the relatively small number of people who bike in Jacksonville today. We are building for the significant, built-up demand of people who would bike more often if it were safe and convenient to do so. This demand has already been evidenced through the wild popularity of the Fuller Warren Shared Use Path.

Between 2025 and 2035, Duval County is projected to add approximately 112,000 new residents - an increase of nearly 10 percent (BEBR). This significant growth will bring new transportation demands, underscoring the importance of expanding safe, convenient, and affordable mobility options to meet the needs of a growing community. Downtown is poised to face increasing issues of congestion and parking as new destinations open, already evident at RiversEdge and Riverfront Plaza during peak times. Without proactive solutions, we risk a crisis of frustration that could undermine downtown's success.

A vibrant downtown relies not just on its destinations for success, but functioning transportation alternatives that are more space-efficient than automobiles. Protected bike lanes are one important component of a comprehensive mobility strategy that prioritizes walkability, smart transit investments, and safe, connected bicycle infrastructure - ensuring residents in surrounding neighborhoods can access downtown without relying solely on single-occupancy vehicles. Planning now ensures we are prepared for the growing demand rather than reacting after the fact.

Across Jacksonville, we see more residents exploring alternative forms of transportation. E-bikes, scooter share programs, and changing lifestyle preferences are accelerating this shift. As downtown continues to add new housing and invest in destinations like Riverfront Plaza, Friendship Fountain, and the Northbank and Southbank Riverwalks, more residents and visitors are seeking convenient ways to move through and experience the city without relying on a car. The barrier is not interest, it is safety.

Jacksonville has historically been one of the most dangerous cities in Florida, and the nation, for people walking and biking. Each year, at our local World Day of Remembrance event, we honor hundreds of lives lost to traffic violence in our community. In recent years, Duval County has experienced well over 150 traffic fatalities annually, including a disproportionate number of pedestrian and bicycle deaths.

The City's own 2017 Pedestrian and Bicycle Master Plan acknowledged the gap between Jacksonville's potential and the reality of a "dangerous, inconvenient and unattractive environment for bicycling and walking." This resolution takes a concrete step toward closing that gap. When protected lanes are installed in cities across the country, ridership consistently increases because people feel safe riding. Research consistently shows that protected bicycle lanes improve safety not only for people bicycling, but for all road users. Dedicated, protected lanes reduce conflicts between bicycles and vehicles, improve predictability, and can create a traffic calming effect by narrowing perceived travel lanes and reducing vehicle speeds. In this way, protected bike lanes are not a special interest improvement, but a public safety strategy.

This resolution signals Jacksonville's commitment to a safer, more accessible, and more forward-looking transportation system. It aligns with adopted City plans and reflects a growing community desire for mobility options that are affordable, healthy, and convenient.

Bike Walk Jax strongly urges the City Council to adopt this resolution and continue prioritizing protected bicycle infrastructure as a key component of a vibrant, livable downtown Jacksonville.

Thank you for your leadership and for your commitment to improving safety and mobility for all residents.

Respectfully,

A handwritten signature in black ink that reads "Lauren Rushing". The signature is written in a cursive, flowing style.

Lauren Rushing, AICP
Bike Walk Jax
Chair