

PAGE 1: Welcome to City of Jacksonville Survey

Q1: What is your name?	Alvin Brown
Q2: What is your party affiliation?	DEM

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Q3: Do you own a bike for personal use?	Yes
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Q4: If yes, what do you use the bike for?	Recreation
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Q5: Do you view bicycle-pedestrian safety in Jacksonville as an issue that needs additional proactive attention?	Yes
Q6: If no, why not?	

I am working with the City Council to proactively address bicycle and pedestrian safety in Jacksonville. In October, I launched a six-month campaign to address pedestrian and bicycle safety in the city. I also appointed a bicycle-pedestrian coordinator for Jacksonville.

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Q7: Do you support continuation of Mobility Fees at existing levels to fund bicycle-pedestrian projects?	Yes
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Q8: If no, how would you replace those funds?

I support a continuation at the current level, but do not support increases in taxes or fees.

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Q9: Do you support increased funding for bicycle-pedestrian projects beyond current Mobility Fees and recently passed 20-year gas tax extension? No

Q10: If no, why not?

I support increased funding for these projects through grants, not through taxes or fees.

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Q11: Do you support the marking of roads with sharrow symbol and/or signs stating "Bicycles May Take Full Lane" on narrow streets (less than 14' width) where there are no bike lanes? Yes

Q12: If no, why not?

Respondent skipped this question

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Q13: In addition to the proposed Fuller-Warren Bridge multi-use path, how would you improve bicycle access across the other St. Johns River bridges?

When a new Matthew's Bridge is designed, it must be more bicycle and pedestrian friendly. Markings on the Acosta Bridge for bicycle lanes could be improved.

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Q14: Do you support increased funding for the Hogan's Creek Greenway to connect the S-Line to the River Walk? Yes

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Q15: Do you support funding a new multi-use path or greenway to connect Downtown to the East Coast Greenway and St. Johns River Ferry? Yes

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Q16: How would you improve bicycle connectivity from Downtown to the Beaches?

I will work with bicycle organizations, city planners, and other stakeholders to develop a list of best options, and then work with community members to implement those methods in their neighborhoods.

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Q17: How would you improve bicycle access and safety in Downtown?

I will continue to work with bicycle organizations, city planners, and residents to improve the safety and access for bicyclists in Downtown Jacksonville. Making the city's core more bike-friendly will help make downtown more of a destination.

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Q18: Many low-income residents bike out of necessity, commuting to work, to buy groceries, etc. Some may violate traffic laws such as cycling against traffic or failing to use lights at night. How would you improve safety of cycling among this group of riders?

I recently launched a bicycle and pedestrian safety campaign that is reaching out to low-income residents. I am also working with bicycle organizations and community stakeholders to implement best practices.

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Q19: How would you propose to improve bicycle safety and access in Jacksonville?

Awareness is key for safety, which is why I launched an educational campaign to increase visibility and knowledge of these safety issues. By working together, we can implement best practices for safety and access.

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Q20: Other comments?

My Administration has worked closely with the Southern Off-Road Bicycle Association (SORBA) Jax to develop and improve off-road biking trails at Hanna Park, Tillie Fowler Park, and Beach and Peach Park. We are committed to increasing access to parks. Adding off-road biking trails and bike paths is a key component to increasing access.

ADDENDUM to Question 14: The city is working with Groundwork Jacksonville on studying a potential route and most likely will pursue grant funding to accomplish it.

ADDENDUM to Question 15: These are the types of projects that will enhance Jacksonville's status as a destination city. They attract tourists and are a boost to the economy.