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Q1: What is your name?	Lonnie McDonald
Q2: Party affiliation?	REP

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Q3: Do you own a bike for personal use?	Yes
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Q4: What do you use the bike for?	Recreation
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Q5: Are you or have you been a member of the JSO Bicycle Unit?	No
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Q6: What is your interpretation of “substandard width-lane” referenced in Florida Statute 316.2065.5(a)(3)?	Less than 14 feet
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Q7: Do you view bicycle-pedestrian safety as a high priority issue for JSO that requires additional proactive attention? Yes

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Q8: Do you believe officers need more education and training in laws applicable to bicyclists? Yes

Q9: If yes, would you commit to providing such additional education and training? Yes

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Q10: Will you produce and disseminate Public Service Announcements promoting bicycle safety? Yes

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Q11: Will you develop an enforcement program such as deploying police resources or special details to cite motorists and bicyclists who violate laws designed to promote bicycle safety, e.g., 3-foot passing law, stopping at stop signs and before right turn on red, etc.? Yes

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Q12: Will you devote specific resources to the apprehension of hit-and-run drivers? Yes

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Q13: If yes, what specific additional resources?

The Jacksonville Sheriff's Office has dedicated units to follow up on hit-and-run accidents. The Traffic Homicide Unit follows up hit-and-run accidents with injury, while the responding officer is tasked with the follow up of hit-and-run with no injury. In addition, JSO partners with the Florida Department of Law Enforcement (FDLE) to process evidence, and also utilizes media outlets to ask for public assistance when dealing with hit-and-run accidents.

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Q14: 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?

Traffic laws are in place for safety reasons. The safety of drivers, cyclists and pedestrians is based upon obeying and understanding applicable traffic laws and signs, and it starts with education and awareness. According to a 2009 Duval County Public Schools report, more than 80% of middle school students reported never or rarely wearing a bicycle helmet. By targeting high traffic areas and stopping cyclists and motorists who demonstrate unsafe behaviors, officers may use the opportunity to educate the public on bicycle safety. In Chicago, Bicycle Ambassadors with the city's department of transportation work with police and elected officials to increase awareness about traffic safety. Under my leadership, I would support the Jacksonville Sheriff's Office partnering with local organizations to implement a similar program in Jacksonville. Through a public private partnership, we could help educate the public and our own officers about bicycle safety. Additionally, if a cyclist was stopped for failure to use a light at night, outreach efforts may include providing one.

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Q15: Will you implement a Safe Routes to School program in conjunction with the Duval County Schools? Yes

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Q16: How will you use your office to promote bicycle safety?

As a sworn officer, my number one priority has always been the safety of our citizens. As Sheriff, I will begin by implementing mandatory bicycle safety training for officers. With additional bicycle safety training, we can start by promoting bicycle safety from within the agency and use it as another opportunity for positive community outreach. The National Highway Traffic Safety Administration (NHTSA) has three programs available for law enforcement training: Law Enforcement's Roll Call Video: "Enforcing Law for Bicyclists"; Enhancing Bicycle Safety: Law Enforcement's Role (CD-ROM Training); and Role for Law Enforcement in SRTS (Safe Routes to School). With over 1,600 officers on our streets interacting with the public every day, we can help promote bicycle safety by utilizing situations to educate cyclists, drivers and pedestrians on traffic safety.

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Q17: Do you have any suggestions about how members of the North Florida Bicycle Club could assist law enforcement in educating the public about bicycle safety and applicable laws and/or increasing compliance with applicable laws by both cyclists and motorists?

17. Being actively involved in ShAdCo meetings would be a great place to start in assisting law enforcement and our community in educating the public about bicycle safety and applicable laws. Also, sharing information with law enforcement on specific intersections or roadways within the city that may require more attention would be extremely helpful. Additionally, having a JSO representative at NFBC meetings would be mutually beneficial to help keep the agency informed on current issues and pending legislation such as HB231 (Vulnerable Use Law). Finally, assisting in the content generation and production of Public Service Announcements promoting bicycle safety would help increase public awareness.

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Q18: Other comments?

Thank for you providing the opportunity to respond to the North Florida Bicycle Club survey. It's important to have the support of law enforcement, the community, elected officials and local organizations working together to help improve bicycle safety, traffic safety and ultimately save lives.