

## MEETING AGENDA

### **Florida Bicycle and Pedestrian Partnership Council**

#### **12<sup>th</sup> Council Meeting**

Tallahassee, Florida

February 12, 2014 – 9:00 am to 4:00 pm

#### Meeting Objectives

- Receive an update on Council's previous recommendations
- Identify and discuss possible framework for developing BPPC recommendations for the 2013-14 Annual Report
- Review and discuss Pedestrian Safety Action Plans
- Receive updates on related Agency and Other Partner plans
- Receive an update on Legislative activities

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#### Meeting Agenda

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- 9:00 a.m. Welcome and Introductions
- 9:10 a.m. Recap of BPPC Activities To-Date
- 9:20 a.m. Update on Council's Previous Recommendations
- 9:45 a.m. Identify and Discuss Framework for Developing BPPC Recommendations for the 2013-14 Annual Report
- 10:30 a.m. Break**
- 10:45 a.m. Review and discuss Pedestrian Safety Action Plans: New State Planning Emphasis Area (Safety & Cultural Change)
- 12:00 p.m. Lunch - Onsite**
- 1:00 p.m. Updates on Related Agency and Other Partner Plans
- Implementation of FDEP's Florida Greenways and Trails System Plan (Completing the System)
  - 2014 Chronic Disease Prevention Implementation Plan (Health)
  - Rising Rate of Illegal Motorist School Bus Passing (Safety & Cultural Change)
  - Pedestrian & Bicycle Safety Coalition's Coordination of Legislation, Regulation and Policy (Cultural Change)
  - Report on Safe Streets Summit (Safety)
- 2:45 p.m. Break**
- 3:00 p.m. Legislative Update
- 3:30 p.m. Public Comment
- 3:45 p.m. Next Steps
- 4:00 p.m. Adjourn

## **Florida Bicycle and Pedestrian Partnership Council**

### **Charge**

The Florida Department of Transportation (FDOT) has established a standing statewide “Partnership Council” on bicycle and pedestrian mobility. The Council includes key partners and other stakeholders. The Council will promote the livability, health and economic benefits of bicycle and pedestrian activity by serving as a forum to provide guidance to the FDOT, its partners and other stakeholders on policy matters and issues affecting the bicycle and pedestrian transportation needs of the State of Florida. The Council's functions include the following:

- Provide policy recommendations to bicycle and pedestrian partners and stakeholders, including FDOT, on selected issues of importance to bicycle and pedestrian mobility and safety.
- Provide advice and input to bicycle pedestrian partners and stakeholders, including FDOT, on bicycle and pedestrian issues, plans and operations.
- Support bicycle and pedestrian advocates in identifying and promoting best practices.
- Provide an opportunity for bicycle and pedestrian advocates to exchange and understand policy information relevant to bicycle and pedestrian mobility and safety.
- Provide a conduit for information and policy recommendations between FDOT, its partners, and bicyclists and pedestrians.

The Council will be a standing body. It will identify focus areas for recommendations and best practices on a yearly basis. Focus areas, best practices and recommendations will normally be organized consistent with the “4 Es” (education, encouragement, enforcement, engineering) and funding.

The Florida Bicycle and Pedestrian Partnership Council functions also include facilitating increased coordination and collaboration by advising the FDOT, partners and stakeholders on all transportation planning and safety activities, including the Florida Transportation Plan (FTP). The Council will report annually on the Council's discussions and policy recommendations for that year's focus areas.

## Florida Bicycle and Pedestrian Partnership Council

### Roles & Responsibilities

**Chair** – The Bicycle and Pedestrian Partnership Council chair is responsible for guiding the Council meetings, directing technical staff and facilitators in meeting the Council’s responsibilities and bringing draft language based on members’ discussions and recommendations to the full Council.

**Members** – Bicycle and Pedestrian Partnership Council members will serve on the committee representing key stakeholder interests. Members are responsible for engaging in the process of discussion and developing draft recommendations for full Council consideration. Members will be expected to convey the perspectives of the organizations and groups they represent to the Council, and to ensure that their organizations and groups are aware of discussions and recommendations of the Council.

**FDOT Staff and Consultants** – will assist the Bicycle and Pedestrian Partnership Council with their meetings; support technical and information needs, including data and information gathering and distribution; and draft recommendation language as directed for full Council consideration.

**General Public** – will be invited to offer input and make suggestions for the Council to consider at all meetings.

**Professional Facilitation** – The Bicycle and Pedestrian Partnership Council will have a facilitator assigned to assist the chair in agenda design, produce meeting summaries and facilitate the Council’s efforts to build consensus on its recommendations.

# **Florida Bicycle and Pedestrian Partnership Council**

## **Procedures & Guidelines**

The Bicycle and Pedestrian Partnership Council will seek consensus decisions on its recommendations to bicycle and pedestrian partners, including FDOT. General consensus is a participatory process whereby, on matters of substance, the members strive for agreements which all of the members can accept, support, live with or agree not to oppose. The Council will develop its recommendations using consensus building techniques with the assistance of facilitators, such as the use of brainstorming, acceptability ratings and prioritizing approaches. In instances where, after vigorously exploring possible ways to enhance the members' support for the final decision on a package of recommendations, the committee finds 100 percent acceptance or support is not achievable, final decisions will require at least an 80 percent favorable vote of all members present and voting. This super-majority decision rule underscores the importance of actively developing consensus throughout the process on substantive issues with the participation of all members to arrive at final recommendations with which all members can agree.

The Council chair will work with the facilitators to design both efficient and effective agendas. The Council Chair will be responsible, in consultation with the Council members and facilitators, for proposing meeting agenda topics. The Council meetings will be led by the Chair and the use of a facilitator will enable the chair to participate directly in the substantive process of seeking agreement on recommendations. FDOT staff and consultants will help the Council with information and meeting logistics.

Council members will be given full opportunity to rank, discuss and develop consensus on all recommendations. Draft recommendations developed by the Council will ultimately be compiled into an Annual Report for the Council's review and approval.

## **Florida Bicycle and Pedestrian Partnership Council**

### **Membership List (as of February 12, 2014)**

Jim Wood, Florida Department of Transportation (Chair)  
Lisa Bacot, Florida Public Transportation Association  
Adam Biblo, Florida Department of Economic Opportunity  
Samantha Browne, Florida Department of Environmental Protection  
Karen Brunelle, Federal Highway Administration  
Ken Bryan, Rails to Trails Conservancy  
Timothy Bustos, Florida Bicycle Association (Alternate: Ted Wendler)  
Leilani Gruener, Florida Department of Health  
Sue Hann, Florida League of Cities  
Thomas Hawkins, Florida League of Cities  
Charlie Hood, Florida Department of Education (Alternate: Tracey Suber)  
Laurie Koburger, Florida Department of Elder Affairs (Alternate: Marcus Richartz)  
Zoe Mansfield, Florida League of Cities  
Patricia Northey, Florida Association of Counties  
Heather Murphy, Pedestrian Representative  
Cyndi Stevenson, Florida Association of Counties (Alternate: Andrew Ames)  
M. R. Street, Florida Department of Health  
Sarah Ward, Metropolitan Planning Organization Advisory Council  
Major Mark D. Welch, Florida Department of Highway Safety and Motor Vehicles  
Vacant, Florida Association of Counties  
Vacant, Transportation Disadvantaged Representative

### **Advisers/Non-Members**

DeWayne Carver, FDOT Roadway Design Office, State Bicycle/Pedestrian Coordinator  
Billy Hattaway, FDOT District One, Secretary  
Trenda McPherson, FDOT Safety Office, State Bicycle/Pedestrian Safety Program Manager

**Florida Bicycle and Pedestrian Partnership Council**  
**Summary of Meeting**  
**November 12, 2013**

**Council Members or designees present (in alphabetical order by last name):**

<i>Council Member, Organization</i>	<i>Designee (if applicable)</i>
<input type="checkbox"/> Bob Romig, FDOT (Chair)	<input checked="" type="checkbox"/> Jim Wood
<input checked="" type="checkbox"/> Lisa Bacot, Florida Public Transportation Association	<input type="checkbox"/>
<input type="checkbox"/> Adam Biblo, Florida Dept. of Economic Opportunity	<input checked="" type="checkbox"/> Mark Yelland
<input checked="" type="checkbox"/> Samantha Browne, Florida Department of Environmental Protection	<input type="checkbox"/> Doug Alderson
<input checked="" type="checkbox"/> Karen Brunelle, Federal Highway Administration	<input type="checkbox"/> Carl Mikyska
<input checked="" type="checkbox"/> Ken Bryan, Rails to Trails Conservancy	<input type="checkbox"/>
<input type="checkbox"/> Timothy Bustos, Florida Bicycle Association	<input checked="" type="checkbox"/> Laura Hallam
<input checked="" type="checkbox"/> Leilani Gruener, Florida Department of Health	<input type="checkbox"/>
<input type="checkbox"/> Sue Hann, Florida League of Cities	<input type="checkbox"/>
<input type="checkbox"/> Thomas Hawkins, Florida League of Cities	<input type="checkbox"/>
<input checked="" type="checkbox"/> Charlie Hood, Florida Department of Education	<input type="checkbox"/> Tracey Suber
<input checked="" type="checkbox"/> Laurie Koburger, Florida Department of Elder Affairs	<input type="checkbox"/> Marcus Richartz
<input type="checkbox"/> Zoe Mansfield, Florida League of Cities	<input type="checkbox"/>
<input checked="" type="checkbox"/> Patricia Northey, Florida Association of Counties	<input type="checkbox"/>
<input checked="" type="checkbox"/> Carol Pulley, Pedestrian Representative	<input type="checkbox"/>
<input checked="" type="checkbox"/> Cyndi Stevenson, Florida Association of Counties	<input type="checkbox"/> Andrew Ames
<input type="checkbox"/> M.R. Street, Florida Department of Health	<input type="checkbox"/>
<input type="checkbox"/> Sarah Ward, Metropolitan Planning Organization Advisory Council	<input checked="" type="checkbox"/> Greg Burke
<input type="checkbox"/> Major Mark Welch, Florida Dept. of Highway Safety and Motor Vehicles	<input type="checkbox"/>
<input type="checkbox"/> Vacant, Florida Association of Counties	<input checked="" type="checkbox"/>
<input type="checkbox"/> Vacant, Transportation Disadvantaged Representative	<input type="checkbox"/>

**Facilitators:**

Hal Beardall and Rafael Montalvo (FCRC Consensus Center)

**FDOT & Support Staff:**

Rob Magee, Melanie Weaver Carr, Paula San Gregorio (FDOT Office of Policy Planning); DeWayne Carver and Mary Anne Koos (FDOT Roadway Design Office); Lora Hollingsworth and Trenda McPherson (FDOT Safety Office) and Mike Neidhart (FDOT Office of Policy Planning/Gannett Fleming)

**Observers:**

Melissa Vansicke and Sandra Whitehead (Florida Department of Health); Lynn Barr and Harry Reed (Capital Region Transportation Planning Agency); Heather Murphy (Safe Routes to School National Partnership); Grady Carrick (Enforcement Engineering, Inc.); and Henry Stevenson (Citizen)

**Meeting Highlights**

Please refer to the Bicycle and Pedestrian Partnership Council page on the FDOT website, <http://www.FDOTBikePed.org>, for all meeting materials, including the agenda, presentations, and summary documentation.

**Opening Remarks, Introductions, and Agenda Review**

The eleventh Florida Bicycle and Pedestrian Partnership Council meeting commenced at 9:10 AM at the FDOT Headquarters in the Burns Building Auditorium. Rob Magee, on behalf of alternate Chairman Jim Wood, welcomed the Council members and thanked them for their participation.

Rob introduced the following three alternate Council members Laura Hallam (representing the Florida Bicycle Association), Mark Yelland (representing the Florida Department of Economic Opportunity), and Greg Burke (representing the Florida Metropolitan Planning Organization Advisory Council).

As part of the introduction Rob reviewed the agenda and the meeting's objectives. In addition Rob provided a summary of the Council's Charge and Purpose, each of which were provided to the Council in their agenda packets.

Rob noted that the Council is a "partnership" in the truest sense, that FDOT gains information and different perspectives on bicycling and pedestrian issues, while simultaneously Council members take what they learn back to their respective partner agencies and organizations.

Hal Beardall of the Florida Conflict Resolution Consortium (FCRC) Consensus Center provided an overview of the materials for today's meeting. Hal noted that today's meeting is the beginning of a new year for the Council after it finalized recommendations for 2014 at its previous meeting. He asked members to note the summary from the August meeting and offer any corrections to Rob Magee. Mr. Beardall also reminded members that they are subject to the Sunshine Law.

**Recap of BPPC Activities To-Date**

Hal Beardall and Rafael Montalvo of the FCRC Consensus Center provided an update on the Council's activities, which included:

- The Council's Mission/Objective
  - to promote the livability, health and economic benefits of bicycle and pedestrian activity by providing guidance to its partners and stakeholders on policy matters affecting bicycle and pedestrian needs
- The Council's Charge
  - Develop policy recommendations for bicycle and pedestrian partners
  - Provide advice and input on bicycle and pedestrian issues
  - Support identification and promotion of best practices
  - Provide an opportunity to exchange and understand policy information
- The Council's Role and Responsibilities
- Reviewed the Council's 2012-2013 Recommendations
  - **Completing the System** – pursue opportunities that contribute to the implementation of bicycle and pedestrian connections
  - **Safety** – focus on and promote bicycle and pedestrian safety through on-going and new initiatives, driver awareness training, and law enforcement training
  - **Cultural Change** – FDOT and its partners should promote the use of design discretion to accommodate bicycle and pedestrian needs and support policies that encourage mode-shift
  - **Health** – FDOT and its partners should promote the State Health Improvement Plan (SHIP) through polices that advance bicycle and pedestrian transportation for school, work, recreation and other purposes
- Reviewed the Council's 2013-2014 Focus Areas
  - **Completing the System**
    - ✓ Bridge Designs
    - ✓ Transit & Bicycle/Pedestrian Connections
    - ✓ Greenways & Trails
  - **Safety**
    - ✓ Local Law Enforcement & Community Traffic Safety Teams
  - **Cultural Change**
    - ✓ Education of Driver Attitude Towards Bicyclists and Pedestrians
    - ✓ Pedestrian Safety Action Plans
    - ✓ Legislation, Regulation and Policy
  - **Health**
    - ✓ Healthy Weight Initiative
- Discussed the Council's Work Plan will be developed using these four broad categories (Completing the System, Safety, Cultural Change, and Health) to set the stage for the coming year's work.

### Review and Discussion of Draft BPPC Work Plan

Hal Beardall provided a review and discussion of the Council's draft Work Plan, which features a meeting schedule along with major tasks to be completed at subsequent meetings for the next year. Tasks identified within the Work Plan have been designed to address specific focus areas identified for 2013-2014.

## Update on the Limited Bridge Access Study

Ms. Mary Ann Koos, FDOT Roadway Design Office, provided an overview of the Limited Access Study Pilot Project on Bridges. The legislature directed the FDOT to identify three limited access highway approaches and bridge segments over water bodies by October 2012 and open them to bicycle traffic by March 2013. As part of this “pilot” study FDOT will submit a report to the Governor and Legislature by September 2015. The three limited access bridges that are being evaluated as part of the Pilot Project are:

- Pineda Causeway,
- William Lehman Causeway, and
- Julia Tuttle Causeway

Design features were created for pedestrians and cameras were set up along the bridges to assess behavioral factors. During the discussion of these projects Council members were briefed on some of the unique aspects of each project; such as special green pavement markings, warning signs, speed limits, and lane-widths. It was noted that the green bike lane pavement markings have been successful in other cities by providing a visual delineation for motorists to see where bike lanes are located. In addition to these items, a new research project was also discussed—one that is being incorporated with the Limited Access Pilot Project, which involves adding additional lane-width to the outside travel lanes.

A few policy lessons were noted that the Council may want to consider for future reference:

- Need to review why some roads (such as the Pilot Project facilities) are classified as “limited access”
- Avoid the creation of travel barriers through the construction or reconstruction of roadway facilities – need to have accommodations for bicyclists and pedestrians
- Pavement markings such as the green bike lanes seem to work in reducing crash rates

Following Ms. Koos’ update, members were asked if they had any comments or items needing additional clarification. (Note: responses from staff are indicated in *italics*.)

*Member Questions and Comments:*

Is driver behavior changing as a result of these projects?

*Yes, with the new pavement markings drivers are becoming accustomed to the presence of bikes on these facilities.*

Why has there been opposition from the city regarding these projects?

*The city’s perception is they think that allowing bicyclists on these facilities is dangerous, and therefore is a liability for the city. However, since these are State Roads, the cities are not liable.*

If you build it they will come—does this always happen? Or do you need to build where people already are?

*We didn’t see a lot of riders before these facilities were built, which led us to conclude that there was pent-up demand for these facilities; people are looking for ways to move more, eat less, and be healthier.*

*We find that when we build these facilities there is a latent demand, and as a result we see increased ridership. We are looking at making these facilities context sensitive, which means that they need to be*

*designed differently based on the urban, suburban, or rural context in which they exist. We need to be able to explain why these facilities are located here vs. elsewhere as well as develop criteria for design standards.*

Is there much coordination with local governments during these projects?

*Yes, we coordinate with our local partners as we work towards implementation.*

It is interesting that bikes are prohibited from riding on these limited access causeways. What are the implications if something goes wrong? Do these facilities promote pedestrian use since bikes are being allowed to access them?

*Police are not enforcing non-pedestrian use of these facilities. We need to develop and design facilities for the people that are using them.*

A potential recommendation that the Council may want to consider for the future is:

- To build on the success of these three Pilot Projects – consider expanding this program to similar facilities around the State.

### **“Roll Call” Project: Law Enforcement Awareness and Action**

Mr. Grady Carrick, a former charter member of the BPPC, gave a presentation on a video that he is currently working on for Law Enforcement, entitled “Roll Call.” The discussion included a review of the information that would be needed to get law enforcement on board to promote safety and reduce bicycle and pedestrian fatalities. The video would include an introduction of the issues, nature of vehicle/bike/pedestrian crashes, behavior, common violations, laws, and enforcement outcomes. It was noted that two videos would be created, one on bicycle safety and another for pedestrian safety.

Following Mr. Carrick’s presentation, members were asked if they had any comments or items needing additional clarification. (Note: responses from staff are indicated in *italics*.)

*Member Questions and Comments:*

It is interesting when you consider that people often yell or throw objects at cyclists, and yet bicyclists are “presumed guilty” when crashes occur with cars.

*We have heard this too, and it is something that needs to be dealt with.*

Will you be providing educational materials to Police Officers once they see the video? How do you get the resources and videos in the hands of law enforcement? We have great safety products but we need to get them in the hands of the right people; delivering the message is key to making it work.

*It would be good to reach out to the local Community Traffic Safety Teams (CTSTs) to help us provide safety and training materials to agencies. We are including some of the work that was in your video in what we are creating.*

When will the videos be ready?

*We are looking to find a production company to film the videos sometime in December 2013, with production and distribution in 2014.*

Side swipes occur when roads are narrow, and law enforcement tends to tell bicyclists to move over which causes confusion when, by law, the bicyclist has the right of way to be there. The rules are difficult to delineate; we need to make the law clearer and easier for law enforcement officers to understand. The TIP Card only provides a summary of bicycle and pedestrian laws, which potentially can cause further confusion since the summary does not provide the entire language or nuance of every law related to bicyclist and pedestrians. It was noted that we should emphasize the three-foot rule, and look at when passing is safe.

Three feet does not feel like a safe passing distance between bicyclists and large vehicles at high speeds. Is the three foot rule on the Driver's Test?

*Four out of the twenty questions on the driver's test include bicycle and pedestrian related issues.*

In addition, training related to bicycle and pedestrian safety should be offered to both law enforcement officers as well as judges. Having judges mandate bicycle and pedestrian safety courses may be a good tool as well. Also, bringing in celebrities may assist in getting the message across.

Potential recommendations that the Council may want to consider for the future are:

- Prosecution
- Resources for law enforcement officers when interacting with bicyclists and pedestrians
- Clarification of legislative language
- Manners (etiquette) vs. law

### **Healthy Weight Initiative**

Ms. Sandra Whitehead, Florida Department of Health (FDOH), presented the Florida Surgeon General's Healthy Weight Initiative, which is examining linkages between health and the built environment. One of the goals of this initiative is to reduce the number of Floridian's who are at an unhealthy weight by five percent.

This will be accomplished through the following initiatives:

- Provide technical assistance for Complete Streets policies
- Coordinate with FDEP on Greenways and Trails projects
- Encourage public participation in the Walking Challenge

Following Ms. Whitehead's presentation, members were asked if they had any comments or items needing additional clarification. (Note: responses from staff are indicated in *italics*.)

#### *Member Questions and Comments:*

Is there an outreach effort with major healthcare providers that we could sponsor?

*In areas like Orlando and Jacksonville, healthcare providers are engaged, for example with the Coalition of Hospitals. In that instance we are working with local Health Councils. Another example is Healthy Volusia in Volusia County, where healthcare providers are also involved.*

Some companies provide reduced health insurance rates if their employees meet certain cholesterol or wellness levels.

*Yes, this is a great idea.*

FDOT has Performance Measures on “mobility” and “percent of bicycle and pedestrian facility coverage” that positively impacts health, which FDOH may be interested in.

*We have been keeping an eye on this.*

Potential recommendations that the Council may want to consider for the future are:

- Complete Streets Policies
- Tie the State Health Improvement Plan (SHIP) goals and objectives back to the BPPC Focus Areas and Recommendations

### **Review of the Pedestrian & Bicycle Safety Coalition’s Coordination of Legislation, Regulation and Policy**

Ms. Melanie Weaver Carr, FDOT Office of Policy Planning, gave an update on the status of the Pedestrian & Bicycle Safety Coalition’s Legislation, Regulation and Policy subcommittee. Council members were briefed on the work that is currently underway as well as future efforts by the Coalition.

After Ms. Carr’s update, members were asked if they had any comments or items needing additional clarification. (Note: responses from staff are indicated in *italics*.)

*Member Questions and Comments:*

What does it mean for local jurisdictions that FDOT is looking to adopt a “Complete Streets” policy?

*FDOT is looking to incorporate a Complete Streets” (CS) policy that can be applied to both the Department’s Plans Preparation Manual (PPM) as well as to the Florida Greenbook. The PPM is used for the design and construction of state roads, while the Florida Greenbook is used by local governments for the design and construction of non-state roads. The development of a statewide CS policy will provide a level of consistency that currently does not exist, especially at the local level where some local governments have already adopted CS policies. It should also be noted that the Florida Greenbook has an existing chapter titled Traditional Neighborhood Design (TND) that contains CS concepts within it.*

Who is responsible for developing an area’s Pedestrian Safety Action Plan (PSAP)?

*PSAP’s are typically prepared by metropolitan planning organizations (MPOs) or local governments (cities or counties).*

Are MPOs required to develop Pedestrian Safety Action Plans (PSAPs)?

*MPOs (or any local government) are not required to develop PSAPs – they are optional. However, MPO’s are required to accommodate bicycle and pedestrian planning within their planning process.*

Have we developed any legislative plans and/or policies?

*We have not developed any specific legislative plans and/or policies. The work of this Council is to draw up recommendations and determine how we best transmit those recommendations back to our partner organizations.*

It was noted that the language on the bicycle and pedestrian law TIP Card is confusing. It was suggested that this area could be a good avenue for the Council to work with the Pedestrian & Bicycle Safety Coalition’s Legislation, Regulation and Policy subcommittee.

It was also suggested the Council should consider a recommendation related to the next federal transportation bill that federal dollars continue to be available to fix the problems of bicycle and pedestrian safety that we have been discussing today. A reduction in federal dollars that supports safe bicycling and walking is not conducive to making our communities more livable.

Potential recommendations that the Council may want to consider for the future are:

- Complete Streets Policies
- Pedestrian Safety Action Plans
- Clarification of legislative language on the bicycle and pedestrian law TIP Card
- Bicycle and pedestrian funding in the next Federal Transportation Bill

### **Opportunity for Updates from Agencies and Other Partners**

#### Florida Department of Transportation

Jim Wood, FDOT Office of Policy Planning acting Council Chair, proposed a concept to use State Trust Fund dollars to support the Florida Department of Environmental Protection's (FDEP) Priority Trails network. Current law does not provide for this however, it does not prohibit it either. A key provision of this proposal would be that if State Trust Fund dollars are used, then there would have to be a local sponsor. The proposal would also require that the local sponsor/government be the maintaining agency. This can provide an opportunity to have a little extra money go towards these types of trail projects.

This project has advanced one of the Gulf Coast-to-Atlantic trail segments by one year within the program, and they are currently looking to see if there are other segments that could be advanced forward.

#### Florida Department of Education

Charlie Hood, Florida Department of Education, mentioned that the Lake County school district has decided to withdraw "Courtesy" busing in Lake County. This proposal has been met with opposition from parents. Since then, Lake County has implemented a "pay to ride" program. They have also adopted local hazardous walking criteria to assess areas that are hazardous for walking to school. And finally, twenty-nine states including Florida participated in a nation-wide survey on the number of drivers that, on average, illegally pass school buses. Data from the survey, entitled the "2013 Stop Arm Violation Survey," showed that Florida ranked the second highest of the number of states that participated in the survey, second only to California.

### **Review of Best Practices Tool on Website and New Additions**

Mike Neidhart, with Gannett Fleming, Inc./FDOT Office of Policy Planning, provided an overview of the latest updates to the Bicycle and Pedestrian Partnership Council's website, which can be found at ([www.FDOTBikePed.org](http://www.FDOTBikePed.org)). Council members should send their suggestions for highlighting "best practices" to Rob Magee (BPPC project coordinator) for review with the full Council at the next meeting.

Following Mr. Neidhart's presentation, members were asked if there were any items needing additional clarification. (Note: responses from staff are indicated in *italics*.)

*Member Comments:*

Can you send out e-mail alerts for when there are major changes/updates to the Council's website?

*Yes, we can send out e-mail alerts when there are major changes or updates to the Council's website.*

**Public Comment**

An opportunity was given to members of the public to offer comments or suggestions for the Council to consider. No public comments were offered.

**Next Steps**

Mr. Beardall reminded members that the next meeting will be scheduled sometime in January/February 2014 based on the draft Work Plan discussed earlier today. He also reminded members of their role representing their organizations or jurisdictions at the Council meetings, but also their role in sharing information from the Council's meeting back to those they represent.

Based on member comments, staff will undertake the following actions:

- Revise the draft Work Plan based on the identified topics, and
- Set date for next meeting as soon as possible

The next meeting will likely be scheduled sometime in February.

Meeting Evaluation Survey

Hal Beardall asked members to fill out the meeting evaluation form (see results in Appendix A).

**Adjourn**

The Chair thanked members for their participation. Hearing no additional comment or issues to be discussed, the meeting was adjourned at 2:30 pm.

**APPENDIX A: Meeting Evaluation Summary**  
**Florida Bicycle and Pedestrian Partnership Council**  
**11<sup>th</sup> Council Meeting**  
 Tallahassee, Florida

November 12, 2013 – 9:00 am to 3:45 pm

	☺	☹	☹	☹	☹	
	<u>Agree</u>			<u>Disagree</u>		
	<i>CIRCLE ONE</i>					
	5	4	3	2	1	Summary
<b><u>WERE THE MEETING OBJECTIVES MET?</u></b>						
To review and discuss draft BPPC Work Plan for 2013-14	7	1	1	0	0	<b>4.67</b>
To receive update on FDOT’s Limited Bridge Access Study	6	3	0	0	0	<b>4.67</b>
To receive and discuss “Roll Call” Project presentation	8	1	0	0	0	<b>4.89</b>
To receive and discuss Healthy Weight Initiative presentation	7	2	0	0	0	<b>4.78</b>
To review and discuss Pedestrian & Bicycle Safety Coalition’s coordination of legislation, regulation and policy	5	3	0	0	0	<b>4.67</b>
To receive updates on other related Agency and Other Partner plans	7	2	0	0	0	<b>4.78</b>
To review and discuss use of the Council Website to promote best practices	7	2	0	0	0	<b>4.78</b>
<b><u>MEETING ORGANIZATION</u></b>						
Background and agenda packet were helpful	9	0	0	0	0	<b>5.00</b>
Presentations were effective and informative	7	2	1	0	0	<b>4.78</b>
Plenary discussion format was effective	8	1	0	0	0	<b>4.89</b>
Facilitator guided participant efforts effective	9	0	0	0	0	<b>5.00</b>
Participation was balanced	8	1	0	0	0	<b>4.89</b>

**What Did You Like Best About the Meeting?**

- Presentations
- Very organized and informative
- It feels as if we are making progress on bicycle and pedestrian issues
- Meet and greet
- Good tie of the presentations to the four topic areas
- I thought the presentations were very informative

**What Could Be Improved?**

- Coffee? Also a little cold in the room
- Ask all speakers to use the microphone - one talked softly and I had trouble hearing comments
- Would like to have had the work plan discussion at the beginning
- I think making presentation discussion more relatable to the Council's activities/charge would help our recommendations

**Other Comments (use the back if necessary)**

- Great use of my time!
- When Rob sends meeting notices, remind us to provide items for agency updates

DRAFT

## Florida BPPC Focus Areas for 2013-14

Council members said they would like to continue with the current focus areas, but with a few additional or different topics:

- *Completing the System*
- *Safety*
- *Cultural Change*
- *Health*

In addition to or within the focus areas there was interest in hearing from each of the partners at the table on their respective efforts and initiatives related to enhancing bicycle and pedestrian access and safety. Council members identified the following potential topics within each focus area:

### **Recap of 2012/2013 Council Recommendations**

- **Completing the System** – pursue opportunities that contribute to the implementation of bicycle and pedestrian connections
- **Safety** – focus on and promote bicycle and pedestrian safety through on-going and new initiatives, driver awareness training, and law enforcement training
- **Cultural Change** – FDOT and its partners should promote the use of design discretion to accommodate bicycle and pedestrian needs and support policies that encourage mode-shift
- **Health** – FDOT and its partners should promote the State Health Improvement Plan (SHIP) through policies that advance bicycle and pedestrian transportation for school, work, recreation and other purposes

### **Potential Focus Areas for 2013-2014**

- **Completing the System**
  - Bridge Designs
  - Transit & Bicycle/Pedestrian Connections
  - Greenways & Trails
- **Safety**
  - Local Law Enforcement & Community Traffic Safety Teams
- **Cultural Change**
  - Education of Driver Attitude Towards Bicyclists and Pedestrians
  - Pedestrian Safety Action Plans
  - Legislation, Regulation and Policy
- **Health**
  - Healthy Weight Initiative

(\* Note land use and design was identified as a cross cutting issue, including walkable/bikeable communities, multi-modal element of local comp plans, and promoting good designs)

## **Florida Bicycle and Pedestrian Partnership Council**

### **Draft 2013-2014 Work Plan**

#### **MEETING 1 – November 12, 2013**

- Review and discuss draft BPPC Work Plan for 2013-14
- Receive update on FDOT's Limited Bridge Access Study (Completing the System)
- Receive and discuss "Roll Call" Project presentation (Safety)
- Receive and discuss Healthy Weight Initiative presentation (Health)
- Review and discuss Pedestrian & Bicycle Safety Coalition's coordination of legislation, regulation and policy (Cultural Change)
- Receive updates on other related Agency and Other Partner plans
- Review and discuss use of the Council Website to promote best practices

#### **MEETING 2 –February 12, 2014**

- Receive an update on Council's previous recommendations
- Identify and discuss possible framework for developing BPPC recommendations for the 2013-14 Annual Report
- Review and discuss Pedestrian Safety Action Plans
- Receive updates on related Agency and Other Partner plans
- Receive an update on Legislative activities

#### **MEETING 3 – April 2014**

- Receive updates on other related Agency and Other Partner plans
- Receive and discuss "Roll Call" Project Video – Law Enforcement Awareness and Action (Safety)
- Review and discuss Broward County "Complete Streets" (with DOH role)
- Review and discuss bicycle and pedestrian connections to transit (Completing the System)
- Review and discuss addressing drivers' attitudes towards bicyclists and pedestrians (Cultural Change and Safety)
- Review and Discuss Potential BPPC Recommendations

#### **MEETING 4 – August 2014**

- Discuss potential Council recommendations for BPPC Annual Report
- Review Draft Annual Report
- Discuss candidate Focus Areas for 2015

#### **MEETING 5 – November 2014**

- Refine Council recommendations
- Finalize BPPC Annual Report
- Identify candidate Focus Areas for 2015



Florida Department of  
**TRANSPORTATION**

# **Framework for Developing Recommendations for the Annual Report**

**Presentation to: Florida Bicycle and Pedestrian Partnership Council  
February 12, 2014**

**Rob Magee  
Florida Department of Transportation**

# Council's Purpose and Mission

- ◆ **Purpose:**
  - To make recommendations on the state's walking, bicycling and trail policies, programs and facilities
- ◆ **Mission:**
  - To promote the livability, health and economic benefits of bicycle and pedestrian activity by providing guidance to FDOT, its partners and stakeholders on policy matters and issues affecting the bicycle and pedestrian transportation needs of the state



# Council's Background

- ◆ **Founded April 2010**
- ◆ **Council has met 12 times since its first meeting**
- ◆ **Opened lines of communication between partner agencies**
- ◆ **Prepared 2 Annual Summary Reports**
- ◆ **Year 1 Focus (2010/2011)**
  - ◆ **Investment Priorities**
  - ◆ **Performance Measures**
  - ◆ **Safety**
  - ◆ **Coordination**
  - ◆ **Funding**



# Council's Background (cont.)

- ◆ **Year 2 Focus (2012/2013)**

- ◆ **Contributions to Connecting the System**
- ◆ **Safety**
- ◆ **Cultural Change**
- ◆ **Health**



- ◆ **Year 3 Focus (2013/2014)**

- ◆ **Completing the System**
- ◆ **Safety**
- ◆ **Cultural Change**
- ◆ **Health**



# Council's 2013/2014 Schedule

- ◆ **November 2013**
- ◆ **February 2014**
- ◆ **April 2014**
- ◆ **August 2014**
- ◆ **November 2014**  
**(3<sup>rd</sup> Annual Report)**



# Step Back

- ◆ **Council's Role**
  - ◆ **Develop recommendations**
- ◆ **Organize/categorize Subject Areas**
  - ◆ **Identify focus areas**
- ◆ **Framework for Moving Forward**
  - ◆ **Advocacy**
  - ◆ **Implementation of recommendations**

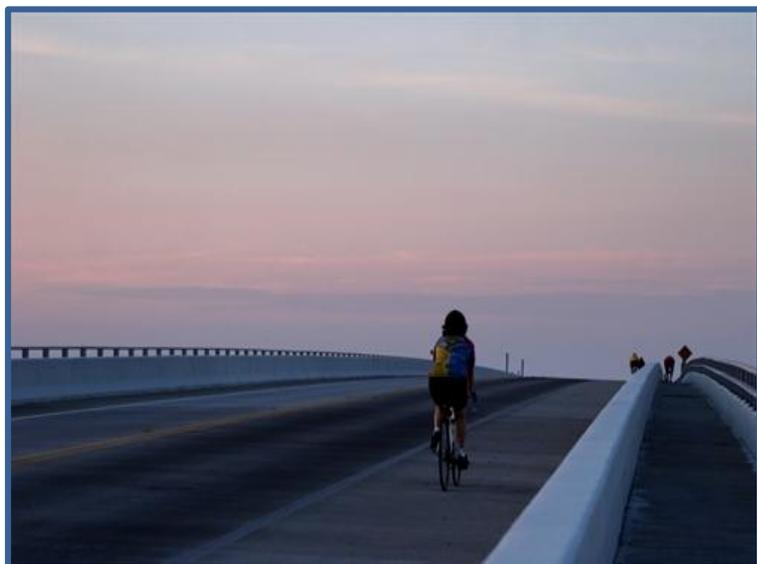


# Council's 2012/2013 Recommendations

- ◆ **Completing the System** – pursue opportunities that contribute to the implementation of bicycle and pedestrian connections
- ◆ **Safety** – focus on and promote bicycle and pedestrian safety through on-going and new initiatives, driver awareness training, and law enforcement training
- ◆ **Cultural Change** – FDOT and its partners should promote the use of design discretion to accommodate bicycle and pedestrian needs and support polices that encourage mode-shift

# Council's 2012/2013 Recommendations (cont.)

- ◆ **Health** – FDOT and its partners should promote the State Health Improvement Plan (SHIP) through policies that advance bicycle and pedestrian transportation for school, work, recreation and other purposes



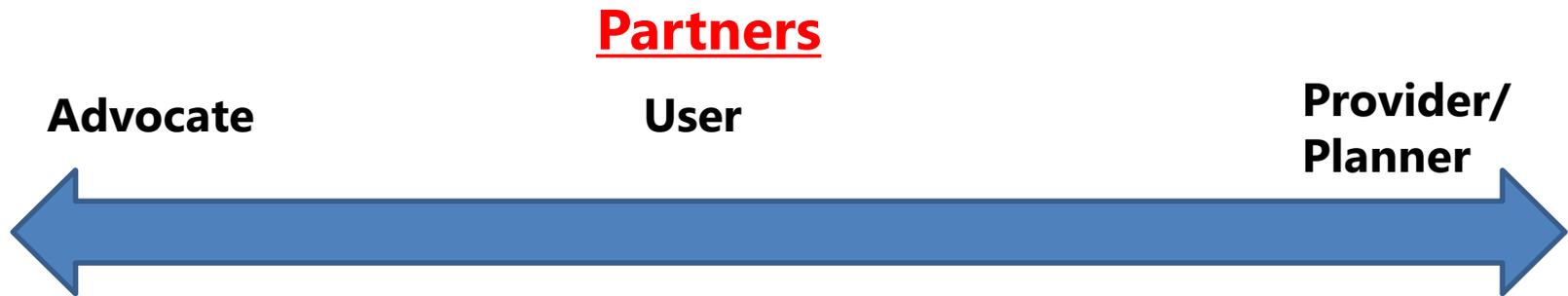
# Council's 2013/2014 Focus Areas

- ◆ **Continue with Previous Year's Focus Areas**
  - ◆ **Completing the System**
  - ◆ **Safety**
  - ◆ **Cultural Change**
  - ◆ **Health**

(\*Note land use and design was identified as a cross cutting issue, including walkable/bikeable communities, multi-modal element of local comp plans, and promoting good designs)



# Organization/Agency Role



◆ **Continuum – each organization / agency incorporates aspects of each within their role on the Council**

◆ **Agencies / Organizations:**

- FHWA
- FDOT
- DEO
- DHSMV
- DOE
- DOH
- DEA
- DEP
- Rails to Trails Conservancy
- Florida Bicycle Association
- Florida Public Transportation Association
- Florida League of Cities
- Florida Association of Counties
- Pedestrian Representative
- Transportation Disadvantaged Representative
- Metropolitan Planning Organization Advisory Council

# DEO Example: Technical Assistance

Designing Communities for Pedestrian Mobility (Official Title) 2014 **DRAFT**



Broadway Street in Downtown Asheville, NC. courtesy: Google Earth

From [Walkable City](#), by Jeff Speck

*What characterizes the discussion on cities these days is not a wrongheadedness or a lack of awareness about what needs to be done, but rather a complete disconnect between that awareness and the actions of those responsible for the physical form of our communities. [Pg 3]*

## Format of this Document:

- 1) **Why?** What is pedestrian mobility and why is pedestrian mobility important?
- 2) **What?** What are the principles of community design to achieve pedestrian mobility?
- 3) **How?** How can pedestrian mobility be improved in your community: Tools & Techniques
- 4) **Examples of Best Practices** Existing physical examples; existing examples of plans, regulations, programs, and other bases leading to creating the intended physical results.
- 5) **Recommended sources for more Information**
- 6) **Terminology Used in this Document**

# DEO Example: Why Is It Important?

## Why is pedestrian mobility important?

- Provides an affordable **means for travel** throughout the community for persons who can not rely on driving their own vehicle. This population includes both those too young and too old to drive, those who don't have a vehicle or for whom driving is cost prohibitive, some persons with disabilities, those that rely on transit as the primary means of mobility, and those legally barred from driving. Another way of saying this is it makes the community more accessible, so that young people, seniors, and the carless need not live in isolation.
- Allows persons to travel throughout the community without a car, thereby reducing the number of car trips and the length of car trips, in turn, providing **environmental, economic, and health benefits**.
  - The **environmental** benefits derive mostly from the reduction in emissions associated with less miles driven. **[Expand]**
  - The personal **economic benefits** are associated with reduced purchases of gasoline, reduced frequency of car maintenance, reduced car insurance costs for less miles driven, and if the need to drive is reduced so much that a car need not be purchased, associated significant savings.

According to Bankrate.com, typical car ownership costs are in estimated range of \$3,400 annually, not including the car's purchase cost, typical expenditures on gasoline alone range from \$1000-\$2000 annually. <http://www.bankrate.com/finance/auto/car-ownership-costs-by-state.aspx>. Purchase of a \$22,000 car with a \$5,000 down payment and 3.5% financing for 60 months (for \$17,000) equates to an additional cost of \$4700 annually, for that 5-year period, bringing the total cost of car ownership to over \$8,000 or about \$675 a month.

- **As to health benefits, the literature notes significant reductions in morbidity and mortality [cite??] in states/communities [?] with greater rates of walking; this is due to reduced obesity, and associated reduced levels of diabetes and heart disease [cite?]. [Expand]**
- Makes the **community safer** -- adding "eyes on the street" improves surveillance and awareness
- Allows seniors to **age in place**, without having to relocate to an institution or retirement housing. Seniors can continue to enjoy a high quality of life, being able to continue to socialize with their neighbors, and take purpose-based & recreation-based walks, which contributes to their health.
- **Improves the real estate value** and economic development potential of the areas served.
- **Facilitates access to and travel by transit.**

## **Designing our community to be dependent upon automobiles ignores a significant proportion of the population:**

- According to the 2010 Census, 21% of the population of the State of Florida is age 17 or younger and 17% is over 65 years of age. Most people in these age groups either do not or can not drive.
- 40.6% of the State's population has been classified as potentially eligible for assistance under the State's Transportation Disadvantaged program\*. *[Pg. 18, Florida Commission for the Transportation Disadvantaged 2012 Annual Performance Report]*

\*Florida's transportation disadvantaged are defined in Section 427.011(1), F.S., as those persons who because of physical or mental disability, income status, or age, are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk as defined in s. 411.202, F.S.

- We are less healthy because we don't walk: the latest data available show that almost two-thirds (65 percent) of adults in the State of Florida are overweight or obese. *[2013, Florida Department of Health website]*

# DEO Example: Best Practices

## Part 4) Best Practices Examples

### Physical Work

Las Olas Boulevard, Fort Lauderdale

Park Avenue, Winter Park

5<sup>th</sup> Avenue, City of Naples, Downtown

Atlantic Avenue corridor and immediate area, Delray Beach

Suncoast Trail, Hillsborough, Pasco, & Hernando Counties

Pearl Street, Boulder, Colorado

Wall Street, Asheville, NC

16<sup>th</sup> Street Pedestrian Corridor, Denver, Colorado

Retrofitting Connectivity – various communities

### Planning Efforts

Broward County Complete Streets planning effort; comp plan provisions

Deerfield Beach Complete Streets

Lee County MPO Complete Streets initiative

Sarasota County Planned Infill District (Zoning Code)

City of Charlotte Connectivity Management Program

Palm Beach County: Provisions within Health and Human Services Element in Comp Plan

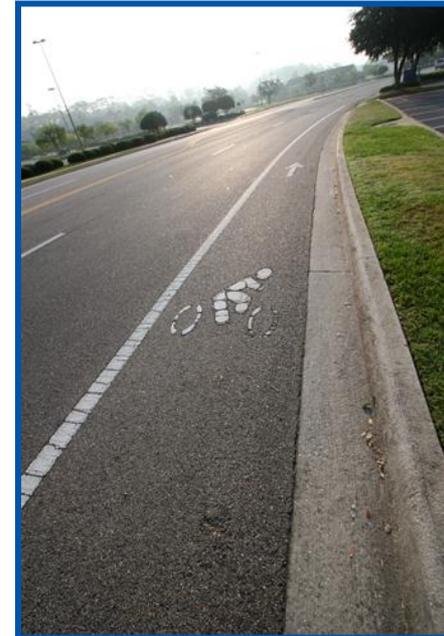
# Broad Areas & Relation to Council's Focus

## Part 1 - Increase Access, Availability and Use of Facilities

- ◆ **Completing the System**
- ◆ **Health**

## Part 2 - Overall Safety of Present and Planned Facilities

- ◆ **Safety**
- ◆ **Cultural Change**



# Part 1: Increased Access, Availability & Use

- ◆ **Support of Florida Trails System**  
(Florida Greenways & Trails System Plan)
- ◆ **Bicycle Access to Limited Access Facilities**  
(Legislation/Pilot Projects)
- ◆ **Health Programs based on Exercise**  
(Florida Surgeon General's Healthy Weight Initiative)
- ◆ **Finance / Increased Funding**



# Part 2: Overall Safety of Facilities

- ◆ **Problem Clear- The Top 4 unsafe cities in 2002 and 2011 were in Florida:**

1. Orlando

2. Tampa-St. Pete-Clearwater

3. Jacksonville

4. Miami-Ft. Lauderdale

- ◆ **Approach**

- ◆ **Programs**

- ◆ **Policies**

- ◆ **Implementation/Operational**

- ◆ **Not clear as to how this fits together – how are we operationalizing policies/goals**

- ◆ **Framework in place but is not tied together**



# Approach of Safety Programs

## Safety Approach Continuum

Reactive

Proactive



Fix

- ◆ Enforcement
- ◆ Hot Spot Identification
- ◆ Safety Audits



Prevent

- ◆ Complete Streets
- ◆ Education

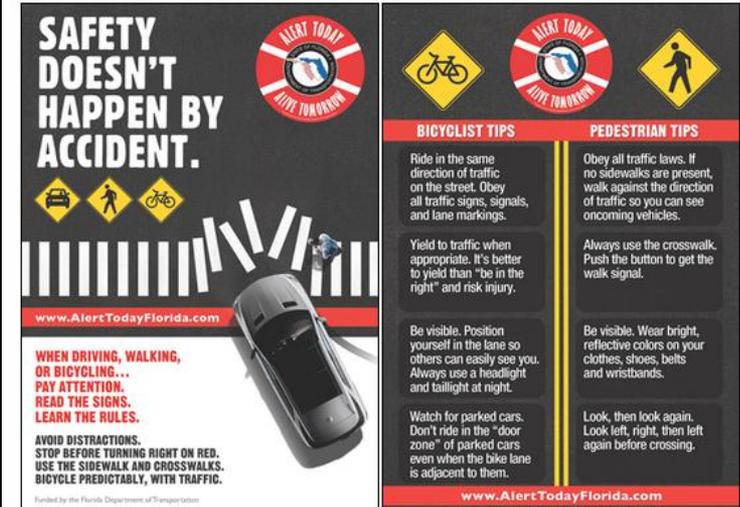
# FDOT/FHWA Approach

- ◆ **Immediate Response to Problem**
- ◆ **Secretary's Bicycle/Pedestrian Focused Initiative**
- ◆ **Safety campaign for designated urban areas**

## Alert Today Alive Tomorrow

As part of FDOT Secretary Prasad's initiative, the "Alert Today, Alive Tomorrow" campaign is being presented via TV, radio, social media, transit advertising, local education, and enforcement activities. In 2013, the media campaign was rolled out in ten Florida Counties with the highest numbers of pedestrian and bicyclist fatalities and injuries. The message that "Safety Doesn't Happen by Accident" is a reminder for all roadway users to pay attention and follow the rules of the road.

## Alert Today Alive Tomorrow Tip Card



The tip card is divided into two main sections: 'BICYCLIST TIPS' and 'PEDESTRIAN TIPS'. Each section includes a list of safety instructions and a 'www.AlertTodayFlorida.com' URL. The card features a central image of a car and a pedestrian, along with various traffic signs and logos.

**SAFETY DOESN'T HAPPEN BY ACCIDENT.**

**WHEN DRIVING, WALKING, OR BICYCLING... PAY ATTENTION. READ THE SIGNS. LEARN THE RULES.**

**AVOID DISTRACTIONS. STOP BEFORE TURNING RIGHT ON RED. USE THE SIDEWALK AND CROSSWALKS. BICYCLE PREDICTABLY, WITH TRAFFIC.**

**BICYCLIST TIPS**

- Ride in the same direction of traffic on the street. Obey all traffic signs, signals, and lane markings.
- Yield to traffic when appropriate. It's better to yield than "be in the right" and risk injury.
- Be visible. Position yourself in the lane so others can easily see you. Always use a headlight and taillight at night.
- Watch for parked cars. Don't ride in the "door zone" of parked cars even when the bike lane is adjacent to them.

**PEDESTRIAN TIPS**

- Obey all traffic laws. If no sidewalks are present, walk against the direction of traffic so you can see oncoming vehicles.
- Always use the crosswalk. Push the button to get the walk signal.
- Be visible. Wear bright, reflective colors on your clothes, shoes, belts and wristbands.
- Look, then look again. Look left, right, then left again before crossing.

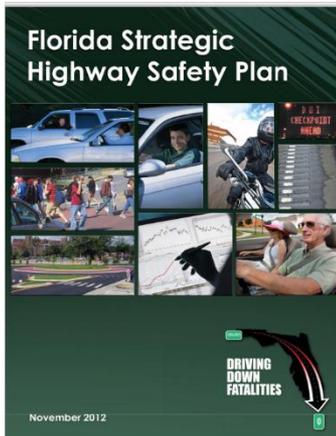
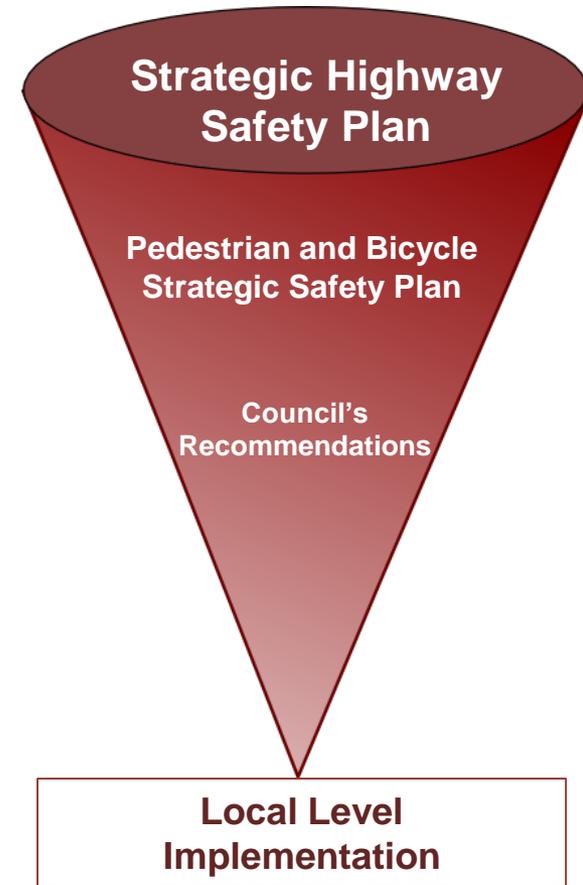
[www.AlertTodayFlorida.com](http://www.AlertTodayFlorida.com)

## Alert Today Alive Tomorrow Audio

- [FDOT\\_Change\\_15](#)
- [FDOT\\_Change\\_30](#)
- [FDOT\\_Guilt\\_30](#)
- [FDOT\\_Jason\\_30](#)

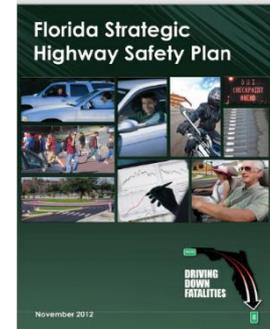
# Planned Response (Institutional)

- ◆ **Florida Strategic Highway Safety Plan (SHSP)**
  - ◆ **Required by the FHWA**
- ◆ **Florida Pedestrian and Bicycle Strategic Safety Plan (PBSSP)**
  - ◆ **Provides technical assistance and resources**



# Florida's SHSP

- ◆ **SHSP speaks to Vulnerable Road Users (bicyclists & pedestrians)**
- ◆ **SHSP identifies 6 strategies for bike/ped which we matched with the Council's 4 Focus Areas:**



## STRATEGIES

To impact the SHSP goal, the Vulnerable Road Users Emphasis Area identified six bicycle/pedestrian strategies and one strategy for all vulnerable road users:

Increase awareness and understanding of safety issues related to Vulnerable Road Users; <b>(Safety)</b>	Encourage adequate funding levels for effective pedestrian and bicycle safety programs and initiatives; <b>(Safety, Completing the System, Cultural Change)</b>
Increase compliance with traffic laws and regulations related to pedestrian and bicycle safety through education and enforcement; <b>(Safety, Cultural Change)</b>	Promote, plan, and implement built environments (urban, suburban, and rural) which encourage safe bicycling and walking; and <b>(Safety, Cultural Change, Health)</b>
Develop and use a systemic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multidisciplinary countermeasures; <b>(Safety, Completing the System, Cultural Change)</b>	Support national, state, and local legislative initiatives and policies that promote bicycle and pedestrian safety; <b>(Safety)</b>

The lead “E” selected for the Vulnerable Road Users/Bicycles and Pedestrians Emphasis Area to ensure the action plan is focused and stays on track is **Education**.

# Florida's PBSSP

- ◆ Expands on the SHSP by Providing Detailed Objectives & Strategies to Improve Bicycle and Pedestrian Safety

## Florida's Pedestrian and Bicycle Strategic Safety Plan

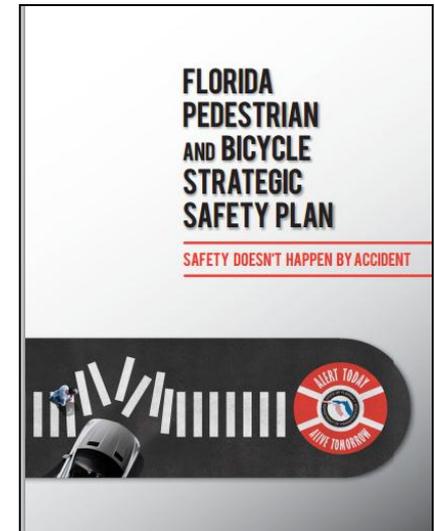


The purpose of [Florida's Pedestrian and Bicycle Strategic Safety Plan \(PBSSP\)](#) is to focus funding and resources on the areas that have the greatest opportunity to reduce pedestrian and bicycle fatalities, injuries, and crashes. The PBSSP is designed to supplement and expand on the 2012 SHSP with a comprehensive strategy to address pedestrian and bicycle safety issues by identifying goals, objectives, strategies, tasks, and performance measures for key program areas including:

- Data, Analysis, and Evaluation
- Driver Education and Licensing
- Highway and Traffic Engineering
- Law Enforcement and Emergency Services
- Communication Program
- Outreach Program
- Legislation, Regulation, and Policy

# Florida's PBSSP (cont.)

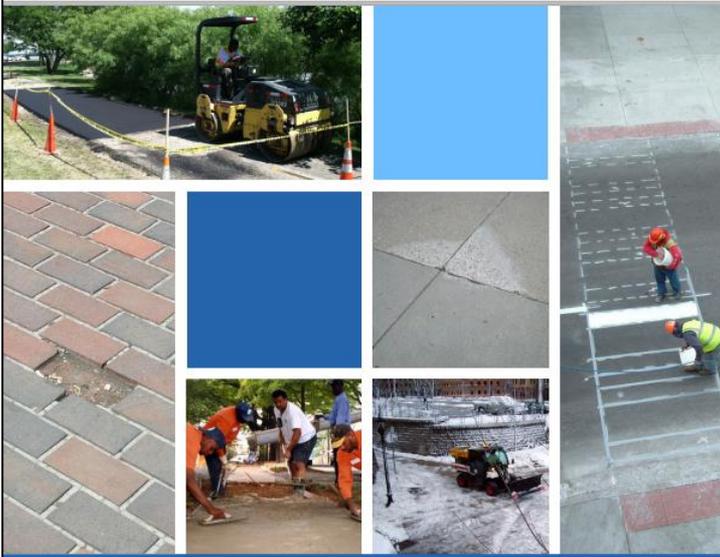
- ◆ **Goal 3.10 (Outreach Program):** Advocate extensive community involvement in pedestrian and bicycle safety education and skills training by involving individuals and organizations outside the traditional highway safety community, to include a focus on older pedestrians, young children, and immigrant populations.
  - ◆ **Objective 3.10.7:** Develop campaigns targeting transit users that promote pedestrian and bicycle safety.
  - ◆ **Objective 3.10.8:** Increase awareness of the safety, accessibility, and mobility needs of aging pedestrians and bicyclists.



# Federal Resources/Programs

- ◆ **Training, Technical Support & Funding**
- ◆ **Sample Resources Available from FHWA that Promotes Pedestrian Safety**
  - ◆ **A Guide for Maintaining Pedestrian Facilities for Enhanced Safety**
  - ◆ **Pedestrian Safer Journey 2013**
  - ◆ **Pedsafe 2013: Pedestrian Safety Guide and Countermeasure Selection System**
  - ◆ **Proven Countermeasures for Pedestrian Safety**

# Federal Resources/Programs (cont.)

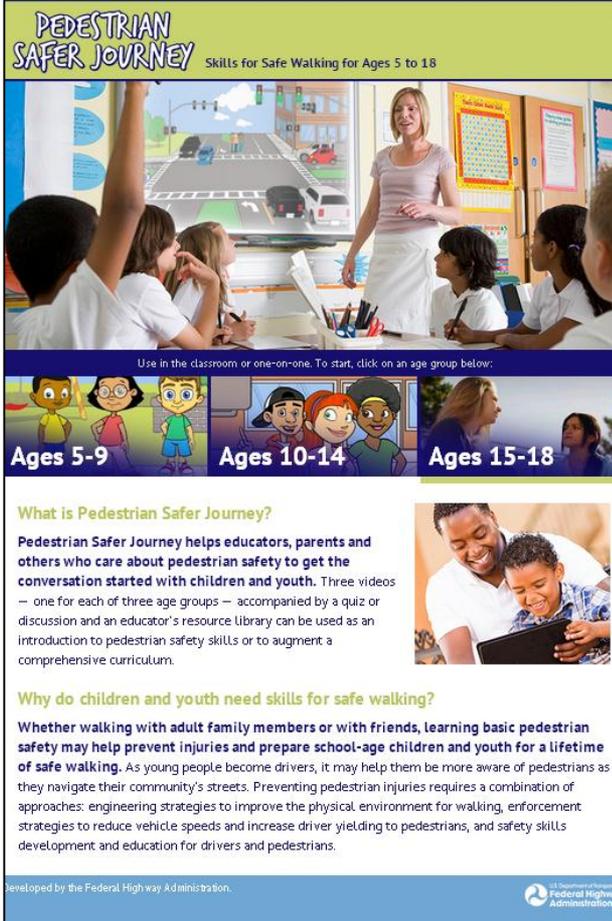




U.S. Department of Transportation  
Federal Highway Administration

## A Guide for Maintaining Pedestrian Facilities for Enhanced Safety

October 2013



**PEDESTRIAN SAFER JOURNEY** Skills for Safe Walking for Ages 5 to 18

Use in the classroom or one-on-one. To start, click on an age group below:

**Ages 5-9**   **Ages 10-14**   **Ages 15-18**

**What is Pedestrian Safer Journey?**  
 Pedestrian Safer Journey helps educators, parents and others who care about pedestrian safety to get the conversation started with children and youth. Three videos — one for each of three age groups — accompanied by a quiz or discussion and an educator's resource library can be used as an introduction to pedestrian safety skills or to augment a comprehensive curriculum.

**Why do children and youth need skills for safe walking?**  
 Whether walking with adult family members or with friends, learning basic pedestrian safety may help prevent injuries and prepare school-age children and youth for a lifetime of safe walking. As young people become drivers, it may help them be more aware of pedestrians as they navigate their community's streets. Preventing pedestrian injuries requires a combination of approaches: engineering strategies to improve the physical environment for walking, enforcement strategies to reduce vehicle speeds and increase driver yielding to pedestrians, and safety skills development and education for drivers and pedestrians.

Developed by the Federal Highway Administration.



# Federal Resources/Programs (cont.)

## PEDSAFE

Pedestrian Safety Guide and Countermeasure Selection System

Guide: Background | Statistics | Analysis | Implementation | Countermeasures: Selection Tool | Matrices | Case Studies | Resources

The **Pedestrian Safety Guide and Countermeasure Selection System** is intended to provide practitioners with the latest information available for improving the safety and mobility of those who walk. The online tools provide the user with a list of possible engineering, education, or enforcement treatments to improve pedestrian safety and/or mobility based on user input about a specific location.

### GUIDE

**Background**  
Understand what is needed to create a viable pedestrian system.

**Statistics**  
Learn about the factors related to the pedestrian crash problem.

**Analysis**  
How crash typing can lead to the most appropriate countermeasures.

**Implementation**  
Needed components for treatments.

### COUNTERMEASURES

**Selection Tool**  
Find countermeasures based on desired objectives.

**Countermeasure List**  
A comprehensive list of all countermeasures.

**Selection Matrices**  
Find countermeasures based on crash types and performance objectives.

### CASE STUDIES



### RESOURCES & GUIDELINES



Authors and Acknowledgements

U.S. Department of Transportation  
**Federal Highway Administration**

# Federal Resources/Programs (cont.)

## Public Roads

Featuring developments in Federal highway policies, programs, and research and technology.

This magazine is an archived publication and may contain dated technical, contact, and link information.

[Federal Highway Administration](#) > [Publications](#) > [Public Roads](#) > [Vol. 75 - No. 5](#) > Proven Countermeasures for Pedestrian Safety

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March/April 2012  
Vol. 75 · No. 5

Publication Number: FHWA-HRT-12-003

### ARTICLES

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[Communication  
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[Training Update](#)

[Conferences/  
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### Proven Countermeasures for Pedestrian Safety

by Jennifer Bartlett, Brett Graves, Theo Petritsch, and Tamara Redmon

FHWA and many State DOTs are relying on the demonstrated effectiveness of medians and walkways to help protect those on foot.



Providing sidewalks can help to prevent up to 88 percent of crashes involving pedestrians walking along (not crossing) roadways.

Each year, more than 4,000 pedestrians are killed in the United States. Transportation agencies across the country are looking for ways to reduce that number. They want to make walking safer and thus a viable choice for trips of appropriate distances, whether for leisure, business, or health.

Increasingly, State departments of transportation (DOTs), metropolitan planning organizations, and cities and towns are acknowledging the role that upgrading pedestrian facilities can play in improving safety. For example, Dirk Gowin, executive administrator of transportation with the Louisville Metro Government in Kentucky, describes how his agency's view of pedestrian safety has changed over the years. "Many of our roadways were designed solely to move traffic, and pedestrians were viewed as an afterthought, or not considered at all. It is time for our community to retrofit our more dangerous roadways to be safer for pedestrians, improve the pedestrian level of service, and enhance walking as a safe means to increase physical activity."

To help communities improve safety, on July 10, 2008, the Federal Highway Administration (FHWA) published a "Guidance Memorandum on Consideration and Implementation of Proven Safety Countermeasures." The memorandum highlights when and where certain processes, design techniques, and safety countermeasures are the most effective at increasing roadway safety in general. Two of the proven countermeasures specifically address pedestrian safety: (1) medians and pedestrian refuge areas, employed in urban and suburban settings, and (2) walkways. FHWA also developed

# Operationalizing Safety

## These Provide Good Guidance, But How Do We Operationalize Pedestrian Safety?

**Working with our Partners at the local level and Partners from around the table to Promote and Implement**



**Exposure**

**Opportunity  
Use**



**Local Level Implementation**

# Operationalizing Plans

- ◆ **Programs/Policies**
  - ◆ Translate to Operational
- ◆ **How Does This Fit Together?**
- ◆ **FDOT/FHWA Role**
- ◆ **Tools**
  - ◆ **Pedestrian Safety Action Plans**
  - ◆ **Road Safety Audits**
  - ◆ **Planning Emphasis Areas**
  - ◆ **Planning Programs**
    - Local Government Comprehensive Plans
    - Long Range Transportation Plans
    - Complete Streets
    - Transit Development Plans



# Local Safety Program

---

- ◆ **Who Is Doing It?**
- ◆ **Is It Required?**
- ◆ **How Is It Funded?**
- ◆ **Is It Effective?**
- ◆ **Could There Be Synergy From Other Programs Or Partners?**

# Context – Part of Annual Report

- ◆ **Recommend**
- ◆ **Promote**
- ◆ **Provide Guidance**



## The Florida Bicycle and Pedestrian Partnership Council: 2012/2013 Annual Progress Report



Florida Department of Transportation  
October 2013

# How Does It Fit Together?

## Legend



Tools



Entities



Planning Programs



Partners



*Road Safety Audits*



*Advocacy Groups*



*FHWA*



*MPO LRTPs*



*Local Gov't*



*Safety Countermeasures*



*DOE*



*Local Gov't Plans*



*Transit Development Plans*



*MPOs*



*Pedestrian Safety Action Plans*



*Pedestrian Bicycle Safety Plans*



*FDOT*



*DOH*

# Questions or Comments?





Florida Department of  
**TRANSPORTATION**

# **Pedestrian Safety Action Plans: New State Planning Emphasis Area**

**Presentation to: Florida Bicycle and Pedestrian Partnership Council  
February 12, 2014**

**Rob Magee  
Florida Department of Transportation**

# New State Planning Emphasis Area (PEA)

- ◆ **New State PEA – Pedestrian Safety Action Plans (PSAPs)**
- ◆ **PEAs are topics that MPOs should focus on during the coming year**
- ◆ **MPOs incorporate PEAs into their bi-annual Unified Planning Work Program (UPWP) prior to adoption in June**

# Why this PEA?

- ◆ Florida's 2011 pedestrian fatality rate was nearly double the national average
- ◆ Florida had the highest pedestrian fatality rate in the nation
- ◆ Florida has the top 4 metropolitan areas on the list of "most dangerous large metro areas for walking in the U.S" (Dangerous by Design report)

Orlando



Tampa



Jacksonville



Miami



# Pedestrian Safety Action Plans (PSAPs)

- ◆ **Developed by local communities (local governments or MPOs) to improve pedestrian safety**
- ◆ **Meant to help local communities know where and how best to address pedestrian safety issues**
- ◆ **Certain areas have developed these beneficial plans**
- ◆ **PSAPs will help communities implement the goals of Florida's Strategic Highway Safety Plan and Florida's Pedestrian and Bicycle Strategic Safety Plan**



# Adopted PSAPs in Florida

## Florida BPSAPs

8 adopted Bike/Ped  
Safety Action Plans

### Regional

Hillsborough County (2),  
Lee County , Metro  
Orlando, Pasco County,  
Pinellas County, Martin  
County\*

\*overall action plan

### Local

City of St. Petersburg\*

City of Miami

\*master plan



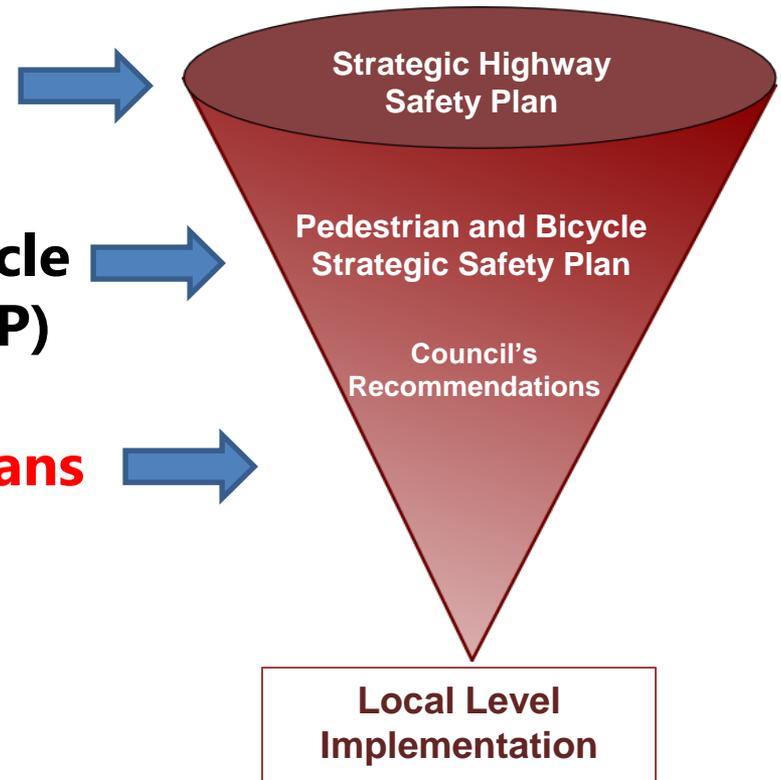
Credit: Kimley-Horn and Associates, Inc.

...plus 19 other bicycle and/or  
pedestrian master plans with  
safety components.

# Operationalizing Plans

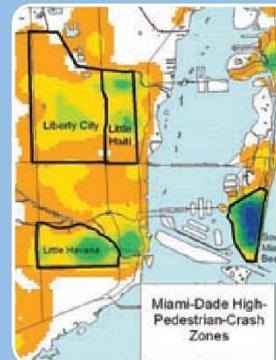
## ◆ Provide Operational Link:

- **Florida Strategic Highway Safety Plan (SHSP)**
- **Florida Pedestrian and Bicycle Strategic Safety Plan (PBSSP)**
- **Pedestrian Safety Action Plans (PSAPs)**



# How to Develop a Plan for Your Community

## *How to Develop a* **Pedestrian Safety Action Plan**



FHWA-SA-05-12  
Revised March 2009



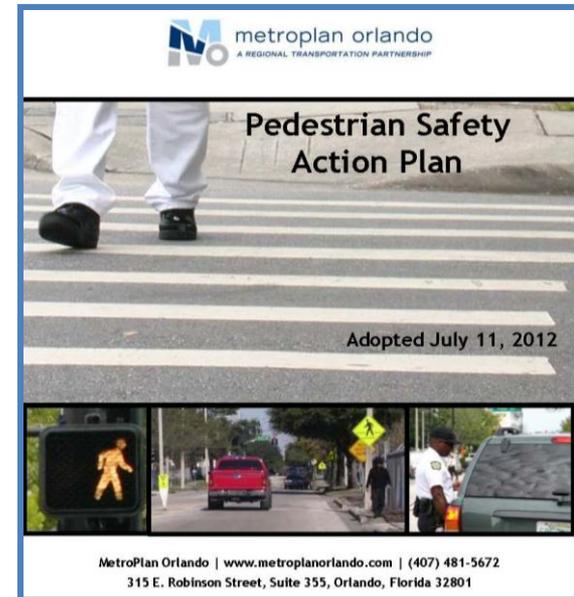
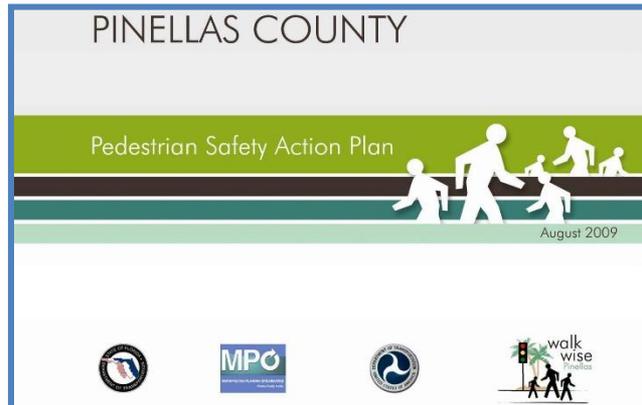
# Advantages of PSAPs

- ◆ **Tailored to specific problems and needs of the community**
- ◆ **Developed by community stakeholders**
- ◆ **Intended to improve pedestrian safety in the community**
- ◆ **Provides specific guidance for implementation**



# Specific Guidance / Operationalize

- ◆ Analyze Data
- ◆ Identify Problems
- ◆ Provide Countermeasures
- ◆ Prioritize Actions
- ◆ Develop Strategies



# Example: Pinellas County MPO's PSAP

## PINELLAS COUNTY

### Pedestrian Safety Action Plan



August 2009



# Pinellas PSAP Recommendations

- The PSAP recommends a coordinated strategy as follows:
  - Implement multiple simultaneous pedestrian safety infrastructure improvements along a corridor or within a neighborhood area.
  - While under construction, use print media, billboards, and variable message signs to advertise the projects and educate pedestrians and drivers in the area. Consider “branding” PSAP projects in a similar manner to planned use of a distinctive logo to be used with American Recovery and Reinvestment Act projects. Issue press releases when projects go under construction and invite elected leaders to ribbon-cutting ceremonies for new infrastructure.
  - Once operational, deploy law enforcement along the subject corridor to educate, issue warnings, and then issue citations.

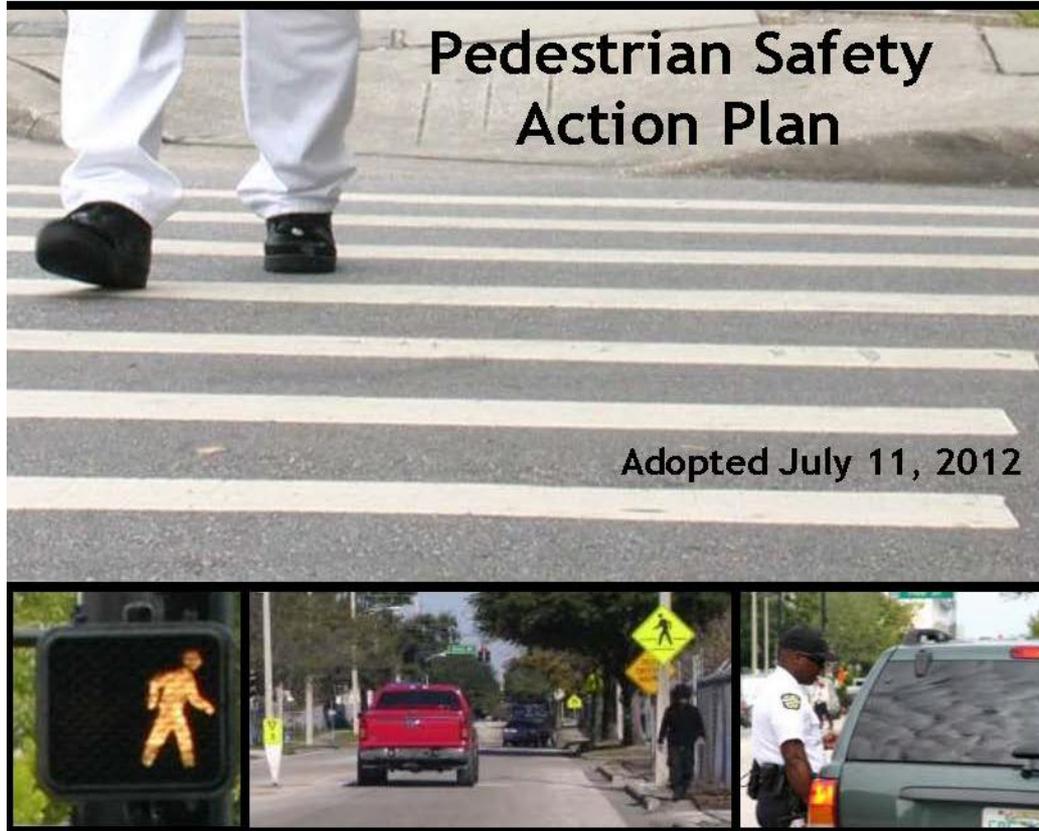
# Pinellas PSAP Action Plan Summary

## ACTION PLAN SUMMARY

Core recommendations of the PSAP are as follows:

- Most Pinellas County pedestrian crashes involve pedestrians attempting to cross major roads. These crashes happen at mid-block and signalized locations. To address this issue, the following actions should be taken:
  - Roadway maintaining agencies should identify potential opportunities to improve pedestrians' ability to safely cross major roadways through the following activities:
    - Installing enhanced mid-block crosswalks;
    - Installing raised medians and traffic control islands along roadways without raised medians;
    - Making signing, striping, and traffic signal operational improvements to signalized intersections; and
    - Improving street lighting at signalized intersections, major transit stops, high crash corridors, and mid-block crossing locations.
  - Concurrent with resurfacing or reconstruction projects, reconstruction of major intersections should be considered.
  - Resurfacing and capacity projects, along high pedestrian crash corridors, should include a Pedestrian Safety Audit prior to design scoping.
  - Retrofits and future enhancements should primarily focus on major transit routes and stops.

# Example: MetroPlan Orlando's PSAP

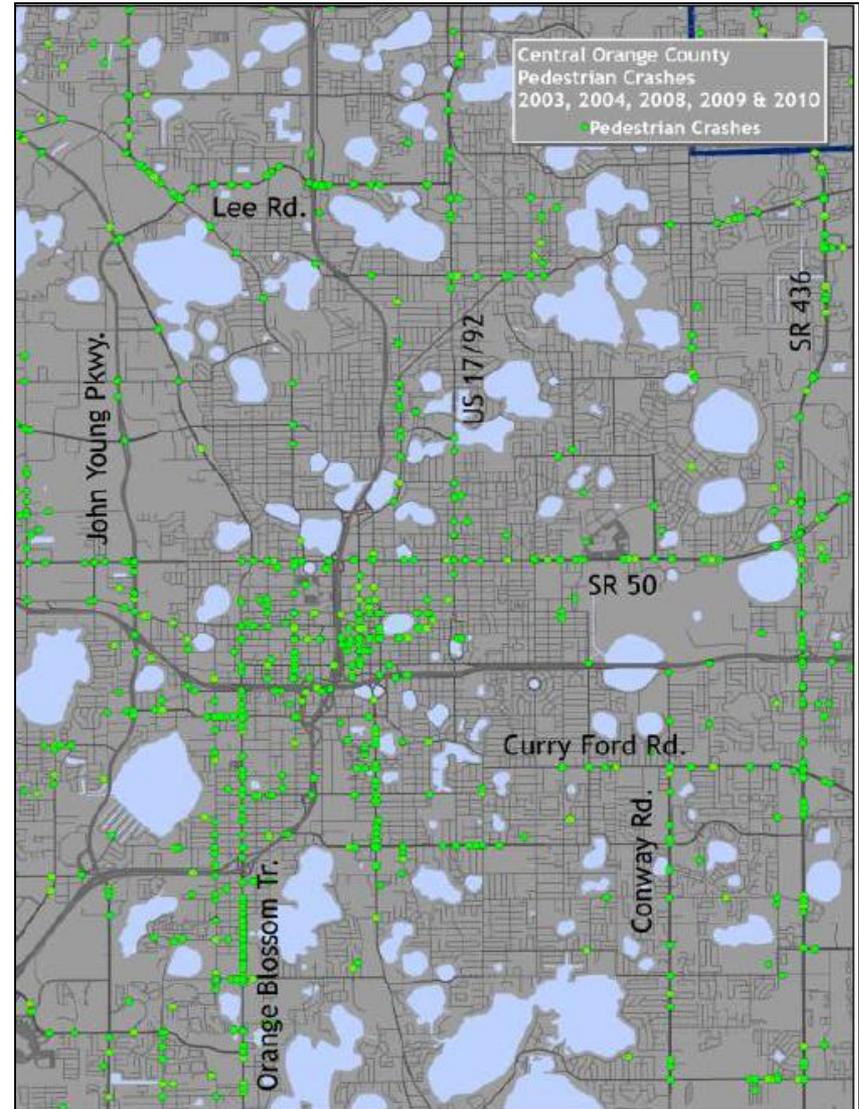
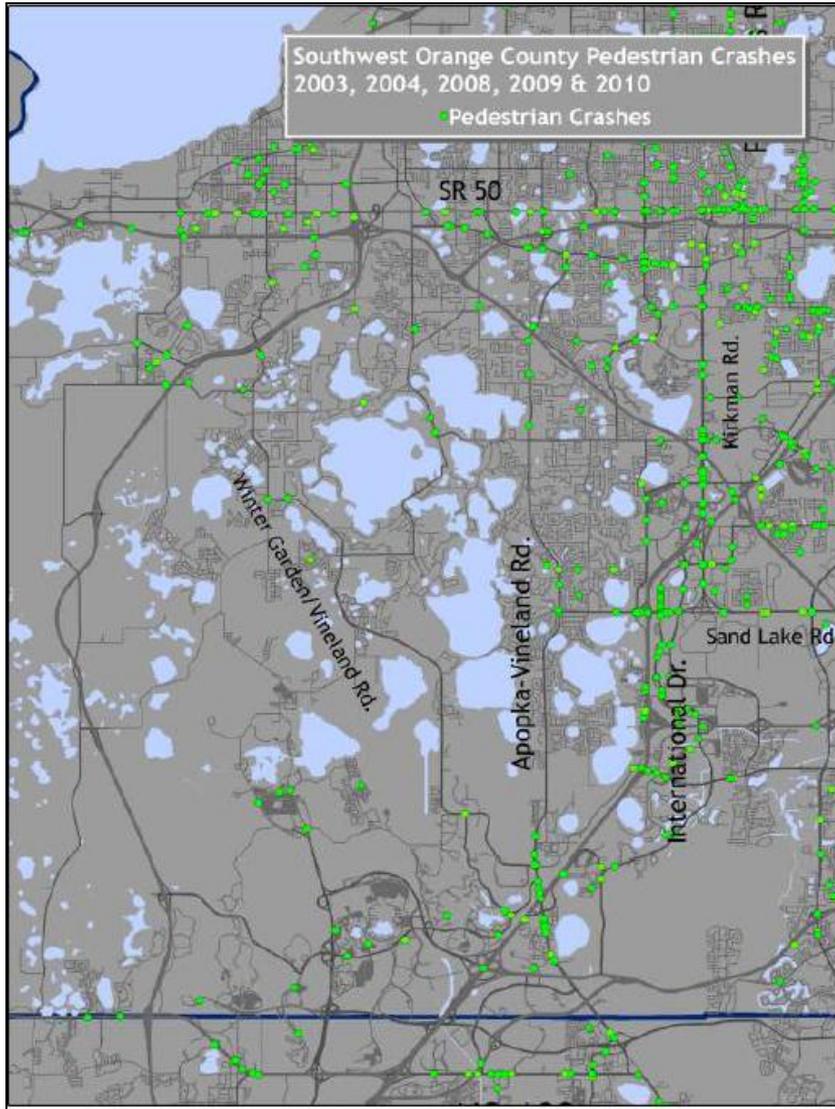


MetroPlan Orlando | [www.metroplanorlando.com](http://www.metroplanorlando.com) | (407) 481-5672  
315 E. Robinson Street, Suite 355, Orlando, Florida 32801

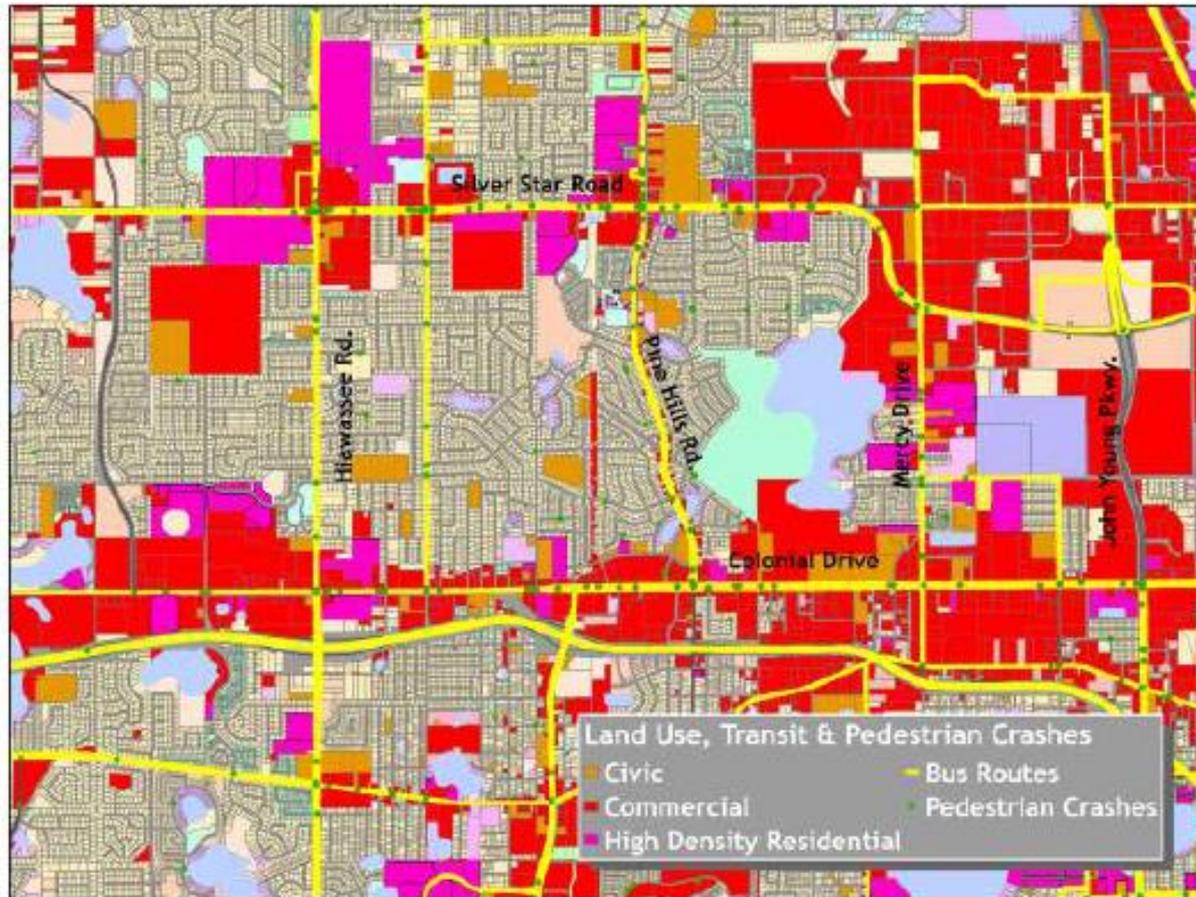
# Key Actions from MetroPlan's PSAP

- ◆ **Ongoing support for educational and enforcement efforts to improve driver and pedestrian behavior; updates on these strategies can be found at the Best Foot Forward website ([iyield4peds.org](http://iyield4peds.org))**
- ◆ **Creation of a list of priority pedestrian safety corridors that will be studied in detail using the Federal Highway Administration's Pedestrian Road Safety Audit process**
- ◆ **Findings from these audits will result in specific physical improvements and educational and enforcement strategies; the physical improvement needs will be placed on a separate Pedestrian Safety Priority Project List**
- ◆ **Identification of lighting needs to improve pedestrian safety**

# Specific Identification of Pedestrian Crashes



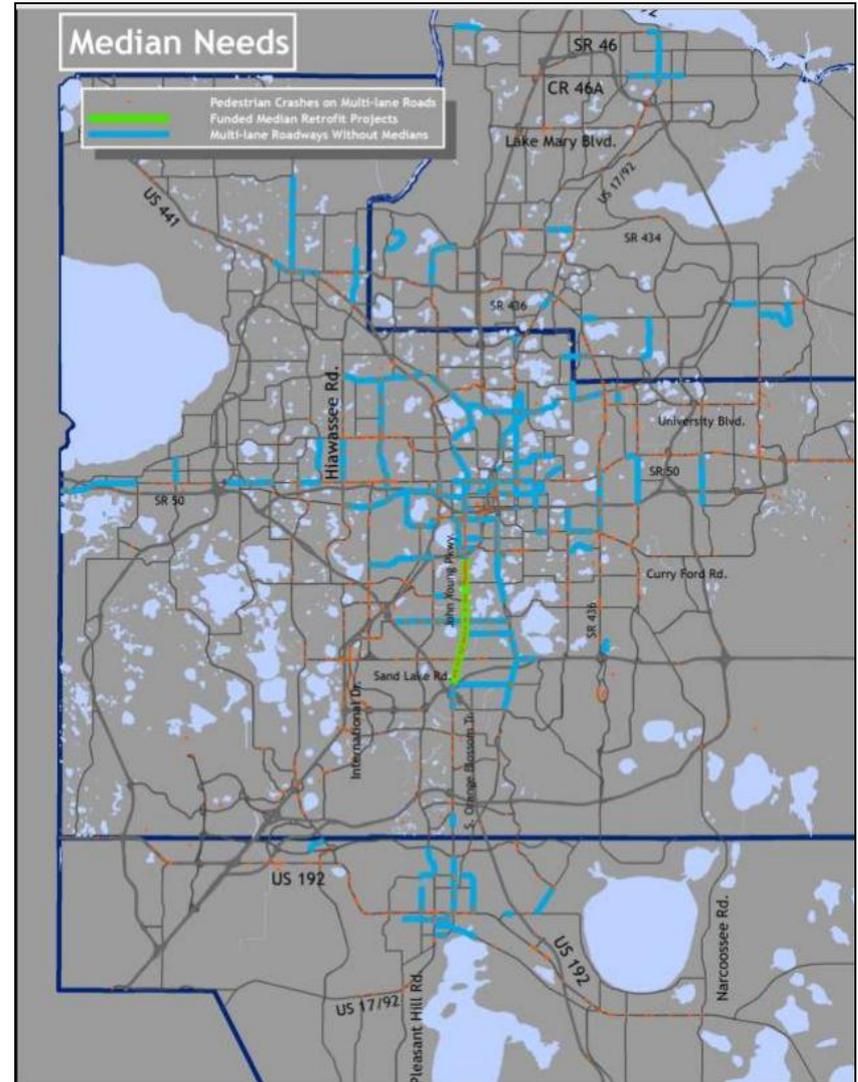
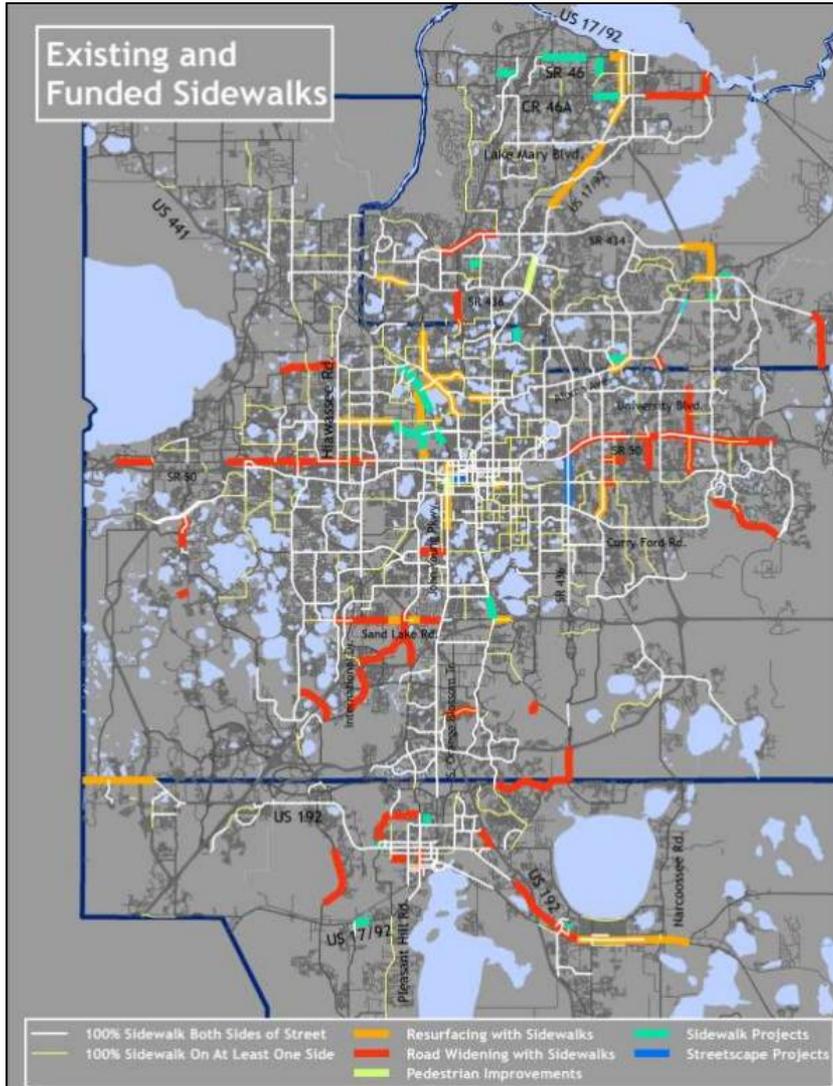
# Land Use, Transit, & Pedestrian Crashes



# Specific Corridor Analysis



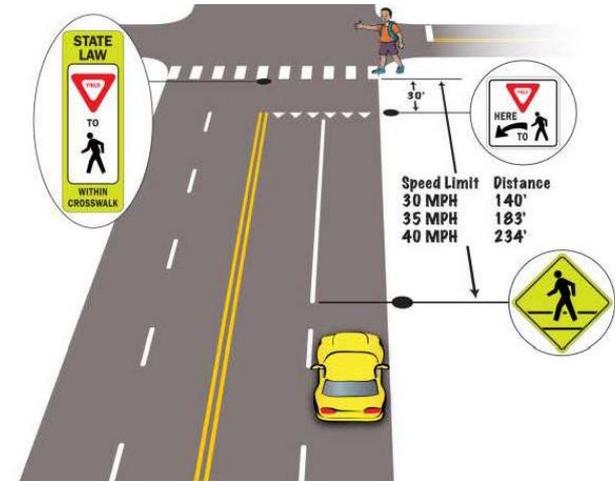
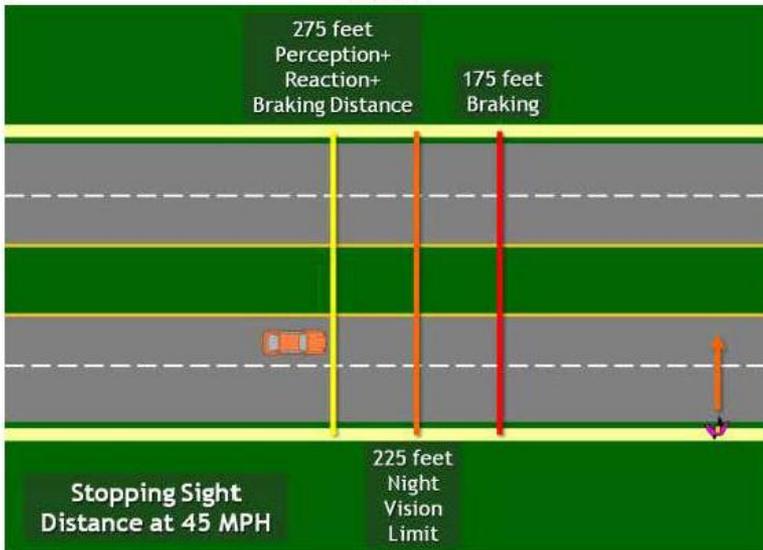
# Development of Counter Measures





# Strategies

- ◆ **Develop Safety Improvements Priority Lists**
  - ◆ **Pedestrian Road Safety Audit Priority List**
  - ◆ **Lighting Priority List**



# Pedestrian Road Safety Audit Priority List

Street	Jurisdictions	Limit A	Limit B	Road Characteristics	Number of Crashes	Crash Characteristics
SR 436 (Semoran Blvd.)	FDOT, Orange Co.	300 ft. N of Old Cheney	SR 50	6-lane undivided; 45 mph; no lighting (lighting programmed)	15	10 at night; 4 at intersection; 6 within 200 ft. of intersection
SR 50 (Colonial Dr.)	FDOT, Orlando	Orange Ave.	Magnolia Ave.	4-lane undivided; 40 mph	8	4 at intersections; turning movements from Magnolia onto Colonial
SR 527 (Orange Ave.)	FDOT, Orlando	Gore St.	Kaley St.	4-lane undivided; 35 mph	15	9 at intersections
US 17/92	FDOT, Sanford, Seminole Co.	Park Dr.	1 <sup>st</sup> St.	4-lane undivided; lighting; 45 mph	13	7 at intersections
SR 15 (Hoffner Ave.)	FDOT, Orange Co.	Mauna Loa Ln.	SR 436	2-lane;	5	3 at intersections
SR 435 (Kirkman Rd.)	FDOT, Orlando	Turnpike Overpass	Vineland Rd.	6-lane divided; 45 mph	6	4 at intersections; high transit use
SR 424 (Edgewater Dr.)	FDOT, Orange Co.	SR 434	SR 423	4-lane undivided; 45 mph; no lighting	19	10 at intersections
US 17/92/441 (Main Street)	FDOT, Kissimmee	Old Dixie Hwy.	US 192	4-lane undivided; 45 mph; no lighting	11	5 at intersections
Oak Ridge Rd.	Orange County	Millenia Blvd.	Wingate Dr.	4-lane divided; high- emphasis crosswalks	9	6 at intersections
Oak Ridge Rd.	Orange County	US 441	SR 527	4-lane undivided	12	5 at intersections
US 17/92/441 (S.O.B.T.)	FDOT, Orlando	Grand St.	Kaley St.	4-lane divided	9	7 at intersections
SR 435 (Kirkman Rd.)	FDOT, Orange Co.	Conroy Rd.	Summer Oak St.	6-lane divided; 45 mph	6	3 at intersections
SR 436 (Semoran Blvd.)	FDOT, Altamonte Springs, Seminole	Montgomery Rd.	Maitland Ave.	8-lane divided; lighting; 45 mph	8	5 at intersections
SR 436 (Semoran Blvd.)	FDOT, Seminole Co. Casselberry	Around Howell Branch Rd. intersection		6-lane divided; lighting; 45 mph	6	Fatality 11/4/2011 on Howell Branch
SR 50 (Colonial Dr.)	FDOT, Orange Co.	Culver Rd.	Murdock Blvd.	6-lane divided; 45 mph	5	4 at intersections
University Blvd.	Orange County	University Park Dr.	Forsyth Rd.	6-lane divided; 45 mph	4	2 at intersections; planned Full Sail expansion
Simpson Rd.	Osceola Co.	Fortune Rd.	US 192	2-lane undivided	1	1 mid-block crash; increasing pedestrian activity

# Lighting Priority List

Street (Jurisdictions)	Limit A	Limit B	Cost Estimate for Installation	Night-time Crashes per Year	Fatal Night-time Crashes per Year	Crash Score
<b>SR 436</b> (FDOT, Seminole Co.)	Hunt Club Blvd.	Bear Lake Rd.	\$113,150	0.8	0.6	2.0
<b>Edgewater Dr.</b> (FDOT, Orange Co.)	SR 434	Lee Rd.	\$196,114	1.2	0.2	1.6
<b>SR 50</b> (FDOT, Orange Co.)	Apopka-Vineland Rd.	Mission Rd.	\$858,711	4.2	0.8	5.8
<b>S. Orange Blossom Tr.</b> (FDOT, Orange Co.)	Landstreet Rd.	Whisper Lakes Blvd.	\$800,235	2.8	0.6	4.0
<b>Aloma Ave.</b> (FDOT, Winter Park)	Lakemont Ave.	SR 417	\$932,709	2.2	0.6	3.4
<b>SR 50</b> (FDOT, Orange Co.)	Forsyth Rd.	Semon Dr.	\$2,528,946	6.6	1	8.6
<b>Lee Rd.</b> (FDOT, Orange Co.)	Adanson Ave.	Wymore Rd.	\$180,376	0.6	0	0.6
<b>Sand Lake Rd.</b> (FDOT, Orange Co.)	International Dr.	Presidents Dr.	\$1,583,331	3	0.6	4.2
<b>Orange Ave.</b> (FDOT, Orange Co.)	Hoffner Ave.	Sand Lake Rd.	\$639,132	0.6	0.4	1.4

# Conclusions

- ◆ **Great Tool**
- ◆ **Not Required**
- ◆ **Needs A Local Champion**
- ◆ **Funding Available, but no Specific Pool of Funds**
- ◆ **FDOT Working with MPOs thru new State Planning Emphasis Area**



# Questions or Comments?



## Florida Planning Emphasis Area - 2014

Florida has been ranked in the top five states in regards to pedestrian and bicyclist deaths over the past decade. A concerted effort from all partners involved is needed to reduce both pedestrian and bicycle crashes. The Florida Highway Safety Plan contains a vulnerable road users emphasis area. A major strategy within this area is to develop and use a systematic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multidisciplinary countermeasures. The FDOT Safety Office now has the ability to identify clusters of bicycle and pedestrian safety crashes on a statewide basis. The system they have developed can also access accident reports associated with the crashes to provide specific information in addition to the locational data. Initial "hot spot" maps have been distributed to the Districts during the first quarter of 2014.

*A Pedestrian Safety Action Plan (PSAP)* is intended to provide a guide to help state and local officials know where to begin to address pedestrian safety issues. It is intended to assist agencies in further enhancing their existing pedestrian safety program and activities, including identifying safety problems and selecting optimal solutions. Several Florida MPOs including MetroPlan Orlando and Pinellas MPO already have developed and adopted along with their partners pedestrian safety action plans. FHWA provides extensive resources and guidance regarding the development of *PSAPs*. Training will be available within the State in the upcoming year.

A major planning emphasis area for this year for the MPOs is to develop or further implement a Pedestrian Safety Action Plan. The objective is to specifically adopt and implement a process to identify locations and behaviors prone to historical pedestrian bicycle crashes and develop with their applicable partners countermeasures designed to eliminate them.

### FHWA RESOURCES

[http://safety.fhwa.dot.gov/ped\\_bike/ped\\_focus/docs/fhwasa0512.pdf](http://safety.fhwa.dot.gov/ped_bike/ped_focus/docs/fhwasa0512.pdf)

[http://safety.fhwa.dot.gov/ped\\_bike/ped\\_focus/](http://safety.fhwa.dot.gov/ped_bike/ped_focus/)

### PEDESTRIAN SAFETY ACTION PLANS EXAMPLES

<http://www.pinellascounty.org/mpo/docs/Pinellas%20PSAP%20Final%20Report%20083109.pdf>

<http://www.metroplanorlando.com/files/view/pedestrian-safety-action-plan-july-2012.pdf>

# Florida Department of Environmental Protection



Division of Recreation and Parks

## The Office of Greenways and Trails Overview

Doug Alderson, Assistant Bureau Chief  
Office of Greenways and Trails





# FGTS Plan

## Florida Greenways & Trails System Plan

2013-2017

The Plan outlines the trail system vision for Florida. It identifies clear linkages, establishes priorities, and provides a framework for closing key trail gaps.



Florida Greenways + Trails



# Plan Alignment

**The plan aligns the FGTS with complementary planning efforts**

## **Economy**

**5 Year Strategic Plan Department of Economic Opportunity**

## **Tourism**

**VISIT FLORIDA Destination Marketing Plan**

## **Health**

**State Health Improvement Plan (SHIP)**

## **Transportation**

**Florida Transportation Plan (FTP) 2060**

## **Recreation**

**Statewide Comprehensive Outdoor Recreation Plan (SCORP)**

**Florida National Scenic Trail Plan (USFS)**

## **Conservation**

**Cooperative Conservation Blueprint & Wildlife Action Plan**

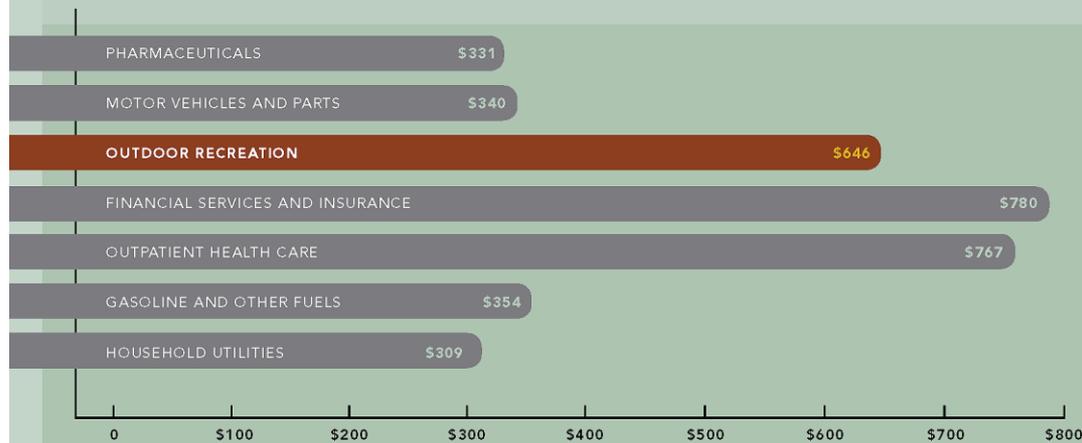




# An Economic Giant

## An Overlooked Economic Giant

Annual Consumer Spending, in Billions



Source: Bureau of Economic Analysis, Personal Consumption Expenditures by Type of Product, based on available 2010 data.

According to the 2012 Outdoor Industry Association (OIA) report, outdoor recreation generates big economic impacts for Florida:

- \$38.3 billion in consumer spending
- Nearly 330,000 jobs
- \$2.5 billion in state and local taxes
- \$10.7 billion in wages

Outdoor Industries Association, 2012. The Outdoor Recreation Economy, Florida



# Paddle Florida/Bike Florida

Large events bring in revenue and expose more people to a particular area and resource, prompting return visits.

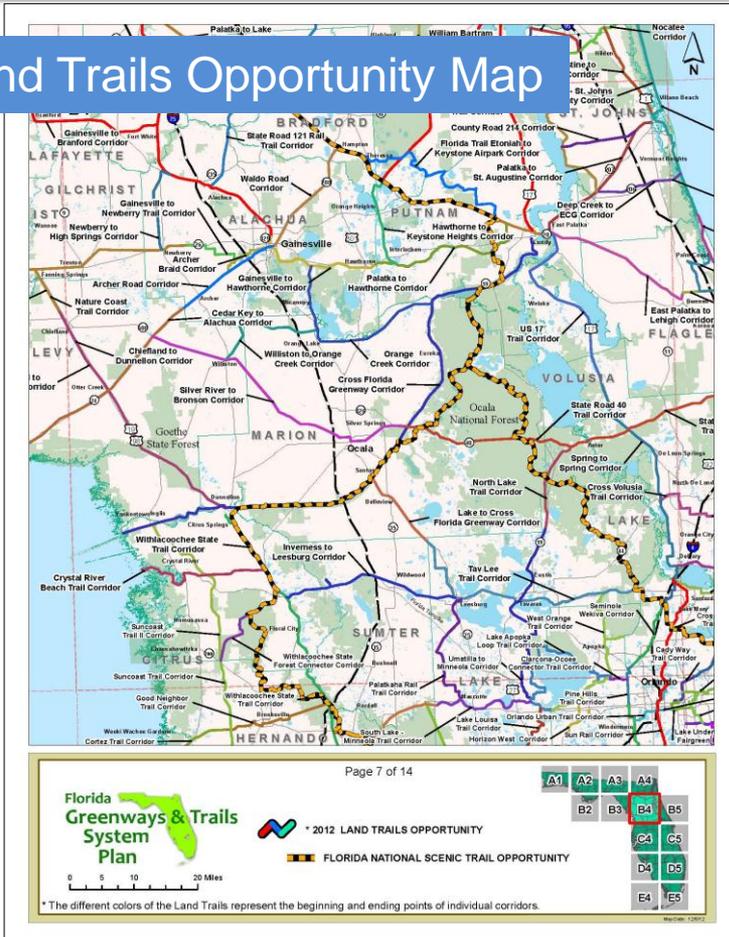


Bike Florida's 2012 Forgotten Coast 7-day event produced an estimated \$533,883 in local economic impact\*.

\*2012 Bike Florida participant surveys

# The Maps

## Land Trails Opportunity Map



## Paddling Trails Opportunity Map

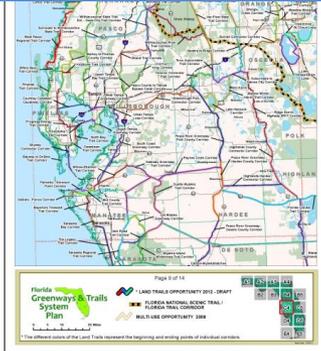


In 2012, OGT worked with planning partners and trail users to document existing, planned and conceptual trails, and ecological greenways.

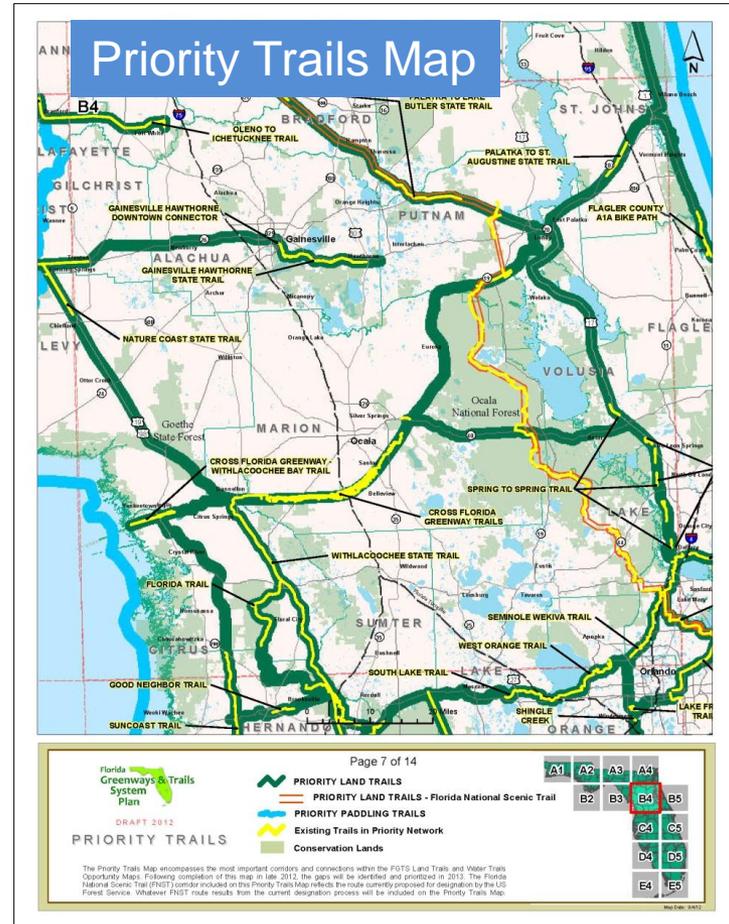


# Determining Priority Maps

## Land Trails Opportunity Map



## Paddling Trails Opportunity Map



Through six public workshops held throughout the state and an extensive evaluation process, OGT staff delineated the priority trails network.



# Priority Trails Network



The priority trails network builds on previous state investments, supports long-distance and loop trails, increases access to resources and connects populations.



# Priority Trails Gap Map

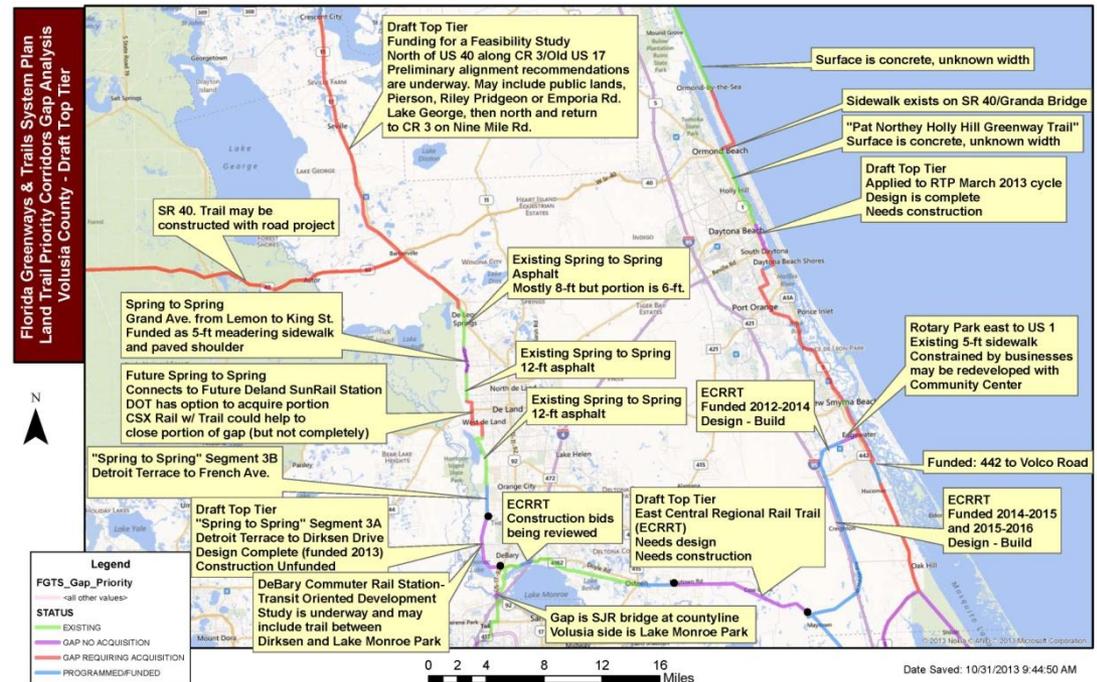
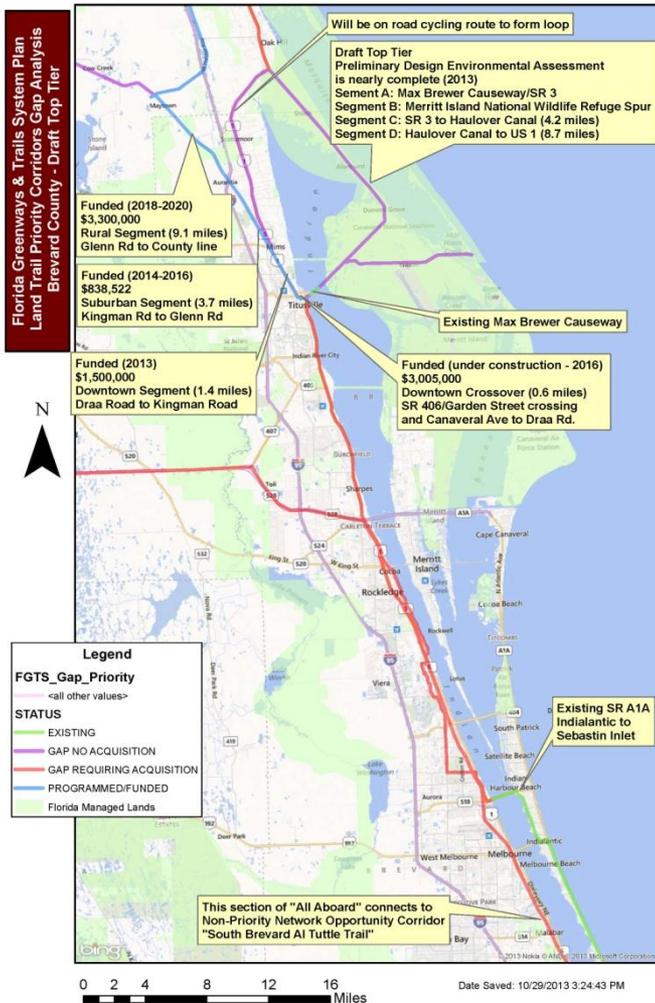
The Priority Trails Gap Map delineates the unacquired and undeveloped segments within the Priority Trails Map.





# Top Tier Regional Trails

In December 2013, OGT finished identifying top tier projects within each Florida Department of Transportation District.





# Closing Gaps in the FGTS

Florida Greenways and Trails System

## Top Tier Projects

*statewide list by district/region*

## Gap Analysis

*by district/region*

## Gap Identification

*by district/region*

## Priority Trails

*statewide*

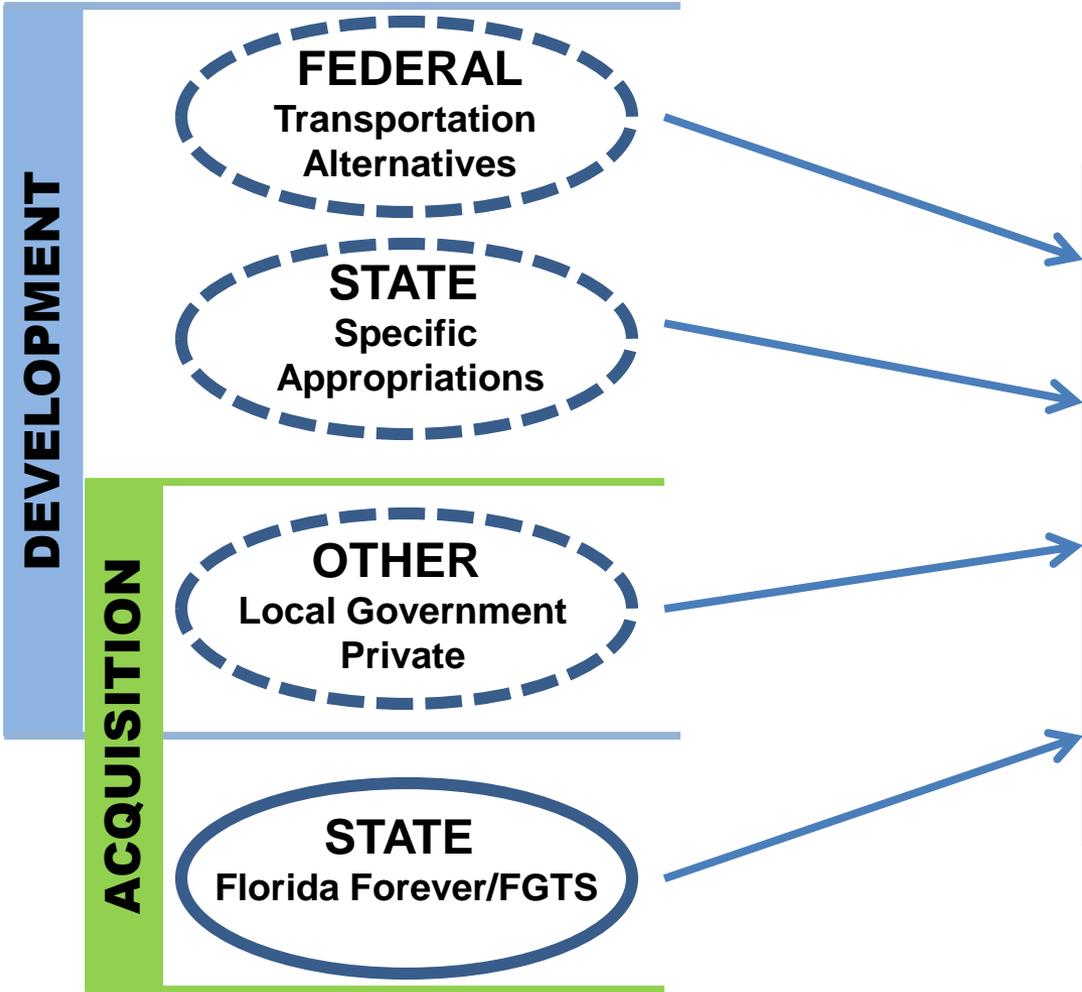


TRAIL PROJECT	Sabal Palm Trail		
SPON	TRAIL PROJECT	Ponce De Leon Trail	
ESTIM	SPON	TRAIL PROJECT	Sunshine State Trail
IDENT	ESTIM	SPONSOR(S)	West Regional MPO
NEED	IDENT	ESTIMATED COST	\$2.1 M
	NEED	IDENTIFIED FUNDING	\$1 M
		NEEDED FUNDING	\$1.1 M





# Primary Sources of Funding for the Florida Greenways and Trails System



— — — Source may fund trails but is not directed specifically to the FGTS



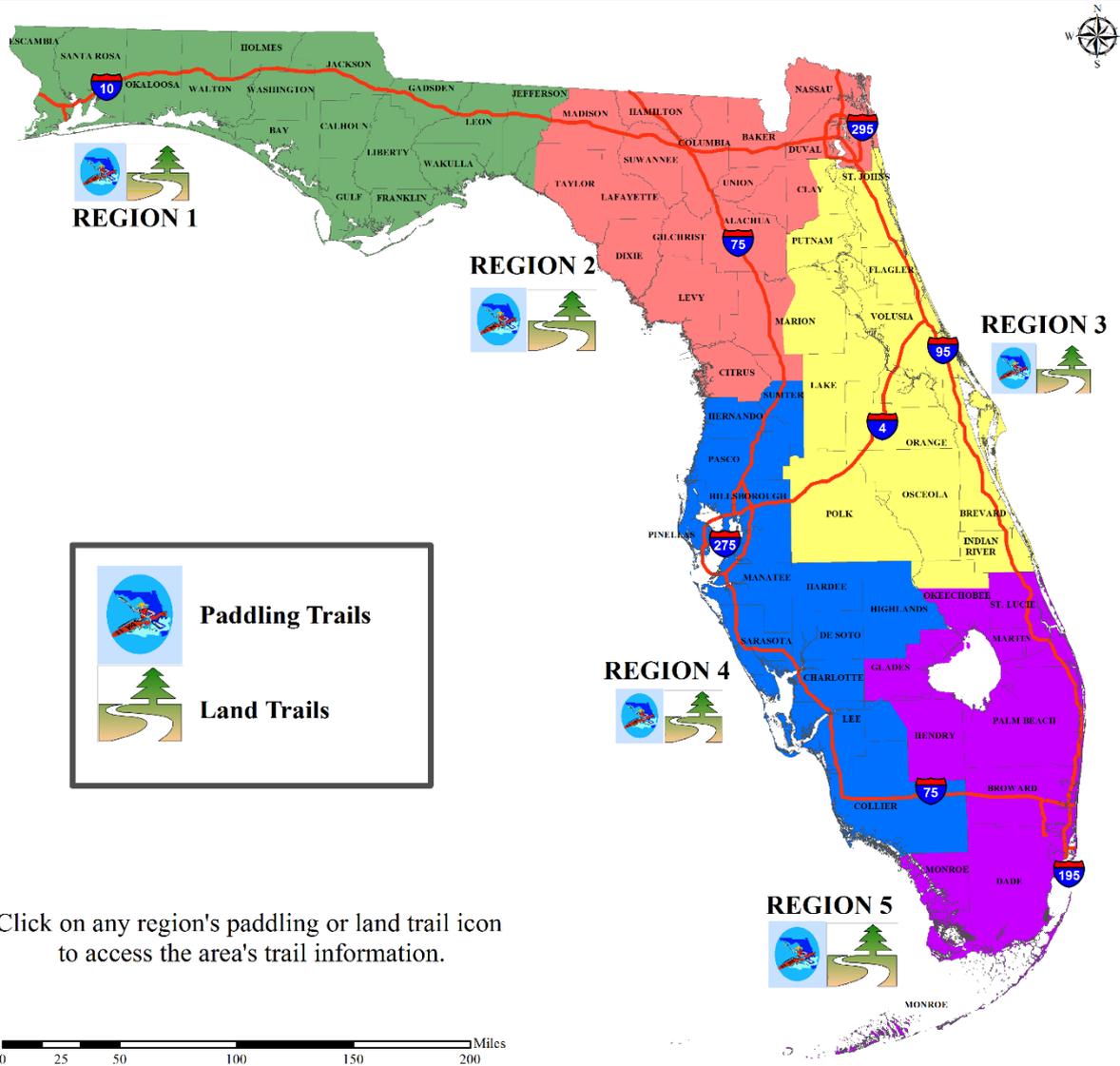
# New Acquisition Cycle

## **OGT Acquisition Cycle, February 3 – April 25<sup>th</sup>, 2014**

- OGT receives 1.5% FL Forever \$ to “acquire greenways and trails or Greenways and trail systems” (FS 259.105 FL Forever Act).
- To date, acquired 9,218 acres for \$67,897,141 million.
- Currently has around \$2.5 million
- According to Chapter 62S-1 Rule, projects must be located within or adjacent to a 2002 approved opportunity trail corridor.
- Preference may also be given to those projects identified on 2013 FGTS Gap Maps.



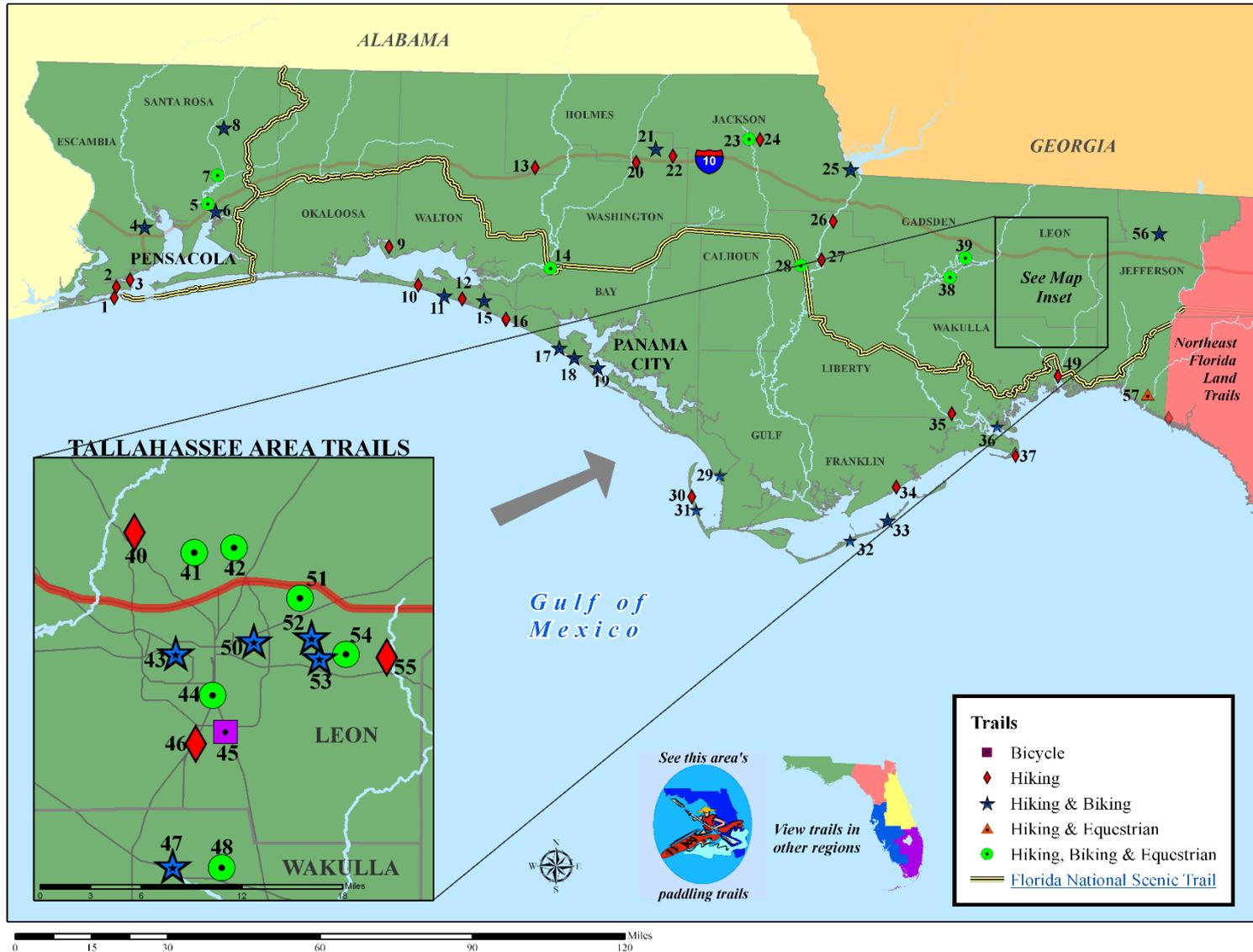
# New Online Trail Guide



Click on any region's paddling or land trail icon to access the area's trail information.



# NW Florida Land Trails





# NW Florida Land Trails

Map #	Trail Name	Biking (Paved)	Biking (Unpaved)	Hiking	Equestrian
1	<a href="#">Big Lagoon State Park</a>			X	
2	<a href="#">Tarkiln Bayou State Preserve</a>			X	
3	<a href="#">Jones Swamp Wetland Preserve and Nature Trail</a>			X	
4	<a href="#">University of West Florida Trails</a>		X	X	
5	<a href="#">Blackwater Forest State Trails</a>		X	X	X
6	<a href="#">Longleaf and Historic Old Spanish Trail</a>	X		X	
7	<a href="#">Blackwater Heritage State Trail</a>	X		X	X
8	<a href="#">Blackwater River State Park</a>		X	X	
9	<a href="#">Fred Gannon Rocky Bayou State Park</a>		X	X	
10	<a href="#">Topsail Hill Preserve State Park</a>			X	
11	<a href="#">Timpooshee Trail</a>	X		X	
12	<a href="#">Grayton Beach State Park</a>			X	
13	<a href="#">Ponce de Leon Springs State Park</a>			X	
14	<a href="#">Pine Log State Forest</a>		X	X	X
15	<a href="#">Point Washington State Forest</a>		X	X	
16	<a href="#">Camp Helen State Park</a>			X	
17	<a href="#">Conservation Park</a>		X	X	
18	<a href="#">Gayles Trail</a>	X		X	



# Implementing the Vision Together

- Determine needs
- Engage public and private stakeholders
- Focus resources to the priority network
- Work with partners to close trail gaps
- Publicize priority trails

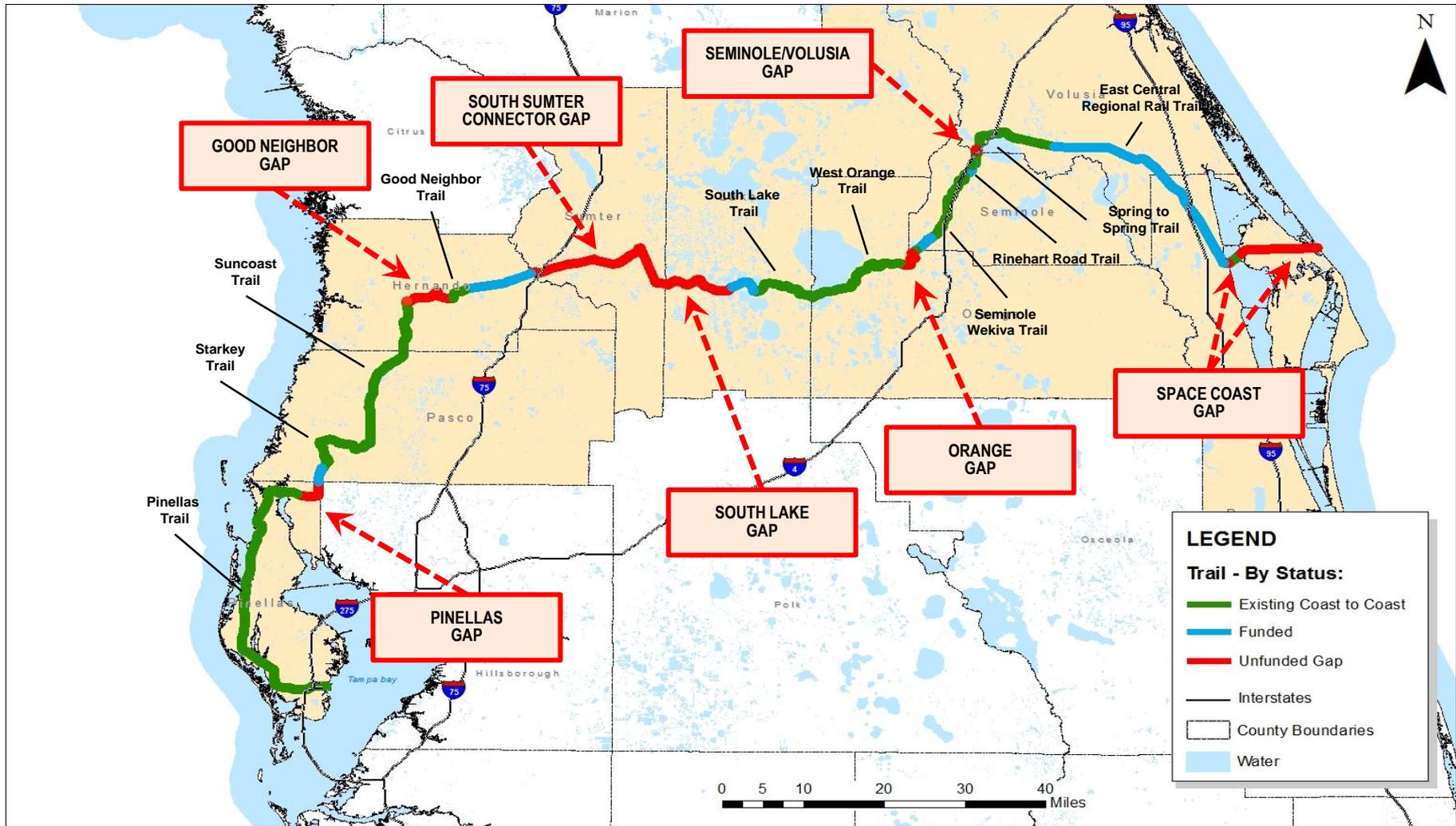


FLORIDA  

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BEST TRAILS STATE  
 IN AMERICA  
Inaugural Winner, 2008

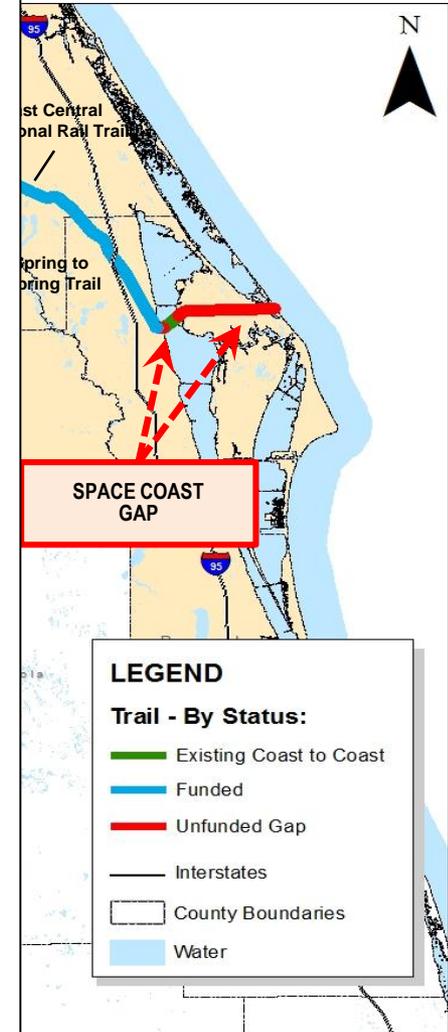
# Coast to Coast Connector



# Coast to Coast Connector

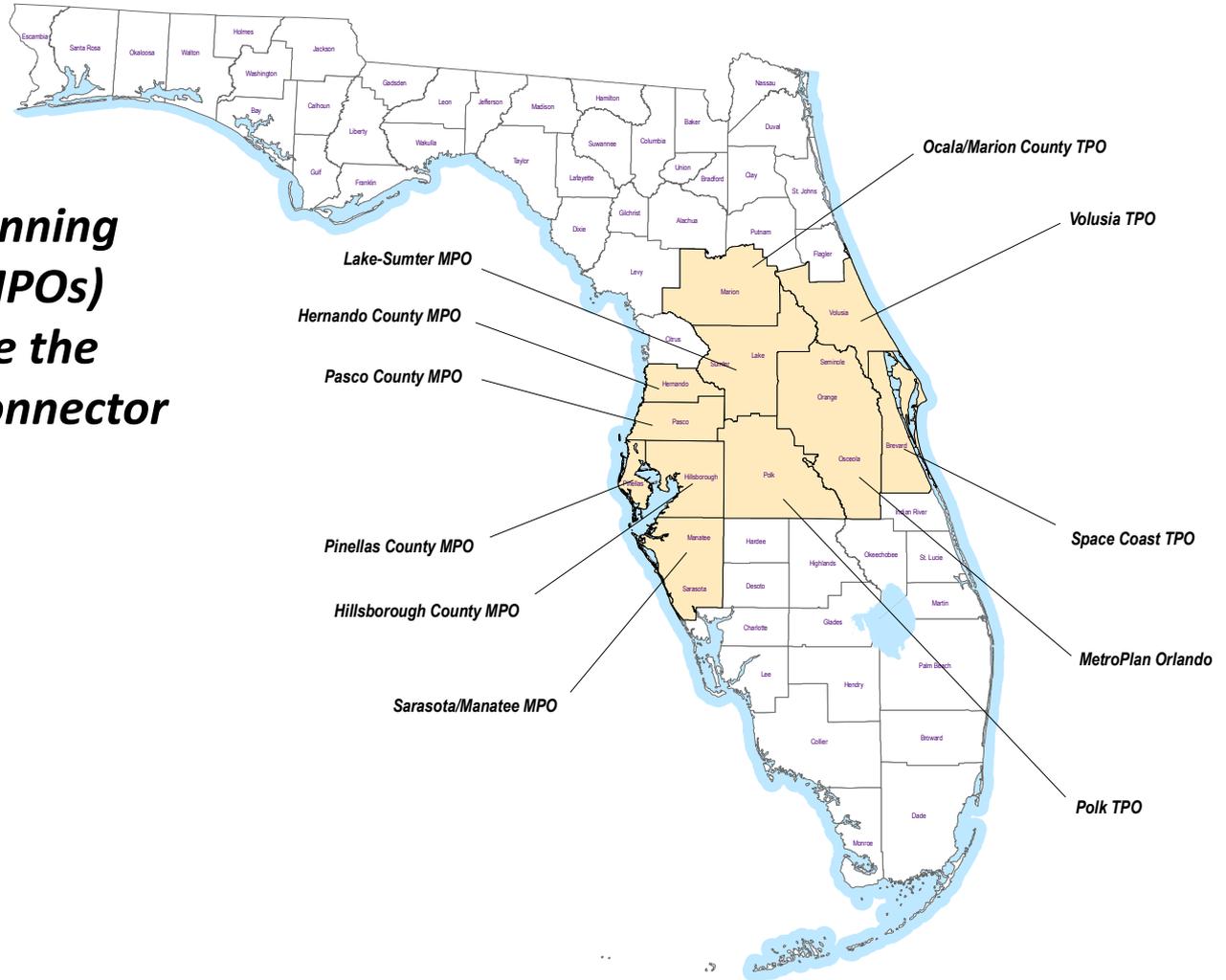
## Existing Trail Segments...

- Fred Marquis Pinellas Trail
- Starkey Trail
- Suncoast Trail
- Good Neighbor Trail
- Withlacoochee State Trail
- Gen. James A. Van Fleet State Trail
- South Lake Trail
- West Orange Trail
- Clarcona-Ocoee Trail
- Pine Hills Trail
- Seminole-Wekiva Trail
- Rinehart Trail
- Spring to Spring Trail
- East Central Regional Rail Trail



# Coast to Coast Connector: Regional Priority

***Eleven Metropolitan Planning Organizations (MPOs) have jointly made the Coast to Coast Connector a priority***



# Coast to Coast Connector: State Priority



# Coast to Coast Connector

---

***\$35 million currently in  
FDOT Work Program  
(Years 2013-2019)***

***Approximately \$66 million needed to  
fund and complete remaining gaps  
(based on estimates provided by MPOs and local govts)***

Florida State Health Improvement Plan  
Chronic Disease Prevention

STRATEGIC ISSUE

2014 Collaborative Implementation Plan



# Florida State Health Improvement Plan Chronic Disease Prevention Strategic Issue *2014 Collaborative Implementation Plan*

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December 27, 2013

Florida Chronic Disease Prevention Partners:

On behalf of the Florida Chronic Disease Prevention Coalition, it is my pleasure to introduce the Florida Chronic Disease Prevention Implementation Plan (CD-PIP) for 2014.

Chronic diseases impose a significant health, social, and financial burden on our state. The 2012-2015 Florida State Health Improvement Plan (SHIP) identified the prevention of chronic diseases as one of its main target areas. The 2014 CD-PIP focuses on the Chronic Disease Prevention strategic issue area of the SHIP and sets forth goals, strategies and objectives to address the prevention of chronic diseases in Florida.

This Plan is the culmination of significant input and perspective from motivated and passionate stakeholders throughout the state. These stakeholders play a critical role in building statewide and community networks, and communicating ideas and best practices that promote access to quality chronic disease prevention education, care and resources.

As a Coalition comprised of a broad network of partners throughout the state, there is great opportunity to share ideas and collaborate to improve the health of residents in our wonderful state.

I know I speak on behalf of the Coalition when I say that we look forward to working with you toward the prevention of chronic diseases.

Sincerely,

A handwritten signature in blue ink that reads "Bonita J. Sorensen MD".

Bonita J. Sorensen, MD, MBA  
Chair, Florida Chronic Disease Prevention Coalition  
Director, Florida Department of Health in Volusia  
County

**Mission:**

To protect, promote & improve the health of all people in Florida through integrated state, county & community efforts.



**Rick Scott**  
Governor

**John H. Armstrong, MD, FACS**  
State Surgeon General & Secretary

**Vision:** To be the Healthiest State in the Nation

January 15, 2014

**Partners in Chronic Disease Prevention:**

As State Surgeon General and Secretary of the lead agency responsible for protecting, promoting and improving the health of all people in Florida, I thank the members of the Florida Chronic Disease Prevention Coalition for their partnership in tackling chronic disease issues identified in the State Health Improvement Plan (SHIP).

Coalition members are leaders in protecting health through integrated efforts to promote health policies, health system improvements, and environmental health. Since May 2012, these leaders have implemented multiple statewide initiatives to restore the health of Floridians with chronic diseases. We are seeing success in our continued efforts to achieve healthiest weight for Florida's families through public-private partnerships.

I look forward to another year of collaboration with existing and newly identified partners as we work together to accomplish the goals of achieving healthy weight, reducing morbidity and mortality related to chronic diseases, and eliminating tobacco use.

I thank all partners for their commitment to making Florida the healthiest state in the nation!

Sincerely,



John H. Armstrong, MD, FACS  
Surgeon General & Secretary

JHA/ms

# Background

The World Health Organization describes chronic diseases as conditions that are slow in progression and long in duration ([http://www.who.int/topics/chronic\\_diseases/en/](http://www.who.int/topics/chronic_diseases/en/)). In 2011, chronic diseases contributed to more than 60 percent of all deaths in Florida (Major Causes of Death for 2011, Florida CHARTS: <http://www.floridacharts.com>).

The impact of chronic diseases on individuals, families, communities, and the state of Florida is reflected in the inclusion of chronic disease prevention as one of five strategic issues in the Florida State Health Improvement Plan (SHIP) 2012-2015 (download from <http://www.preventchronicdiseasefl.org/state-health-improvement-plan.html>), a statewide plan for public health system partners and stakeholders to improve the health of Floridians. According to the health status assessment conducted as a foundation for the development of the SHIP, several chronic diseases were considered priorities by state epidemiologists: High blood pressure; heart disease and stroke; cervical, colorectal, and breast cancers; diabetes; and asthma.

Using findings from this assessment, a diverse group of stakeholders and partners with a common commitment to public health in Florida collaborated on the development of the three-year goals, strategies, and objectives in the SHIP's Chronic Disease Prevention strategic issue. In May 2012, the first Florida Chronic Disease Prevention State Plan Summit convened state and local government, health care providers, employees, community groups, universities and schools, and environmental groups to develop the 2012-2013 Chronic Disease Prevention Collaborative Implementation Plan (CD-PIP) (download from <http://www.preventchronicdiseasefl.org/chronic-disease-prevention-collaborative-implementation-plan-cd-pip-2012-13.html>). Participants identified activities for achieving priority objectives to prevent chronic diseases, with emphasis on those in which collaboration would help maximize the reach, impact, and return on investment of partners' efforts. In addition, Florida Department of Health staff identified areas in which their grant-funded activities aligned with and supported chronic disease prevention priority objectives.

To promote and facilitate implementation of the CD-PIP, stakeholders joined forces to form the Florida Chronic Disease Prevention Coalition, a statewide partnership of representatives from a broad range of sectors including academia, health care, human services, education, business, advocacy, planning, government, faith-based, insurance, and interested individuals committed to working together toward the common goal of preventing chronic diseases. Membership in the Coalition provides opportunities to participate in chronic disease-related summits, meetings, and other events; share activities, especially best practices; identify collaboration opportunities

through networking; and learn about funding opportunities. The membership application is on the Coalition's website: <http://www.preventchronicdiseasefl.org/join-the-coalition.html>. The Coalition Steering Committee is in Appendix A and a full list of Coalition members and their contact information is included as Appendix B.

After 19 months of statewide implementation of the 2012-2013 CD-PIP, the Coalition sponsored the Florida Chronic Disease Prevention Summit II in December 2013 to elicit recommendations from members and partners for the 2014 CD-PIP. Prior to this Summit, Florida Department of Health staff and partners reviewed the status of the 2012-2013 CD-PIP, identifying completed objectives, objectives to retain unchanged, objectives to update or clarify, and new objectives to consider. Eighty-six Coalition members participated in the 2013 Summit. Participants had the opportunity to provide input into the proposed revisions by rotating through facilitated breakout sessions in all four goal areas: Healthy Weight, Healthy Behaviors, Morbidity and Mortality, and Tobacco Use. The Summit also featured speakers to share innovations in key settings for chronic disease prevention collaborative activities: State government, non-profit hospitals, schools, and worksites. The agenda for the 2013 Summit is included as Appendix C. Special acknowledgements for Summit planning activities are so noted in Appendix D.

In conjunction with the 2013 Summit, a pre-survey was disseminated to Summit registrants to identify which chronic disease prevention activities they implemented in 2012-2013 to address CD-PIP objectives and which activities they were planning to implement in 2014. Responses to the pre-survey are available on the Coalition's website: [http://www.preventchronicdiseasefl.org/uploads/1/4/5/6/14568516/pre-summit\\_survey\\_results.pdf](http://www.preventchronicdiseasefl.org/uploads/1/4/5/6/14568516/pre-summit_survey_results.pdf)

After the 2013 Summit, Florida Department of Health staff and partners integrated Coalition member input into the suggested revisions. The result is the **Florida State Health Improvement Plan Chronic Disease Prevention Strategic Issue 2014 Collaborative Implementation Plan**, which is presented in the following section. This implementation plan will guide chronic disease prevention activities statewide in the year ahead as stakeholders collaborate to make progress toward achieving Florida's CD-PIP objectives.

As we address chronic disease in Florida, we should be aware that people who have a chronic disease often have comorbidities, including multiple chronic diseases, depression, and physical limitations. These conditions should be considered when building programs, policies, and strategies around the objectives in this plan.

# Florida State Health Improvement Plan

## Chronic Disease Prevention Strategic Issue

### *2014 Collaborative Implementation Plan*

**GOAL 1: Increase the percentage of adults and children who are at a healthy weight.**

**Strategy 1: Promote the use of evidenced-based clinical guidelines to assess overweight and obesity and establish principles of safe and effective weight loss.**

CD-PIP Objective Number	SHIP Objective Number	Objective Language
1-1	CD1.2.1	By December 31, 2015, reduce the percentage of adults who are at an unhealthy weight from 65.1% to 63.5%.
1-2	CD1.2.2	By December 31, 2015, reduce the percentage of Florida public school students in grades 1, 3, and 6 at an unhealthy weight from 39.2% to 38.2%.
1-3	CD1.2.3	By December 31, 2015, reduce the percentage of Florida public school students in grades 6 through 12 at an unhealthy weight from 31.3% to 30.5%.

**Goal 2: Increase access to resources that promote healthy behaviors.**

**Strategy 1: Support use of evidence-based employee wellness programs to promote healthy behaviors.**

CD-PIP Objective Number	SHIP Objective Number	Objective Language
2-1	CD2.2.1 CD2.2.2	By December 31, 2015, establish 20 new employee wellness programs in Florida that address nutrition, weight management, and smoking cessation counseling services.

**Strategy 2: Implement the Alliance for a Healthier Generation's Healthy Schools Program or USDA's HealthierUS School Challenge.**

CD-PIP Objective Number	SHIP Objective Number	Objective Language
2-2	CD2.3.2	By June 30, 2015, increase the number of schools implementing the Healthy Schools Program from 477 to 700.
2-3	CD2.3.3	By June 30, 2015, increase the number of schools implementing the HealthierUS School Challenge from 0 to 340.
2-4	CD2.3.4	By June 30, 2015, increase the number of school districts that have achieved the Florida Healthy School District Award from 23 to 33.

**Strategy 3: Include a public health component in community planning processes to increase awareness and opportunity for the built environment to impact healthy behaviors.**

CD-PIP Objective Number	SHIP Objective Number	Objective Language
2-5	CR1.1.2	By December 31, 2014, increase public health presence in the local planning process by ensuring all 67 county health departments will attend a minimum of one county planning board, planning review committee, or regional planning meeting.

**Strategy 4: Share effective strategies and messages that support the connection between the built environment and healthy behaviors.**

CD-PIP Objective Number	SHIP Objective Number	Objective Language
2-6	CR1.2.2	By Dec. 31, 2014, the Department of Health will enter three formalized agreements with partners to develop and promote resources and training materials about health benefits to communities resulting from the built environment.
2-7	CR1.2.3	By June 30, 2015, the Department of Health will conduct six live training sessions and post six virtual training sessions on the health benefits of specific built environment issues.
2-8	CR1.2.4	By December 31, 2015, the Department of Health will work with the Florida Department of Transportation, cities, counties and regional entities to increase the number of communities that have adopted complete streets policies for implementing Section 335.065, Florida Statutes from 13 in 2011 to 70.

**Strategy 5: Increase access to and participation in physical activity for all members of a community.**

CD-PIP Objective Number	SHIP Objective Number	Objective Language
2-9	CR2.2.1	By Sept. 30, 2015, the Department of Health will partner with sister agencies and community organizations to identify and disseminate, via three modes and four times per year, model practices and policies that promote biking, walking, rolling, and using public transportation to school or work.



**Strategy 6: Provide consultation to community planners to ensure healthy re-use of land.**

CD-PIP Objective Number	SHIP Objective Number	Objective Language
2-10	HP2.4.1	By December 31, 2014, the Department of Health will offer a comprehensive training course online and a yearly in person class to prepare departmental staff to conduct Health Impact Assessments.

**Goal 3: Reduce chronic disease morbidity and mortality.**

**Strategy 1: Promote chronic disease self-management education.**

CD-PIP Objective Number	SHIP Objective Number	Objective Language
3-1	CD3.1.1	By Dec. 31, 2015, increase the percentage of adults with diagnosed diabetes that have ever taken a course or class in how to manage their diabetes from 50.9% to 56.0%.
3-2	CD3.1.3	By Dec. 31, 2015, increase the percentage adults with lifetime asthma who have taken a course or class to learn how to manage asthma from 6.6% to 7.2%.

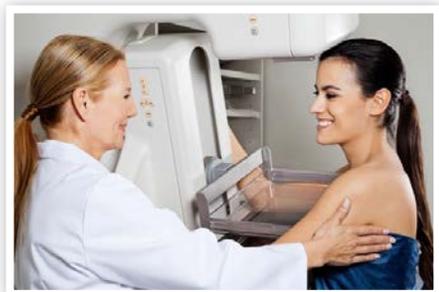


**Strategy 2: Promote early detection and screening for chronic diseases such as asthma, cancer, heart disease, and diabetes.**

CD-PIP Objective Number	SHIP Objective Number	Objective Language
3-3	CD3.2.1	By Dec. 31, 2015, increase the percentage of women aged 50 to 74 who received a mammogram in the last two years from 78.3% to 82.2%.
3-4	CD3.2.2	By Dec. 31, 2015, increase the percentage of women aged 21 to 65 who received a Pap test in the last three years from 81.9% to 86.0%.
3-5	CD3.2.3	By December 31, 2015, increase the percentage of adults 50 years of age and older who receive colorectal cancer screening based on the most recent clinical guidelines* from 61.2% to 66.8%. *blood stool test in the past year; or sigmoidoscopy in the past five years and blood stool test in the past three years; or colonoscopy in the past 10 years.
3-6	CD3.2.4	By Dec. 30, 2015, increase the percentage of adults who had their cholesterol checked in the past two years from 72.5% to 79.8%.
3-7	CD3.2.5	By Dec. 30, 2015, increase the percentage of adults 45 years of age and older that have had a test for high blood sugar or diabetes within the past three years from 75.9% to 83.5%.
3-8	CD3.2.6	By Dec. 31, 2015, increase the percentage of people whose prediabetes has been diagnosed from 7.3% to 8.0%.
3-9	CD3.2.7	By December 31, 2015, increase the percentage of adults whose high blood pressure has been diagnosed from 34.2% to 37.6%.
3-10	CD3.2.8	By December 31, 2015, increase the percentage of adults whose chronic obstructive pulmonary disease (COPD), emphysema, or chronic bronchitis has been diagnosed from 7.9% to 8.7%.

**Strategy 3: Promote use of evidence-based clinical guidelines to manage chronic diseases.**

CD-PIP Objective Number	SHIP Objective Number	Objective Language
3-11	CD3.3.1	By December 31, 2015, increase the percentage of adults with current asthma who received written asthma management plans from their health care provider from 29.6% to 32.6%.
3-12	CD3.3.4	By December 31, 2015, increase the percentage of Florida adults with diabetes who had two or more A1C tests in the past year from 73.3% to 80.6%.
3-13	CD3.3.5 (Proposed)	By December 31, 2015, decrease the age-adjusted hospital discharge rate for diabetes as any-listed diagnosis from 228 per 10,000 Florida residents to 205 per 10,000 Florida residents.



**Goal 4: Reduce illness, disability, and death related to tobacco use and secondhand smoke exposure.**

**Strategy 1: Prevent Florida’s youth and young adults from initiating tobacco use.**

CD-PIP Objective Number	SHIP Objective Number	Objective Language
4-1	CD4.1.1	By Dec. 31, 2015, increase the number of committed never smokers among Florida’s youth, ages 11–17 from 62.6 % (2010) to 68.9 %.

**Strategy 2: Promote quitting among Florida’s youth and adults.**

CD-PIP Objective Number	SHIP Objective Number	Objective Language
4-2	CD4.2.1	By Dec. 31, 2014, reduce current smoking rates among Florida adults from 19.3% (2011) to 16.5%.
4-3	CD4.2.2	By Dec. 31, 2015, reduce the use of other tobacco products—smokeless tobacco, snus (pouched smokeless tobacco), and cigars—among Florida adults from 5.6% (2010) to 4.76%.
4-4	CD4.2.3	By Dec. 31, 2015, reduce current cigarette use among Florida’s youth, ages 11–17 from 8.3% (2010) to 5.6%.
4-5	CD4.2.4	By Dec. 31, 2015, reduce the use of tobacco products other than cigarettes by youth, ages 11–17, from 14.1% (2010) to 10.8%. Tobacco products include: smokeless tobacco, snus, cigars, flavored cigars, bidis, kreteks, pipe tobacco, flavored tobacco, and hookah.

**Strategy 3: Eliminate Floridians’ exposure to secondhand tobacco smoke.**

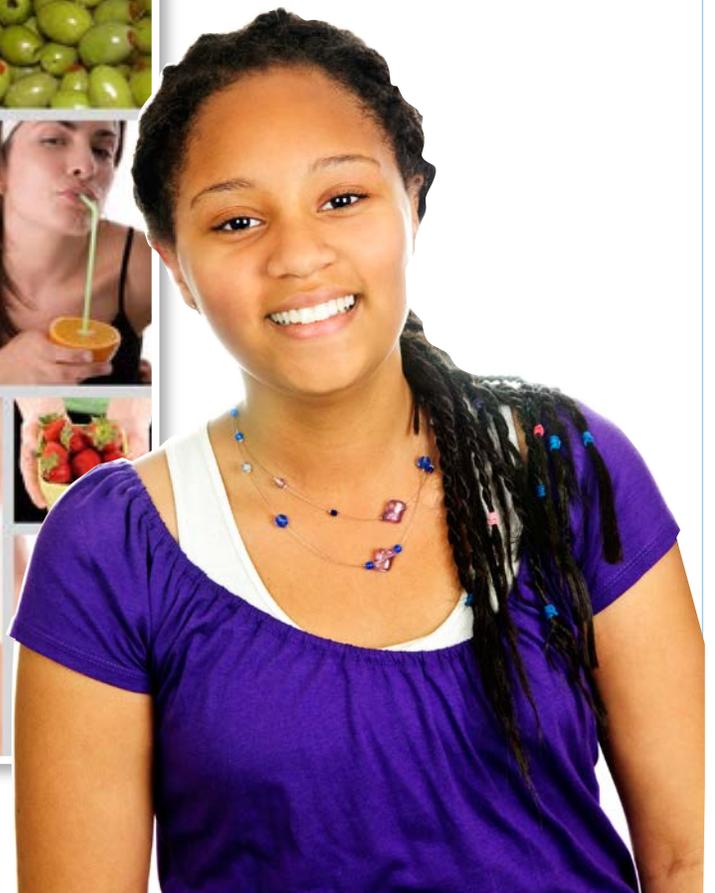
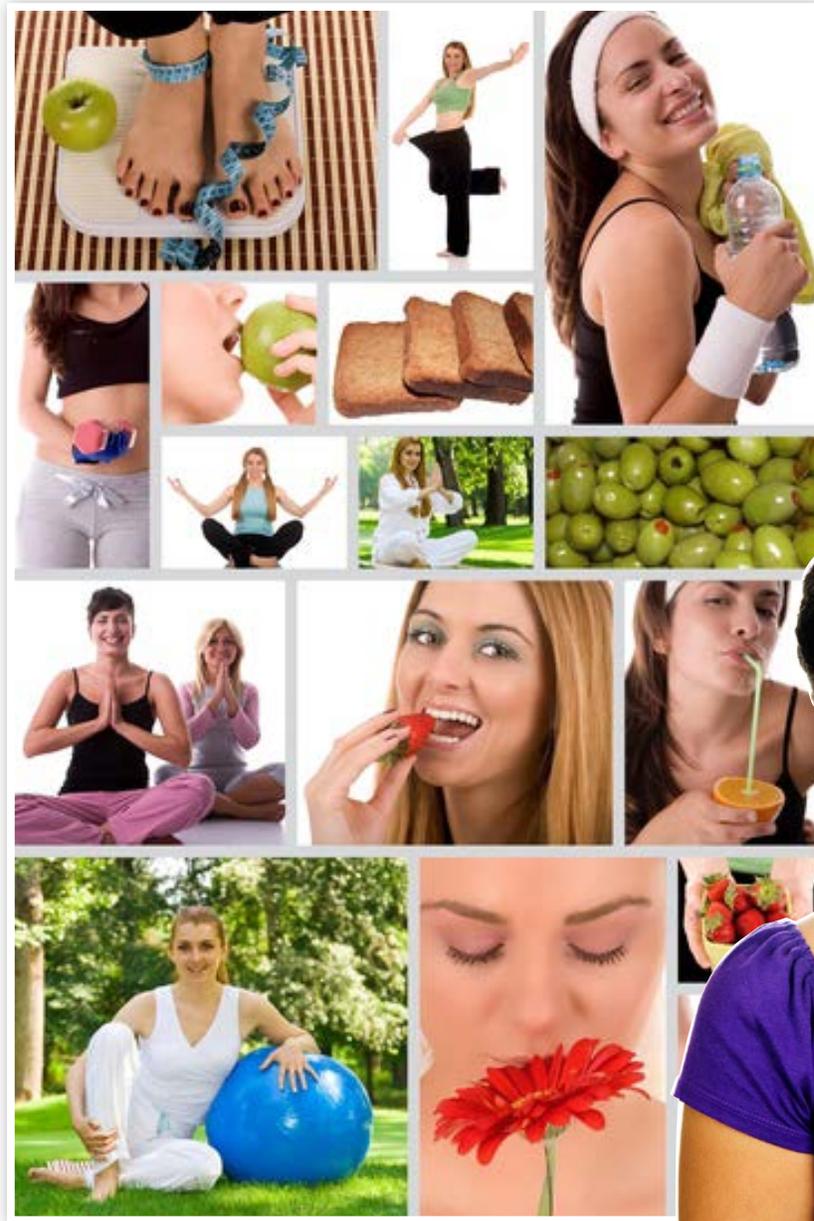
CD-PIP Objective Number	SHIP Objective Number	Objective Language
4-6	CD4.3.1	By Dec. 31, 2015, reduce the percentage of Florida adults who were exposed to secondhand smoke at home during the past 7 days from 8.6% (2010) to 7.7%.
4-7	CD4.3.2	By Dec. 31, 2015, reduce the percentage of Florida youth, ages 11–17 that were exposed to secondhand smoke in a room or car during the past 7 days from 50.3% (2010) to 38.9%.

The status of 2012-2013 CD-PIP objectives is summarized in Appendix E.



## Monitoring and Evaluation

The Florida Department of Health and its Florida Chronic Disease Prevention Coalition partners are committed to monitoring activities in the CD-PIP and evaluating their impact on the SHIP chronic disease prevention goals. The results of a quarterly reporting system will be posted online to promote collaboration and replication along with chronic disease prevention success stories contributed by partners. Data sources that may be used for tracking progress have been identified for all CD-PIP objectives.



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## Appendix C: Florida Chronic Disease Prevention Coalition Summit – Agenda

### Florida Chronic Disease Prevention Coalition Summit **AGENDA**

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#### December 2, 2013

4 – 6 PM      PRE-REGISTRATION

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#### December 3, 2013

8 – 8:30 AM      REGISTRATION AND BREAKFAST

ROOM: INDIAN

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8:30 AM      WELCOME

ROOM: PACIFIC

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*Darcy Abbott, MSW, LCSW, Chief, Bureau of Chronic Disease Prevention, Florida Department of Health  
Bonita J. Sorensen, MD, MBA, Coalition Chair and Director, Department of Health in Volusia County*

- Coalition Introduction
  - Steering Committee
  - Action Teams, Bylaws
  - Chronic Disease Prevention Collaborative Implementation Plan (CD-PIP) expanding to include all State Health Improvement Plan (SHIP) chronic disease prevention objectives

8:45 AM      SUMMIT OBJECTIVES AND AGENDA OVERVIEW

ROOM: PACIFIC

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*Sharon Dorfman ScM, CHES, President, SPECTRA*

- Summit Objectives
  - Review and refine chronic disease prevention strategic issue objectives
  - Receive latest information on Hospitals Community Benefits, School Health, Employee Wellness, and Healthy Weight and learn how each apply to CD-PIP
  - Network with partners

9 AM      CONNECTING THE SHIP, CHRONIC DISEASE PREVENTION STATE PERFORMANCE MEASURES, AND  
PARTNER PRIORITIES

ROOM: PACIFIC

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*Michael Gervasi, DO, Coalition Vice-Chair and CEO of the Florida Community Health Centers, Inc.*

9:15 AM      BRAIN ACTIVITY

ROOM: PACIFIC

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*YMCA of Central Florida*

9:30 AM      WORLD CAFÉ

ROOMS: HEALTHY WEIGHT (MEDITERRANEAN); HEALTHY BEHAVIORS  
(CARIBBEAN); MORBIDITY AND MORTALITY (CORAL A); TOBACCO USE (CORAL B)

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- Consider State Health Improvement Plan (SHIP) Objectives
- Consider Collaborative Opportunities

12:00 PM      LUNCH

ROOM: ATLANTIC

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- Networking

1:00 PM CALL TO ACTION ROOM: PACIFIC

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- Recommended Changes to SHIP Objectives
- Collaborative Opportunities

2:00 PM STATE LEVEL EFFORTS TO ACHIEVE HEALTHY WEIGHT IN FLORIDA ROOM: PACIFIC

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*Catherine Howard, PhD, MSPH, Coordinator, Healthiest Weight Florida, Florida Department of Health*

2:15PM SCHOOLS: FOR LEARNING AND WORKING WELL ROOM: PACIFIC

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- Panelists:  
*Melodie Griffin, MHA, FL State Coordinator, Florida Action for Healthy Kids Representative*  
*Megan O'Meara Diehl, MS, HSP Manager, Florida, Alliance for Healthier Generation Representative*  
*Robin C. Safley, Director, Division of Food, Nutrition and Wellness Florida Department of Agriculture and Consumer Services, HealthierUS Challenge Representative*  
*Eric Stern, Physical, Health, and Driver Education Administrator, High School Graduation, Palm Beach County School District*  
*Deb Watson, Coalition Secretary and Vice-President, Winter Park Health Foundation*
- Co-Moderators:  
*Penny Taylor, Director, Healthy Schools, Florida Department of Education*  
*Carol Vickers, Director, Coordinated School Health Program*

3:00 PM NON-PROFIT HOSPITALS: NEW PARTNERS FOR PREVENTION ROOM: PACIFIC

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*Lainie Fox-Ackerman, Director, Community Benefit, Orlando Health*  
*Verbelee Nielsen-Swanson, Vice President, Community Impact & Community Benefit, Florida Hospital*

3:30 PM BRAIN ACTIVITY ROOM: PACIFIC

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*YMCA of Central Florida*

3:45 PM INNOVATIONS IN EMPLOYEE WELLNESS ROOM: PACIFIC

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*Karen van Caulil, PhD, President and CEO, Florida Health Care Coalition*

4:15 PM WRAP-UP ROOM: PACIFIC

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- Evaluations  
*Darcy Abbott, MSW, LCSW, Chief, Bureau of Chronic Disease Prevention, Florida Department of Health*
- Next Steps and Adjourn  
*Bonita J. Sorensen, MD, MBA, Coalition Chair and Director, Department of Health in Volusia County*

## Appendix D: Florida Chronic Disease Prevention Coalition Summit

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## Appendix E: Current Status of 2012-2013 CD-PIP Objectives

The 2012-2013 CD-PIP included 13 objectives which partners selected as their top priorities. The table below shows progress made through the work of partners around the state on achieving these objectives. Some objectives have been completed; some remain the same; and others have been revised to reflect progress, methodology changes with the monitoring tools, or new directions.

<b>OBJECTIVE NUMBER</b>	<b>OBJECTIVE LANGUAGE IN 2012 2013 CD-PIP</b>	<b>STATUS FOR 2014 CD-PIP</b>
CD1.3.1	By June 30, 2013, DOH will identify and disseminate model policies and practices that increase availability and consumption of healthy foods.	Completed
CD1.3.6	By June 30, 2015, DOH, DOE and DACS will develop model programs & policies that address the following: Using garden food in school cafeterias. Serving healthy foods in schools and food kitchens. Supporting edible, rather than ornamental foliage on public land. Expanding the Healthier U.S. School Challenge program. Adopting inter-class and inter-school wellness competitions such as Team Wellness Challenge. Increasing the number of school gardens. Enhancing food and exercise related curricula such as Agriculture in the Classroom.	Covered under other objectives
CD2.1.1	By Dec. 31, 2014, implement at least three statewide initiatives that promote healthy behaviors such as obtaining healthy weight and tobacco cessation.	Completed
CD2.2.1	By Dec. 31, 2013, increase by 5% the availability of employee wellness programs that address nutrition, weight management and smoking cessation counseling services in state agencies in Florida.	Revised and combined with CD2.2.2 (Objective 2-1)
CD2.2.2	By June 30, 2014, increase by 5% the availability of employee wellness programs that address nutrition, weight management and smoking cessation counseling services in workplaces other than state agencies.	Revised and combined with CD2.2.1 (Objective 2-1)
CD3.1.1	By Dec. 31, 2015, increase the percentage of adults with diagnosed diabetes that have ever taken a course or class in how to manage their diabetes from 55.1% to 59%.	Revised due to new BRFSS methodology (Objective 3-1)
CD3.1.2	By Dec. 31, 2015, increase the percentage of adults with diagnosed arthritis that have ever taken an educational course or class to learn how to manage problems related to arthritis or joint symptoms from 14.4% to 20%.	Deleted due to no statewide data source
CD3.2.1	By Dec. 30, 2015, increase by 10% the percentage of women who receive a breast cancer screening based on the most recent clinical guidelines from 61.9% (2010) to 71.9%.	Revised (Objective 3-4)
CD3.2.2	By Dec. 30, 2015, increase by 10% the percentage of women who receive a cervical cancer screening based on the most recent clinical guidelines from 57.1% (2010) to 67.1%.	Revised (Objective 3-5)
CD3.2.3	By Dec. 30, 2015, increase the percentage of adults 50 years of age and older who receive a colorectal cancer screening (blood stool test in the past year or sigmoidoscopy or colonoscopy in the past five years) from 57% to 80%.	Revised (Objective 3-6)
CD3.2.5	By Dec. 30, 2015, increase the percentage of adults in Florida that have had a test for high blood sugar or diabetes within the past three years from 62.6% to 65%.	Revised (Objective 3-8)
CD3.2.6	By Dec. 30, 2015, increase the percentage of persons whose diabetes has been diagnosed from 10.4% to 12%. (As measured by the percentage of adults in Florida who have ever been told by a doctor they have diabetes. There are approximately 767,666 adults in Florida living with undiagnosed diabetes. Prevalence will increase until these adults are identified).	Revised (Objective 3-9)
CD4.1.1	By Dec. 31, 2015, increase the number of committed never smokers among Florida's youth, ages 11-17 from 62.6 % (2010) to 68.9 %.	No change

# Florida State Health Improvement Plan Chronic Disease Prevention Strategic Issue 2014 Collaborative Implementation Plan

Graphics and formatting provided by





National Association of State Directors  
of Pupil Transportation

# 3<sup>rd</sup> Annual National Survey: Illegal Passing of School Buses

Conducted by NASDPTS

Presenter: Charlie Hood (850-245-9924;  
charlie.hood@fldoe.org)

# “Close Call”

Illegal Pass Video from West Virginia goes here. Available at  
<http://www.nasdpts.org/StopArm/documents/WVA-StopArmViolationNearHit.wmv>



# Survey History

- Florida was first state to survey illegal passing— coordinated by FDOE and CUTR in 1995 and 2000
- “Loading zone safety” has been a concern of student transporters nationally for over 40 years
- Student bus riders are most vulnerable outside the bus as pedestrians -- 10 to 15 fatalities per year
- NASDPTS identified need for national data on incidence of illegal passing
- NASDPTS coordinated first national survey in 2011
- One-day “snapshot” by bus drivers, mostly between March 1<sup>st</sup> and May 15<sup>th</sup> each year



**RESOLUTION #5**  
**STOP ARM VIOLATION SURVEY**

**WHEREAS** the members of the National Association of State Directors of Pupil Transportation Services (NASDPTS) believe that any student fatality in the school transportation process is unacceptable, and

**WHEREAS** there continue to be student fatalities in the school bus loading zone resulting from motorists illegally passing school buses at passenger stops, and

**WHEREAS** several states have conducted counts of stop arm violations and the results have proved useful in showing the magnitude of the problem to law enforcement, state and federal agencies and the general public, therefore

**BE IT RESOLVED** that NASDPTS encourages each state to conduct an **annual one-day count of stop arm violations** with a target count date of one school day between March 1 and May 15, and

**BE IT FURTHER RESOLVED** that the NASDPTS Board of Directors will provide to each state recommended processes and will publish the results of the annual count by July 15 on the NASDPTS website and will make the data available to the National Highway Traffic Safety Administration and American School Bus Council to be used for "Back To School" and other motorist awareness.

Adopted November 1, 2010

# SCHOOL BUS ILLEGAL PASSING DRIVER SURVEY (Wednesday, xx/xx/2012)



DEAR SCHOOL BUS DRIVER: Our state is participating in a national survey of vehicles that illegally pass stopped school buses that are loading and unloading students. Please observe the vehicles that illegally pass your school bus while it is stopped with STOP ARM(s) extended on (insert day/date) and put an X in the appropriate blanks. Please report any observed incidents. REMEMBER: Please take extreme caution when completing the form - YOUR MAIN RESPONSIBILITY IS TO THE SAFETY OF YOUR STUDENTS. Time permitting, please complete as much information as possible and submit to your supervisor by/within (specify deadline). This form should be completed by each driver on the day of the illegal passing count and should be turned in to supervisor EVEN IF THERE ARE NO VIOLATIONS TO REPORT.

School/District/Employer: \_\_\_\_\_

Driver (your) Name: \_\_\_\_\_

Bus #: \_\_\_\_\_

**INSTRUCTIONS:** Fill out only one row per bus stop sequence where one or more vehicles passed your bus. If there were no pass-bys, leave all rows blank.

<u>TIME of PASS</u> <u>At each stop</u> <u>location where one</u> <u>or more vehicles</u> <u>passed your bus,</u> <u>when did it occur?</u> <i>(insert "X")</i>	<u>Number of Vehicles</u> <u>Passing During this</u> <u>Stop Sequence</u> <i>(insert number, "1," "2", "3," etc.)</i>	<u>Vehicle(s) Passed</u> <u>From:</u> <i>(insert "X")</i> <i>(OK to mark Front and Rear</i> <i>if vehicle(s) passed from both</i> <i>directions)</i>	<u>Vehicles Passed on Which</u> <u>Side of the Bus?</u> <i>(insert "X")</i> <i>(OK to mark Left and Right if</i> <i>vehicle(s) passed on both sides)</i>
_____ AM _____ Mid-day _____ PM (mark only one)	_____ # of Vehicle(s) (how many vehicles passed my bus during this stop?)	_____ Front (Opposite Direction)  _____ Rear (Same Direction)	_____ Left (driver side)  _____ Right (door side)
		Front	



**National Association of State Directors of Pupil Transportation Services (NASDPTS)  
2013 Stop Arm Violation Survey**

Name:	State:	Survey Date	Number Buses Participating	Illegal Passes Observed			Passed from Front	Passed from Rear	Left Side of Bus	Right Side of Bus
				AM	MidDay	PM				
Joe Lightsey	AL	04/11/2013	5,180	653		804	1,134	323	1,393	64
Mike Simmons	AR	04/17/2013	2,326	220	2	367	445	144	578	11
Anna Borges	CA	04/17/2013	9,147	13,974	2,241	14,419	13,351	17,283	30,634	-
Greta L. Bleau	CO	04/10/2013	1,354	303	31	350	473	211	666	18
Ron Love	DE	05/10/2013	1,274	314	16	342	361	311	655	17
Charlie Hood	FL	05/01/2013	11,620	5,602	183	5,899	6,818	4,613	10,906	459
T. Carlton Allen	GA	04/25/2013	12,136	3,125	65	3,617	4,633	2,170	6,713	90
Max Christensen	IA	05/08/2013	1,596	96	7	77	120	60	179	1
Brad Jensen	ID	4/24/3013	493	87	12	98	144	53	190	7
Cinda Meneghetti	IL	5/15/2013	310	42	4	46	49	33	81	3
Michael A. LaRocco	IN	04/30/2013	7,302	1,102	64	1,533	2,131	568	2,627	72
Keith Dreiling	KS	4/24/3013	1,858	249	50	276	413	164	559	16
Leon Langley	MD	04/17/2013	4,927	1,737	147	1,508	2,346	1,046	3,289	103
Ken Micklash	MI	05/01/2013	1,395	464	24	677	813	346	1,146	13
Brian Reu	MN	03/20/2013	3,048	246	13	274	451	82	523	10
Roger Dorson	MO	4/17/2013	3,747	332	20	397	473	210	667	24
Donell Rosenthal	MT	04/27/2013	422	32	-	42	52	21	70	3
Derek Graham	NC	03/13/2013	13,361	1,449	92	1,775	2,368	948	3,213	103
Diana Hollander	NV	05/08/2013	974	1,071	231	1,295	1,521	1,076	2,591	6
Roger Hardin	OH	04/17/2013	3,602	557	55	664	786	393	1,139	31
Trent Gibson	OK	04/24/2013	577	206	12	257	299	176	467	8
Michael Wiltfong	OR	04/09/2013	2,834	505	134	838	1,294	239	1,451	35
Tim Camp	SC	03/11/2013	83	2	-	1	3	-	3	-
Local Submissions	TN	04/24/2013	237	24	-	44	56	12	64	1
Rebecca Rocha	TX	04/10/2013	9,422	4,455	288	5,082	5,982	3,843	9,250	575
June Eanes	VA	various	1,869	911	36	927	927	870	1,737	62
Allan J Jones	WA	05/01/2013	3,588	693	81	749	839	684	1,481	32
Ben Shew	WV	05/01/2013	2,600	155	10	254	364	56	401	16
David Koskelowski	WY	02/06/2013	1,154	92	28	123				
<b>TOTALS</b>	<b>29</b>		<b>108,436</b>	<b>38,698</b>	<b>3,846</b>	<b>42,735</b>	<b>48,646</b>	<b>35,935</b>	<b>82,673</b>	<b>1,780</b>
				<b>85,279</b>			<b>84,581</b>		<b>84,453</b>	
				<b>45.4%</b>	<b>4.5%</b>	<b>50.1%</b>	<b>57.5%</b>	<b>42.5%</b>	<b>97.9%</b>	<b>2.1%</b>



# National Results (2013)

- 108,436 school bus drivers participated
- Represents about 22% of school buses nationwide
- 76,685 vehicles passed illegally in 2011
- 77,876 vehicles passed illegally in 2012
- 85,279 vehicles passed illegally in 2013
- Equates to over 15M per 180-day school year

## Florida Illegal Passing of Public School Buses--Survey Results

Report compiled 6/12/13; most districts (including charter schools) had bus drivers report illegal passing that occurred on a single day during the second semester of 2012-13.

	<u>State Total # of Bus Drivers Completing Survey</u>	<u>State Total AM Vehicles Passing</u>	<u>State Total Midday Vehicles Passing</u>	<u>State Total PM Vehicles Passing</u>	<u>State Total Vehicles Passing on Day of Survey</u>	<u>State Total Vehicles Passing from Front</u>	<u>State Total Vehicles Passing from Rear</u>	<u>State Total Vehicles Passing on Left</u>	<u>State Total Vehicles Passing on Right</u>
<b>STATE TOTALS:</b>	11,620	5,602	183	5,899	11,684	6,818	4,613	10,906	459
<b>School District Name:</b>	<u>District Total # of Bus Drivers Completing Survey</u>	<u>District Total AM Vehicles Passing</u>	<u>District Total Mid- day Vehicles Passing</u>	<u>District Total PM Vehicles Passing</u>	<u>District Total Vehicles Passing on Day of Survey</u>	<u>District Total Vehicles Passing from Front</u>	<u>District Total Vehicles Passing from Rear</u>	<u>District Total Vehicles Passing on Left</u>	<u>District Total Vehicles Passing on Right</u>
Alachua	78	166	6	161	333	156	81	190	20
Baker	No report								
Bay	117	25	3	91	119	93	27	116	3
Bradford	No report								
Brevard	412	173	2	184	359	275	84	341	2
Broward	1,016	473	8	495	976	346	596	916	24
Calhoun	23	1	0	3	4	3	0	3	0
Charlotte	88	29	2	35	66	52	14	65	1
Citrus	132	28	0	38	66	52	13	63	3
Clay	161	35	1	29	65	56	9	63	2
Collier	250	106	6	105	217	111	106	210	7
Columbia	No report								
DeSoto	26	0	0	4	4	3	1	4	0
Dixie	No report								
Duval	759	247	0	339	586	340	246	584	2
Escambia	319	100	2	62	164	124	40	163	1
Flagler	93	20		17	37	31	6	36	1
Franklin	No report								
FSDB	7	0	0	1	1	1	0	1	0
Gadsden	65	25		40	65	25	30	30	30
Gilchrist	26	3		2	5	4	1	5	
Glades	No report								
Gulf	21	0	0	1	1	1	0	1	0



# Florida Results (2013)

- 11,620 school bus drivers participated
- Represents about 80% of public school buses in Florida
- 20,040 vehicles passed illegally in 2011
- 21,338 vehicles passed illegally in 2012
- 11,684 vehicles passed illegally in 2013
- Equates to over 2.1M per 180-day school year



# National Results (cont'd)

- When motorists passed buses (2013):

Morning Routes            45.4%

(2012 - 49.6%)

Mid Day                    4.5%

(2012 - 4.5%%)

Afternoon Routes        50.1%

(2012 - 45.8%)



# National Results (cont'd)

- Direction of vehicles passing bus:

From the front            57.5%

2012 – 56.3%

From the rear            42.5%

2012 – 43.7%



# National Results (cont'd)

- Side of bus that incident occurred

Left Side      97.9%

2012 – 98.3%

Right Side      2.1%

2012 - 1.7%

# Why Data?

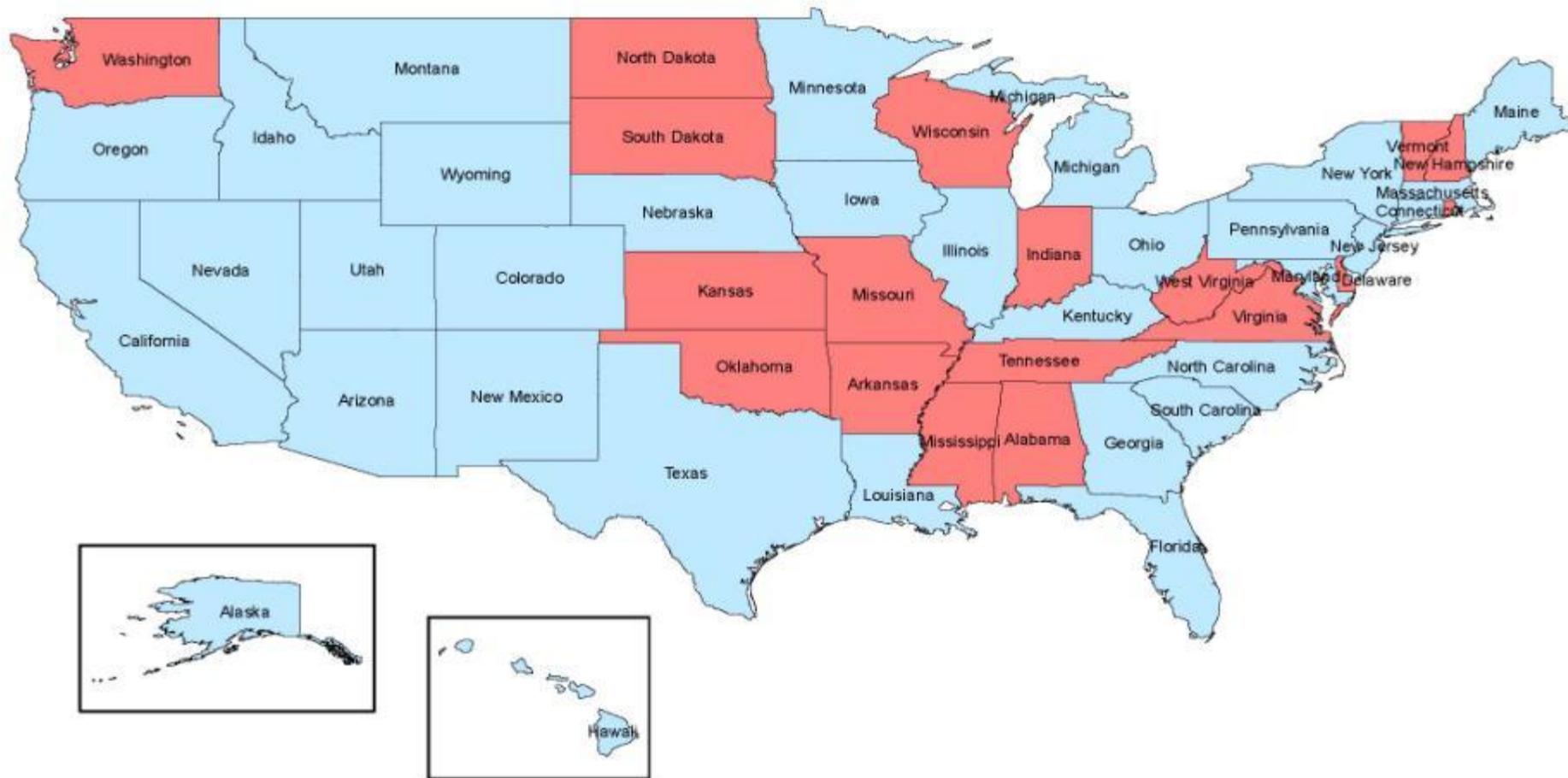
“If it’s not written down, it didn’t happen!”

- Getting the word out
- Press Conferences
- Public Awareness
- Law Enforcement
- Policy changes
- Bottom line: improve student safety

# Next Steps

- 4th Annual Count – Spring 2014
- Compile results from 2013 survey summarizing state laws on:
  - When motorists must stop
  - Consequences for violations
  - Admissibility of photo evidence and witness accounts vs. direct observation by police
- Compile guide on best practices and safety countermeasures

# Stop Arm Violations by State Vehicle Identification Requirement

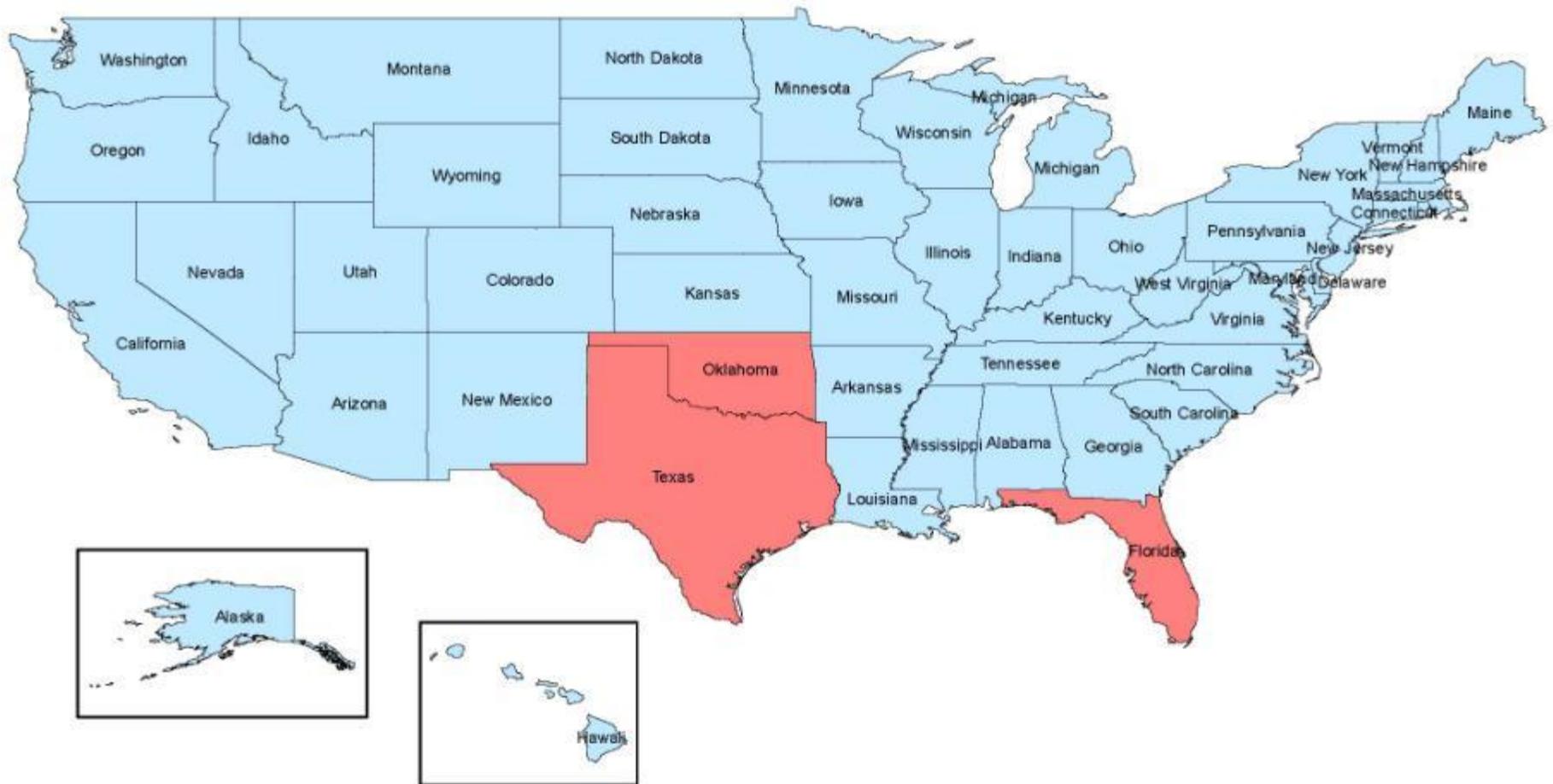


## State Requirements

-  Tag, Model, Color
-  Tag only



# Stop Arm Violations by State Law Enforcement as Witness to Violation



## State Requirements

-  Not required to have law enforcement witness violation
-  Required to have law enforcement witness violation

# QUESTION AND ANSWER TIME !

FOR MORE INFORMATION:

[www.NASDPTS.org](http://www.NASDPTS.org)

[www.FloridaSchoolBusSafety.gov](http://www.FloridaSchoolBusSafety.gov)

[www.FLDOE.org/Transportation](http://www.FLDOE.org/Transportation)



# **Pedestrian & Bicycle Safety Coalition's Coordination of Legislation, Regulation and Policy**



Melanie Weaver Carr  
Office of Policy Planning  
Florida Department of Transportation

February 12, 2014



# *Related Policy Areas: “Safety and Cultural Change”*

- ◆ Florida’s Bicycle & Pedestrian Laws
  - ✓ existing language is confusing
- ◆ FDOT Policy Initiatives and Efforts
  - ✓ supporting the work of the PBSC
- ◆ Safe Streets Summit Update
  - ✓ economic, health and safety impacts of Complete Streets



# Plain Language

## 316.074 Obedience to required traffic control devices

### 316.075 Traffic control signal devices

(See *Pedestrian Laws on other side*)

**316.081 Driving on right side of roadway** Vehicles proceeding at less than normal speed of traffic shall be as far right as practicable except when overtaking another vehicle, preparing for a left turn, an obstacle, or upon a roadway designated for one-way traffic.

**316.083 Overtaking and passing** — Driver overtaking bicycle must pass bicycle at a distance not less than 3 feet

**316.084 When overtaking on the right is permitted** — the vehicle overtaken is making a left turn, with unobstructed pavement not occupied by parked vehicles of sufficient width for two or more lines of moving traffic in each direction, or a one-way street

**316.085** No vehicle shall be driven to the left side of the center of the roadway unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing

### 316.091 Limited access facilities; interstate highways

No person shall operate a bicycle or other human-powered vehicle on the roadway or shoulder of a limited access highway or bridge unless official signs and a designated bicycle lane indicate use is permitted

**316.123 Vehicle entering stop or yield intersection**— Shall stop at marked stop line, but if none, before entering the crosswalk or, if none, then where the driver has a view of approaching traffic on the intersecting roadway before entering the intersection

**316.125 Vehicle entering highway from private road or driveway or emerging from alley, driveway or building** — (See *Pedestrian Laws on other side*)

**316.130 (15)** Shall exercise due care to avoid colliding with any pedestrian or human-powered vehicle

### 316.151 Required position and method of turning at intersections

**316.151 (1)(a)** Right turn – Both the approach and a right turn shall be made as close as practicable to the right-hand curb or roadway edge

**316.151 (1)(b)** Left turn – A person riding a bicycle is entitled to the full use of the turn lane

**316.151 (1)(c)** A bicyclist may also complete a left turn in two steps

**316.155 When signal required**—Signal of intent to turn must be given continuously during the last 100 feet, except a bicyclist need not give arm signal continuously

## 316.157 Method of giving hand and arm signals

Signals given from the left side, except that a bicyclist may extend the right arm horizontally for a right turn

## 316.183 & 316.185 Unlawful speed & Special hazards

Controlled to avoid colliding with any other conveyance or object. Vehicles shall travel at an appropriately reduced speed when: any special hazard exists with persons or other traffic or by reason of roadway conditions

**316.1925 Careless driving**—Drive in careful and prudent manner, having regard for the width, grade, curves, corners, traffic, and all other circumstances, so as not to endanger the life, limb, or property of any person

**316.193** Unlawful to operate any vehicle while under the influence of alcohol or drugs

**316.1936** Unlawful to possess an open alcoholic beverage while operating a vehicle or as a passenger

**316.1995** No use of a motor to drive a vehicle on sidewalk or bicycle path

## 316.2065 Bicycle regulations

**316.2065 (1)** Human powered vehicles have all rights and duties applicable to any other vehicle, except as noted

**316.2065 (2)** Bicycles must have a permanent and regular seat

**316.2065 (3)(a)** Not carry more persons than designed or equipped

**316.2065 (3)(d)** Rider or passenger under 16 must wear helmet

**316.2065 (4)** May not attach bicycle or rider to any other vehicle except for a trailer designed for such attachment

**316.2065 (5)(a)** Bicycles traveling at less than the normal speed of traffic shall ride in the lane marked for bicycle use or as far right as practicable except: when overtaking another vehicle proceeding in the same direction, preparing for a left turn, or when reasonably necessary to avoid any condition or potential conflict, including a substandard-width lane, which makes it unsafe to continue along the right-hand curb or edge or within a bicycle lane. For purposes of this subsection, a "substandard-width lane" is a lane that is too narrow for a bicycle and another vehicle to travel safely side by side within the lane

**316.2065 (5)(b)** May ride near the left-hand curb or edge on a one-way highway with two or more marked traffic lanes

**316.2065 (6)** May not ride more than two abreast, and may do so only within a single lane and, if traveling at less than normal traffic speed, when it does not impede traffic

Example of confusing text

**316.2065 (7)** Use between sunset and sunrise shall be equipped with white lamp on front and red reflector and lamp on rear, additional lighting permitted

**316.2065 (8)** No parent or guardian of any minor may authorize or knowingly permit the violation of this section

**316.2065 (9)** Rider on a sidewalk or crosswalk must observe the duties applicable to a pedestrian

**316.2065 (10)** Rider on a sidewalk or crosswalk shall yield to pedestrians and give an audible signal before overtaking

**316.2065 (11)** No roller skates, coaster, toy vehicle, or similar device on roadway except while crossing on a crosswalk

**316.2065 (12)** Section not applicable to a "play street"

**316.2065 (13)** Shall be equipped with a brake or brakes

**316.2065 (14)** Retail bicycles must have an identifying number permanently stamped or cast on its frame

**316.2065 (15)** May not rent or lease to a child under 16 years unless possesses a bicycle helmet or lessor provides one

**316.2065 (18)** Failure to wear a helmet or failure of parent or guardian to prevent a child from riding without helmet may not be considered evidence of negligence

**316.2065 (19)** May not issue citations to persons on private property, except parts open to the public for vehicles

**316.2397** Bicycle lights may flash

## 316.304 Wearing of headsets

No wearing a headset, headphone, or other listening device, other than a hearing aid or a headset in conjunction with a cellular telephone that only provides sound through one ear and allows surrounding sounds to be heard

*Disclaimer: refer to original laws for complete text*  
<http://www.leg.state.fl.us/Statutes>  
(Title XXIII, Chapter 316)



# Plain Language (continued)

## 316.003 (6) Crosswalk (definition)

316.003 (6)(a) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway, measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway.

316.003 (6)(b) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

## 316.003 (47) Sidewalk (definition)

That portion of a street between the curbline, or the lateral line, of a roadway and the adjacent property lines, intended for use by pedestrians.

## 316.075 Traffic control signal devices

316.075 (1)(a) Green — Vehicles shall yield the right-of-way to other vehicles and pedestrians lawfully within the intersection or an adjacent crosswalk

316.075 (1)(b) Steady yellow — No pedestrian shall start to cross the roadway

316.075 (1)(c) Steady red — Vehicles shall stop before entering the crosswalk. After stopping on red, a driver making a permitted right turn must yield to pedestrians crossing as directed by the signal. Pedestrians shall not enter the roadway on red, unless otherwise directed by a pedestrian signal

## 316.123 Vehicle entering stop or yield intersection

Drivers shall stop at marked stop line, but if none, before entering the crosswalk or, if none, then where the driver has a view of approaching traffic on the intersecting roadway before entering the intersection

## 316.125 Vehicle entering highway from private road or driveway or emerging from alley, driveway or building

Vehicles shall stop prior to driving onto a sidewalk or onto the sidewalk area extending across the alley, building entrance, road or driveway, and shall yield to all vehicles and pedestrians which are so close thereto as to constitute an immediate hazard

## 316.130 Pedestrian regulations

316.130 (1) Obey traffic control devices unless otherwise directed by a police officer

316.130 (2) Shall be subject to traffic control signals at intersections, but at all other places pedestrians shall be accorded the privileges and be subject to the restrictions stated in this chapter

316.130 (3) No walking on roadway where sidewalks are provided, unless required by other circumstances

316.130 (4) No walking on roadway where sidewalks are provided, unless required by other circumstances

316.130 (5) No walking on roadway where sidewalks are provided, unless required by other circumstances

316.130 (6) No walking on roadway where sidewalks are provided, unless required by other circumstances

316.130 (7) Driver shall yield, and stop if need be to yield, to a pedestrian in a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling or is approaching so closely from the opposite half of the roadway as to be in danger

316.130 (8) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield

316.130 (9) No passing any vehicle stopped at any crosswalk to permit a pedestrian to cross

316.130 (10) Pedestrians crossing at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield to vehicles

316.130 (11) Between adjacent intersections at which traffic control signals are in operation, pedestrians shall not cross at any place except in a marked crosswalk

316.130 (12) No pedestrian shall, except in a marked crosswalk, cross a roadway at any other place than by a route at right angles to the curb or by the shortest route to the opposite curb

316.130 (13) Pedestrians shall move, whenever practicable, upon the right half of crosswalks

316.130 (14) No pedestrian shall cross a roadway intersection diagonally unless authorized by traffic control devices

316.130 (15) Drivers shall exercise due care to avoid colliding with any pedestrian or any person propelling a human-powered vehicle

316.130 (16) Pedestrians shall obey railroad grade crossing and bridge signals, not pass beyond gate or barrier

316.130 (17) No jumping or diving from a publicly owned bridge

316.130 (18) No pedestrians on limited access facilities or ramps

316.130 (19) No pedestrians on limited access facilities or ramps

316.130 (20) No pedestrians on limited access facilities or ramps

316.130 (21) No pedestrians on limited access facilities or ramps

316.130 (22) No pedestrians on limited access facilities or ramps

316.130 (23) No pedestrians on limited access facilities or ramps

316.130 (24) No pedestrians on limited access facilities or ramps

316.130 (25) No pedestrians on limited access facilities or ramps

316.130 (26) No pedestrians on limited access facilities or ramps

316.130 (27) No pedestrians on limited access facilities or ramps

316.130 (28) No pedestrians on limited access facilities or ramps

316.130 (29) No pedestrians on limited access facilities or ramps

316.130 (30) No pedestrians on limited access facilities or ramps

316.130 (31) No pedestrians on limited access facilities or ramps

316.130 (32) No pedestrians on limited access facilities or ramps

316.130 (33) No pedestrians on limited access facilities or ramps

316.130 (34) No pedestrians on limited access facilities or ramps

316.130 (35) No pedestrians on limited access facilities or ramps

316.130 (36) No pedestrians on limited access facilities or ramps

316.130 (37) No pedestrians on limited access facilities or ramps

316.130 (38) No pedestrians on limited access facilities or ramps

316.130 (39) No pedestrians on limited access facilities or ramps

316.130 (40) No pedestrians on limited access facilities or ramps

316.130 (41) No pedestrians on limited access facilities or ramps

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# Safe Streets Summit Update

- ◆ Broward MPO Staff Hosted Event
  - ✓ Attended by ~ 40 elected officials
  - ✓ Over \$100 million in CS projects programmed over next 5 years
- ◆ Awards: Making Bike Lanes a Big Hit
  - ✓ Winner: City of Ft. Lauderdale working with FDOT
  - ✓ Recently adopted multi-modal Connectivity Program
- ◆ Broward MPO Staff invited for next Council Meeting
  - ✓ Be thinking of questions for them



# *FDOT Initiatives and Efforts*

## **FDOT Policy Initiatives:**

- ◆ Complete Streets
- ◆ Roundabouts
- ◆ Lane Elimination Guidance aka Road Diets
- ◆ Autonomous Vehicles



# Questions / Comments



**MEETING EVALUATION SUMMARY**

**Florida Bicycle and Pedestrian Partnership Council  
12<sup>th</sup> Council Meeting  
Tallahassee, Florida**

**Proposed Meeting Objectives**

				
<u>Agree</u>				<u>Disagree</u>
<i>CIRCLE ONE</i>				
5	4	3	2	1

**WERE THE MEETING OBJECTIVES MET?**

• To receive and update on Council’s previous recommendations	5	4	3	2	1
• To identify and discuss possible framework for developing BPPC recommendations for the 2013-14 Annual Report	5	4	3	2	1
• To review and discuss Pedestrian Safety Action Plans	5	4	3	2	1
• To receive updates on related Agency and Other Partner Plans	5	4	3	2	1
• To receive an update on Legislative activities	5	4	3	2	1

**MEETING ORGANIZATION**

• Background and agenda packet were helpful	5	4	3	2	1
• Presentations were effective and informative	5	4	3	2	1
• Plenary discussion format was effective	5	4	3	2	1
• Facilitator guided participant efforts effectively	5	4	3	2	1
• Participation was balanced	5	4	3	2	1

**What Did You Like Best About the Meeting?**

**What Could Be Improved?**

**Other Comments (use the back if necessary)**