

# THE LACE & AXLE

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## EDGEWOOD AVENUE SEES MAJOR BIKE LANE UPGRADE: FIRST OF ITS KIND IN JACKSONVILLE

FDOT District 2 recently completed nearly 2.5 miles of protected bicycle lanes along both sides of Edgewood Avenue in Jacksonville. The new facilities include green pavement markings and physical separation from motor vehicle travel lanes using painted buffers and vertical delineators. This project represents a major step forward for Jacksonville's bicycle network and introduces a new low-stress facility type along a corridor that previously had none.

Prior to the Edgewood Avenue project, Jacksonville had only ~0.7 miles of separated or protected bicycle lanes citywide, located along Riverplace Boulevard and the very recently completed River's Edge development. With the addition of Edgewood Avenue, the city now has roughly 5.6 miles of protected bicycle lanes, an increase of more than 800% in separated bicycle facilities!

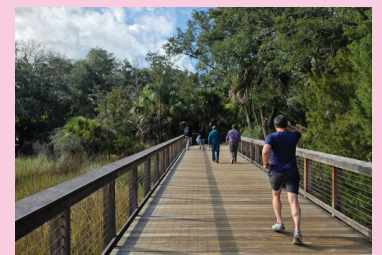
Research from the National Association of City Transportation Officials (NACTO) shows that protected bike lanes can reduce crashes involving people biking by up to 50% compared to conventional bike lanes, largely by reducing conflicts when cyclists and vehicles are integrated in the shared roadway.

While the Edgewood lanes are a significant addition, there are opportunities to strengthen their performance over time. The current segment runs from Susquehanna Street to just North of Beaver Street and does not yet connect to other existing bike facilities. Future gap closures could help tie these lanes into nearby routes, including planned and existing facilities to the south near the Murray Hill area. Residents can explore current and planned connections using the City's interactive bicycle network map to see how these pieces could come together...(SEE: EDGEWOOD ON PAGE 4)

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## AND MORE...

# Bicycle-Pedestrian Planning Team at PorchFest



Our Bicycle-Pedestrian Planning team was out in the community this year at the 2025 Jacksonville PorchFest, hosting an outreach table and connecting with residents during one of the city's most vibrant neighborhood musical events. Throughout the day, our staff fitted and distributed nearly 100 free bicycle helmets, along with bike route maps, LED armbands, and a wide range of bicycle and pedestrian safety information.



Beyond the giveaways, PorchFest gave us the chance to have meaningful, one-on-one conversations with people who bike and walk in Jacksonville every day. Residents stopped by to share their experiences, ask questions about current and upcoming projects, and learn more about how the City is working to improve safety and comfort for all roadway users. Events like PorchFest are a valuable reminder that community input and everyday experiences are essential to shaping safer streets citywide.



## Jacksonville's Safe Routes to School

The City of Jacksonville has been working in partnership with the North Florida Transportation Planning Organization (TPO), which leads the region's Safe Routes to School (SRTS) program, along with Duval County Public Schools (DCPS), to support safer and healthier ways for students to walk and bike to school. Together, the partners have already engaged with Englewood Elementary, Arlington Elementary, and Mandarin Middle School, and are beginning SRTS plans for each campus, with reports expected to be completed in 2026.



Each SRTS report will identify recommended infrastructure improvements within the first- and last-mile commute students take between home and school, as well as education, encouragement, and safety programs tailored to each campus. This work dovetails with Duval County Public Schools' ongoing "Be Safe, Be Seen" initiative and may also position schools for future implementation funding through FDOT's statewide SRTS program, helping move recommendations from planning to on-the-ground improvements.

# Updated Bike Network Map and New 2025 Bicycle-Pedestrian Brochure Now Available

The City of Jacksonville has completed its annual update to the interactive On-Street Bikeways and Shared-Use Paths (Trails) Network web tool. This online map allows residents to explore a comprehensive, city-wide view of Jacksonville's bicycle network, including shared-use paths (trails), separated bike lanes, buffered bike lanes, standard bike lanes, and shared routes (sharrows). The tool displays existing, funded, and planned facilities, giving users a clearer picture of how the network functions today and how it will continue to expand and connect to destinations in the future.

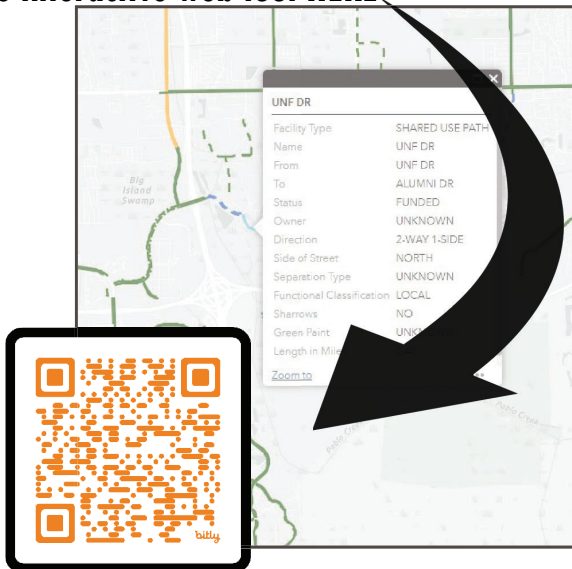
The interactive map is designed to be easy to use and information-rich. By clicking on individual facilities, users can view key attributes such as facility type, length, location, project status, and more, helping residents plan routes, understand ongoing project prioritization, and see how bicycle infrastructure connects across localities.



In tandem with the web tool update, the City has also released our new 2025 Bicycle-Pedestrian Brochure Map. These foldable, pocket-sized brochures are shared at outreach events and through local bike shops, giving Jaxons an easy, on-the-go way to explore bike routes and shared-use paths, and plan their cycling routes. A unique feature of the brochure is that it's made from limestone rather than paper, making it tear-proof, water-resistant, and more environmentally friendly, ideal for riders who may encounter rain when cycling with maps in pockets or bags.

A digital version of the 2025 Bicycle-Pedestrian Brochure Map is also available online, while hard-copy limestone brochures can be picked up at events and partner locations across the City.

**View the interactive web tool [HERE](#)**



**View the map [HERE](#)**



**HAVE QUESTIONS ABOUT THE PEDESTRIAN AND BICYCLE PLANNING PROGRAM?**

Email us at [JPDTtransportation@COJ.net](mailto:JPDTtransportation@COJ.net)

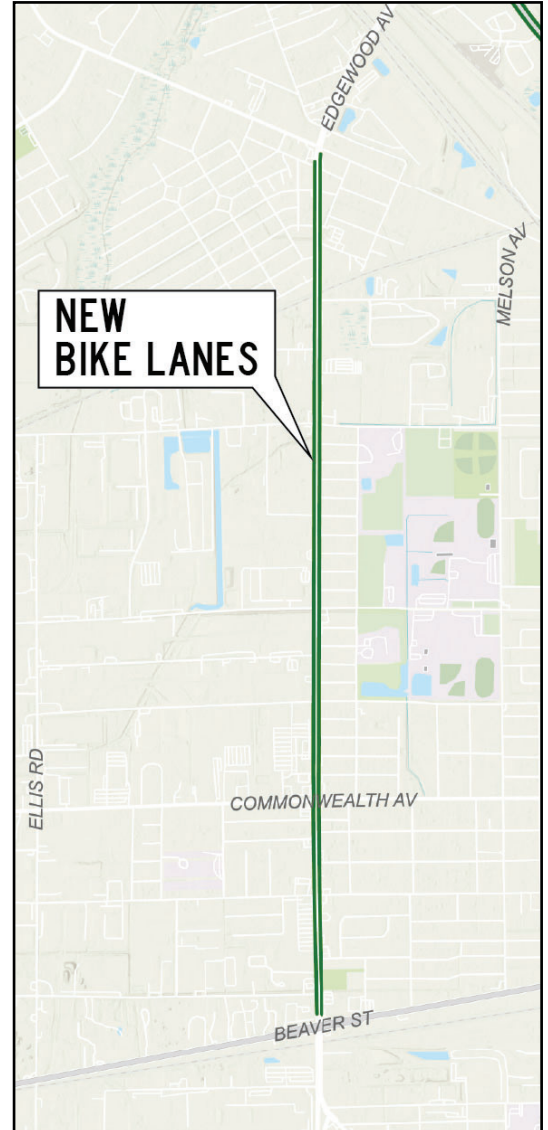
# Bike Lanes Push Street Design Further

(From: EDGEWOOD):

There are also other design tradeoffs worth noting: The flexible vertical delineators provide visual separation and allow street sweepers to more easily access the bike lanes for debris removal. At the same time, the lower profile allows some vehicles to drive over the separators, and debris can accumulate between cleanings. In addition, the protected lanes do not continue through some intersections, where people biking often experience the most stress. FDOT addressed these locations by providing bicycle ramps that guide riders onto the sidewalk to cross with pedestrians before reentering the protected lanes on the far side, an approach that reduces conflicts but may feel circuitous for some users.

Another opportunity for future refinement relates to how the protected lanes interact with driveways and side streets. In several locations, the bike lanes and vertical separators pause well in advance of access points and then resume far to the right of turning vehicles. This configuration can unintentionally encourage faster turning movements and create slip-lane-like conditions as drivers reenter Edgewood Avenue. Future design refinements that maintain separation closer to access points or tighten turning geometry could help slow vehicle movements and improve visibility between drivers and people biking.

Despite these limitations, the Edgewood Avenue protected bike lanes are a welcome and meaningful addition to Jacksonville's bicycle network. As the City and FDOT continue to work together, future enhancements such as stronger separation, improved intersection treatments, better driveway design, and network connections could further improve safety, comfort, and connectivity. Projects like this move Jacksonville closer to a more complete, low-stress bicycle network that serves riders of all ages and abilities. □



## Why Driveway Design Matters FOR BIKE SAFETY

Driveways and access points are among the most common locations for conflicts between motor vehicles and people biking. Guidance from both the Federal Highway Administration (FHWA) and NACTO emphasizes that driveway design plays a critical role in managing vehicle speeds and improving safety.

Best practices recommend keeping protected bike lanes visually and physically continuous as close as possible to driveways and intersections, using tighter turning radii to slow vehicles, and maintaining clear sight lines between drivers and cyclists. Designs that allow vehicles to make

fast, sweeping turns or accelerate quickly onto main roadways can increase crash risk and stress for people biking. By contrast, channelized turns and continuous separation encourage slower, more deliberate movements and clearer yielding behavior.

As protected bike networks expand, thoughtful driveway and access management becomes increasingly important. Refinements such as extending separation closer to access points, improving markings, or upgrading separators over time can help ensure that protected bike lanes function as intended and provide consistent comfort and safety along an entire corridor.



# Riversedge Sets New Standard for Bicycle, Pedestrian Design in Jacksonville

The newly opened RiversEdge development along Jacksonville's Southbank represents a major milestone in creating inviting public space and high-quality active transportation facilities in the urban core. What was once an underused stretch of waterfront is now a lively, accessible destination with beautifully crafted separated bicycle and pedestrian pathways, a boardwalk overlooking the St. Johns River, and amenities that support everyday use by residents and visitors alike. By thoughtfully separating travel modes and prioritizing comfort and safety, RiversEdge stands out as one of the strongest examples of bicycle and pedestrian design in an urban landscape in all of Jacksonville.

RiversEdge includes a variety of features that make it both functional and welcoming. Dedicated pedestrian walkways and separated bicycle facilities guide users toward and through a public park that offers shaded seating, gathering spaces, and scenic views. The parks are pet-friendly, with walking areas and water fountains for both people and pooches. A bicycle repair station provides convenience for cyclists passing through or stopping to enjoy the space. These amenities help make the corridor inviting for people of all ages and abilities, whether they are commuting, exercising, or simply exploring the Riverwalk.



State of the Art: The RiversEdge community boasts a protected two-way cycletrack tinted a bright green, with ample pedestrian space, seating, and bicycle parking. RiversEdge construction incorporates many cutting-edge active transportation design standards.

The development also includes a user counter along the shared-use path, allowing the City to track how many people are walking, biking, and using other forms of micromobility over time. This data will be valuable in understanding how residents and visitors use the facility and in highlighting demand for high-quality bicycle and pedestrian infrastructure across Jacksonville. As the RiversEdge space continues to grow in popularity, the information collected will help shape future investments and demonstrate the benefit of creating safe, comfortable space for nonmotorized travel.

RiversEdge reflects years of careful planning, collaboration, and community investment. In 2023, the Downtown Investment Authority approved extended construction timelines and increased incentives to support the project's development, ensuring the project included the amenities and attention to detail that make the existing public space exceptional. This forward-thinking approach has resulted in a vibrant urban space that not only activates the waterfront but demonstrates what is possible when safety, connectivity, and placemaking come together. As Jacksonville continues to expand its bicycle and pedestrian networks, RiversEdge serves as a model for future projects that seek to enhance mobility and create inviting public places for all Jaxons. □

# BIKE TO THE GAME, BIKE FOR CHANGE



Garf Cooper, founder of The Honey Pot Bike Collective and owner of ZenCog Bicycle Company.

## HOW THE JAGUARS' BIKE VALET AND THE HONEY POT BIKE COLLECTIVE WORK TOGETHER

In the heart of Jacksonville's Urban Core, The Honey Pot Bike Collective (THPBC) is transforming lives one pedal at a time. Founded in 2008 by local cycling advocate Garfield "Garf" Cooper, this volunteer-run 501(c)(3) non-profit, originally called Jax ReCycle, has refurbished and redistributed over 600 bikes to adults in need, partnering with organizations like the Sulzbacher Center and Operation New Hope. From helping job seekers get to work to providing reliable transportation for those experiencing homelessness, THPBC's mission is clear: bikes change lives.

The Collective accepts donated bikes in any condition, from rusty frames to fully functional rides, and their dedicated volunteers restore them to safe, working order. These bikes are then donated or sold at low cost to individuals who need them most, often bundled with helmets, lights, and locks to ensure safe cycling. Beyond repairs, THPBC fosters Jacksonville's cycling community through events like the annual Luminaria Bike Ride, where families pedal through Avondale to enjoy holiday lights, and hands-on repair workshops that empower new cyclists.

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Full Stalls: a typical game day at THPBC's Jaguars Bike Valet.

Garf, also the owner of ZenCog Bicycle Company, extends this community spirit to EverBank Stadium with a FREE bike valet service for Jacksonville Jaguars home games. Located in Lot D, the valet opens 2-3 hours before kickoff and stays open about an hour post-game, offering fans a secure spot to park their bikes.

It's a game-changer for residents who ride to games, making it easy to skip traffic and parking hassles while supporting a good cause. Donations collected at the valet help fund HPBC's efforts to keep bikes rolling for those in need.

It's like Garf always says: "Where there's a wheel, there's a way."



Volunteers work on donated bikes at The Honey Pot Bike Collective.

# Q&A With Garfield “Garf” Cooper, President of The Honey Pot Bike Collective

*Lace and Axle caught up with Garf for a quick Q&A about the HPBC and bike valet service at Jags games. Here’s how it went*

**Lace&Axle** *What inspired you to start The Honey Pot Bike Collective, and how has its mission evolved since its days as Jax ReCycle?*

**Garf Cooper:** Back in 2013 I just wanted to keep good bikes from going to waste. Jacksonville had a lot of people who needed reliable transportation and a lot of bikes sitting unused or broken. What started out of a garage as Jax ReCycle turned into The Honey Pot Bike Collective — a real community effort to connect those two needs. Over time we’ve focused more on education and empowerment helping folks learn to fix and care for their bikes so they can stay rolling long-term.

**L&A** *What challenges do you face in refurbishing donated bikes, and how do volunteers help overcome them?*

**GC** We get everything from kids’ bikes with missing wheels to old cruisers that haven’t moved in decades. Parts availability is always a challenge especially for older bikes. Our volunteers are amazing — they’re resourceful and creative. We salvage what we can, share skills and keep each other motivated. It’s a mix of mechanical know-how and community spirit that keeps things moving.

**L&A** *Are there any new events or initiatives THPBC is planning to expand its impact in 2026?*

**GC** We’re looking to expand our repair education program — more community workshops and maybe a traveling “pop-up repair” setup that visits different neighborhoods. We also want to grow the bike valet program for more local events not just Jaguars games. The goal is to make cycling accessible, visible and supported across the city.

**L&A** *How has the Jacksonville community responded to THPBC’s work and what’s been the most rewarding part of running the Collective?*

**GC** The support has grown a lot in recent years. People drop off bikes, donate gear or show up to help wrench on weekends. The most rewarding thing is seeing the ripple effect — someone gets a bike, finds stability and later comes back to donate or volunteer. That full-circle energy is what makes it all worth it.

▶ Garfield “Garf” Cooper is a lifelong cyclist, community organizer, and owner of ZenCog Bicycle Company.

▶ As founder and president of The Honey Pot Bike Collective, he’s helped repair and distribute hundreds of bikes to people in need while fostering a strong local cycling community.

▶ From grassroots repair nights to the bike valet at Jaguars games, Garf’s work keeps the city rolling one good deed — and two wheels — at a time.

**L&A** *How does the bike valet service at Jaguars games fit into the broader goals of HPBC and ZenCog?*

**GC** The bike valet is a fun way to blend advocacy with convenience. We want to make biking feel normal — even for something like a football game. Fans get to skip the parking mess, we keep bikes safe and donations are split between kitties, puppies and bikes. Over the years we’ve raised more than \$20,000 toward these initiatives. It’s a great way to turn game-day energy into community good — supporting local animal rescues and keeping bikes rolling for folks who need them most.

**L&A** *Can you share a memorable story of how a donated bike made a difference in someone’s life in Jacksonville?*

**GC** One that always sticks with me is a guy who came through Operation New Hope. He’d just finished their Ready4Work program and landed a job but had no way to get there. We got him on a solid commuter bike with lights and a lock and a couple weeks later he came back just to say thanks. He told us that bike was his “second chance on two wheels.” Stuff like that reminds you why we do this.

**L&A** *What’s one thing you wish more Jacksonville residents knew about the Collective or the bike valet service?*

**GC** That it’s for everyone. You don’t have to be a hardcore cyclist to take part. Whether you’re dropping off an old bike using the valet or just stopping by to say hi — you’re helping someone in the community gain mobility and independence.

**L&A** *ZenCog volunteered to help DCPS fix a trailer full of bikes that kids use to earn about bike safety and safe walking. How has that effort been going for you so far?*

**GC** It’s been great to work with the schools. Those bikes take a beating with all the student use but keeping them tuned up means more kids get hands-on safety lessons. It’s about teaching early that bikes are real transportation — not just toys. We’re proud to help make that happen.

**L&A** *Is there one bike rebuild that stands out in your memory?*

**GC** There was this vintage Schwinn cruiser that came in completely rusted. One of our volunteers spent weeks bringing it back — new wheels, fresh paint, the works. It ended up going to a woman who rides it to work downtown every day. Seeing that transformation — from forgotten metal to daily commuter — that’s the magic of what we do. □

# Knowing What Counts

Documenting how many people walk and bike in Jacksonville is essential to planning safe, connected transportation networks. In 2025, the City of Jacksonville released its first formally organized Nonmotorized User Count Strategy Report, a citywide framework for collecting and analyzing pedestrian and bicycle activity. This effort helps ensure that walking and biking are measured, documented, and considered alongside motor vehicle traffic when sidewalks, bike lanes, and trails are planned, designed, and funded.

The 2025 City of Jacksonville Nonmotorized User Count Strategy Report establishes a consistent approach to where, when, and how pedestrian and bicycle counts are collected. Rather than relying on assumptions about who uses our streets and trails, the strategy focuses on real data that captures existing use, emerging trends, and growth over time. This information supports safer project design, strengthens grant applications, and helps City staff and engineers better understand demand for bike lanes, shared use paths, and sidewalks across Jacksonville.

Looking ahead, the City will use this strategy to produce an annual nonmotorized user counts report, tracking trends and changes in how people walk and bike on Jacksonville's sidewalks, trails, and bike lanes. Over time, this data will help measure progress, inform investments, and tell a clearer story about how residents are choosing to move around the city.

**View the 2025  
Nonmotorized  
User Count  
Strategy HERE**



City of Jacksonville  
Non-Motorized User Counts  
Strategy Report  
2025

Planning Department  
Division



*The counter at Corkscrew Park (credit: Will Dickey)*



*FDOT installs a counter on Rive place Blvd.*

# Remembering Len Burroughs

WRITTEN BY STEVE TOCKNELL OF NFBC

Len Burroughs passed away on October 2, 2025. The cause of Len's death was pancreatic cancer. An avid bicyclist, Len was a longtime member of the North Florida Bicycle Club, a board member of Pedaling for Safety, and a founding member of the Jacksonville BPAC (now Bike Walk Jax). As a partner with the JSO SHADCO, the North Florida Bicycle Club, and Groundwork Jacksonville, Len organized and led several bicycle safety fairs. Len also served as a leader of the Murray Hill Preservation Association and as a member of the City of Jacksonville Southwest CPAC. During the time that Len has been a leader of these groups, Jacksonville has improved from 3rd to 15th on the Smart Growth America list of the most dangerous cities for pedestrians in the USA.

Len's work as a bicycle advocate helped lead to the designation of City of Jacksonville funding specifically for local bicycle and pedestrian improvement projects; to state funding for the construction of the Fuller Warren Shared Use Path over the St. Johns River; and to city and federal funding for major segments of the Groundwork Jacksonville Emerald Trail. As a strong advocate for projects that would advance safety and mobility for bicyclists and pedestrians in Jacksonville, Len has been consistently effective while hardly ever appearing to be antagonistic.

On a personal level, Len has been a friend and almost constant companion to everyone he knew, and he seemed to know nearly everyone in Jacksonville who has ever been on a group bike ride. Until fatigue and pain sidelined him last August, Len was riding 100 miles a week with his bicycling friends.



But Len's best and closest friend was the love of his life and his wife of 54 years, Vicki Aline Johnson. Throughout their years together, they enjoyed cruises and adventures with family and friends near and far, including trips to Vicki's family in Rockford, IL and visits to Len's family lakehouse near Clanton, AL.

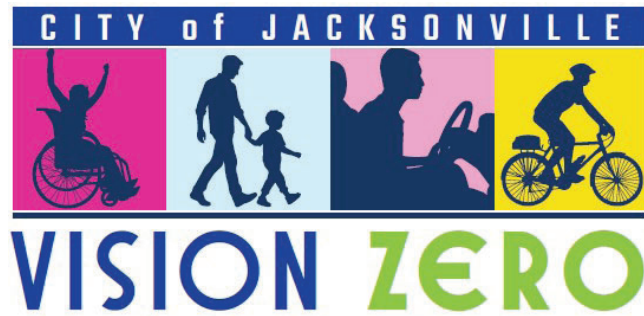
Lenward Burroughs was born in Birmingham AL on June 19, 1949. He attended Ramsey High School and subsequently the University of Alabama in Tuscaloosa. With his wife Vicki, Len moved to Jacksonville in 1972 or 1973. Len worked for 25 years as an Area Manager for Ecolab Inc, retiring in 2011.

Celebrations of Life were held for Len at several friends' homes, but there was no formal memorial service. In November, the NFBC and Bike Walk Jax co-hosted a Len Burroughs Memorial Beaches Bike Ride, on the entire 30-mile Atlantic Coastal Ride route that Len rode every Friday for many years. Len's ashes have been buried in a memorial garden that includes his mother, father and sister, at their family lake house in Alabama. In Len's memory, please make donations to the National Park Service and/or to PBS/NPR on an ongoing basis, to help preserve the beauty and history of our nation.

□







Jacksonville's VZAP is framed within the Safe System Approach (SSA), which acknowledges that human error is inevitable and that roadway systems must be designed to prevent those errors from resulting in death or serious injury. A central piece of the plan is the identification of both state and local High-Injury Networks (HINs), comprising those corridors and intersections where the greatest number of serious and fatal crashes occur. Prioritizing projects along these HIN routes allows the City to focus investments where they will save the most lives, whether through engineering improvements, speed management, or targeted enforcement and education efforts.

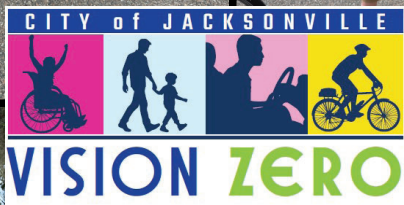
The plan also outlines a set of feasible, data-driven strategies that address not only infrastructure but policy, engagement, and evaluation. These include recommendations for improved crosswalks and bike facilities, street designs that calm traffic and reduce vehicle speeds, measurable performance targets to track progress, comprehensive crash analysis to guide decision-making, and a robust public engagement and branding strategy to build awareness and community participation in safety efforts. Collaboration with agencies like the Florida Department of Transportation, the Jacksonville Transportation Authority, law enforcement, and regional partners is a key component of the strategy's success.

Residents are encouraged to visit the City's Vision Zero webpage to explore the full Vision Zero Action Plan, which includes extensive crash data, recommended action items, and implementation strategies. The webpage also houses interactive maps of both the state and local High-Injury Networks, both powerful tools for understanding where the greatest risks currently exist, as well as performance monitoring and safety dashboards that allow the public to track progress over time. The main page is the best place to learn, explore, and stay updated:



In addition to long-term engineering and policy changes, the City has already begun implementation activities, including planning for a series of quick-build demonstration projects in 2026 and targeted crash countermeasures. These early actions are designed to show tangible safety improvements while informing longer-range capital investments. Vision Zero is as much about transparency and accountability as it is about results: by providing open data and tools for residents to follow along, Jacksonville is ensuring that safety becomes a measurable, shared priority for all neighborhoods and all modes of travel. □

# Light Up the Night with Vision Zero



Improving nighttime visibility for safety is a key focus of Jacksonville's Vision Zero Action Plan, driven by the reality that a disproportionate number of serious and fatal crashes involving people walking and biking occur after dark. Limited lighting, higher vehicle speeds, and reduced visibility make nighttime travel especially dangerous, particularly along high-injury corridors that lack adequate street or pedestrian-scale lighting. The Vision Zero Action Plan specifically calls for enhanced roadway lighting, crosswalk illumination, and other visibility improvements as essential tools for reducing nighttime crashes.

As part of this effort, the City of Jacksonville has been distributing free rechargeable bicycle lights, packaged in a branded Vision Zero carrying case, at community events and safety outreach activities. While long-term infrastructure improvements are critical, individual actions also play an important role in safety. Using front and rear bicycle lights, wearing bright or reflective clothing, and increasing personal visibility can significantly reduce crash risk when riding a bike or walking at night.

Nighttime bicycle lighting is also a legal requirement in Florida. Florida Statute § 316.2065(7) requires that every bicycle operated between sunset and sunrise be equipped with a white front lamp visible from at least 500 feet and a rear red lamp and reflector visible from at least 600 feet. By pairing education with free safety equipment, the City is helping residents ride more safely, comply with state law, and support Vision Zero's broader goal of eliminating traffic deaths and serious injuries. Look for the Vision Zero team at upcoming events to learn more and pick up safety gear while supplies last!

# City of Jacksonville Hosts World Day of Remembrance to Honor Traffic Victims

In November, the City of Jacksonville hosted a World Day of Remembrance for Road Traffic Victims event in observance of the internationally recognized day honoring lives lost to traffic crashes. The gathering brought together City leaders, advocates, and community members to pause, reflect, and remember those who have been killed or seriously injured on Jacksonville's roadways, as well as the families and loved ones who continue to carry that loss.

The event was hosted by the City in partnership with Bike Walk Jax, whose ongoing advocacy and community leadership support bicycle and pedestrian safety across Jacksonville. Family members shared deeply personal stories about loved ones lost to traffic crashes, putting faces and voices to statistics that can too easily feel abstract. City Councilmember Jimmy Peluso addressed attendees and spoke to the City's responsibility to prioritize safety in transportation decisions, particularly for people walking and biking.



*A somber display of the death toll of traffic violence in Jacksonville.*



World Day of Remembrance closely aligns with Jacksonville's Vision Zero work, which is grounded in the belief that traffic deaths are preventable and unacceptable. The City's event was also recognized by the Vision Zero Network, a national organization that supports communities committed to eliminating traffic fatalities, helping highlight Jacksonville's efforts on a national level.

By hosting this annual event, the City continues to honor victims not only through remembrance, but through action. Guided by Vision Zero and the Safe System Approach, Jacksonville is working to create safer and more connected transportation networks for everyone, whether walking, biking, rolling, or driving. The City is advancing data driven strategies, targeted safety improvements, and strong community partnerships to reduce serious injuries and prevent future tragedies. Events like this serve as an important reminder that behind every crash is a person, a family, and a community. □



*City Councilmember Jimmy Peluso speaks at the 2025 World Day of Remembrance.*

# UPCOMING EVENTS

**MAY  
12 - 15**



## NACTO

DESIGNING CITIES CONFERENCE 2026

Yearly gathering of public and private planning, transit, and engineering specialists discussing the state-of-the-art in urbanism and bikeway design.

**MAY  
24 - 26**



## Nat'l Bike Summit

LEAGUE OF AMERICAN BICYCLISTS

National Bike Summit hosted by the US' oldest bicycle advocacy group. This year's host is Washington, DC.

**MARCH  
7**



## GATE

RIVER RUN 2026

Jacksonville's premier urban foot race, celebrating its 48th year in 2026. The River Run is a 15K starting in the stadium entertainment district and finishing with a scenic run over the Hart Bridge.

**MARCH**



## CTST

FLORIDA BIKE MONTH 2026

One month of bike-specific safety activations throughout the state. Last year, CTST brought free flashing lights and safety information to ZenCog.

**MARCH  
17 - 20**



## PEOPLE FOR BIKES

BICYCLE LEADERSHIP CONFERENCE

People for Bikes is celebrating their 25th year with a leadership conference in Southern California focused on the changing landscape of bicycle issues.

**FEBRUARY  
28**

## BOLD CITY SHOWDOWN

BMX & SKATE COMPETITION

COJ, The Block Skate Shop, Jacksonville BMX, Red Bull, Groundwork Jax, and more are partnering to throw a BMX and skateboarding competition to promote pedestrian safety at the Artist Walk Skatepark, a part of the Mayor's Cup Challenge.

## RECURRING MEETINGS

### SORBA JAX

WEEKLY URBAN MTB RIDE

SORBA's weekly "Fast Urban MTB" rides meet at 6 and leave at 6:30, Mondays, from Beer:30 in San Marco.

### Bike Walk Jax

MONTHLY MEETINGS AND SOCIALS

Duval's only bike/ped advocacy 501(c)(3) meets at the Downtown Visitationes first Thursdays from 5:30 to 7:00pm, and at Aardwolf Brewing third Wednesdays 6 to 7:30pm. More info: @bike.walk.jax