



SAINT AUGUSTINE ROAD PUBLIC MEETING SUMMARY

Saint Augustine Road
From SR 109 (University Boulevard West) to SR 126 (Emerson Street)

Duval County

Contract Number: 71458-22
January 2026



Prepared for:
City of Jacksonville
Traffic Engineering Division
1007 Superior Street
Jacksonville, Florida 32254



St. Augustine Road Lane Repurposing

From SR 109 (University Boulevard)
to SR 126 (Emerson Street)

Meeting Type:

Public Meeting for St. Augustine Road Lane Repurposing

Meeting Details:

Location: San Jose Elementary School (5805 St Augustine Rd, Jacksonville, FL 32207)

Date: January 15, 2026

Time: 6:00 PM

Attendees:

Council Members in Attendance:

- Joe Carlucci, COJ District 5 Councilman

COJ Staff

- Christopher LeDew, PE, Chief Traffic Engineer
- Lee Durban, PE, Traffic Studies Engineer
- Matt Fall, Senior Bicycle-Pedestrian Coordinator
- Tanner Pletzke, Junior Bicycle-Pedestrian Coordinator
- George Foote, Assistant to Joe Carlucci

Osiris 9 Consulting Staff

- Satya Kolluru, PE, PTOE, IMSA II
- Walter Nemecek, PE
- Gwamaka Njobolo, PE, RSP2I
- Ntagwanko Kisabanzira, PE
- Nathan Thoresen, EI

Members of the Public

- Please see attached sign-in sheet.

Attachments:

- A) Sign-in Sheet
- B) Project Location Map
- C) Concept Roll Plot
- D) Concept Typical Sections
- E) Comment Sheets

Summary of Meeting

1. First 20 minutes were utilized as a gallery for the public to view the project information on printed material.
2. At 6:20 PM, COJ Staff began introductions and purpose for the meeting.
3. It is said that the concept shown is not set in stone and can be changed based on public comments.
4. This project is in connection with a scheduled roadway resurfacing project for this year.
 - a. Yields to be low costing,
 - b. If feedback is positive, this project can be implemented as early as Fall 2026,
 - c. Due to being part of a resurfacing project, curb lines cannot be changed, sidewalks are unable to be widened, must work within existing roadway width.
5. The typical section changes from 4-lanes to 3-lanes (bike lanes, two vehicle lanes, and center left turn lane)
6. No noticeable impact to travel times (by 2050, less than a 5 second increase in delay)
7. This project lies in the City's goal of creating a safer roadway network for all modes of travel.
8. COJ adopted "Vision Zero Action Plan" in 2025, under Safe System Approach.
 - a. Under this plan, COJ analyzed years of crash data to determine the high injury network.
 - i. Divided by segments or intersections,
 - ii. St. Augustine Road Corridor is identified as a high injury network,
 - iii. Member of a public asked what intersections were in question along St. Augustine Rd.
 1. Response was the intersection with San Jose Blvd for vehicles, and motorcycles at University Boulevard intersection.
9. This corridor serves approximately 11,500 vehicles per day, which is well under the lane repurposing threshold of 20,000 vehicles per day. According to research, corridors at or below the 20,000 vehicles per day threshold are considered excellent corridors for the lane repurposing treatments.
10. A member of the public asked when the study was conducted, which was responded as August 2025. However, the traffic data for the project was collected in the month of May 2025 when schools were in session.
11. It is mentioned that the existing lane widths are 10 feet wide.
12. Crash analysis revealed approximately 250 crashes, one fatal crash that occurred at the intersection with University Boulevard and approximately 62 percent of crashes occurred at the signalized intersections.
13. Bike lanes are proposed north of the school zone.
14. In addition to this project, any location where there is a pedestrian crossing, there will be improvements to bring the curb ramps to be ADA compliant where feasible.
15. The two-way left turn lane can be used as a buffer for any pedestrians that wish to cross St. Augustine Road.
16. School zone changes show that a school drop-off lane in the northbound direction with a single through lane, a refuge island for the school crossing, two dedicated left turn lanes (one for the buses and the other for vehicles accessing Ballard Oaks Road for the school drop-off).

- a. This improvement will significantly improve the traffic flow along St. Augustine Road.
- 17. Raised elements will be provided near the school zone to slow drivers down.
- 18. Presentation lasted for 25 minutes, and the room was open for discussion.
- 19. A member of the public is concerned about the intersection with University Boulevard and the potential for this signal to back up into the single lane of traffic north of this signal.
 - a. The response is that this COJ is not touching the intersection and the lane reduction will have no effect on the intersection and that University Boulevard is a State Road and that the city does not have that much ability to make changes to the intersection.
- 20. A member of the public asked how cars coming from the south navigates the roadway.
 - a. Presenters responded to say that the lanes reduce north of the intersection with University near the Pickle Factory. It is further explained that the issue with University Boulevard could be a timing issue and could be coordinated with FDOT.
- 21. A member of the public is concerned about how St. Augustine Road becomes a cut through with a crash on I-95.
 - a. It is responded that it is occurring due to St. Augustine Road having a lot of reserve capacity and can be fixed by reducing the number of through lanes to avoid cut-through traffic.
- 22. A member of the public wants the four lanes to stay the same but likes the idea of refuge islands and would like one near Sessions Street.
 - a. It is responded that the islands cannot be added with the current lane configuration, the lane conversion is needed for median islands.
- 23. A member of the public wants the midblock crosswalks to be a push button midblock crosswalk and an additional one closer to Emerson Street.
 - a. Team acknowledged it and said it will be evaluated in the design phase.
- 24. A member of the public is concerned about the semi-trucks/car carriers that stop in the middle of the road to unload.
 - a. It is responded that the semi-trucks can use the buffer (two-way left turn lane) to park in to unload or make the wide right turn they require with the presence of the bike lanes will not be slightly easier than current conditions.
- 25. A member of the public is asking about bicycle counts and the need for bike lanes.
 - a. It is responded to saying bike counts were not collected and it was observed that bicyclists do ride on St. Augustine Road.
- 26. A member of the public is concerned about vehicles cutting through Community Road to avoid the intersection with University Road and wishes for speed humps along the road.
 - a. It was responded that there is a process for requesting speed humps and was asked to speak at the end with the Traffic Engineering Chief to discuss the plan in more detail.
- 27. A member of the public indicated that he likes the project as it enables him and his son to ride their bikes to the school. Currently they cannot ride to school as there are no bicycle facilities along St. Augustine Road and indicated that his son deserves to ride to school.
- 28. A member of the public asked about users bypassing the signal with Powers Avenue by cutting through a neighborhood to go around.
 - a. It is responded that the signal can be retimed due to being within City limits.
- 29. A member of the public asked how many islands and/or pedestrian crosswalk improvements are being added.

- a. It is responded that raised islands are being added at the beginning and ending of the school zone and at the center of the crosswalk where the crossing guards are. It is also suggested that more can be added where there is a two-way left turn lane and requested the public to provide input on where one could be added by leaving a comment.
30. A member of the public asked where the bike lanes are.
- a. It is responded saying that they are north of the school and the reason why they are not at the school is because the school zone improvements will not fit with bike lanes.
31. A member of the public asked about the duration of when the corridor will be studied again and how long it would be known if it was a success or failure.
- a. It is responded that an after study can be conducted and that it will be known rather quickly if it was a success or not. It also depends on the resurfacing cycle.
32. A member of the public is concerned about getting around the public buses.
- a. It is responded that the condition is no different than current conditions and should not be a challenge.
33. A member of the public asked what is changing at Powers Avenue intersection and further asked about the semi-trucks turning right onto and from Powers Avenue and when the counts were collected.
- a. It was responded that a southbound left turn is added and there are no changes to the approach on Powers Avenue.
 - b. It was further explained that the counts were collected for a 12-hour period on a typical weekday when school was in session and are typically collected between Tuesday and Thursday.