

MEETING AGENDA

Florida Bicycle and Pedestrian Partnership Council 11th Council Meeting

Tallahassee, Florida

November 12, 2013 – 9:00 am to 4:00 pm

Meeting Objectives

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

Meeting Agenda

- 9:00 a.m. Welcome and Introductions
- 9:15 a.m. Recap of BPPC Activities To-Date
- Overview of Final Annual Report with Recommendations
- 9:30 a.m. Review and Discuss Draft BPPC Work Plan
- Based on Candidate Focus Areas for 2013-14
- 9:45 a.m. Update on Limited Bridge Access Study (Completing the System) – *DeWayne Carver*
- Identify potential BPPC recommendations
- 10:30 a.m. Break**
- 10:45 a.m. "Roll Call" Project – Law Enforcement Awareness and Action (Safety) – *Grady Carrick*
- Identify potential BPPC recommendations
- 11:30 a.m. Healthy Weight Initiative (Health) – *Sandra Whitehead*
- Identify potential BPPC recommendations
- 12:15 p.m. Lunch - Onsite**
- 1:15 p.m. Review Pedestrian & Bicycle Safety Coalition's Coordination of Legislation, Regulation and Policy (Cultural Change) – *Melanie Weaver Carr*
- Identify potential BPPC recommendations
- 2:30 p.m. Opportunity for Updates from Agencies and Other Partners
- 3:00 p.m. Break**
- 3:15 p.m. Review of Best Practices Tool on Website and New Additions
- 3:35 p.m. Public Comment
- 3:50 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 November 12, 2013)

Bob Romig, 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
Carol Pulley, 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
Jim Wood, FDOT Office of Policy Planning, Director

Florida Bicycle and Pedestrian Partnership Council
Summary of Meeting
August 22, 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 checked="" type="checkbox"/> Adam Biblo, Florida Dept. of Economic Opportunity	<input type="checkbox"/>
<input type="checkbox"/> Samantha Browne, Florida Department of Environmental Protection	<input checked="" 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 checked="" type="checkbox"/> Timothy Bustos, Florida Bicycle Association	<input type="checkbox"/> Ted Wendler
<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"/> Billy Hattaway, FDOT District Representative	<input type="checkbox"/>
<input checked="" 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 checked="" type="checkbox"/> Trenda McPherson, FDOT Safety Office	<input type="checkbox"/>
<input type="checkbox"/> Zoe Mansfield, Florida League of Cities	<input type="checkbox"/>
<input type="checkbox"/> Patricia Northey, Florida Association of Counties	<input type="checkbox"/>
<input checked="" type="checkbox"/> Carol Pulley, Pedestrian Representative	<input type="checkbox"/>
<input type="checkbox"/> Cyndi Stevenson, Florida Association of Counties	<input type="checkbox"/> Andrew Ames
<input checked="" 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 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, David Lee, Brian Watts, Maria Cahill, and Paula San Gregorio (FDOT Office of Policy Planning); DeWayne Carver (FDOT Roadway Design); and Mike Neidhart (FDOT Office of Policy Planning/Gannett Fleming)

Observers:

Gabe Matthews (FDOT Transit Office) and Heather Murphy (Safe Routes to School National Partnership)

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

Jim introduced the following new Council members Lisa Bacot (representing the Florida Public Transportation Association), Adam Biblo (representing the Florida Department of Economic Opportunity), and Greg Burke (alternate member representing the Florida Metropolitan Planning Organization Advisory Council).

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

Jim 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 a "transition" meeting for the Council - the Council is concluding another year of discussions while simultaneously identifying issues for the coming year. He asked members to note the summary from the May 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 Charge
 - Develop policy recommendation 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 focus areas:
 - Contributions to Connecting the System
 - Safety
 - Cultural Change
 - Health
- Discussed the Council's Work Plan
 - Next step is to work thru potential draft recommendations
 - Begin the process at next meeting to develop a Work Plan for next year

Updates on FDOT's Safety Initiatives

Ms. Trenda McPherson, FDOT Safety Office, provided an update on the Bicycle/Pedestrian Focused Initiative – which is to promote the awareness of pedestrian and bicycle safety laws to reduce crashes. To achieve this goal the Department has developed the Pedestrian and Bicycle Strategic Safety Plan (PBSSP). Trenda's presentation opened the dialog on how the Council can help support this effort. Trenda highlighted three areas that the Council may want to consider as part of their efforts to promote bicycle and pedestrian safety:

- Legislation, Regulation, and Policy
 - Support legislative initiatives that improve pedestrian and bicycle laws
 - Promote and encourage the implementation of local ordinances that improve pedestrian and bicycle related access, facilities, and regulations
- Health Benefits of Biking/Walking
 - Safe Routes to School
 - Pedestrian and Bicycle Safety Coalition
 - DOH Office of Injury Prevention
- Pedestrian Safety Action Plans (PSAP)
 - Promote the linkage of state, local, and regional plans
 - Identify jurisdictions without a PSAP
 - Support areas with plans that emphasize pedestrian and bicycle safety

Following Ms. McPherson'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 about Chronic Disease Prevention? Walking and biking are part of a healthy lifestyle - a great way to maintain good health and a healthy weight. The "Walk with Ease" program helps the elderly who are not active to "step into" a walking plan.

The Center for Disease Control (CDC) also has some wonderful programs that can help us promote walking and bicycling.

A topic that keeps coming up each legislative session is the changing definition of what a bicycle is. Would this rise to the level of importance that FDOT would commit resources to keep that from happening in the legislature?

This is an important topic and FDOT is working with our partners on this issue. The underlying issue is that the law is very convoluted – its needs clarification. There is an effort to try and clear up this language.

One of the Secretary's principal priorities is safety. The Secretary is very involved along with FDOT's legislative Office. This is also an area where locals need to be involved as well. There needs to be a multi-pronged approach.

Are Pedestrian Safety Action Plans (PSAPs) specifically mentioned in legislation?

Pedestrian Safety Action Plans (PSAPs) are a subcomponent of the larger statewide Strategic Highway Safety Plan (SHSP). The Federal Highway Administration (FHWA) has developed training at the local level to get communities involved. Ft. Lauderdale is in the process of developing their Plan. The Pedestrian and Bicycle Safety Coalition will be providing training to the 3 areas that received grants (Ft. Lauderdale, Miami and Orlando) to help them develop their plans.

At what geographic area are PSAPs developed for?

Some plans are done at the MPO level or at a larger regional level. FDOT allows cities to take the lead in developing the plans, but everyone in the area is involved. For example, in Tampa it's the greater Tampa area not just the city of Tampa.

Updates on Related Agency Plans

Florida Department of Environmental Protection

Mr. Doug Alderson, Florida Department of Environmental Protection, provided an update on the cross-state "Coast to Coast Connector" trail. Mr. Alderson highlighted that 200 of the 275 miles of the trail are completed. There was \$50 million proposed in this year's budget to help fund the "missing" gaps of the trail, but that funding was vetoed by the Governor. FDEP is working with the Governor's staff so this won't happen again next year. Mr. Alderson also provided a summary of the Van Fleet and Withlacoochee trails.

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

Secretary Prasad is looking at the Coast to Coast Connector, and is looking long-term at trails in general.

To clarify, the proposed funding amount was \$50 million over 5 years – or \$10 million per year. Also there are two statewide bicycle organizations that will be traveling the state promoting this.

The Pedestrian and Bicycle Safety Coalition would love to support this along with Bike Florida – we can provide safety materials, etc.

Federal Highway Administration (FHWA) – MAP-21

Ms. Karen Brunelle, Federal Highway Administration (FHWA), provided a summary update on the Transportation Alternatives Program (TAP) from MAP-21.

- USDOT unveiled a new safety tool called Bike/Ped Safe, which can be found at www.everyoneisapedestrian.com
- The National Highway and Traffic Safety Administration (NHTSA) is making \$2 million available to cities that can be used in 22 focus cities from around the country

- FHWA has issued final guidance on the TAP program and will be hosting two webinars on August 28th and 29th to explain the program in greater detail – the webinars are being recorded so they can be listened to at a later date
- The TAP program under MAP-21 combines three previous programs (Transportation Enhancement, Safe Routes to School, and Recreational Trails) to simplify the number of programs – some of the previous types of Enhancement projects are not eligible now – includes a new Recreational Trails Program (but Florida and Kansas opted-out of this program)

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

Florida will be opting out of the Recreational Trails Program (RTP) again this year. However, there will be no net effect on projects, since Florida has existing funds that weren't committed. This amount of funding is enough to continue Florida's investment in recreational trails this year with competitive grants. We have \$4.5 million in old trails money. Florida's RTP obligation amount exceeds the level prescribed in MAP 21.

Florida has encumbered more TAP dollars than all other states combined. There was great deal of flexibility built into the Recreational Trails Program (RTP), which we would like to see continue into the future. Having 2 funding cycles per year is also producing more projects.

Who is eligible to receive the \$2 million NHTSA grants?

This grant funding is limited to the four focus cities: Jacksonville, Tampa, Miami and Orlando. However, the city of Jacksonville chose not to apply.

Why did Jacksonville opt-out of applying for this grant?

The grant requirements are very specific -- Jacksonville had not taken the required steps to complete the application process.

Florida Department of Health

Ms. M.R. Street, with the Florida Department of Health, gave an update on three areas of related interest to the Council on the relationship between healthy lifestyles and biking/walking, which is one of the Council's focus areas:

- Healthy Weight is a priority of the State Surgeon General, Dr. John Armstrong
 - Dr. Armstrong supports the challenge developed by the Florida Association of Counties to have city and county commissioners *virtually* walk the distance from Pensacola to Key West.
 - Dr. Armstrong is developing a Healthy Community recognition program. The guidelines and scoring criteria are currently being developed. County and city officials will be able to apply for recognition under three categories: Physical Activity, Nutrition, and Leadership. Awards will be announced annually each year.

Based on the above discussion, Ms. Street subsequently provided the following updates:

- It was requested that public transit be included within the scoring criteria. Public transit is included under both Physical Activity (linking pedestrians and bicyclists to transit) and Nutrition (linking them to healthy grocery stores).

- Ms. Street recommended adding a criterion to the Leadership Category: Does the jurisdiction require bicycle and pedestrian safety training for local law enforcement personnel?
- Ms. Street recommended adding a blank line to the criteria which applicants can define for themselves. This accommodates counties and cities that have done something to promote healthy weight that isn't identified in the existing criteria. For example, under the Physical Activity or Leadership category, the applicant may enter on the blank line, "[Does the jurisdiction] have a resolution supporting the state in designating a U.S. Bike Route?"
- State Health Improvement Plan (SHIP), Agency Strategic Plan, and Statewide Coalition
 - The Bureau of Chronic Disease Prevention will have an opportunity to recommend changes to the SHIP objectives for which we are responsible. Suggestions are due to the DOH by December 1. DOH will discuss possible changes within the bureau and with our partners.
 - Related to the SHIP is the Agency Strategic Plan, which describes strategies that the DOH prioritizes. One of those issues is Healthy Weight. The Bureau has lead responsibility on the Healthy Weight objectives in this document as well as the Chronic Disease Prevention objectives in the SHIP; all of these will be addressed in the 2014 Chronic Disease Prevention Collaborative Implementation Plan (CD-PIP).
 - The Chronic Disease Prevention Coalition has a new, external management team. The Health Council of Southeast Florida has taken on this role via contract with the DOH. They are busy reconstituting the coalition, including developing a steering committee and a planning committee for a 2014 Summit. Anyone interested in being a part of the coalition and participating at the Summit should email me at mr_street@doh.state.fl.us. Among other purposes of the Summit, the main goal is to develop the 2014 CD-PIP.
 - Biking and Walking in the US: 2012 Benchmarking Report, which can be found at http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/2012_benchmarking_report/

Following Ms. Street'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:

Would like to see transit use (individuals that use transit are more likely to walk more and be healthier) included as a criterion in the Healthy Community recognition program.

The follow-up to this question is posted above.

State and Federal Legislative Updates

Jim Wood asked Council members if they had any questions and/or updates related to legislative issues they would like to share. (Note: responses from staff are indicated in *italics*.)

Tim Bustos, Florida Bicycle Association, provided an update on issues he has been tracking:

- Coast to Coast Connector – the Governor didn't have sufficient information when he vetoed the funding for this program – our organization is working with his staff to educate them, which is consistent with everything he has been advocating

- Vulnerable Road Users – there is a big disparity in the consequences of killing bicyclists vs. drivers - bias in the law enforcement system, there are very large penalties for DUIs but very low for hitting bicyclists
- Aaron Cohen Life Protection Act – this bill seeks to create tougher penalties for drivers who leave the scene of an accident. Florida law gives drunk drivers an incentive to take off after a crash. If they stay at the scene, they will likely face harsher penalties for a DUI. The driver who fatally struck cyclist Aaron Cohen was sentenced to less than a year in jail – had he stayed at the scene and been found to be drunk he would have faced a minimum of four years in prison.
- Mandatory bike-lane law – we are working on an effort to remove the mandatory bike-lane law. Cyclists can be pulled over for leaving the bike lane. The law requires cyclists to stay in the bike lane – even if there is an obstacle, or the lane is unsafely designed. Provides too much discretion to the law enforcement officer.

Following Mr. Bustos' 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:

Many of these issues are safety related. We have a senior level Judge on the Pedestrian and Bicycle Safety Coalition, who is very supportive of these issues and is trying to help educate other Judges. We are also working with the Florida Highway Patrol (FHP) on hit & run issues.

Most police officers have less traffic training than you would think – and almost no training in bicycle and pedestrian laws. We are working with Policy Academies to develop training materials.

Of all the facilities we have to deal with, bike lanes are the most troublesome. FDOT led the way 10 years or so ago, but what has happened over the years is that the way we design bike lanes have changed over time and these changes haven't always been communicated with everyone.

Bike lanes are a divisive issue. Experienced riders don't want bike lanes since some facilities with poor design are more dangerous than if there was no facility at all.

Ken Bryan, Rails to Trails Conservancy, provided an update on issues he has been tracking:

- Coast to Coast Connector – The important thing to point out here, is that we have gotten to where we are by using predominantly Federal dollars. Part of what we need is a change in state law so that trail projects would be eligible for funding from the State Transportation Trust Fund to close existing gaps in our trail system.

Following Mr. Bryan'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:

FDOT is looking at this for the next legislative session. Legislation is being proposed that would allow FDOT to use trust fund dollars on multi-use trails. Beyond that we want to defer to the lead group -- Greenways and Trails Council -- on priorities. We are looking to move beyond the Coast to Coast Connector funding model of a one-time appropriation to developing a long-term funding stream for trail projects.

Presentation on Bicycle & Pedestrian Elements of the 2060 FTP Scorecard

Brian Watts, FDOT Office of Policy Planning, gave a presentation on the 2060 Florida Transportation Plan Scorecard. The presentation covered the Scorecard's Indicators related to bicycle and pedestrian issues:

- State Highway System with Bicycle and Pedestrian Facilities
- Transportation-Related Pedestrian, Bicycle, and Motorcycle Fatalities

Mr. Watts stated that FDOT is looking to expand the number of indicators over the next few months that could include statewide Bike/Ped indicators. Mr. Watts would like to come back and get the Council's input on future efforts.

Following Mr. Watts' 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:

Has anyone tracked the fatalities since the state's motorcycle helmet law was changed?

Yes, this is being tracked. When the requirement to wear a helmet was repealed fatalities rose, but in subsequent years it has decreased.

Are you tracking fatalities by state?

No, we only kept track of Florida injuries and fatalities as part of the update of the Florida Transportation Plan (FTP).

Walk America compares fatalities across states. Florida generally ranks poorly.

FDOT will work with the Council as a stakeholder to help identify indicators for next FTP update.

Are there any statistics on bridges that might be unsafe for bicycles?

Not that I am aware of.

Presentation on U.S. Bicycle Route System

David Lee, FDOT Office of Policy Planning, gave a presentation on the U.S. Bicycle Route System. The presentation covered Florida's adoption of a policy on naming U.S. Bike Routes (USBR) within Florida, along with the announcement that Florida will be applying for two USBRs - USBR 1 and USBR 90 within 2 years (2015). Mr. Lee also announced the launching of a webpage on FDOT's website dedicated to Florida's US Bike Routes.

Following Mr. Lee'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 appears that there is a close correlation of US 1 and US 90 with the State priority Trail projects. Try to make those as close to the same as possible. It seems like these should be the same corridors, especially if the US Bike Routes and Trail Corridors have to compete against each other for funding when the routes are nearly identical.

Can the routes be a hybrid of roads and trails?

Yes, Michigan included some trails in their routes.

Adventure Cycling maintains a good set of bicycle route maps.

Yes, and there are other States that have also developed statewide bicycle route maps.

Miami has designated a US 1 Bike Route which could create some confusion with what FDOT is doing – you may want to coordinate your effort with the work that Miami has already done.

Does the Plans Preparation Manual (PPM) discuss bicycle routes in relation to facility types, such as bike lanes, shoulders widths, etc?

The new website will link to the PPM and will rate certain factors/criteria along US Bike Routes.

Review and Discuss New Potential Council Recommendations

Rafael Montalvo of the Florida Conflict Resolution Consortium (FCRC) Consensus Center presented the Council's revised recommendations based on input received during the May 2013 Council meeting. The recommendations were originally drawn from previous Council discussions – statements related to developing policy guidance, recommendations, or comments to appropriate entities involved in bicycle and pedestrian issues. The Council rated many of the original recommendations and provided feedback on how they could be modified.

The revised recommendations were presented to Council members who were asked to rate the revised set of recommendations using the same "Acceptability" scale from the May meeting that ranged from 1 to 3, with 3 representing "I can support this as is" (from "wholehearted support" to "I can live with this"), 2 representing "I can support this, but would like to see the following changes....", and 1 representing "I cannot support this unless serious concern(s) are addressed as follows....".

Members' ratings were compiled during the meeting through a show of hands as a starting point for discussion. It is important to note that the ratings were not votes, but rather a tool to help identify concerns about the revised recommendations to focus discussion on how the statements might be finalized. The ratings also helped clarify members' level of support for each revised statement as drafted. The following section presents members' ratings of each item, where applicable, and summarizes members' comments, followed by the revised final version of each recommendation.

COMPLETING THE SYSTEM (CS)

CS1 – FDOT, in partnership with the Florida Greenways and Trails Council, should pursue opportunities to contribute to full implementation of the Florida Greenways and Trails Priority Network in all transportation policy and project planning. These opportunities include:

- consideration of additional ROW for separate shared-use paths during all transportation corridor planning, and in the ETDM process.
- continuing to ensure that all new transportation corridors, and to the extent possible new facilities within existing corridors, include provision for bicycle and/or (as appropriate) pedestrian facilities.
- identifying opportunities for expansion of the limited access pilot projects to contribute to implementation of the Florida Greenways and Trails Priority Network.

- considering the development of inter-agency MOAs to promote cooperation in the implementation of the Florida Greenways and Trails Priority Network.
- working with MPOs and other regional entities to promote the development of bicycle and pedestrian plans.

Initial Acceptability Rating	3	2	1
No. of Members	12	1	0

Comments and suggestions on draft policy statement based on initial rating:

- the overarching way written about the trail system - bullet 2 and 5 go to broader system
- the last bullet could also include trails plans
- need a completing the overall system recommendation and a completing trail system recommendation
- create a new CS2 for completing the system - does not matter which one goes first
- spell out the ETDM acronym
- "and inclusion in the ETDM process"? Make clearer grammatically
- fifth bullet - include promote the implementation of the FGTPN

CS2 – The Florida Greenways and Trails Council and FDEP should consider local government support and the availability of local matching resources (including in-kind, maintenance and ROW contributions) as one criterion when prioritizing projects as part of the update to the Florida Greenways and Trails program.

Initial Acceptability Rating	3	2	1
No. of Members	14	0	0

Comments and suggestions on draft policy statement based on initial rating:

- spell out the acronyms
- may need an acronym list in the overall document
- does population need to be considered

SAFETY (S)

S1 – FDOT and its partners should expand the focus of Florida's pedestrian safety campaign to include bicycles.

Initial Acceptability Rating	3	2	1
No. of Members	14	1	0

Comments and suggestions on draft policy statement based on initial rating:

- if campaign expanded then the name of the campaign would need to change
- trying to expand focus beyond just pedestrian
- reinforces the need to do that soon
- once recommendation adopted then can change name

- may need a separate standalone bicycle safety campaign - at the same level of focus as the existing pedestrian safety campaign (to be addressed in the introduction to this recommendation).
- each has dramatically different needs though both are vulnerable users with high crash rates

S2 - FDOT and its partners should increase their focus on driver safety awareness and training as it pertains to bicycle and pedestrian safety.

Initial Acceptability Rating	3	2	1
No. of Members	12	2	0

Comments and suggestions on draft policy statement based on initial rating:

- encourage law enforcement agencies to actively enforce laws related to bike and pedestrians - raise awareness with law enforcement and with local governments
- Florida as a state has done a poor job training its drivers
- included law enforcement under S3
- move bicycle and ped safety before driver safety awareness
- does "partners" include DMV? May need to include explicitly along with local governments

CULTURAL CHANGE (CC)

CC1 - FDOT and its partners should take measures to promote awareness and use of design discretion available in FDOT guidelines for accommodating bicycle and pedestrian needs in the design and construction of transportation facilities, including:

- development of a “champions” program (speakers’ bureau?) for design discretion, including uniform informational presentations and materials and a range of speakers, to promote awareness and use of the availability of design discretion for bicycle and pedestrian purposes.
- working with FDOT districts should promote communication between district traffic operations personnel, engineers and local government planners and officials to promote awareness of available design discretion for bicycle and pedestrian purposes..
- coordination with the Statewide School Design Committee to develop or enhance design guidelines for bicycle and pedestrian facilities that support schools.
- build upon the Traditional Neighborhood Development Chapter in the Greenbook to create additional guidance for local governments in creating *context sensitive design* and *complete streets* for bicycle and pedestrian purposes.

Initial Acceptability Rating	3	2	1
No. of Members	12	2	0

Comments and suggestions on draft policy statement based on initial rating:

- comment on B and D - encourages communication with local, and fourth about getting more info out to locals - prefer stronger stance: encourage deference to local govt. desire on design. On 4: in appropriate locations prioritize walkability and bikability over vehicle capacity considerations
- in header section - that seems to include the street, beyond designated bike and ped designated facilities -
- need to be more assertive in second bullet - local govt. engineers and staff planners
- encourage deference to local govt. in second and fourth bullet -
- "deference"? understand idea, but not sure the right word - need to consider the local knowledge
- encourage "balance"?
- need the concept of applying context sensitive solution onto FDOT facilities
- not sure what second bullet says?
- increase communication?
- promote awareness and improve communication on the flexibility available
- design for bike and ped capacity, not just vehicle
- honor local vision on how to accommodate bike and ped needs in design and facilities - may be a separate recommendation
- honor? Seek mutual agreement -
- work with local governments to address their vision

CC2 – FDOT and DEO should coordinate with MPOs, local governments and other partners to adopt goals and policies that encourage mode-shift to bicycle and pedestrian transportation.

- FDOT should develop "best practices" policies that encourage mode shift for consideration by local governments in development of the Transportation Element of their comprehensive plans.

Initial Acceptability Rating	3	2	1
No. of Members	10	4	0

Comments and suggestions on draft policy statement based on initial rating:

- mode shift seems broader than bike and bed - transit would be included - be sure we are being inclusive
- valid point - address encourage mode shift that would include bike, ped, transit or other options
- would like to explicitly include transit - also, is encourages strong enough - lastly need to recognize the role of land use and other factors which have implications in the comprehensive plans - pull out reference to transportation to expand application to other elements
- spell out acronyms
- look to develop multi-modal element

HEALTH (H)

H1 – FDOT and its partners should support the State Health Improvement Plan (SHIP) through policies that advance bicycle and pedestrian transportation for school, work and recreation.

Initial Acceptability Rating	3	2	1
No. of Members	14	1	0

Comments and suggestions on draft policy statement based on initial rating:

- this also applies to utilitarian trips - walk to store - "and other purposes"
- add a bullet for healthy weight recognition?

Based on this input, the draft recommendations were revised as follows.

COMPLETING THE SYSTEM (CS)

CS1 – FDOT and its partners should pursue opportunities to contribute to full implementation of bicycle and pedestrian connections in all transportation policy and project planning. These opportunities include:

- continuing to ensure that all new transportation corridors, and to the extent possible new and improved facilities within existing corridors, include provision for bicycle and pedestrian facilities.
- working with metropolitan planning organizations (MPOs) and other regional entities to promote the development of bicycle and pedestrian plans.

CS2 – FDOT, in partnership with the Florida Greenways and Trails Council, should pursue opportunities to contribute to full implementation of the Florida Greenways and Trails Priority Network in all transportation policy and project planning. These opportunities include:

- consideration of additional right-of-way (ROW) for separate shared-use paths during all transportation corridor planning, and in the Efficient Transportation Decision Making (ETDM) process.
- identifying opportunities for expansion of the limited access pilot [projects] to contribute to implementation of the Florida Greenways and Trails Priority Network.
- considering the development of inter-agency Memorandum of Agreements (MOAs) to promote cooperation in the implementation of the Florida Greenways and Trails Priority Network.
- working with MPOs and other regional entities to promote the implementation of Florida Greenways and Trails Priority Network.

CS3 – The Florida Greenways and Trails Council and the Florida Department of Environmental Protection (FDEP) should consider local government support and the availability of local matching resources (including in-kind, maintenance and ROW contributions) as one

criterion when prioritizing projects as part of the update to the Florida Greenways and Trails program.

SAFETY (S)

- S1** - FDOT and its partners should expand the focus of Florida's pedestrian safety campaign to include bicycles, or establish a parallel and equivalent bicycle safety initiative.
- S2** - FDOT and its partners, including the Department of Motor Vehicles (DMV) and local governments, should increase their focus on bicycle and pedestrian safety in driver safety awareness and training.
- S3** - FDOT and its partners should promote the inclusion of a focus on bicycle and pedestrian safety in law enforcement training.

CULTURAL CHANGE (CC)

- CC1** - FDOT and its partners should take measures to promote awareness and use of design discretion available in FDOT guidelines for accommodating bicycle and pedestrian needs in the design and construction of transportation facilities, including:
 - development of a “champions” program (speakers’ bureau?) for design discretion, including uniform informational presentations and materials and a range of speakers, to promote awareness and use of the availability of design discretion for bicycle and pedestrian purposes.
 - promote communication between district personnel and local government officials and staff to raise awareness of available design discretion for bicycle and pedestrian purposes.
 - coordination with the Statewide School Design Committee to develop or enhance design guidelines for bicycle and pedestrian facilities that support schools.
 - build upon the Traditional Neighborhood Development Chapter in the Greenbook to create additional guidance for local governments in creating *context sensitive design* and *complete streets* for bicycle and pedestrian purposes.
- CC2** - FDOT, its districts, and local governments should work together to develop roadway designs that provide for a safe and accessible bicycle and pedestrian environment consistent with the local government's desired land use and vision.
- CC3** - FDOT and DEO should coordinate with MPOs, local governments and other partners to adopt goals and policies that encourage mode-shift to bicycle, pedestrian, transit and other options.
 - FDOT should develop "best practices" policies that encourage mode shift for consideration by local governments in development of their comprehensive plans.

HEALTH (H)

H1 – FDOT and its partners should support the State Health Improvement Plan (SHIP) through policies that advance bicycle and pedestrian transportation for school, work, recreation, and other purposes.

Identification of Candidate Focus Areas for 2013-2014

Hal Beardall engaged the Council in a discussion of potential focus areas for 2013-2014 by asking members for their input on what they feel the Council should focus its efforts on for the following year. Rafael Montalvo reminded members that given their limited number of meetings, the Council should look at focusing their efforts on a few key areas. The general consensus among members was that they would like to continue with the Council's current focus areas, but with a few additional or different topics.

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

COMPLETING THE SYSTEM (CS)

- Bridges
 - would like to see examples of context sensitive projects in urban or downtown areas, with an emphasis on state facilities
 - would like to see unique bridge designs include bicycle and pedestrian facilities
- Transit Connections
 - would like to see the Council talk more about transit, transit users and the connection between transit and bicycle/pedestrian issues
- Greenways & Trails
 - would like to provide input on the effort to close gaps in the greenways and trails system

SAFETY (S)

- Local Law Enforcement
 - would like to add additional law enforcement representatives to facilitate a better working relationship
 - would like to consider adding a representative of the Community Traffic Safety Teams (CTST)

CULTURAL CHANGE (CC)

- Education of Drivers
 - would like to address the need for a cultural change in drivers' attitude towards bicyclists and pedestrians
 - would like to engage a DMV representative to help address the misunderstanding of traffic laws related to bicyclists and pedestrians and clarify for general public
- Pedestrian Safety Action Plans
 - Would like to see some good examples
- Legislation, Regulation and Policy
 - would like to help clarify what the definition of a bicycle is

- would like to help address the disparity in consequences of killing bicyclists (vulnerable road users) and any bias there may be in the law enforcement system
- would like to engage in the education of the public about vulnerable road users
- would like to assist in repealing the mandatory bike-lane law
- would like to promote bicycle and pedestrian training for law enforcement officials
- would like to advocate for the provision that allows State Transportation Trust Fund dollars can be used on multi-use trails

HEALTH (H)

- Healthy Weight Initiative
 - would like to have partner presentations to learn from each other and discover ways to collaborate, especially on the Healthy Community recognition program
 - would like to promote the healthy weight initiative to partners as a way to increase bicycle and walking acceptance (this may also be considered under the Culture Change focus area)
 - would like to promote the health benefits of biking and walking

CROSS CUTTING ISSUES

- Land Use and Design
 - would like to promote development land use designs/patterns that create communities that are bikeable and walkable

OTHER COMMENTS

- add disparities as another area, which might fit across existing focus areas
- try to influence initiatives within focus areas - look at initiatives that affect change
- provide input to FDOT on shaping the next federal transportation bill
- have presentations from Council partners to learn what each organization is doing
- develop a presentation/glossary of terms that Council members may need to know
- develop a presentation on multi-modal element for local comprehensive plans and offer feedback on the effort - model element could be linked to the Council's website for access by local governments

Review of Best Practices Tool on Website and New Additions

Mike Neidhart, with Gannett Fleming, Inc., provided an overview of the latest updates to the Bicycle and Pedestrian Partnership Council's website, which can be found at (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:

Create links to the initiatives identified in the Council's recommendations.

Include more visual appeal rather than just text.

Review Draft Annual Report

Mr. Neidhart provided an overview on the proposed draft of the Council's Annual Report. 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:

The following comments on the draft Annual Report by Council members:

- would like to see Annual Report distributed to local governments, agencies, and legislature
- would like to see Council members share the Annual Report with their agencies, associations, etc.
- would like to see FDOT advertise the Annual Report in their Transplan news feed
- would like to see the Annual Report sent to local and state elected officials
- draft Annual Report looks good, will share a few editorial edits
- the Annual Report is an easy way to capture accomplishments - maybe a focus area for next year would be to try and document or summarize accomplishments we are aware of

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 staff will use input from today's meeting to finalize the Council's recommendations for the Annual Report. 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 Council's Recommendations based on member comments,
- Revise the Council's Annual Report based on member comments,
- Develop a draft Work Plan based on the identified topics, and
- Send date for next meeting as soon as possible.

The next meeting will likely be scheduled sometime in November.

Meeting Evaluation Survey

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

Adjourn

The Vice Chair thanked members for their participation. Hearing no additional comment or issues to be discussed, the meeting was adjourned at 3:45 pm.

APPENDIX A: Meeting Evaluation Summary
Florida Bicycle and Pedestrian Partnership Council
10th Council Meeting
 Tallahassee, Florida

August 22, 2013 – 9:00 am to 3:45 pm

	☺	☹	☹	☹	☹	
	<u>Agree</u>				<u>Disagree</u>	
	<i>CIRCLE ONE</i>					
	5	4	3	2	1	Summary
<u>WERE THE MEETING OBJECTIVES MET?</u>						
To receive updates on FDOT’s Safety Initiatives and Future Role of the BPPC	11	1	0	0	0	4.92
To receive updates on other related State Agency Plans	9	3	0	0	0	4.75
To receive presentations on the 2060 FTP Scorecard and the U.S. Bicycle Route System	12	0	0	0	0	5.00
To review and refine Council recommendations for the BPPC annual report	12	0	0	0	0	5.00
To identify candidate focus areas for 2013-14	11	1	0	0	0	4.92
To review and discuss use of the Council Website to promote best practices	12	0	0	0	0	5.00
To review draft illustration of the Annual Report	10	2	0	0	0	4.83
<u>MEETING ORGANIZATION</u>						
Background and agenda packet were helpful	12	0	0	0	0	5.00
Presentations were effective and informative	9	2	1	0	0	4.67
Plenary discussion format was effective	11	1	0	0	0	4.92
Facilitator guided participant efforts effective	12	0	0	0	0	5.00
Participation was balanced	12	0	0	0	0	5.00

What Did You Like Best About the Meeting?

- Connecting with partners, finding new ways to collaborate
- Going over group goals with broad input
- Very informative and well run
- Collaboration on recommendations
- Very informative - really enjoyed the U.S. Bike Route presentation
- Ability for interactive communication and participation - very well facilitated and structured
- Hal and Rafael do a great job recording and organizing ideas

- Tim's legislative update
- Progress on draft recommendations
- Well organized
- Access to new ideas as well as interaction with counterparts from other agencies
- Good job!

What Could Be Improved?

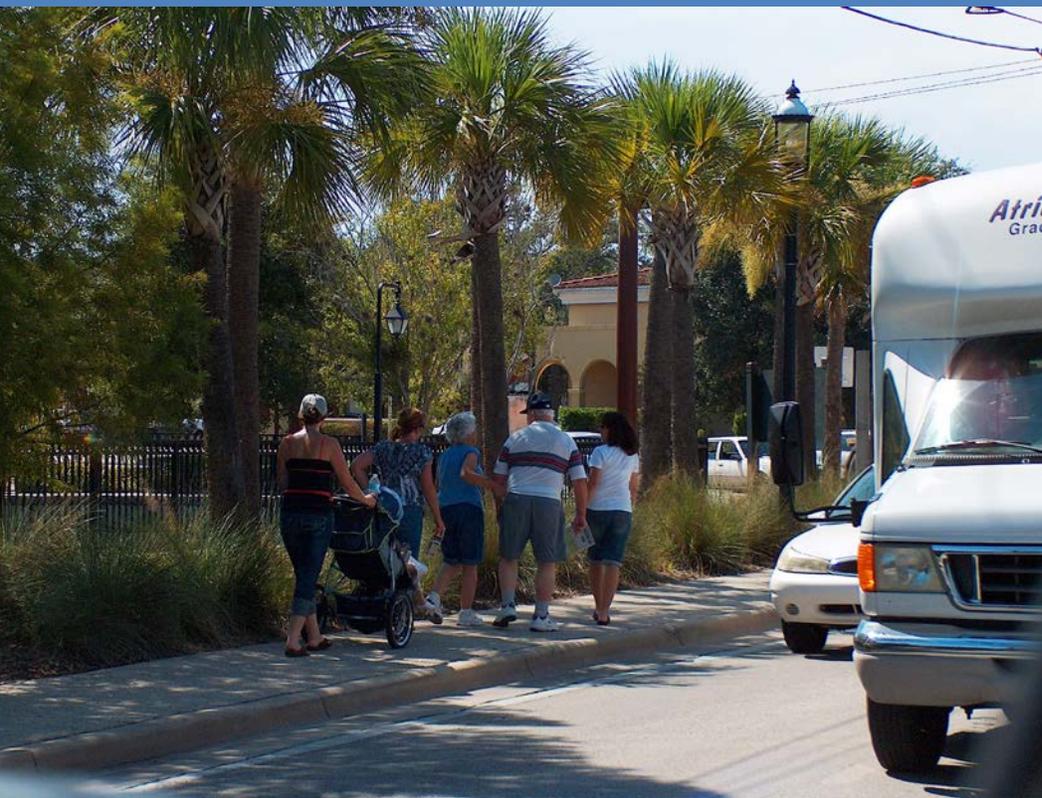
- Nothing
- No suggestions
- Nothing (perhaps m&m's)
- Too much word-smithing - perhaps a workgroup of 2 or 3 individuals could assist in word-smithing
- Food in cafeteria is pretty bad
- More training on specific bike-ped projects and best practices
- I think the Council may need a representative from the Safety Section of the FDOT Transit Office since they deal with interactions between bikes and pedestrians and buses

Other Comments (use the back if necessary)

- Great meeting – excellent facilitation
- Great job as usual
- Thanks for organizing this committee and doing such a good job facilitating. Also, this is a good investment of time for FDOT and our organization.
- May want to mention that the voting process is for actual members. I may have missed you saying it. In this case, if there are observing FDOT offices (non-member) and public present, you may want to direct them to reserve their comments until the public comment period at the end of the meeting. I have run into this issue at other meetings like the Freight & Logistics Plan meetings.
- Re: Law Enforcement Officers on the Council – how about inviting a local TPD bicycle patrol officer? I am sure that person could provide a really unique perspective.



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



Florida Department of Transportation
October 2013

Table of Contents

Table of Contents.....	ii
Executive Summary	iii
Glossary.....	iv
Introduction.....	1
Florida Bicycle and Pedestrian Partnership Council: Overview	1
Council Charge	1
Council Work Plan & Schedule	3
Council Procedures & Guidelines.....	4
Council Roles & Responsibilities	5
Council Membership	5
Council Recommendations	7
Completing the System (CS)	7
Safety (S).....	8
Cultural Change (CC).....	8
Health (H)	9
Summary of Meetings.....	9
Meeting #6: April 24, 2012.....	9
Meeting #7: September 12, 2012.....	10
Meeting #8: November 29, 2012.....	12
Meeting #9: May 1, 2013.....	14
Meeting #10: August 22, 2013	15
Additional Meeting Materials	17
Future Role & Focus Areas	17
Summary	18
Appendix – Council’s Original Charge	20

Executive Summary

The Florida Bicycle and Pedestrian Partnership Council was formed to provide policy recommendations to the Florida Department of Transportation (FDOT) and its partners on the state's walking, bicycling and trail policies, programs and facilities. The Council's mission is to promote the livability, health and economic benefits of bicycle and pedestrian activity by providing 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 identifies areas for recommendations and best practices on a yearly basis.

The Council met five times between April 2012 and August 2013. At the conclusion of its fifth meeting the Council approved a set of recommendations, which were organized around four broad policy areas:

- ◆ **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

At the conclusion of the final meeting of the year, the Council agreed to keep its focus on these same four areas for 2013/2014. It is anticipated that these topics will be the focal point of Council meeting presentations and recommendations throughout 2013/2014.

Glossary

Coast to Coast Connector

The Coast to Coast Connector is a continuous cross-state multi-use trail that traverses the state from the Gulf of Mexico to the Atlantic Ocean through central part of Florida. The Coast to Coast Connector is approximately 275 miles long with roughly 75 percent (over 200 miles) of the corridor already developed and open to the public or funded for completion.

Community Traffic Safety Teams (CTSTs)

Florida's Community Traffic Safety Teams (CTSTs) are locally based groups of highway safety advocates who are committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach. Members include local city, county, state, and occasionally federal agencies, as well as private industry representatives and local citizens. The community boundaries determined by the individuals comprising the team can be a city, an entire county, a portion of a county, multiple counties, or any other jurisdictional arrangement.

Complete Streets

Complete Streets is a design approach for streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, bicycling, driving automobiles, riding public transportation, or delivering goods.

Context Sensitive Design

Context Sensitive Design is the art of creating infrastructure that meet the needs of the users, the neighboring communities, and the environment. Context Sensitive Design integrates projects into the context or setting in a sensitive manner through careful planning, consideration of different perspectives, and tailoring designs specific to each community.

Efficient Transportation Decision Making (ETDM)

The Efficient Transportation Decision Making (ETDM) process is designed to streamline the transportation planning and project development process without compromising the quality of Florida's human and natural environments. The ETDM process provides for early and continuous resource agency input into the FDOT environmental review, decision making, and permitting process to make project delivery more efficient and less costly.

Federal highway Administration (FHWA)

The Federal Highway Administration (FHWA) is an agency within the U.S. Department of Transportation that supports State and local governments in the design, construction, and maintenance of the Nation's highway system.

Florida Department of Motor Vehicles (DMV)

The Florida Department of Motor Vehicles (DMV) provides services that include driver's license and license plate renewal, getting a learners permit, and oversees the Florida Driving Manuals for operator's licenses, motorcycle only licenses, and commercial driver licenses.

Florida Greenways and Trails System (FGTS) Plan

The Florida Greenways and Trails System (FGTS) Plan establishes priorities and defines the role of the FGTS in advancing Florida's economy, tourism, health, alternative transportation, recreation, conservation and quality of life.

Florida Greenways and Trails Council

The Florida Greenways and Trails Council was established to advise the Florida Department of Environmental Protection on greenway and trail related issues, promote intergovernmental cooperation and private partnerships for developing the greenways and trails system, recommend priorities for critical links in the system, and provide funding recommendations for developing and managing the system.

Florida Greenways and Trails Priority Network

The priority trails network encompasses important corridor connections that the Florida Department of Environmental Protection's Division of Recreation and Parks will direct future resources toward in an effort to complete the Florida Greenways and Trails System.

Florida Office of Greenways and Trails Program

The Florida Office of Greenways & Trails (OGT) program, within the Florida Department of Environmental Protection (DEP)'s Division of Recreation and Parks, provides leadership and coordination to establish and expand the Florida Greenways and Trails System.

Florida Greenbook

The Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, is commonly referred to as the "Florida Greenbook." The Florida Greenbook is intended for use on all public roads that are not part of the State Highway System. Some local jurisdictions adopt their own standards, consistent with and supplement the Florida Greenbook.

Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) establishes long range goals to provide a policy framework for the expenditure of federal and state transportation funds in Florida for the next 20-50 years.

Florida Plans Preparation Manual

The Plans Preparation Manual (PPM) sets forth the geometric design criteria for projects located on (or along) the State Highway System. The design criteria are intended to be used as the principal standards for the design of new construction or major reconstruction projects.

Human Environment

The human environment is the surroundings in which people conduct their lives, including the built and natural environments, including cultural resources.

Intermodal

Intermodal is the connection between two or more modes of transportation.

Livability

Livability encompasses those elements of home and neighborhood that contribute to welfare, health, convenience, mobility and recreation.

Livable Communities

Neighborhoods, communities or regions with compact, multidimensional land use patterns that ensure a mix of uses, minimize the impact of cars, and promotes walking, bicycling and transit access to employment, education, recreation, entertainment, shopping and services.

Local Comprehensive Plan

Florida's Growth Management Act requires all of Florida's 67 counties and 476 municipalities to adopt Local Comprehensive Plans that guide future growth and development. Comprehensive plans contain chapters or "elements" that address future land use, housing, transportation, infrastructure, coastal management, conservation, recreation and open space, intergovernmental coordination and capital improvements.

Memorandum of Agreement (MOA)

A memorandum of agreement (MOA) is a document written between parties to cooperate on an agreed upon project. The purpose of an MOA is to have a written understanding between two or more parties.

Metropolitan Planning Organization

An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state, transportation plans and programs in metropolitan areas containing 50,000 or more residents. MPOs are responsible for the development of transportation facilities that will function as an integrated transportation system through the coordination of transportation planning and funding decisions.

Mode Shift

Mode shift typically means (or is expressed as) the number or portion of automobile trips shifted to other modes of travel, such as to transit, bicycling, or walking.

Moving Ahead for Progress in the 21st Century Act (MAP-21)

MAP-21 is the federal highway authorization act for the funding of surface transportation programs for fiscal years (FY) 2013 and 2014.

Multimodal

Multimodal encompasses more than one travel mode, potentially including the four roadway modes (auto, bicycle, pedestrian, and bus), aviation, rail, and seaports.

Multiuse Trails / Shared Use Paths

Multiuse Trails and shared use paths are facilities physically separated from motorized vehicular traffic by an open space or barrier either within the highway right-of-way or along an independent right-of-way. Multiuse Trails and shared use paths are used by bicyclists, pedestrians, skaters, runners and others.

Pedestrian and Bicycle Strategic Safety Plan (PBSSP)

Florida's Pedestrian and Bicycle Strategic Safety Plan (PBSSP) is designed to provide a comprehensive strategy to address pedestrian and bicycle safety issues by identifying goals, objectives, strategies, tasks, and performance measures for key program areas. The five-year plan provides guidance to FDOT Bicycle/Pedestrian Safety Program Managers and key stakeholders concerned with improving pedestrian and bicycle safety in Florida. The PBSSP supports the Vulnerable Road Users emphasis area of the Strategic Highway Safety Plan (SHSP) in its goal to reduce the rate of fatalities, injuries, and crashes of those users, while providing more detailed objectives and strategies targeted towards improving pedestrian and bicycle safety in Florida.

Regional Planning Council

An organization that promotes communication, coordination and collaboration among local governments, metropolitan planning organizations and other local regional authorities on a broad range of regional issues, including transportation and land use planning. There are 11 Regional Planning Councils in Florida.

Right-of-Way (ROW)

Right-of-Way (ROW) is real property, donated or acquired by purchase or condemnation, used to accommodate transportation improvements.

Secretary's Bicycle/Pedestrian Focused Initiative

In response to data from the National Highway Traffic Safety Administration (NHTSA) and the *Dangerous by Design* report that highlighted Florida's high pedestrian fatality rate, the Secretary of the Florida Department of Transportation (FDOT) initiated an effort to increase awareness of bicycle and pedestrian safety laws to all road users in an effort to reduce crashes resulting in fatalities and injuries of bicyclists and pedestrians on Florida's roadways.

Strategic Highway Safety Plan (SHSP)

Florida's Strategic Highway Safety Plan (SHSP) provides a comprehensive framework for reducing traffic fatalities and serious injuries on all public roads. This plan establishes targeted goals and objectives that address the "4 E's" of safety: engineering, enforcement, education, and emergency response. Florida's SHSP was developed in conjunction with federal, state, local, and private sector safety stakeholders, all of which play an active role in implementation.

State Health Improvement Plan (SHIP)

The State Health Improvement Plan (SHIP) is a statewide plan for public health system partners and stakeholders to improve the health of Floridians.

Sustainable Communities

Sustainable communities are communities planned, built, or modified to promote sustainable living. This typically includes sustainability aspects relating to equality, water, transportation, energy, and waste.

Sustainability

Sustainability meets the needs of the present without compromising the ability to meet the needs of the future.

Traditional Neighborhood Development (TND)

Traditional Neighborhood Development represents patterns of development aligned with the state's growth management, smart growth and sprawl containment goals that includes a greater focus on bicycle, pedestrian, and transit mobility. TND communities rely on a strong integration of land use and transportation with clearly defined characteristics and design features to achieve the goals for compact and livable development patterns reinforced by a context-sensitive transportation network.

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) is a federal program authorized under MAP-21 that provides funding for projects, including on- and off-road bicycle and pedestrian facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and safe routes to school projects. The TAP program replaces funding from

pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them up into a single funding source.

Introduction

In April 2010 the Florida Department of Transportation (FDOT) announced the establishment of a statewide initiative on bicycle and pedestrian mobility. The Florida Bicycle and Pedestrian Partnership Council was convened to make policy recommendations to FDOT and its transportation partners throughout Florida on the state's walking, bicycling and trail policies, programs and facilities. The Council's mission is to convene the many different partners needed to make and implement these recommendations.

This report details the Florida Bicycle and Pedestrian Partnership Council's activity during their second year between April 2012 and August 2013—providing a "snapshot" of the Council's activity over the past year. It outlines details of the Council's charge, work plan and membership throughout this timeframe, and summarizes the five meetings that were held over the past year.

The report also describes future roles for the Council to play in the development, design, implementation, and regulation of bicycle and pedestrian policies and facilities throughout the state, and policy recommendations to-date.

Florida Bicycle and Pedestrian Partnership Council: Overview

The Florida Bicycle and Pedestrian Partnership Council's overarching mission is to promote the livability, health and economic benefits of bicycle and pedestrian activity by providing 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 first meeting of the Council took place on June 28, 2010. One of the first items the Council discussed and took action on was the adoption of its *Charge*—a description of the Council's role and responsibilities in making Florida and its communities more pedestrian and bicycle friendly. In addition to the *Charge*, the Council developed two annual *Work Plans* (one for 2010/11 and another for 2012/2013) that organized the annual activities of the Council. The *Charge* and the *Work Plans* have been the foundation of the Council's efforts.

As part of this Overview, the following sub-sections include a description of the Council's *Charge*, a document that explains the Council's duties; the Council's *Work Plan*, a document that lays-out the meeting schedule and planned actions for the Council throughout the year; and a list of the Council's collective membership over the course of the past year.

Council Charge

An initial version of a *Charge* was presented for review and comment at the Council's first meeting in 2010. This version was accepted by the Council, with minor modifications, at its second meeting. At the Council's meeting in November 2011, members reviewed, refined and

accepted a revised *Charge* that more fully reflected the nature and scope Council activities, as those had evolved during the preceding year. In September 2012 the Council made a few additional minor modifications reflective of bicycle and pedestrian mobility and safety.

Below is the revised *Charge* that emerged from the September 2012 meeting. For reference, the original charge has been placed in the Appendix.

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.

Council Work Plan & Schedule

The bullet points below outline the Council's Work Plan (for meetings 6 through 10 during 2012/2013) as coordinated with the meeting schedule. The tenth meeting concluded the work of the Council's year-long effort in preparing an Annual Report, as well as identifying focus areas for the coming year.

April 24, 2012 – 6th Council Meeting

- Review activities to-date, including Council Charge and Recommendations
- Review and discuss proposed 2012-2013 Work Plan
- Review and provide input on proposed candidate projects to meet requirements for bicycles on limited access bridges
- Review and identify future opportunities for input to the Strategic Highway Safety Plan Update
- Review and provide initial input to FDEP's 2012 Florida Greenways and Trails Plan Update
- Identify potential cultural change topics for 2012-2013 recommendation development

September 12, 2012 – 7th Council Meeting

- Review and discuss implications of new federal transportation reauthorization legislation MAP-21
- Review pedestrian and bicycle issues and provide input to development of the Pedestrian and Bicycle Strategic Safety Plan (PBSSP)
- Review and discuss the Council's potential future role in implementing the Pedestrian and Bicycle Strategic Safety Plan (PBSSP)
- Review, provide input and identify future opportunities for feedback to FDEP's 2012 Florida Greenways and Trails System Plan Update

November 29, 2012 – 8th Council Meeting

- Receive updates on related State Agency plans
- Receive a presentation and discuss implementation of design discretion
- Receive presentation and discuss Sustainable Communities/Complete Streets
- Receive presentation and discuss Related Department of Health Programs
- Develop Potential Council Recommendations

May 1, 2013 – 9th Council Meeting

- Receive updates on FDOT's Safety Initiatives
- Receive updates on other related State Agency plans
- Review and discuss potential Council recommendations for the BPPC annual report
- Review and discuss use of the Council Website to promote best practices for bicycle and pedestrian safety and design

August 22, 2013 – 10th Council Meeting

- Receive updates on FDOT's Safety Initiatives
- Receive updates on other related State Agency plans
- Receive presentation on the 2060 FTP Scorecard
- Review and refine draft recommendations
- Review and discuss use of the Council Website to promote best practices
- Review draft Annual Report
- Identify candidate focus areas for 2013-2014

A complete list of meeting presentations, materials, and summaries for the Florida Bicycle and Pedestrian Partnership Council can be found and downloaded at the following website address: <http://www.FDOTBikePed.org>.

Council Procedures & Guidelines

The Council in 2011 approved a set of procedures and guidelines for the conduct of its meetings, which are the same procedures and guidelines that were used during the Council's 2012/2013 meeting cycle. Below are the Council's "Procedures and 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.

Council Roles & Responsibilities

The Council in 2011 approved a set of roles and responsibilities for the Council members, which are the same roles and responsibilities that were used during the Council's 2012/2013 meeting cycle. Below are the Council's "Procedures and Guidelines."

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.

Council Membership

The Council's membership evolved throughout the course of the year, as certain members became unable to continue their participation, while other members were added to the Council. Additionally, not all members were able to attend each meeting; therefore, designated persons from within the absentees' respective organizations attended in lieu of Council members. Names indicated with an asterisk (*) denote a current member as of the August 2013 Council

meeting. Names indicated with two asterisks (**) denote an advisor/non-member current as of the August 2013 Council meeting. Members, member alternates and advisors are listed below.

- Bob Romig*, Florida Department of Transportation (Chair)
- Major Timothy Ashley, Florida Department of Highway Safety and Motor Vehicles (Alternate: Chief Grady Carrick)
- 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)
- Jesus Gomez, Florida Public Transportation Association
- Leilani Gruener*, Florida Department of Health
- Jeannette Hallock-Solomon, Florida Department of Economic Opportunity
- Sue Hann*, Florida League of Cities
- Thomas Hawkins*, Florida League of Cities
- Charlie Hood*, Florida Department of Education (Alternate: Tracey Suber)
- Joey Hoover, Florida Association of Counties
- Richard Hopkins, Florida Department of Health
- Laurie Koburger*, Florida Department of Elder Affairs (Alternate: Marcus Richartz)
- Zoe Mansfield*, Florida League of Cities
- Kathleen Neill, Florida Department of Transportation
- Patricia Northey*, Florida Association of Counties
- Carol Pulley*, Pedestrian Representative
- Max Rothman, Transportation Disadvantaged 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
- Billy Hattaway**, FDOT District One (Advisor/Non-Member)
- Trenda McPherson**, FDOT Safety Office (Advisor/Non-Member)
- Jim Wood**, FDOT Office of Policy Planning (former representative of the Florida Department of Environmental Protection) (Advisor/Non-Member)

Each member of the Council brings a special perspective by representing critical demographics, constituencies, and partner agencies. The Council's membership, dedicated participation, and contributions are critical to the success of the Partnership Council's efforts.

Council Recommendations

During the May 2013 meeting, Council members were presented with an initial set of policy guidance statements, which were drawn from previous Council discussions. Members provided feedback on these statements, which were then refined by the Council in a subsequent discussion in August that were further refined into a set of recommendations that cover four broad topic areas of: Completing the System, Safety, Cultural Change, and Health.

Based on input received at the August meeting a final version of the recommendations was approved by the Council. Below are the Council's 2012/2013 recommendations.

Completing the System (CS)

CS1 – FDOT and its partners should pursue opportunities to contribute to full implementation of bicycle and pedestrian connections in all transportation policy and project planning. These opportunities include:

- continuing to ensure that all new transportation corridors, and to the extent possible new and improved facilities within existing corridors, include provision for bicycle and pedestrian facilities.
- working with metropolitan planning organizations (MPOs) and other regional entities to promote the development of bicycle and pedestrian plans.

CS2 – FDOT, in partnership with the Florida Greenways and Trails Council, should pursue opportunities to contribute to full implementation of the Florida Greenways and Trails Priority Network in all transportation policy and project planning. These opportunities include:

- consideration of additional right-of-way (ROW) for separate shared-use paths during all transportation corridor planning, and in the Efficient Transportation Decision-Making (ETDM) process.
- identifying opportunities for expansion of the limited access pilot-projects to contribute to implementation of the Florida Greenways and Trails Priority Network.
- considering the development of inter-agency Memoranda of Agreements (MOAs) to promote cooperation in the implementation of the Florida Greenways and Trails Priority Network.
- working with MPOs and other regional entities to promote the implementation of Florida Greenways and Trails Priority Network.

CS3 – The Florida Greenways and Trails Council and the Florida Department of Environmental Protection (FDEP) should consider local government support and the availability of local matching resources (including in-kind, maintenance and ROW contributions) as one criterion when prioritizing projects as part of the update to the Florida Greenways and Trails program.

Safety (S)

S1 – FDOT and its partners should expand the focus of Florida's pedestrian safety campaign to include bicycles, or establish a parallel and equivalent bicycle safety initiative.

S2 – FDOT and its partners, including the Department of Motor Vehicles (DMV) and local governments, should increase their focus on bicycle and pedestrian safety in driver safety awareness and training.

S3 – FDOT and its partners should promote the inclusion of a focus on bicycle and pedestrian safety in law enforcement training.

Cultural Change (CC)

CC1 – FDOT and its partners should take measures to promote awareness and use of design discretion available in FDOT guidelines for accommodating bicycle and pedestrian needs in the design and construction of transportation facilities, including:

- development of a “champions” program (e.g., speakers’ bureau) for design discretion, including uniform informational presentations and materials and a range of speakers, to promote awareness and use of the availability of design discretion for bicycle and pedestrian purposes.
- promote communication between district personnel and local government officials and staff to raise awareness of available design discretion for bicycle and pedestrian purposes.
- coordination with the Statewide School Design Committee to develop or enhance design guidelines for bicycle and pedestrian facilities that support schools.
- build upon the Traditional Neighborhood Development Chapter in the *Florida Greenbook* to create additional guidance for local governments in creating *context sensitive design* and *complete streets* for bicycle and pedestrian purposes.

CC2 – FDOT, its districts, and local governments should work together to develop roadway designs that provide for a safe and accessible bicycle and pedestrian environment consistent with the local government's desired land use and vision.

CC3 – FDOT and DEO should coordinate with MPOs, local governments and other partners to adopt goals and policies that encourage mode-shift to bicycle, pedestrian, transit and other options.

- FDOT should develop "best practices" policies that encourage mode-shift for consideration by local governments in development of their comprehensive plans.

Health (H)

H1 – FDOT and its partners should support the State Health Improvement Plan (SHIP) through policies that advance bicycle and pedestrian transportation for school, work, recreation, and other purposes.

Summary of Meetings

The Council held five meetings (labeled meetings #6 through #10) between April 2012 and August 2013, which have been detailed in this report to document the Council's progress over the course of the past year. Meetings were held in April, September and November of 2012 and May and August of 2013. Meetings took place in Tallahassee and were typically full-day meetings. Attendees aside from Council Members included one or more facilitators, FDOT staff and consultant support, and observers from planning organizations, additional state partner agencies, and relevant stakeholders.

Meeting #6: April 24, 2012

This meeting was the sixth meeting of the Council, held at the FDOT Central Office Burns Building Auditorium. The meeting opened with introductions and a briefing on the agenda. Directly following these opening remarks was a recap of the Councils' activity since the previous meeting, as well as the identification of areas for potential focus in 2012-2013 provided by the Florida Conflict Resolution Consortium (FCRC) Consensus Center, facilitators for the Council. The FCRC provided an overview of the draft 2012-2013 Work Plan based on the focus areas identified by the Council at its November 2011 meeting.

An overview of the revised website for the Bicycle and Pedestrian Partnership Council was provided and Council members were able to provide feedback with regard to the new format. Following presentation of the website, a Council member representing the Rails to Trails Conservancy provided an update on the 2012 Florida legislative session and discussed new adjustments to bicycle regulations. This presentation also provided a briefing on the "All Aboard Florida" program, a proposed high-speed rail connection between Orlando and Miami backed by private investment.

FDOT's Office of Policy Planning then provided the Council with an update on the multi-year federal reauthorization bills moving through the U.S. Congress. This presentation was followed by FDOT's Office of Design, with a presentation on the status of the a pilot program that will

allow bicycles on limited access facilities by assessing three urban areas using criteria specified in statute.

Next, FDOT's Safety Office provided a presentation on bicycle/pedestrian activities in the State Safety Office. The presentation included a briefing on the update of the Florida Strategic Highway Safety Plan (SHSP) and covered the Bicycle/Pedestrian Focused Initiative led by FDOT District 1 Secretary.

This presentation was succeeded by a discussion on Florida's "Pedestrian Safety Program" led by a member of FDOT's Safety Office. This presentation expressed the Safety Office's interest in having a member of the Council as a participant in the development of a 3-year Strategic Safety Pedestrian Plan that will be part of the SHSP, as well as additional partners who are supportive of bicycle/pedestrian safety. Finally, the Safety Office provided an update on their schedule of activities, stressing the importance of obtaining the Council's input within a specific timeframe and gave a brief presentation regarding activities of the Office of Injury Prevention.

Next, the Florida Department of Environmental Protection (FDEP) provided the Council with a presentation on the update of the 2012 FDEP Florida Greenways and Trails Plan, distributed a handout on the 2012 Plan, and requested feedback.

The final discussion illustrated that the three items identified by the Council for consideration as part of the Cultural Change topic have been addressed during this meeting: improvement of utilization; encouragement of private sector investment, and distracted driving. It was also noted that facilitators and staff would develop an updated Work Plan to address the focus areas identified by the Council. The updated Work Plan would reflect the schedule for Council input to the SHSP and FDEP plan updates, suggest a sequence of presentations and discussions to address the Cultural Change topics, and include an opportunity to discuss the connection between bicycle and pedestrian issues and public health.

Finally, the Council requested any final public comments and noted that the next meeting would be scheduled in September 2012. It was announced that the timing and topics for the meeting would be coordinated with the FDEP and the FDOT Safety Office to provide timely opportunities for Council input to the Greenways and Trails Plan and the Strategic Highway Safety Plan updates.

Meeting #7: September 12, 2012

The seventh Council meeting took place in the FDOT Central Office Burns Building Auditorium. The meeting began with introductions, an overview of the agenda, and a review of the April meeting summary. Opening statements were followed by an update on the Council's activities. It was noted that this meeting's agenda would focus on "Contributions to Connecting the

System” and “Safety.” It was also noted that the Council’s next meeting would focus on recommendations for Contributions to Connecting the System and Safety, as well as Cultural Change (which includes three sub-topics of: Encourage Private Investment, Distracted Driving, and Encourage Utilization of Existing Facilities).

The first presentation by FDOT’s Office of Policy Planning, which provided an update on the three candidate Pilot Projects that will allow bicycles on limited access bridges located at the Pineda Causeway, Aventura, and Miami Beach/Miami. It was noted that the pilot projects would be a 2-year long effort, and the Department would provide regular progress updates at future Council meetings. An update on the Pineda Causeway pilot project in Brevard County was provided by a Council member representing the Florida League of Cities.

Next, a presentation regarding updates to the Council’s website was given and members were able to provide feedback regarding updates to the site. Also, FDOT’s Office of Policy Planning provided the Council with an update on the recently passed two-year federal reauthorization entitled *Moving Ahead for Progress in the 21st Century Act* (MAP-21) and the impact this law will have on bicycle and pedestrian programs in Florida.

Following these presentations, a roundtable discussion of pedestrian and bicycle safety issues was facilitated. The roundtable began first with a brief presentation led by the FDOT Safety Office, which updated members on the Safety Office’s Strategic Highway Safety Plan (SHSP), as well as a facilitated discussion relative to the Pedestrian and Bicycle Strategic Safety Plan (PBSSP). The new “Bicycle/Pedestrian Focused Initiative” to improve bicycle and pedestrian safety throughout Florida focusing on the top ten counties for bicycle and pedestrian crashes was also discussed.

The roundtable discussion then shifted focus to bicycle and pedestrian safety issues - the same facilitated discussion that the Safety Office used throughout the State during its safety listening sessions in August of 2012. A series of questions designed by the Safety Office was asked as a way to facilitate an interactive discussion on safety. It was noted that the theme of responses noted that there is a lack of education for how motorists should interact with bicyclists and pedestrians. The effectiveness of various programs and practices were discussed both generally and in terms of elements including emergency response and senior mobility and safety. Feedback from the roundtable was incorporated into the Pedestrian and Bicycle Strategic Safety Plan’s (PBSSP) analysis, findings, and summary report.

Following the conclusion of the roundtable discussion, the final presentation by the Florida Department of Environmental Protection provided the Council with an update of the 2012 FDEP Florida Greenways and Trails System Plan, covering Plan’s draft goals, linkages between the Plan

and other planning efforts, the establishment of priorities to guide resources, developing a framework for "closing the gaps," along with a review of a series of draft maps.

At the conclusion of the meeting, members were asked for any additional comments and it was noted that the next meeting would be scheduled for November 2012. This meeting would include the following topics for potential recommendations for the 2012/2013 Annual Report: the Safety Office's Strategic Highway Safety Plan (SHSP), the Pedestrian and Bicycle Strategic Safety Plan (PBSSP), and the Draft 2012 FDEP Florida Greenways and Trails System Plan. It was also noted that the Council's next meeting will also include a discussion on: design discretion for using the *Florida Greenbook* and the *Florida Plans Preparation Manual*; initial recommendations for 2 of the 4 Work Plan topics: Connecting the System and Cultural Change; update on the three pilot projects; and best Practices for items that can be added to the website.

Meeting #8: November 29, 2012

The eighth Florida Bicycle and Pedestrian Partnership Council meeting was held at the Betty Easley Conference Center in Tallahassee. The first item on the agenda was a review of the BPPC activities to date. These included a review of the Council's charge, role, responsibilities, recommendations, and a review of the Work Plan for 2012-2013. Following the review, members were asked for comments and clarification. The meeting then included ten presentations. Council members were given the opportunity to provide feedback at the end of each presentation.

The first presentation was made by Mr. Jim Wood of the Florida Department of Environmental Protection regarding the 2012 Florida Greenways and Trails System (FGTS) Plan. This presentation highlighted the Plan's major goals and prioritization process. The presentation closed with a discussion of the Plan's schedule, development, and funding issues.

The second presentation was given by Ms. Trenda McPherson of the FDOT Safety Office on the Strategic Highway Safety Plan (SHSP). The final version will be available on the website and in print in December 2012. Ms. McPherson also provided an update on the Florida Bicycle/Pedestrian Focused Initiative, including the Ped 101 training, public outreach, the Dangerous by Design study, a video addressing distracted driving, the facilitated meetings around Florida with state and local partners, and a discussion on the training of law enforcement on existing laws.

The third presentation was given by Ms. Mary Anne Koos from the FDOT Office of Design on the implementation of the three pilot projects that will allow bicyclists on limited access bridges. These projects include the Pineda Causeway, the William Lehman Causeway, and the Julia Tuttle Causeway.

The fourth presentation was given by Mr. Billy Hattaway, FDOT District 1 Secretary, on Secretary Prasad's Bicycle/Pedestrian Focused Initiative. Specific issues covered included land use issues, school board policies, and the development of the Florida Greenbook.

The fifth presentation was given by Ms. Karen Brunelle from the Federal Highway Administration on a Safety Countermeasures program started in 2008 to develop and implement measures promoting pedestrian and bicycle safety. During the presentation Ms. Brunelle also discussed Florida's FHWA Pedestrian Safety Focus Areas Initiative.

The sixth presentation was given by Ms. Jeannette Hallock-Solomon from the Department of Economic Opportunity on Complete Streets in Florida. This included examples of Complete Street Policies which go beyond state statutes. Considerations within the policy examples in the presentation included: beautification, context sensitive design, demographics density and modal plan integration. Also, discussed was the partnership with the Manatee County Health Department for the development of a Complete Streets Policy in the Manatee County Comprehensive Plan.

The next four presentations were given by speakers from the Florida Department of Health. The seventh presentation was given by Ms. Leilani Gruener on the Injury Prevention program. Included in this presentation was information on the Injury Prevention Strategic Plans and the Bike Helmet Promotion Program.

The eighth presentation was given by Ms. Lauren Berlow on the Bureau of Chronic Disease Prevention's Communities Putting Prevention to Work and the Community Walking School bus intervention programs.

The ninth presentation was given by Ms. Street on the ACHIEVE Program which provides strategies and tools for communities to address and prevent chronic diseases. Ms. Street also discussed the Chronic Disease Prevention State Plan and Collaborative Action Plan, which helps organize the implementation of state-wide initiatives that include biking and pedestrian issues.

The final presentation was given by Ms. Sandra Whitehead and provided a brief overview of efforts by the Division to address issues associated with health and the built environment. Ms. Whitehead's presentation also discussed the objectives of the State Health Improvement Plan relating to transportation including those related to Complete Streets, commuter services groups, and disseminating model practices and policies to promote biking and walking to work and school.

Following the presentations, council members were asked to review the recap of their recommendations from the previous annual report and the list of focus areas for the year. Staff members will develop initial draft recommendations based on this and previous meetings for

review and refinement at the next meeting. Council members were asked to provide additional ideas, suggestions and comments.

Council members were reminded that their Charge included supporting bicycle and pedestrian advocates in identifying and promoting best practices. This included opportunities for pedestrian and bicycle advocates to exchange ideas and understand policy information.

Meeting #9: May 1, 2013

The ninth Florida Bicycle and Pedestrian Partnership Council meeting was held at the FDOT Headquarters in the Burns Building Auditorium. The first item on the agenda was the introduction of Jim Wood as the new Director of FDOT's Office of Policy Planning. Next a recap of the Council's activities to date was given, including a review of the Council's charge and role and responsibilities. The focus of the next meeting will be on finalizing the Council's recommendations and review of the annual report.

The next item on the agenda was a series of presentations that provided updates on several State agency plans. The first presentation was an update on three initiatives within the FDOT Safety Office including the Strategic Highway Safety Plan (SHSP), the Pedestrian and Bicycle Strategic Safety Plan (PBSSP), and Secretary Prasad's Bicycle/Pedestrian Focused Initiative. The second presentation updated the Council on the Florida Greenways and Trails System Plan and the "Coast to Coast Connector," which is a planned set of trails that will run from Pinellas County to Brevard County. The third presentation updated the Council on the expansion of the focus of the Bureau of Chronic Disease Prevention's Strategic Prevention Program to include more partners to address pedestrian and bicycle issues as they deal with healthy weight issues. Florida's surgeon general has declared healthy weight as Florida's biggest health issue.

The next item on the agenda was an update of State and Federal Legislative updates by FDOT's Transportation Systems Development Administrator. Council members were given the opportunity to ask questions or provide updates from their organizations related to legislative issues. The "Coast to Coast Connector" was passed by both houses in the Florida Legislature, but still needs approval from the Governor. There is a proposed bill in the Florida Legislature (HB 7127) that would allow FDOT to support multi-use trail sponsorship agreements.

Following the legislative update, a presentation was given on the Communities for a Lifetime program and then one on the Safe Mobility for Life program. One aspect of the Communities for a Lifetime program's mission is to ensure that transportation options are available to those who no longer can or should drive. The Safe Mobility for Life program update included linkages to the Communities for a Lifetime program.

Following these presentations was a review and discussion of new potential Council recommendations. Statements drawn from previous Council meetings were presented for review and discussion. Council members were asked to rate many of the statements using an "Initial Acceptability" scale. The initial ratings were compiled during the meeting through a show of hands as a starting point for discussion. These ratings were intended for application as a tool to help identify concerns about the draft statements and to focus efforts on how the statements might be refined. The specific ratings can be located in the meeting minutes on the FDOT website.

The next item on the agenda was a review of the Best Practices Tool on the website and potential new additions. The new website ([www.FDOT BikePed.org](http://www.FDOTBikePed.org)) should be completed within the next few weeks. Council members should send any suggestions for highlighting "best practices" to Rob Magee for review with the full Council at the next meeting. Following this presentation, the proposed format for the BPPC Annual Report was presented.

An opportunity was given to members of the public to offer comments or suggestions for the Council to consider, but no public comments were offered. Input from this meeting will be used to re-draft the Council's statements for review at the next meeting as potential recommendations for the Annual Report.

Meeting #10: August 22, 2013

The tenth Florida Bicycle and Pedestrian Partnership Council meeting was held at the FDOT Headquarters in the Burns Building Auditorium. The goal of the meeting was to wrap-up work the Council undertook as part of its Charge, provide direction for finalizing the Annual Report, and develop ideas for the Council's future work. New Council members Lisa Bacot (representing the Florida Public Transportation Association), Adam Biblo (representing the Florida Department of Economic Opportunity), and Greg Burke (alternate member representing the Florida Metropolitan Planning Organization Advisory Council) were introduced.

The meeting opened with introductions and a briefing on the agenda. Directly following these opening remarks was a recap of the Councils' activity since the previous meeting, as well as the identification of areas for potential focus in 2013-2014.

The next item on the agenda was a series of presentations providing updates on several State agency plans. The first presentation was an update from FDOT's Safety Office on how the Council can support the Department's Bicycle/Pedestrian Focused Initiative. The presentation opened the dialog on how the Council can help support this effort. Three areas were highlighted that the Council may want to consider as part of their efforts to promote bicycle and pedestrian safety: Legislation, Regulation, and Policy; Health Benefits of Biking/Walking; and Pedestrian Safety Action Plans (PSAP).

The second presentation was by the Florida Department of Environmental Protection (FDEP) to update the Council on the cross-state "Coast to Coast Connector" trail, noting what has been completed as well as the "missing" gaps of the trail.

The third presentation was by the Federal Highway Administration (FHWA) on the Transportation Alternatives Program (TAP) from MAP-21 and the new safety tool called Bike/Ped Safe which can be found at www.everyoneisapedestrian.com.

The fourth and final presentation within this agenda topic was by the Florida Department of Health (FDOH) on the relationship between healthy lifestyles and biking/walking, the State Health Improvement Plan (SHIP), the Agency Strategic Plan, and the Statewide Coalition. Florida's surgeon general has declared healthy weight as Florida's biggest health issue.

The next agenda topic was a discussion of questions and/or updates related to legislative issues that Council members wanted to share. Topics discussed were: the Coast to Coast Connector, Vulnerable Road Users, the Aaron Cohen Life Protection Act, and the Mandatory bike-lane law.

The next presentation was by FDOT's Office of Policy Planning on the 2060 Florida Transportation Plan Scorecard. The presentation covered the Scorecard's Indicators related to bicycle and pedestrian issues on the State Highway System with Bicycle and Pedestrian Facilities and Transportation-Related Pedestrian, Bicycle, and Motorcycle Fatalities.

The next presentation was by FDOT's Office of Policy Planning on the U.S. Bicycle Route System. The presentation covered Florida's adoption of a policy on naming U.S. Bike Routes (USBR) within Florida, along with the announcement that Florida will be applying for two USBRs. It was also announced the launching of a webpage on FDOT's website dedicated to Florida's US Bike Routes.

Rafael Montalvo of the Florida Conflict Resolution Consortium (FCRC) Consensus Center then presented the Council's revised recommendations based on input received during the May meeting. The Council rated many of the original recommendations and provided feedback on how they could be modified in the following categories: Completing the System, Safety, Cultural Change, and Health.

The revised recommendations were presented to Council members who were asked to rate the revised set of recommendations using the same "Acceptability" scale from the May meeting. Members' ratings were compiled during the meeting through a show of hands as a starting point for discussion. The ratings were not considered votes, but rather a tool to help identify concerns about the revised recommendations to focus discussion on how the statements might be finalized to help clarify members' level of support for each statement as drafted. The specific ratings can be located in the meeting minutes on the FDOT website.

Mr. Hal Beardall with the FCRC engaged the Council in a discussion on potential focus areas for the 2013/2014 year. After Mr. Beardall's presentation, the Chair asked members for their input on what they feel the Council should focus its efforts on for the following year. The general consensus was that the Council would like to continue with its current focus areas of: Completing the System, Safety, Cultural Change, and Health.

Next on the agenda, Mike Neidhart, with Office of Policy Planning/Gannett Fleming, Inc., provided an overview of the latest updates to the Bicycle and Pedestrian Partnership Council's website, which can be found at (www.FDOTBikePed.org) as well as an update on the revised draft Annual Report.

Before the meeting adjourned, it was noted that the next meeting would be scheduled sometime in November.

Additional Meeting Materials

For additional information regarding the presentations, materials, and summaries, please reference the Bicycle and Pedestrian Partnership Council's website located at: <http://www.FDOTBikePed.org>.

Future Role & Focus Areas

The August 2013 meeting included a discussion of what the Council's future role and focus areas should be for the coming year. Based on input from members—reflective of the Council's charge—the general consensus was that for 2013/2014 the Council would continue working on the same focus areas as last year, but with an emphasis on a few additional topics, such as:

Completing the System

- Bridges
 - context sensitive projects in urban or downtown areas, with an emphasis on state facilities
 - unique bridge designs include bicycle and pedestrian facilities
- Transit Connections
 - discuss transit, transit users and the connection between transit and bicycle/pedestrian issues
- Greenways & Trails
 - provide input on the effort to close gaps in the greenways and trails system

Safety

- Local Law Enforcement
 - add additional law enforcement representatives to facilitate a better working relationship
 - consider adding a representative of the Community Traffic Safety Teams (CTST)

Cultural Change

- Education of Drivers
 - address the need for a cultural change in drivers' attitude towards bicyclists and pedestrians
 - engage a DMV representative to help address the misunderstanding of traffic laws related to bicyclists and pedestrians and clarify for general public
- Pedestrian Safety Action Plans
 - review good examples
- Legislation, Regulation and Policy
 - help clarify what the definition of a bicycle is
 - help address the disparity in consequences of killing bicyclists (vulnerable road users) and any bias there may be in the law enforcement system
 - engage in the education of the public about vulnerable road users
 - assist in repealing the mandatory bike-lane law
 - promote bicycle and pedestrian training for law enforcement officials
 - advocate for the provision that allows State Transportation Trust Fund dollars can be used on multi-use trails

Health

- Healthy Weight Initiative
 - have partner presentations to learn from each other and discover ways to collaborate, especially on the Healthy Community recognition program
 - promote the healthy weight initiative with agency partners as a way to increase bicycle and walking acceptance (this may also be considered under the Culture Change focus area)
 - promote the health benefits of biking and walking

The Council's 2013/2014 meeting cycle will commence in November 2013. At that meeting the Council will draft a new annual Work Plan for the coming year, which will detail the coming year's meeting and general topic areas of discussion, reflective of the Council's focus areas.

Summary

The Florida Bicycle and Pedestrian Partnership Council was convened to provide policy recommendations to FDOT and its partners on the state's walking, bicycling and trail facilities. The Council's five meetings throughout the year covered a variety of topics relevant to bicycle and pedestrian planning, which helped to generate ideas for further Council discussion and ultimately produced an evolving set of recommendations. At each meeting, Council members were given opportunities to voice opinions, raise specific issues, and contribute towards the dissemination of bicycle and pedestrian related information as part of a forum of critical stakeholders and community members.

Throughout the Council's year-long effort, the Council developed a set of recommendations that continued to focus on four key topics: Completing the System, Safety, Cultural Change, and Health. Working with FDOT and its partners, these recommendations will be carried out in 2013/2014 to aid future bicycle and pedestrian planning efforts.

Appendix – Council’s Original Charge

The FDOT has established a standing statewide “Partnership Council” on bicycle and pedestrian mobility. The Council includes key agency representatives and external stakeholders. The Council will provide guidance to the Department and its partner agencies on policy matters affecting the bicycle and pedestrian transportation needs of the State of Florida.

The FDOT Bicycle and Pedestrian Partnership Council duties also include facilitating increased coordination and collaboration by advising the Department on all statewide transportation planning and safety activities, including the Florida Transportation Plan (FTP). The Council will also report annually on the status towards making Florida and its communities more pedestrian and bicycle friendly. The Council will review and provide policy recommendations or comments, as appropriate, on issues and reports including but not limited to:

Design:

- FDOT’s *Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways* (commonly known as the “Florida Greenbook”)¹
- FDOT’s Plans Preparation Manual and Design Standards
- Revisions to Traffic Engineering Manual regarding pedestrian crosswalks, use of countdown signals, rapid flashing beacons and pedestrian hybrid signals

Planning:

- Identify best practices for local communities (e.g., land development codes, school siting), metropolitan planning organizations (MPOs), and regional planning councils (RPCs) to enhance bicycle and pedestrian mobility through planning and design criteria and practices.
- FDOT plans (Strategic Intermodal Systems plan, 2060 FTP) and partner plans (e.g., local comprehensive plans, MPOs, RPCs)
- Department of Community Affairs growth management rules

Safety:

- Strategic Highway Safety Plan and vulnerable road users (e.g., pedestrians, cyclists)
- Safety Office Programs (School Crossing Guard, Safe Routes to School, Florida Traffic and Bicycle Safety Education, Pedestrian Safety Resource Center)
- Highway Safety Grant Program

¹ Partnership Council recommendations or comments on the “Florida Greenbook” will be made to the Greenbook Advisory Committee (which is charged in F.S. 336.045 with developing “uniform minimum standards and criteria for the design, construction, and maintenance of all public streets, roads, highways, bridges, sidewalks, curbs and curb ramps, crosswalks, where feasible, bicycle ways, underpasses, and overpasses used by the public for vehicular and pedestrian traffic”).

Measures and Data:

- Identify opportunities for incorporating other data into planning and decision making (e.g., bicycle and pedestrian injury data, exposure to risk)
- Identify performance measures for improving access and reducing accidents

Programs and Funding:

- Review of Pedestrian & Bicycle Program, Transit Office, and Rail Office procedures and programs
- Establish policies for use of existing funds such as Statewide Transportation Enhancements
- Review and make recommendations for encouraging consistency with and securing funding opportunities from federal initiatives to promote more livable communities and well connected walking and bicycling networks

Florida BPPC Focus Areas for 2013-14

At the last BPPC meeting, the 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 – January/February, 2014

- Review and discuss Pedestrian Safety Action Plans (Cultural Change)
- Continue review as needed of the Pedestrian & Bicycle Safety Coalition's coordination of legislation, regulation and policy – (Cultural Change)
- Review and provide input on implementation of FDEP's Florida Greenways and Trails System Plan – (Completing the System)
- Receive updates on other related Agency and Other Partner plans

MEETING 3 – April/May 2014

- Review and discuss bicycle and pedestrian connections to transit – (Completing the System)
- Review and discuss education of driver attitudes towards bicyclists and pedestrians (Cultural Change & Safety)
- Develop and discuss additional recommendations as needed
- Receive updates on other related Agency and Other Partner plans

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

Bicycle on Limited Access Facilities Pilot Project

1. Pilot project established by the Florida legislature, via FS 316.091 in spring of 2012. Directed FDOT to identify 3 limited access highway approaches and bridge segments over water bodies by October 2012 and open them to bicycle traffic by March 2013.
 - a. Conduct the pilot program for two years
 - b. Submit report to Governor and Legislature by September 2015
2. Existing Use
 - a. Pineda – April 2013, average of 12 cyclists/weekday, 19 cyclists/weekend (preliminary data)
 - b. Lehman – December 2012, average of 60 cyclists/weekday, 154/ weekend
 - c. Tuttle – December 2012, average of 6 cyclists/weekday, 31/weekend
3. Process for Selecting Projects, Considered:
 - a. Urban area population within 5 miles of the bridge segment
 - b. Lack of bicycle access by other means
 - c. Cost to retrofit highway (pavement markings, signage, railings, drainage grates)
 - d. Safety (speed differential, volume of traffic esp. trucks, suitability of alternate routes)
 - e. Operational impacts (connectivity with other bicycle facilities and regional destinations, negotiation of the on- and off-ramps and merge areas, sight distance, lighting)
 - f. Evaluated 10 candidates, 3 were chosen for pilot study
4. Pilots
 - a. Pineda Causeway (SR 404), Brevard County/Cape Canaveral National Seashore – crosses Indian and Banana Rivers between US 1 and SR A1A
 - b. William Lehman Causeway (SR 856), Aventura/Sunny Isles Beach, Dade County – crosses Intracoastal Waterway between W. Country Club Drive and A1A/Collins Ave.
 - c. Julia Tuttle Causeway (I-595), Miami Beach/Miami, Dade County - crosses Intracoastal Waterway between NE 36th/37th Street and Alton Road
5. Community Support
 - a. Pilots supported by Bicycle/Pedestrian Advisory Committee of the Miami-Dade County MPO and bicycle community in Brevard County

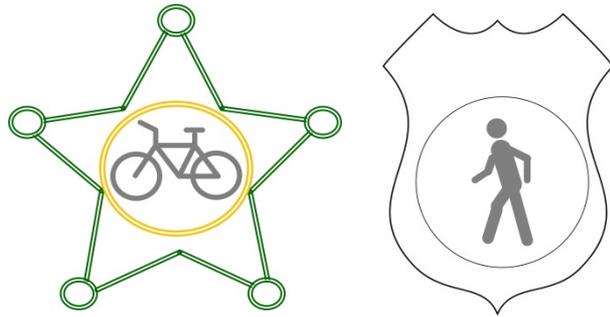
6. Retrofits to the Causeways
 - a. Added bike lane markings to the paved shoulders
 - b. Added signage to clarify that the pilots are open to bicycle travel
 - c. Identified the merge areas across the ramps with green pavement markings to increase driver's awareness of cyclists
 - d. Raised the railing height on the bridge segments
 - e. Modified drainage grates

7. Implementation
 - a. Projects all opened in March 2013

8. Evaluation
 - a. Pineda – Collected video data in April and May 2013, now being analyzed for operational affects (changes in speed, ability to merge safely, separation between drivers and cyclists when overtaking)
 - b. Post data collection for Lehman and Tuttle scheduled for November and December 2013
 - c. Expect preliminary findings in March 2014

Contact Mary Anne Koos, FDOT, Roadway Design, 850-414-4321 or by e-mail at maryanne.koos@dot.state.fl.us.

Bicycle and Pedestrian Enforcement Outreach Project



Problem Statement

- ▶ Florida's rate of pedestrian fatalities is higher than the national average
 - ▶ Designated as a Federal DOT focus state for pedestrian safety.
 - ▶ Four Florida metro areas, encompassing ten counties, are part of nationally targeted communities.
 - ▶ For 2011, Florida had the highest number of bicyclist killed (125), the highest proportion of bicycle fatalities (5.2%), and the highest rate of fatalities by population (6.56).
- 

Proposed Solution

- ▶ 4 E's
- Engineering
 - Education
 - Enforcement
 - EMS

Challenge Enforcement to be more engaged
Special Enforcement versus Daily Enforcement
Use of Roll-call Video format to reach critical mass

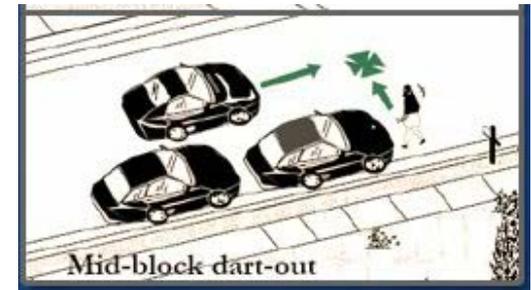
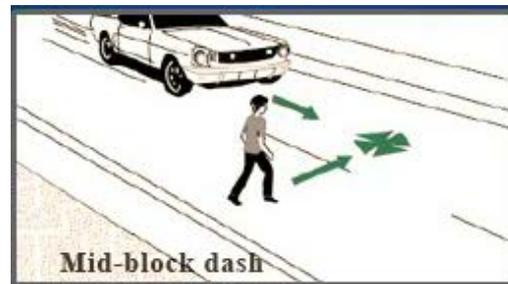
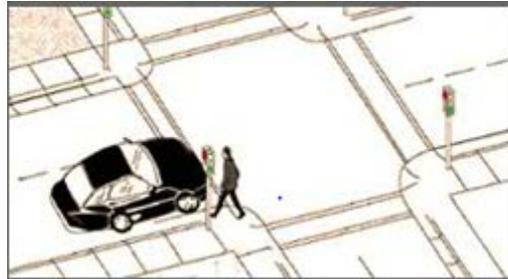
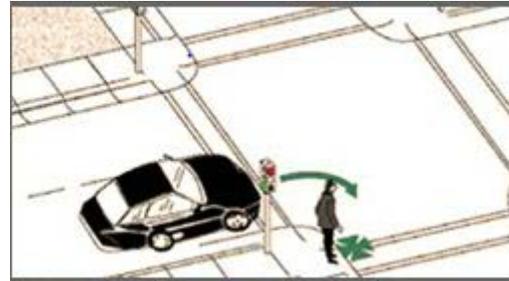
Approach

- ▶ Review literature and similar outreach products
 - ▶ Conduct focus group activities with Law Enforcement personnel
 - ▶ Obtain input from bike/ped stakeholder groups
 - ▶ Produce an outline suitable for amplification into a production script
- 

Recommended Content

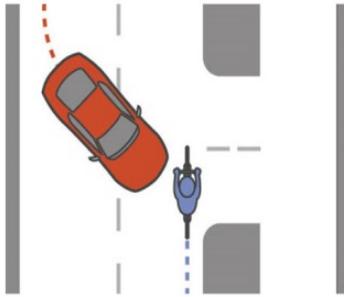
- ▶ Short introductory information
 - ▶ Nature of crashes involving bikes/pedestrians
 - ▶ Common violations contributing to crashes
 - ▶ A review of laws relating to bicycle and pedestrian safety
 - ▶ A brief discussion of enforcement outcomes (officer discretion, fines, etc.)
- 

Types of Pedestrian Crashes

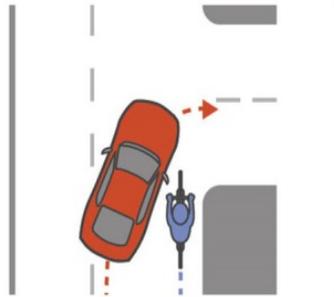


Types of Bicycle Crashes

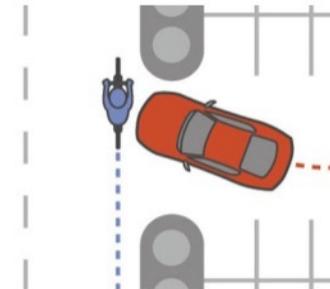
Left Cross



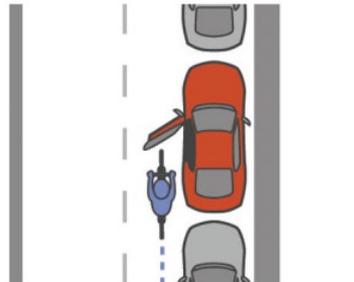
Right Hook



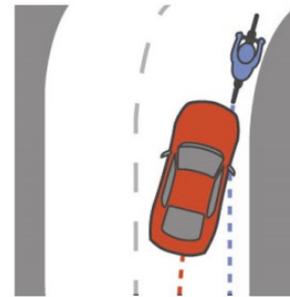
Parking Lot/Driveway



Doored



Rear Ended



Pedestrian Crash Behaviors

Driver Behaviors

- ▶ Speeding
- ▶ Failure to yield
- ▶ Running lights
- ▶ Passing stopped car

Pedestrian Behaviors

- ▶ Disobeying signals
- ▶ Not looking before crossing
- ▶ Crossing at undesirable locations

Bicycle Crash Behaviors

Driver Behaviors

- ▶ Failure to yield at stop or yield sign
- ▶ Failure to yield, entering roadway from driveway
- ▶ Failure to yield, turning left in front of oncoming cyclist
- ▶ Failure to yield, signalized or uncontrolled intersection
- ▶ Improper right turn in front of cyclist

Cyclist Behaviors

- ▶ Riding against traffic on roadway
- ▶ Failure to yield, entering roadway midblock
- ▶ Failure to yield at stop or yield sign
- ▶ Cycling at night without lights
- ▶ Failure to yield, signalized or uncontrolled Intersection

Florida Laws Visor Card

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.



www.alerttodayflorida.com



www.dot.state.fl.us/safety



www.ucf.edu

Funded by FDOT

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) Walk on the left side of the roadway where sidewalks are not provided.

316.130 (5) No standing in the roadway to solicit a ride, employment, or business.

316.130 (6) No soliciting the watching or guarding of any vehicle parked on a roadway.

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.

316.1301 Traffic regulations to assist blind persons

316.1301 (1) Only a blind person may carry a white cane or walking stick in a raised or extended position.

316.1301 (2) Drivers shall stop and avoid injuring pedestrians crossing a public street or highway guided by a guide dog or carrying in a raised or extended position a white cane or walking stick.

316.1303 Traffic regulations to assist mobility-impaired persons

316.1303 (1) Drivers shall stop and take precautions necessary to avoid injuring mobility-impaired pedestrians in the process of crossing a public street or highway with the assistance of a service animal, walker, crutch, orthopedic cane, or wheelchair.

316.1303 (2) Motorized wheelchair may use the roadway to avoid a potential conflict.

316.1305 No fishing from bridges where posted.

316.1575 Obedience to traffic control devices at railroad-highway grade crossings.

316.1945 No stopping, standing, or parking on a sidewalk, on a crosswalk, or on a bicycle path.

316.1995 No driving upon sidewalk or bicycle path.

316.2045 Obstruction of public streets.

316.2061 Stop when traffic obstructed

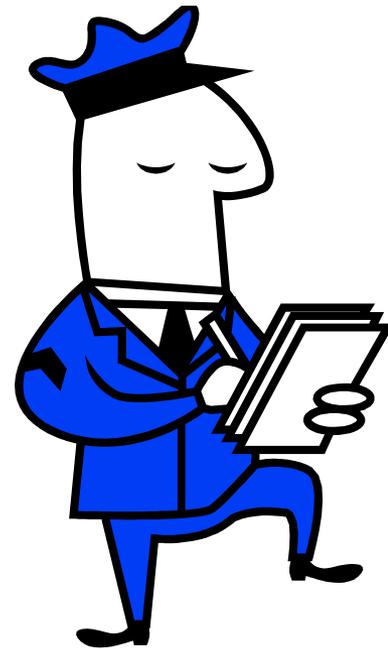
No driver shall enter an intersection or a marked crosswalk unless there is sufficient space on the other side of the intersection or crosswalk to accommodate the vehicle the driver is operating without obstructing the passage of other vehicles or pedestrians, notwithstanding any traffic control signal indication to proceed.

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

Printed May 2013

Enforcement

- ▶ The need for discretion
- ▶ Correct application of the law
- ▶ Correct fines



Thank you.



The State Surgeon General's Healthiest Weight Florida Initiative

Sandra Whitehead, Florida Department of Health
Florida Bicycle and Pedestrian Partnership Council
November 12, 2013



- Only 35% of Floridians are at healthy weight
- By 2030, almost 60% will be obese if this continues
- At our current rate, 6 out of 10 children born today will be obese by the time they graduate high school



Trends and Statistics

Over the next 20 years in Florida, obesity could contribute to:

- 2,442,415 new cases of type 2 diabetes
- 6,188,174 new cases of heart disease and stroke
- 5,261,978 new cases of hypertension
- 3,266,082 new cases of arthritis
- 869,214 new cases of obesity-related cancer

Health and Economic Costs

The costs of care for chronic diseases from obesity alone—diabetes, heart disease, high blood pressure, and arthritis—are estimated to be \$34 billion over the next 17 years



Health and Economic Costs



- ***Healthiest Weight Florida*** is a public-private collaboration bringing together state agencies, not for profit organizations, businesses, and entire communities to help Florida's children and adults make consistent, informed choices about healthy eating and active living

Healthiest Weight Florida

- The goal of ***Healthiest Weight Florida*** is to bend the weight curve by 5% in 4 years
- By 2017, reduce the number of Florida adults who are at an unhealthy weight from 65.1% to 61.8%

Goal



- 4,632,216 Floridians report being physically inactive in 2013
- Only 1 in 3 residents live within ½ mile of a park
- 80% of the workforce drives alone in a car to work
- Only 32.2% of Floridians live within ½ mile of a source of healthy food

<http://www.floridatracking.com/HealthTrackFL/FLEPHTGraph.aspx?Ind=8250>

<http://www.countyhealthrankings.org/app#/florida/2013/rankings/outcomes/overall/by-rank>

Bending the Weight Curve



- Integrating Physical Activity Every Day in Every Way
- Making Healthy Food Available Everywhere
- Activating Employers and Health Care Professionals
- Strengthening Schools as the Heart of Health

HealthiestWeight

Strategies

- Provide technical assistance for the adoption of Complete Streets policies
- Work with FDEP Trails and Greenways
- Walking challenge with Florida Association of Counties: *Florida Walks*



**Integrating Physical Activity Every Day
in Every Way**

- Increasing access to high-quality, affordable foods in communities
- Ensuring that all foods and beverages served and sold in schools meet or exceed guidelines
- Support initiatives that address food deserts such as promoting healthier options at corner stores and f
- Family friendly check-out aisles

Making Healthy Food Available Everywhere



- Surgeon General's Employee Wellness Recognition



- Physician Toolkits



**Activating Employers and Health
Care Professionals**

- Joint use agreements
- School-based education programs
- Safe Routes to School



Strengthening Schools as the Heart of Health



- State Surgeon General Healthy Community Recognition Program
 - Submissions due January 31, 2014
 - Technical assistance webinars
- 67 county health departments addressing healthy weight in their communities
 - County Healthiest Weight Profiles
 - What's Working in Florida
 - Monthly webinars, first Friday at 10 am

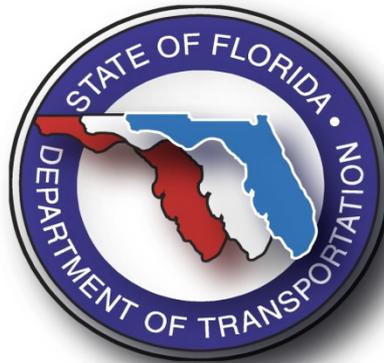
Health Happens Locally!



Thank You!

Sandra Whitehead
Public Health Planner
Florida Department of Health
Sandra.Whitehead@FLHealth.gov
www.HealthiestWeightFL.org

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



Melanie Weaver Carr
Office of Policy Planning
Florida Department of Transportation

November 12, 2013



Related Policy Areas: “Safety and Cultural Change”

- ◆ Plain Language – Florida’s Bicycle & Pedestrian Laws
 - ✓ existing language is confusing
- ◆ Enforcement and Judicial Awareness
 - ✓ tie-in with Law Enforcement Awareness & Action (“Roll Call” Project)
- ◆ Pedestrian & Bicycle Safety Action Plans
 - ✓ examples
- ◆ FDOT Policy Initiatives and Efforts
 - ✓ supporting the work of the PBSC



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 adverse 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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Enforcement and Judicial Awareness

◆ Enforcement

- ✓ Law Enforcement
- ✓ Judicial Application

◆ Promotion

- ✓ Prominent spoke persons to share the safety message

◆ Coordinate with Florida's Impaired Driving Coalition

- ✓ Increase penalties for chemical test refusals
- ✓ Allow forcible blood draws in refusal cases
- ✓ Require mandatory employee certification for servers and sellers
- ✓ Amend Statutes to clarify definition of impaired



Pedestrian & Bicycle Safety Action Plans

- ◆ Overview
- ◆ Reason for Plans
- ◆ Plan Model
- ◆ Summary





CUTR

CENTER for URBAN
TRANSPORTATION
RESEARCH

Pedestrian and Bicycle Safety Action Plan Inventory

Summary of Findings



Overview

Bicycle/pedestrian safety integrated with local and regional planning

- multimodal plans
- bike/ped master plans
- bike/ped safety action plans
- supporting plans and guidelines

Why Bike/Ped Safety Planning?

- Response to Florida's low national ranking on bike/pedestrian safety
- Increased interest in planning for active transportation
- Florida's 2011 Community Planning Act requires local governments to plan "for a **safe, convenient multimodal transportation system...**" that "places emphasis on public transportation systems"



Credit: Kimley-Horn and Associates, Inc.

Multimodal Environment



Urban-Advantage.com

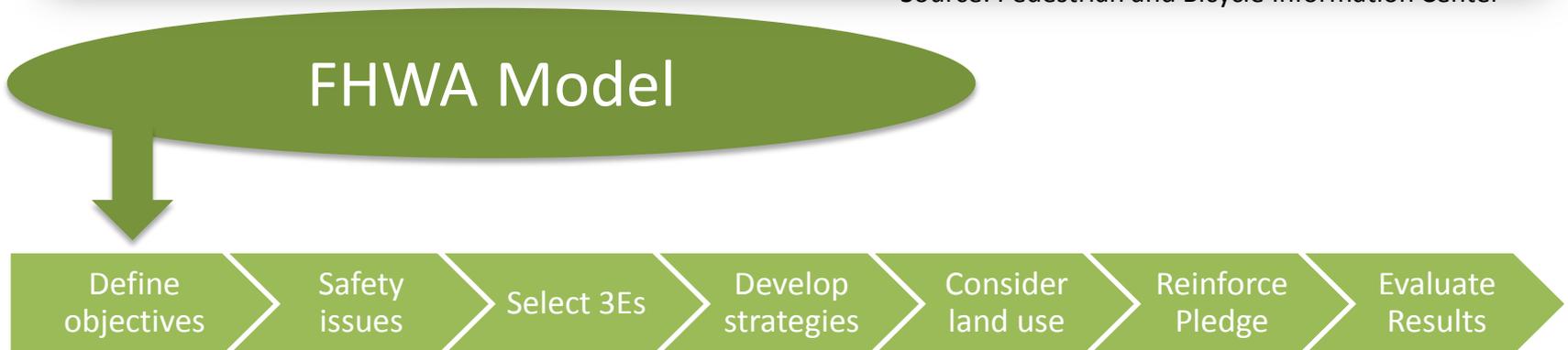
Bicycle/Pedestrian Safety Action Plans

FHWA Model



Source: Pedestrian and Bicycle Information Center

FHWA Model



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.

Summary

- Some regions are focusing on safety through strategic action plans/master plans
- Many more are advancing active transportation through comprehensive planning (e.g., mobility plans, MMTDs. etc.)
 - Frequently with a safety component
- Complete streets and smart growth initiatives are enhancing infrastructure, with safety benefits

FDOT Initiatives and Efforts

FDOT Policy Initiatives:

- ◆ Complete Streets
- ◆ Modern Roundabouts
- ◆ Road Diets

Other FDOT Efforts:

- ◆ Design Guidance for On-Street Parking
- ◆ Consistent / Context-Based Approach to Bicycle Facilities



Questions





Bicycle and Pedestrian Partnership Council

Office Manager

Jim Wood.
*Director, Office of
Policy Planning*

605 Suwannee Street
Tallahassee, FL 32399

Tel: 850-414-4800
Fax: 850-414-4898
[E-Mail Us](#)

Additional Contacts

[Staff Directory](#)



Welcome

Welcome to the Florida Bicycle and Pedestrian Partnership Council (BPPC) information site. The formation of the BPPC was announced on April 8, 2010. This Web site will be used to provide information about the BPPC including meeting materials, recommendations, focus areas, annual report and other resources.

Resources

[Council Information](#)
[Meetings](#)
[Best Practices](#)
[News Clips](#)
[Related Information](#)

Council News

November 12 Meeting - The Florida Bicycle and Pedestrian Partnership Council will meet in the auditorium of the FDOT Burns Building in Tallahassee. The [agenda](#) for the November 12, 2013 meeting is now available.

Council's 2012/2013 Annual Report - The Council's [2012/2013 Annual Report](#) is available for review.

Council Member Highlight - Council member Tim Bustos wrote an article for the Daytona Beach News Journal titled "[Bicycling in Florida: Is There Trouble in Paradise?](#)" that discusses bicycle safety.

August 22 Meeting - The [meeting materials](#) from the August 22, 2013 meeting of the Florida Bicycle and Pedestrian Partnership Council are now available.

- **DRAFT August Meeting Summary** - The [draft meeting summary](#) from the August 22nd Council meeting is available for review.





Bicycle and Pedestrian Partnership Council

Bicycle and Pedestrian Partnership Council / Council Information

Council Information



Bicycle and Pedestrian Partnership Council Information

- [Council's 2012/2013 Annual Report](#)
- [Council's 2012/2013 Recommendations & Focus Areas](#)
- [Council's 2010/2011 Recommendations & Focus Areas](#)
- [Council's 2010/2011 Annual Report](#)
- [Charge](#) - statement of the duties of the Partnership Council (as of 9/12/2012).
- [Members](#) - the Partnership Council includes key agency representatives and external stakeholders. (as of 11/12/2013)
- [Roles and Responsibilities](#) (as of 11/3/2011)- A description of roles and responsibilities of the Partnership Council Chair, members and FDOT staff.
- [Procedures and Guidelines](#) (as of 11/3/2011)
- [Draft 2013/2014 Work Plan and Schedule](#) (as of 11/12/2013)
- [Press Release](#) - April 8, 2010 announcement of the initiative.

[Contact Us](#) [Employment](#) [MyFlorida.com](#) [Performance](#) [Statement of Agency](#) [Web Policies & Notices](#)



© 1996-2013 Florida Department of Transportation

Florida Department of Transportation
Consistent, Predictable, Repeatable



Bicycle and Pedestrian Partnership Council

Bicycle and Pedestrian Partnership Council / Meetings

Meetings



Bicycle and Pedestrian Partnership Council Meetings

2013

- **November 12** - The Florida Bicycle and Pedestrian Partnership Council will meet in the auditorium of the FDOT Burns Building in Tallahassee. The **agenda** for the November 12, 2013 meeting is now available.
- **August 22** - The Florida Bicycle and Pedestrian Partnership Council met on August 22, 2013 in Tallahassee.
- **May 1** - The Florida Bicycle and Pedestrian Partnership Council met on May 1, 2013 in Tallahassee.

2012

- **November 29** - The Florida Bicycle and Pedestrian Partnership Council met on on November 29, 2012 in Tallahassee at the Betty Easley Conference Center.
- **September 12** - The Florida Bicycle and Pedestrian Partnership Council met on September 12, 2012 in Tallahassee.
- **April 24** - The Florida Bicycle and Pedestrian Partnership Council met on April 24, 2012 in Tallahassee.

2011

- **November 3** - The Bicycle and Pedestrian Partnership Council met on November 3, 2011 at the Florida Department of Transportation Headquarters in Tallahassee.
- **August 2** - The Bicycle and Pedestrian Partnership Council met on August 2, 2011 in Tallahassee.
- **February 7** - The Bicycle and Pedestrian Partnership Council met on February 7, 2011 in Tallahassee.

2010

- **October 14** - The second meeting of the Bicycle and Pedestrian Partnership Council met on October 14, 2010 in Deland at the FDOT District 5 Headquarters.
- **June 28** - The first meeting of the Bicycle and Pedestrian Partnership Council met on June 28, 2010 in Tallahassee.

[Contact Us](#) [Employment](#) [MyFlorida.com](#) [Performance](#) [Statement of Agency](#) [Web Policies & Notices](#)



© 1996-2013 Florida Department of Transportation

Florida Department of Transportation
Consistent, Predictable, Repeatable



Bicycle and Pedestrian Partnership Council

Bicycle and Pedestrian Partnership Council / Best Practices

Best Practices



Completing the System

- [Florida Greenways and Trails System \(FGTS\) Plan \(2013\)](#)
- [Follow The Money: Making a Strong Case for Investing in Trails \(2013\)](#)
- [Bikenomics: Measuring the Economic Impact of Bicycle Facilities on Neighborhood Business Districts \(2013\)](#)
- [2012 Broward B-cycle Annual Report](#)
- [2012 Biking & Walking Benchmarking Report](#)
- [Integration of Bike-Ped Facilities in Urban Communities \(2012\)](#)
- [Economic Impact Analysis of Orange County Trails \(2011\)](#)

Safety

- [Promoting Bicycle Commuter Safety \(2012\)](#)
- [Roadway and Infrastructure Design and its Relation to Bike-Ped Safety \(2012\)](#)
- [FHWA's Pedestrian Forum \(Winter 2012\)](#)
- [2011 Traffic Safety Culture \(Paper\)](#)
- [2011 Traffic Safety Culture \(PowerPoint Presentation\)](#)
- [Public Policies for Pedestrian and Bike Safety & Mobility \(August 2010\)](#)
- [Best Foot Forward for Pedestrian Safety](#)
- [Distracted Driving \(2009\)](#)

Health

- [Promoting Active Transportation: An Opportunity for Public Health \(2013\)](#)
- [Walking & Cycling to Health \(October 2010\)](#)
- [Bicycling for Transportation & Health \(2009\)](#)
- [Neighborhood-Based Differences in Physical Activity \(September 2003\)](#)
- [Daily Walking & Cycling to Work \(1998\)](#)

Cultural Change

- **Women on a Roll: Benchmarking Women's Bicycling in the United States** (2013)
- **The New Majority - Pedaling Towards Equity** (2013)
- **Cape Canaveral Bike Month Proclamation** (2013)
- **Bike and Ride: Build It and They Will Come** (2012)
- **BIKE305 Connecting Communities**

[Contact Us](#) [Employment](#) [MyFlorida.com](#) [Performance](#) [Statement of Agency](#) [Web Policies & Notices](#)



© 1996-2013 Florida Department of Transportation

Florida Department of Transportation
Consistent, Predictable, Repeatable



Bicycle and Pedestrian Partnership Council

Bicycle and Pedestrian Partnership Council / News Clips

News Clips



October 2013

- Abandoned US Railroad Tracks Find New Life**
 Source: Voice of America
 Published: October 28, 2013
- Bike Shares can be Perfect!: Solving the Commuting Algorithm**
 Source: Salon
 Published: October 24, 2013
- How Do Bike-Sharing Schemes Shape Cities?**
 Source: The Economist
 Published: October 22, 2013
- Communities Becoming More Bike Friendly, Says League of American Bicyclists**
 Source: AASHTO Journal
 Published: October 18, 2013
- Expanding Bike, Transit, EV Infrastructure Are No Brainers for Improving NYC Livability, Economy**
 Source: Transportation Issues Daily
 Published: October 17, 2013
- How Bike-Loving Mayors Make Bike-Friendly Cities**
 Source: TriplePundit
 Published: October 8, 2013

September 2013

- A New Breed of Pedestrian Advocate is Making City Streets Safer for Everyone**
 Source: Planetizen
 Published: September 18, 2013
- First Summer of Citi Bike Exceeds Expectations**
 Source: AMNewYork
 Published: September 15, 2013
- No, Bike Lanes Don't Hurt Retail Business**
 Source: The Atlantic Cities
 Published: September 10, 2013
- Cyclists Rally to Pass Aaron Cohen Act**
 Source: The Miami Herald
 Published: September 9, 2013
- FDOT will Designate Bike Lanes on Clearwater Causeway in Wake of Fatal Accident**
 Source: Tampa Bay Times
 Published: September 5, 2013

August 2013

- Bike-Share Is Key to Closing the Cycling Gender Gap**
 Source: The Atlantic Cities
 Published: August 19, 2013

- **New Study Shows Adjacent Businesses Not Harmed by New Bike Lane. But...**
Source: Transportation Issues Daily
Published: August 15, 2013
- **FDOT Promotes Pedestrian Safety**
Source: WMBB TV - ABC
Published: August 7, 2013
- **Drunk Walking Leads To One-Third Of Pedestrian Fatalities**
Source: TMJ 4 TV - NBC
Published: August 6, 2013
- **DOT Unveils New Tools To Help Communities Keep Pedestrians Safe**
Source: National Highway Traffic Safety Administration – Press Release
Published: August 5, 2013
- **Pedestrian Fatalities On The Rise Nationwide**
Source: TransportationNation
Published: August 5, 2013

[Contact Us](#) [Employment](#) [MyFlorida.com](#) [Performance](#) [Statement of Agency](#) [Web Policies & Notices](#)



© 1996-2013 Florida Department of Transportation

Florida Department of Transportation
Consistent, Predictable, Repeatable



Bicycle and Pedestrian Partnership Council

Bicycle and Pedestrian Partnership Council / Related Information

Related Information



Related Information and Events

- **New Advocacy Advance Reports: Working with MPOs for Biking & Walking Funding** - To help maximize available funding for biking and walking, Advocacy Advance -- a partnership between the Alliance for Biking & Walking and the League of American Bicyclists -- has released two new reports to guide MPO staff and advocates through the new funding process.
- **2013 Bike Friendly State Report Cards** - the League of American Bicyclists annual report ranking all 50 states on bicycle friendliness.
- **Advocacy Advance's "MAP-21 Find It Fund It"** - A new tool from Advocacy Advance makes it easier to identify the federal transportation programs that could be used to pay for many types of walking and bicycling programs. "MAP-21 Find It Fund It" also provides helpful information about each type of federal transportation funding source available for biking and walking projects, including what it is, how much funding is available, and who to approach for more information.
- **Bicycle and Pedestrian Webinars** - the Miami-Dade MPO will be hosting a series of webinars in 2013 on bicycle and pedestrian issues presented by the Association of Pedestrian and Bicycle Professionals (APBP). Each webinar includes national and regional experts speaking on a specific topic.
- **Bicycle Laws** - traffic laws for bicyclists and motorists to know.
- **Walking and Bicycling Facilities and Travel** - an FDOT Trends and Conditions Report.

Moving Ahead for Progress in the 21st Century (MAP-21)

- **MAP-21** - information on H.R. 4348, the "Moving Ahead for Progress in the 21st Century Act" (MAP-21) and Florida's implementation.
- **Transportation Alternatives Fact Sheet** - information on this funding source from the Federal Highway Administration.
- **Transportation Alternatives Presentation** - a presentation given by the Federal Highway Administration.

For PDF files, you must have **Adobe®Reader® to access them.**

[Contact Us](#) [Employment](#) [MyFlorida.com](#) [Performance](#) [Statement of Agency](#) [Web Policies & Notices](#)



MEETING EVALUATION FORM

**Florida Bicycle and Pedestrian Partnership Council
11th 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 review and discuss draft BPPC Work Plan for 2013-14	5	4	3	2	1
• To receive update on FDOT’s Limited Bridge Access Study	5	4	3	2	1
• To receive and discuss “Roll Call” Project presentation	5	4	3	2	1
• To receive and discuss Healthy Weight Initiative presentation	5	4	3	2	1
• To review and discuss Pedestrian & Bicycle Safety Coalition’s coordination of legislation, regulation and policy	5	4	3	2	1
• To receive updates on other related Agency and Other Partner plans	5	4	3	2	1
• To review and discuss use of the Council Website to promote best practices	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)