

**PAGE 1: Welcome to City of Jacksonville Survey**

<b>Q1: What is your name?</b>	John R. Crescimbeni
<b>Q2: What is your party affiliation?</b>	DEM

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

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<b>Q7: Do you support continuation of Mobility Fees at existing levels to fund bicycle-pedestrian projects?</b>	Yes
<b>Q8: If no, how would you replace those funds?</b>	<i>Respondent skipped this question</i>

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<p><b>Q9: Do you support increased funding for bicycle-pedestrian projects beyond current Mobility Fees and recently passed 20-year gas tax extension?</b></p>	<p>Yes</p>
<p><b>Q10: If no, why not?</b></p>	<p><i>Respondent skipped this question</i></p>

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<p><b>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?</b></p>	<p>Yes</p>
<p><b>Q12: If no, why not?</b></p>	<p><i>Respondent skipped this question</i></p>

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<p><b>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?</b></p>
<p>As Chairman of the St. John’s River Ferry Commission, I led the effort to save the ferry thereby preserving the A1A connectivity for bicyclists. In addition, I have worked to keep ferry fares for bicyclists low as well as added the St. Johns River to the East Coast Greenway.</p>
<p>Although most of the bridges crossing the river in Duval County are owned and maintained by the FDOT, I will continue to advocate for Fuller Warren style multi-use paths on other bridges. I think this effort will be assisted when the Fuller Warren multi-use path proves to be both functional and popular.</p>

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<p><b>Q14: Do you support increased funding for the Hogan's Creek Greenway to connect the S-Line to the River Walk?</b></p>	<p>Yes</p>
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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?**

The challenge of connecting downtown to the beaches will likely be overcome when the FDOT replaces the Mathews Bridge (which won't be too far off into the future). Because approaches to the bridge (on both sides of the river) will have to be reworked extensively as well, the new design work could easily include bike/ped components that when constructed would cover several miles.

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

Other than providing more bike parking opportunities and marking lanes of travel with the sharrows (as discussed in question 11, I would look to Jacksonvilles Bicycle and Pedestrian Advisory Committee (with whom I met in 2013 about mobility) for additional suggestions .

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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?**

Many cities have (or arrange for) comprehensive bike safety and training programs which are provided free of charge to interested parties. Jacksonville could do the same.

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**Q19: In the district you are seeking to represent, how would you propose to improve bicycle safety and access?**

I do not represent a district, but the entire city instead. With regard to improving bicycle safety and access, I believe that all transportation projects (improvements to existing roads or the construction of new roads) should include bike/ped components or considerations in addition to those for motor vehicles.

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**Q20: Other comments?**

In the 1990's, Councilman Jim Tullis and I authored legislation, which when approved, required newly constructed (or renovation) of all city streets - classified as collector roadways or greater - to include bike lanes.

While I realize that both Florida and Jacksonville both rank low (among states and cities respectively) for bicycle/pedestrian safety, I also know that to achieve improved safety levels will require the effort by both motorists and bicyclists/pedestrians alike.