

MEETING AGENDA

Florida Bicycle and Pedestrian Partnership Council

8th Council Meeting

Tallahassee, Florida

November 29, 2012 – 9:00 am to 4:00 pm

Meeting Objectives

- 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

Meeting Agenda

- 9:00 a.m. Welcome and Introductions
- 9:15 a.m. Recap of BPPC Activities To-Date
- 9:30 a.m. Updates on State Agency Plans
- FDEP's 2012 Florida Greenways and Trails System Plan Update
 - Strategic Highway Safety Plan (SHSP)
 - Bicycle and Pedestrian Safety Program and Policies
 - Pilot Projects for Bicycles on Limited Access Bridges
- 10:30 a.m. Break**
- 10:45 a.m. Implementation of Proven Safety Countermeasures
- 11:15 a.m. Secretary's Bicycle/Pedestrian Focused Initiative
- 12:15 p.m. Lunch - Onsite**
- 1:15 p.m. Sustainable Communities/Complete Streets
- 1:45 p.m. Presentation on Related Department of Health Programs
- 2:45 p.m. Develop Potential Council Recommendations
- 3:15 p.m. Review of Best Practices Tool on Website
- 3:30 p.m. Public Comment
- 3:40 p.m. Next Steps
- 3:45 p.m. Adjourn

Capital Circle Office Center

For Information



DEPARTMENT OF MANAGEMENT
SERVICES

Facilities Program

Facilities Management
and Building Construction

Current Tenants Of The Capital Circle Office Center

Building Occupants and Street Address Numbers

Agency	Street Numbers	Agency	Street Numbers
Department of Management Services	4030	Department of Health	4052, 4042, 4025 and 2585
	4040 and 4050	Emergency Management Center	2575
Shared Resource Center	2585	Public Service Commission	2540
Department of Elder Affairs	4040	Betty Easley Conference Center	4075
Department of Revenue	4070	EATZ Café	4055
Department of Community Affairs	2555	Central Energy Plant	4065

National Recognition



1998 Innovation Winner
The Council of State Governments

1998 Innovation Winner
National Association of State Facilities Administrators

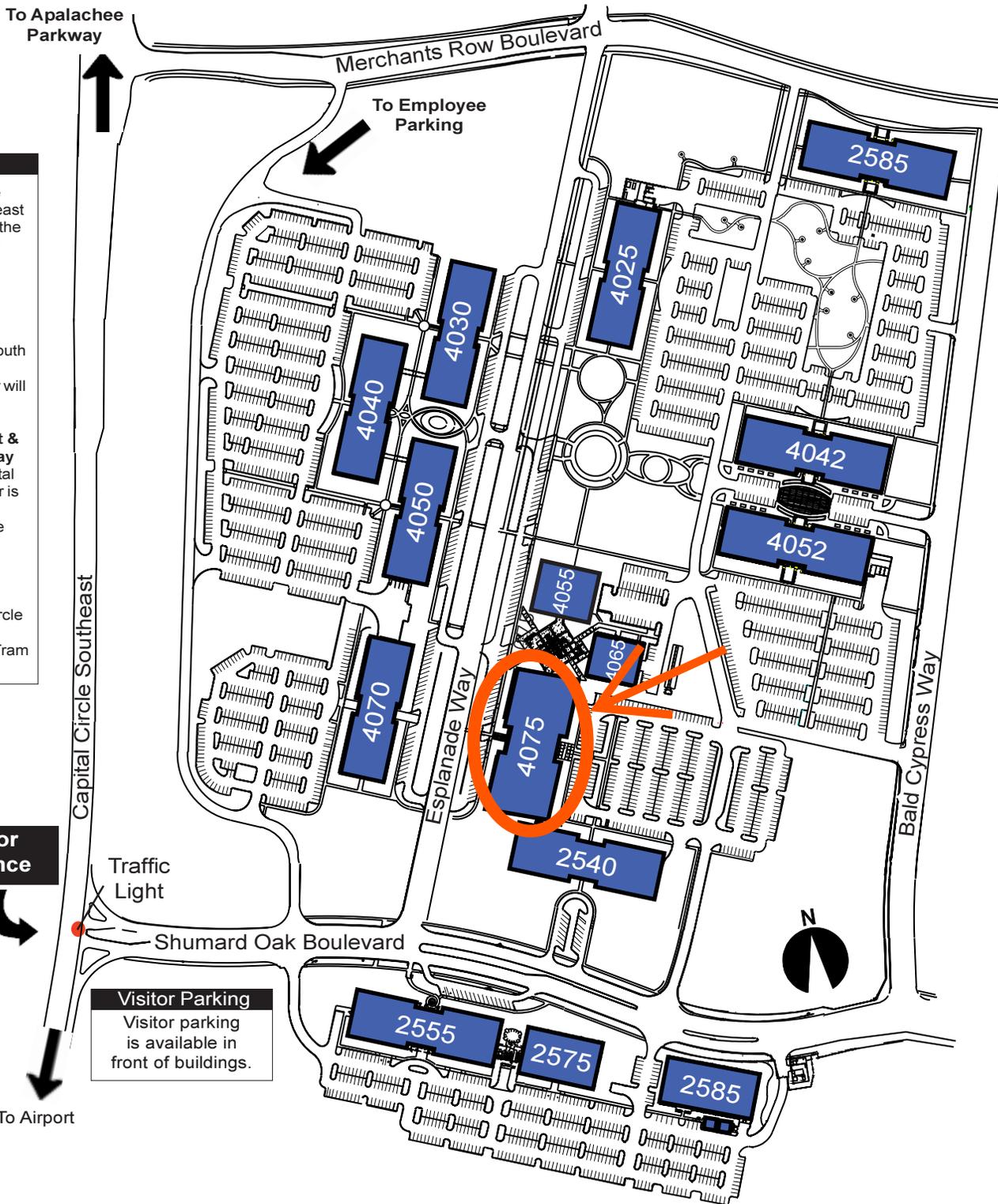
Directions

The Capital Circle Office Center is located Southeast of Tallahassee between the Apalachee Parkway and Tram Road.

From Interstate 10
Exit the Interstate at the Thomasville Road intersection and drive South on Capital Circle for 8.5 miles. The Office Center will be on your left.

From Highway 90 East & The Apalachee Parkway
Drive South on the Capital Circle. The Office Center is 2.9 miles south of the Apalachee Parkway. The Office Center will be on your left.

From the Airport
Drive East on Capital Circle for 7.7 mile. The Office Center will be just past Tram Road on your right.



Visitor Entrance

Visitor Parking
Visitor parking is available in front of buildings.

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

2012-2013 Work Plan

MEETING 1 – APRIL 24, 2012

- 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
- Identify Cultural Change topics for 2012-2013 recommendation development
- Review and provide initial input to FDEP's 2012 Florida Greenways and Trails Plan Update
- Review and identify opportunities for input into Connecting the System and improving Safety

MEETING 2 – SEPTEMBER 12, 2012

- 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 Strategic Safety Plan (PSSP) – (Cultural Change)
- Review and discuss the Council's potential future role in implementing the Pedestrian Strategic Safety Plan (PSSP) – (Cultural Change)
- Review, provide input and identify future opportunities for feedback to FDEP's 2012 Florida Greenways and Trails System Plan Update – (Connecting the System)

MEETING 3 – NOVEMBER 29, 2012

- Receive updates on related State Agency plans
- Review and discuss implementation of design discretion
- Review and discuss Sustainable Communities/Complete Streets
- Review and discuss related Department of Health programs
- Develop potential Council recommendations

MEETING 4 – FEBRUARY 2013

- Legislative Preview
- Website Review – Best Practices
- Refine Draft Recommendations
- Review Draft Annual Report

MEETING 5 – MAY 2013

- Legislative Update
- Review, Refine and Adopt Annual Report

Florida Bicycle and Pedestrian Partnership Council

Membership List (as of November 15, 2012)

Bob Romig, FDOT (Chair)

Kathleen Neill, FDOT (Co-Chair)

Major Timothy Ashley, Department of Highway Safety and Motor Vehicles (Alternate: Chief Grady Carrick)

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, Department of Health

Jeannette Hallock-Solomon, Department of Economic Opportunity

Sue Hann, Florida League of Cities

Thomas Hawkins, Florida League of Cities

Charlie Hood, Department of Education (Alternate: Tracey Suber)

Joey Hoover, Florida Association of Counties

Trenda Johnson, FDOT Safety Office

Laurie Koburger, Department of Elder Affairs (Alternate: Marcus Richartz)

Zoe Mansfield, Florida League of Cities

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, Department of Health

Sarah Ward, Metropolitan Planning Organization Advisory Council

Jim Wood, Department of Environmental Protection

Florida Bicycle and Pedestrian Partnership Council

Recap of Recommendations & Focus Areas

Council Recommendations

- **Investment Priorities** – addressing dissemination of information about the benefits of each type of investment, identification of needed facilities, and prioritization of projects that complete linkages
- **Performance Measures** – addressing development of system and facility performance measures for use in the Florida Transportation Plan, the Florida Strategic Highway Safety Plan, and regional and local plans statewide
- **Safety** – addressing data gathering, development of measures of system and facility safety, and cost-effective safety education, training and enforcement
- **Coordination** – addressing development or strengthening of coordination among state, regional and local partners
- **Funding** – addressing protection and continuation of Transportation Enhancement and Safe Routes to School programs, and the activities they fund

Potential Focus Areas for 2012-2013

- **Contributions to Connecting the System** – provide input to the Florida Department of Environmental Protection's (DEP) update of its trail maps and plans
- **Safety** – provide input to committees working on updating the Florida Strategic Highway Safety Plan
- **Cultural Changes** – identify best practices, explore changes to statute and policy, clarify value, and help develop a coherent message
- **Health** – understand the evidence and implications that bicycling and walking have on the health of our communities

Florida Bicycle and Pedestrian Partnership Council
Summary of Meeting
September 12, 2012

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

<i>Council Member, Organization</i>	<i>Designee (if applicable)</i>
<input checked="" type="checkbox"/> Bob Romig, FDOT (Chair)	<input type="checkbox"/>
<input type="checkbox"/> Kathleen Neill, FDOT (Co-Chair)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Timothy Ashley, Department of Highway Safety and Motor Vehicles	<input type="checkbox"/> Grady Carrick
<input type="checkbox"/> Karen Brunelle, Federal Highway Administration	<input type="checkbox"/> Carl Mikyska
<input type="checkbox"/> Ken Bryan, Rails to Trails Conservancy	<input type="checkbox"/>
<input type="checkbox"/> Timothy Bustos, Florida Bicycle Association	<input type="checkbox"/> Ted Wendler <input checked="" type="checkbox"/> Laura Hallam <input checked="" type="checkbox"/> Michelle Reese
<input type="checkbox"/> Jesus Gomez, Florida Public Transportation Association	<input type="checkbox"/>
<input checked="" type="checkbox"/> Jeannette Hallock-Solomon, Department of Economic Opportunity	<input type="checkbox"/>
<input checked="" type="checkbox"/> Sue Hann, Florida League of Cities	<input type="checkbox"/>
<input checked="" type="checkbox"/> Thomas Hawkins, Florida League of Cities	<input type="checkbox"/>
<input checked="" type="checkbox"/> Charlie Hood, Department of Education	<input type="checkbox"/> Tracey Suber
<input type="checkbox"/> Joey Hoover, Florida Association of Counties	<input type="checkbox"/>
<input type="checkbox"/> Vacant, Department of Health	<input checked="" type="checkbox"/> M.R. Street <input checked="" type="checkbox"/> Leilani Gruener
<input checked="" type="checkbox"/> Laurie Koburger, Department of Elder Affairs	<input type="checkbox"/> Marcus Richartz
<input checked="" 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"/> Max Rothman, Transportation Disadvantaged Representative	<input type="checkbox"/>
<input checked="" type="checkbox"/> Cyndi Stevenson, Florida Association of Counties	<input type="checkbox"/> Andrew Ames
<input type="checkbox"/> Sarah Ward, Metropolitan Planning Organization Advisory Council	<input type="checkbox"/>
<input checked="" type="checkbox"/> Jim Wood, Department of Environmental Protection	<input type="checkbox"/>

Facilitators:

Hal Beardall and Rafael Montalvo (FCRC Consensus Center)

FDOT & Support Staff:

Bob Romig, Rob Magee, David Lee, and Paula San Gregorio (FDOT Office of Policy Planning); Lora Hollingsworth (FDOT Safety Office); Gabe Matthews (FDOT Transit Office); and Mike Neidhart (Gannett Fleming)

Observers:

Robin Birdsong (FDEP, Office of Greenways and Trails); Lauren Berlow and Reikan Lin (Florida Department of Health); Lynn Barr (Capital Region Transportation Planning Agency); Danena Gaines and Lorrie Laing (Cambridge Systematics); and Henry Stevenson (citizen)

Meeting Highlights

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

Opening Remarks, Introductions, and Agenda Review

The seventh Florida Bicycle and Pedestrian Partnership Council meeting commenced at 9:10 AM at the FDOT Headquarters in the Burns Building Auditorium. Rob Magee, Acting Chair, welcomed the Council members and thanked them for their participation.

Hal Beardall of the Florida Conflict Resolution Consortium (FCRC) Consensus Center provided an overview of the agenda, reviewed the April meeting summary, and reminded the members that they are subject to the Sunshine law.

Recap of BPPC Activities To-Date

Hal Beardall and Rafael Montalvo of the Florida Conflict Resolution Consortium (FCRC) Consensus Center provided an update on the Council's activities, which included:

- Review of the Membership List
- Noted minor changes to the Council's Charge and discussed the Council's role in identifying potential policy recommendations that are applicable to all Council partners, not just FDOT
- Reviewed the Council's Roles & Responsibilities, namely that Council members are to provide advice and guidance to each other, not just to FDOT
- Reviewed the Work Plan, highlighting 4 topic areas the Council noted they wanted to be engaged in:
 - Contributions to Connecting the System,
 - Safety,
 - Cultural Change, and the
 - Connection between Bicycle and Pedestrian Issues and Public Health
- It was noted that today's agenda will focus on "Contributions to Connecting the System" and "Safety"

- The Council's next meeting will focus on
 - Recommendations for:
 - Contributions to Connecting the System, and
 - Safety
 - Cultural Change, which includes three sub-topics of:
 - Encourage Private Investment,
 - Distracted Driving, and
 - Encourage Utilization of Existing Facilities

Update on Candidate Projects for Bicycles on Limited Access Bridges (part of Recap of BPPC Activities)

Rob Magee, with FDOT's Office of Policy Planning, provided a brief update on the three candidate Pilot Projects that will allow bicycles on limited access bridges located at:

- Pineda Causeway,
- Aventura, and
- Miami Beach/Miami

This is a 2-year long "pilot" effort. The Department will provide regular updates to the Council on the progress being made to implement this effort at future meetings.

Council member Sue Hann provided an update on the Pineda Causeway pilot project in Brevard County, discussing:

- Innovative design of this project using green bike lanes, and
- Concerns regarding feedback she has heard from the bicycling community
 - Project entails more work than what was requested by the bicycling community,
 - Cost of this project is more than what the community expected, and
 - Perception that riding a bicycle on the Pineda Causeway is safer than riding on typical non-limited access highways

Following Mr. Magee's and Ms. Hann's review, members were asked if they had any comments or items needing additional clarification. Note: responses from are indicated in *italics*.

Member Comments:

Were there any stipulations to restrict access to the Pineda Causeway Bridge based on age, since this is a pilot project? We may not want young children to use this facility yet since we don't know what the safety ramifications are. It was noted that we may not want young children to use any of the three pilot project facilities.

Staff will research if there are any age-restrictions on using these facilities.

It was also noted that we shouldn't restrict certain facilities by age but that we should make all facilities safe for all users, regardless of age or ability.

Is there a physical barrier to separate motorists from the bicycles?

No, there is not a physical barrier, only a painted stripe.

Can we see the designs for these three projects?

Yes, we can bring the designs to the Council's next meeting.

Website Update (part of Recap of BPPC Activities)

Mike Neidhart, with Gannett Fleming, Inc., provided an overview of the latest updates to the Bicycle and Pedestrian Partnership Council's website. Following Mr. Neidhart's presentation, members were asked if there were any items needing additional clarification. Note: responses from are indicated in *italics*.

Member Comments:

Can pictures be used to help illustrate best practices?

Staff will look to use pictures as much as possible when highlighting best practices.

Federal Legislative Update on MAP-21

David Lee, with 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 Mr. Lee's presentation, members were asked if there were any items needing additional clarification. Note: responses from staff are indicated in *italics*.

Member Questions and Comments:

The comments related to MAP-21 were:

- What is the decrease in funding for bicycle/pedestrian facilities from SAFETEA-LU to MAP-21? And how is the bicycle/pedestrian funding in MAP-21 going to be allocated?
- Since Florida has "opted-out" of the Recreational Trails program, there is a concern about the potential of losing guaranteed funding for these types of facilities in the future.
- It was stated that FDOT has committed to funding Recreational Trails at its current level using obligated funds. However, there is a concern for how Recreational Trails will be funded once all of the existing obligated funds have been spent.
- Previous transportation bills provided more funding for bicycle and pedestrian facilities. Even in the law's second year, bicycle and pedestrian funding under MAP-21 won't be back to where it was in 2012.

Roundtable Discussion of Pedestrian and Bicycle Safety Issues

Lora Hollingsworth (FDOT's Safety Office) and Lorrie Laing (Cambridge Systematics) presented an update on the Safety Office's Strategic Highway Safety Plan (SHSP) as well as a presentation and a facilitated discussion relative to the Pedestrian Strategic Safety Plan (PSSP).

Ms. Hollingsworth noted that FDOT identified the top 10 dangerous areas throughout the state (similar to the "Dangerous By Design" study) and is looking to improve the safety of these locations. As part of this effort, FDOT District 1 Secretary Billy Hattaway has been charged with overseeing a new "Bicycle/Pedestrian Focused Initiative" to improve bicycle and pedestrian safety

throughout Florida. This effort will focus on the top 10 counties for bicycle and pedestrian crashes. The top 10 counties are (in alphabetical order):

- Broward,
- Duval,
- Hillsborough,
- Lee,
- Miami-Dade,
- Orange,
- Palm Beach,
- Pinellas,
- Polk, and
- Volusia.

The Department has programmed \$7.5 million for this fiscal year to improve awareness, increase law enforcement, along with continued engineering solutions.

Ms. Laing began a facilitated roundtable discussion with Council members on bicycle and pedestrian safety issues. This is the same facilitated discussion that the Safety Office used throughout the State during its safety listening sessions last month (August 6th - 10th). The Safety Office is looking to get input from citizens on the 4-E's:

- Education,
- Enforcement,
- Engineering, and
- Emergency Response.

Ms. Laing asked Council members a series of questions as a way to facilitate an interactive discussion on safety. The questions were based around examples or practices meant to improve bicycle/pedestrian safety that have "worked" and/or "didn't work" relative to the 4-E's.

Below are comments from this facilitated discussion.

- Motorists seem to more respectful of bicyclists when there is a heavy law enforcement presence - a good example is the "Click it or Ticket" campaigns.
- Programs need to be comprehensive, not just one or two areas, but all 4 of the E's.
- It is not always clear what the rules are when a pedestrian enters a crosswalk - there needs to be more intuitive signage.
- The Florida Traffic and Bicycle Safety education program at the University of Florida is a good program. They have trainers that train school teachers on traffic safety. The only issue is local school boards have to incorporate this into their curriculum, so there are counties that do this while other do not.
- Use of mobile message signs - when the signs become less effective they are moved to other locations. This has been a cost effective method for relaying safety messages in our community.
- Use of "Red Flags" for people to cross the road - allows pedestrians to be empowered.

- It was noted that 97% of motorists do not stop for pedestrians in crosswalks – the main reason being that they are unaware of the law and the danger that they pose. In Gainesville they included the “yield rate” on signs for the previous and current weeks.
- Road diets are also a great way to increase bicycle/pedestrian capacity with minimal funding.

Ms. Laing stated that the theme she is hearing is a lack of education for how motorists should interact with bicyclists and pedestrians.

Below are the continued comments from the facilitated discussion.

- Car rental agencies do not provide information to customers on state/local traffic laws.
- If we develop a generation of kids that respect bicyclists and pedestrians, that is a good investment of dollars.
- Motorists need better visual awareness of pedestrian locations – too many driveway openings/cuts.
- Road Diets do narrow roadway lane widths, which make cars go more slowly, but leaves less room for driver error thereby putting cars closer to bikes and pedestrians. Maybe it is time to increase the standard width of bicycle lanes.
- In Ft. Collins the city partnered with a company once a year to sponsor a bike parade. This was a good community event, which now has become a part of the city’s bike friendly culture.
- Communities should work with Law Enforcement on Public Service Announcements (PSAs) that say something to the effect of “we care about our cyclists.” Sometimes a simple consistent message can be effective – it tells people that we care about our citizens’ safety.
- In Copenhagen – a very bike friendly city – the culture is that motorists stop for bicyclists and pedestrians.
- Need to look at utilizing government access TV channels to promote safety PSA messages.
- In Volusia County the schools partnered with law enforcement to reward children for good behavior – children that exhibited good behavior were eligible to win bicycles and other prizes.
- Complete Street designs should be incorporated into all design/re-design projects.
- The Florida Department of Education doesn’t mandate a lot, but we have a tremendous amount of resources, including a robust Facebook and Twitter presence. If there are materials you are aware of, please send them to us, and we can get it out to our schools.

Ms. Laing asked if there are programs or practices which haven’t worked.

Below are the continued comments from the facilitated discussion.

- We need to have a statewide discussion about “Red Light” cameras. Are they effective, and are we going to use them? New Orleans has “observation booths” – they seem to change behavior since motorists don't know if law enforcement is watching them.
- The use of un-manned law enforcement vehicles as an attempt to change motorist behavior can cause man-power/budget issues with law enforcement agencies.
- Education coupled with law enforcement must be coordinated/handled properly – if not done right, it can be perceived as law enforcement hassling bicyclists.

- Require group bike rides to have a “safety talk” before the ride – preferably the talk should be given by law enforcement to help riders realize the importance of the safety information that is being presented.
- Other areas have given out “safety tip cards” as a reminder of bicycle safety rules.
- Time limited/short-term PSAs/enforcement doesn’t seem to work. To be effective, safety campaigns need to be consistent long-term efforts.
- Use public buildings/areas, such as libraries, as a location to put up posters and/or safety information flyers.
- Need to look at/consider the safety implications mixing bicyclists, pedestrian, and Segway’s together on the same facilities.
- Need to evaluate the effectiveness of pedestrian count down clocks used in traffic signals – along with providing education to citizens on how to use this information to safety cross an intersection.
- Adult crossing guards can be effective teachers for children to model safe behavior.

Ms. Laing asked the Council about practices that have, and have not, worked relative to emergency response.

Below are the continued comments from the facilitated discussion.

- Traffic calming devices such as “speed bumps” can interfere with emergency vehicles.
- Fire Department personnel are trusted community leaders that can be used to provide safety resources to children, such as providing free bicycle helmet fittings/ giveaways.
- “Touch A Truck” (Fire Truck) at community events is another way to provide safety information to children and their families.
- Provide free bicycle safety equipment (helmets, bike lights, reflectors, vests, etc.) to service workers that ride their bikes to work at night – can partner with local business and civic organizations to donate equipment.

Ms. Laing asked the Council about practices that have, and have not, worked relative to senior mobility and safety.

- Seniors have specific needs. We need to make sure there are safe ways for seniors to cross roads, identify uneven sidewalks, recognize disabilities, reduce over grown vegetation, realize that there are narrow areas to walk along roads, identify lack of sidewalks and facilities. In essence, we need to look out for our vulnerable citizens.

Today’s feedback will be incorporated into the project’s analysis, findings, and summary report. The next step of this project will be to finalize the Bicycle/Pedestrian Strategic Safety Plan.

At the conclusion of the presentation, the floor was opened to the Council for any additional comments, items of clarification, or questions. Note: responses from are indicated in *italics*.

Member Questions and Comments:

Is your emphasis on state roads/facilities?

No, we are concerned about safety on all roads.

If your crash data only comes from the Long Form, I think you are missing a lot at the local level.

The crash data includes information on all roads, whether the crash occurred on a local, state or federal road.

Local governments don't want to fund projects that will be eventually be completed by the State.

Because of limited resources, the State will focus its resources on the highest safety priorities. The statewide educational campaigns on the other hand, if done right, should reach everyone.

What discretion do local governments have to implement engineering solutions?

Local governments must design roads using either the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (known as the Florida Greenbook) or the State's Plans Preparation Manual. Both the Florida Greenbook and the State's Plans Preparation Manual allow for a wide array of bicycle and pedestrian safety design features.

It was requested that the Council discuss the issue of local design flexibility at its next meeting.

Staff will include this as an agenda item at the Council's next meeting.

FDEP's 2012 Florida Greenways and Trails System Plan Update (Connecting the System)

Jim Wood, Florida Department of Environmental Protection (FDEP), provided the Council with a presentation on the update of the 2012 FDEP Florida Greenways and Trails System Plan. The presentation covered 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.

Mr. Wood mentioned that this is the first in a series of listening sessions that will be occurring between September 12th and October 4th. Also, there will be an Open House for the public and Council members following today's meeting where the people can interact with staff to find out more information on the draft Plan.

At the conclusion of the presentation, the floor was opened to the Council for any comments, items of clarification, or questions. Note: responses from are indicated in *italics*.

Member Questions and Comments:

At some point it would be useful to integrate your statewide mapping effort with maps developed at the local level. Members mentioned that they would like to see the connectivity of local trails integrated with statewide trails. This would give citizens a good reference as to where they can ride.

We recognize the importance of combining both statewide and local information together, so our long-term goal is to integrate our maps with local data/maps. Short-term the challenge in doing this are the technical issues associated with merging data from multiple sources.

Can you describe the mapping software platform that I can download to a smart phone or Garmin GPS device? People would like to have “way points” so they can navigate the trail themselves.

We are directing people to the “Visit Florida” website. They are providing maps using Google maps. It will be quite an effort to have all of this data put into GPS. In the meantime, there are national platforms that people can use, such as traillink.com.

The FDOT is currently looking at future statewide areas that are not linked together. We are looking at designing future corridors differently than we have in the past. As part of our future corridors we will be providing bicycle and transportation amenities. We are trying to re-think our criteria – how best can we move people.

The draft plan includes linkages to on-going transportation planning efforts; see Strategy #3, Objectives 1 through 4.

There are a lot of people that don't value putting money into trails. A project that illustrates how trail projects draw visitors and provide and economic boosts to local economies would be helpful.

Trail projects have a significant positive economic impact on local communities. There is a lot of information that we can use to show the economic benefits of these types of projects. Good examples are the trails that have been built in Dunedin and Winter Garden; these projects have catalyzed an economic transformation in these communities.

It would be good to create linkages between the 2012 FDEP Florida Greenways and Trails System Plan and other planning efforts, such as: the Safe Routes to School (SRTS) program; the State Health Improvement Plan (SHIP), the Florida Scenic Trails program, and the Statewide Comprehensive Recreation Process/Plan (SCRPP).

We do think it would be a good idea to link these programs together.

How can the Council play a role in the development of the Plan?

The Council provides an additional source of input on how best to focus our funding. The Council can help us assess if there are refinements that can be made to the process so we can be successful.

Can the Council make a recommendation on the draft 2012 FDEP Florida Greenways and Trails System Plan?

Yes, the Council can make a recommendation to show the Council's support for FDEP's plan. Individuals and/or agencies can also send comments in support of the Plan as well.

It was suggested that the Council recommend 50% of the funding be used for the Recreational Trails.

The decision as to the level of funding has already been made; although, the State has to annually notify the USDOT whether or not it want to “opt-out” of the Recreational Trails program.

There seems to be broad level support for draft 2012 FDEP Florida Greenways and Trails System Plan. Therefore, this support will be reflected in the Council's 2012/2013 Annual Report.

Public Comment

No public comment at this time.

Next Steps

The next meeting will likely be scheduled sometime in late November or early December 2012, and will include the following topics for potential recommendations for the 2012/2013 Annual Report:

- Safety Office's Strategic Highway Safety Plan (SHSP),
- Pedestrian Strategic Safety Plan (PSSP), and the
- Draft 2012 FDEP Florida Greenways and Trails System Plan.

The Council's next meeting will also include a discussion on:

- Local government's ability to implement design discretion when utilizing the Florida Greenbook and the State's Plans Preparation Manual
- Developing initial recommendations for 2 of the 4 Work Plan topics:
 - Connecting the System, and
 - Cultural Change, which includes three sub-topics of
 - Encourage Private Investment,
 - Distracted Driving, and
 - Encourage Utilization of Existing Facilities
- Update on the three pilot projects
 - Verify whether there are age restrictions for children to use the pilot project facilities
 - Review designs for the three pilot projects
- Best Practices for items that can be added to the website

Meeting Evaluation Survey

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

Adjourn

The Chair thanked members for their participation. Hearing no additional comments or issues to be discussed, the meeting was adjourned at 3:10 pm.

APPENDIX A: Meeting Evaluation Summary
Florida Bicycle and Pedestrian Partnership Council
7th Council Meeting
 Tallahassee, Florida

September 12, 2012 – 9:00 am to 4:00 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 review and discuss implications of new federal transportation reauthorization legislation MAP-21	2	1	5	1	0	3.44
To review pedestrian and bicycle issues and provide input to development of the Pedestrian Strategic Safety Plan (PSSP)	6	3	0	0	0	4.67
To review and discuss the Council's potential future role in implementing the Pedestrian Strategic Safety Plan (PSSP)	5	3	1	0	0	4.33
To review, provide input and identify future opportunities for feedback to FDEP's 2012 Florida Greenways and Trails System Plan Update	6	3	0	0	0	4.67
MEETING ORGANIZATION						
Background and agenda packet were helpful	6	3	0	0	0	4.67
Presentations were effective and informative	2	4	3	0	0	3.89
Plenary discussion format was effective	4	5	0	0	0	4.44
Facilitator guided participant efforts effective	5	4	0	0	0	4.56
Participation was balanced	4	5	0	0	0	4.44

What Did You Like Best About the Meeting?

- Opportunity to network
- Relevant and informative presentations
- Learning from different disciplines represented on the Council
- Discussion on pedestrian safety
- Roundtable discussion format encouraged creative ideas
- Meeting new statewide partners to connect transportation and public health
- Roundtable discussion of pedestrian and bicycle safety issues
- PSSP discussion was very informative and many ideas could be used by others
- Safety roundtable – heard about good ideas

What Could Be Improved?

- Condense meeting to ½ day
- For members unfamiliar with existing strategies, acronyms, etc., it would be beneficial to have a brief explanation in easy to understand terms (e.g. MAP-21, FGTS)
- Bringing language down to a more general level (less technical)
- Post presentations online either before meeting (most helpful) or after meeting
- Some speakers need to be kept on task. Others were outstanding.
- Acronym list, background info on other attendees (program info) and presenters
- Possibly more about MAP-21 when timely

Other Comments (use the back if necessary)

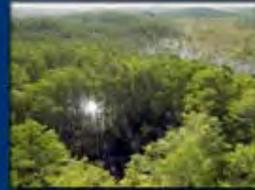
- Great meeting! Appreciate the focus on data-driven initiatives and policies
- Thank you!

DRAFT

Florida Department of Environmental Protection



Florida Greenways and Trails System (FGTS) Plan





FGTS Plan Input Process

**Agency Briefings Feb/Mar: DEP, DOT, DOH, DEO, FWC,
DOS, USFS, DSL/FNAI**

Florida Regional Councils Association February 10

FGTC Full Council Meeting March 1

FGTC Plan and Map Committee Meetings April 11

Florida Bicycle and Pedestrian Partnership Council April 24

Florida Metropolitan Planning Organization Advisory Council April 26

FGTC Plan and Map Committee Meetings May 22

FGTC Full Council Meeting June 20

FGTC Plan and Map Committee Meetings August 15

Division Leadership Meeting August 15

Florida Bicycle and Pedestrian Partnership Council September 12

Public Open Houses September 12 to October 4

FGTC Full Council Meeting October 24



Public Open Houses		
Date	Location	Attendees
9/12/12	Tallahassee	56
9/13/12	Panama City Beach	41
9/18/12	Palatka	107
9/22/12	Sanford	87
9/25/12	Sarasota	31
10/4/12	Boca Raton	49
Total Number of Open House Attendees		371

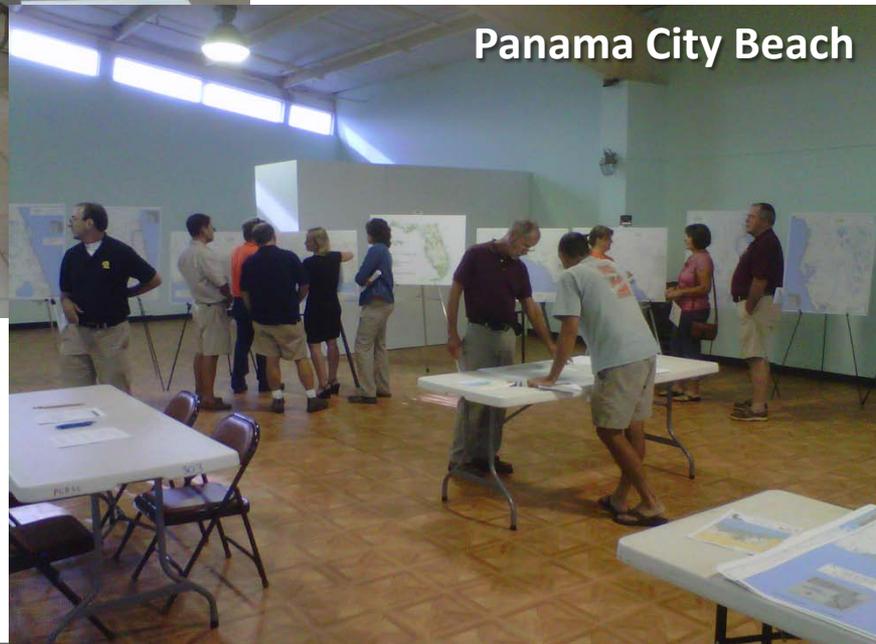
Tallahassee



Palatka



Panama City Beach



Public Open Houses		
Date	Location	Attendees
9/12/12	Tallahassee	56
9/13/12	Panama City Beach	41
9/18/12	Palatka	107
9/22/12	Sanford	87
9/25/12	Sarasota	31
10/4/12	Boca Raton	49
Total Number of Open House Attendees		371

Total Number of People Providing Written Comments (<i>provided online or at an open house</i>)	146
---	------------

COMMENT THEMES

DRAFT 2013-2017 FGTS Plan Goals, Strategies and Objectives

- Recognize the Florida Trail Association as a major partner.
- Add Equestrians and Paddlers in the Health, Transportation and Partnership sections.
- Add Campers to the Economic Development Tourism section
- Include separate section on funding. Funding should focus on connecting opportunity corridors.
- Incorporate 1999 Trail Design Standards defining use, width, etc.
- Be clear that these trails represent non-motorized use.
- Streamline acquisition process.
- Add language to connect trail opportunity corridors to non-traditional areas such as highway rest areas and preserves.
- Add language to encourage partners to fund acquisition, development and restoration.
- Provide examples of national, state and regional trails.
- Add due dates for Action Plan.
- Suggestions for re-wording.
- Grammatical errors.
- Plan well thought out and well written.

** All comments specific to the FLORIDA NATIONAL SCENIC TRAIL were also forwarded to the US Forest Service.*

DRAFT 2012 Land Trails Opportunity Map

- Several additions were recommended (Blackwater River State Forest Loop; SW Lake Munson to Sunflower Rd near St Marks Trail; Passenger/rail transit lines; Bellamy Rd from Tallahassee to St Augustine; I-65 corridor to Port Myakka; DeLeon Springs State Park to St John's River; Charlotte County Spine trail to Legacy or Sarasota Regional Trail; Mount Dora Scenic Byway to Lake Apopka Restoration Area).
- Note the Florida Scenic Highways on the maps.
- Delete Newberry to Gainesville (sidewalk).
- Several groups provided or will provide updated information (Wakulla, Panama City Beach, Titusville, Polk, Jackson, Brevard)
- Use current Florida National Scenic Trail corridor on all maps.
- Several clarifications on the placement of the regional corridors
- Extend Carlton-Myakkahatchee to RV Griffin
- Florida Fish and Wildlife Conservation Commission provided comments on opportunity corridors traversing Florida Fish and Wildlife Conservation Commission managed lands. Not beneficial to institute trails through Babcock Webb and Yucca Pens Wildlife Management Area. Does not assist with accomplishment of very difficult fire program.
- Tamiami Trail to Marco Island Loop Trail recommended.
- Several recommendations to include bicycle paths adjacent to State Roads in the panhandle.
- Florida Cracker Trail and Manatee to Highlands Connector should be noted as multi-use trails.
- Expand legend to explain different colors.
- Several comments complimenting mapping efforts.

DRAFT 2012 Paddling Trails Opportunity Map

- Additions and connections were recommended (St Marks to Wakulla, Neal's Landing to Lake Seminole, Chattahoochee to Apalachicola, Upper Chipola to Caverns portage; Burnt Mill Creek; Crooked River; Ocheessee Pond; Hickory Landing; St Andrews Paddling Trail; Chain of Lakes)
- Several recommendations were made to connect areas to the Circumnavigational Trail.
- Several counties and paddling groups are developing trail plans and would like to have them designated and included at a later date.
- Launch sites were identified and recommended for inclusion on the maps.
- Add Wacassassa in Gulf Hammock.
- Include St Johns River as a priority.
- Expand Shoal River paddling trail.
- Overall impressed by Paddling Trail maps.

** All comments specific to the FLORIDA NATIONAL SCENIC TRAIL were also forwarded to the US Forest Service.*

DRAFT 2012 Priority Trails Map

- Several recommendations were made to list corridors as a Priority (Florida National Scenic Trail; I-4 corridor through Volusia, Lake and Seminole; Florida East Coast railroad corridor; CSX railroad corridor Hawthorne to Palatka; Waldo to Palatka; River of Grass Greenway; Pineda Causeway; Coast to Coast connection for Lake O; St Marks Trail to Capital Circle along Tram; remaining segments of St Augustine to Lake City Rail Trail and St John's to Sea Loop; Blackwater multi-use path; East Coast Greenway; Florida Keys Overseas Heritage State Trail.
- Use **current** Florida National Scenic Trail corridor; correct several sections of the Florida National Scenic Trail that are missing.
- Use Archer Braid Corridor as the priority to connect Gainesville to the Nature Coast State Trail.
- Add Timucuan Trail Parks Foundation initiative to Priority maps.
- Several counties provided updated trail information.
- Priority corridors should connect and not dead-end.
- Supports focusing on priorities.

General Comments

- All trails located through Florida Fish and Wildlife Conservation Commission lands must be consistent with areas management objectives; included in areas management plan; and approved by Florida Fish and Wildlife Conservation Commission.
- Several counties expressed support for land and water trails.
- Florida should acquire lands to connect Lake Okeechobee with east and west coasts.
- Opposed to overpass over railroad in Palatka.
- Make shapefiles available to all so that they can be incorporated into other planning maps.
- Volunteers - create volunteer database for greenways and trails; have local volunteer trail hosts to provide information
- Need to also include ecological greenways.
- Original Florida National Scenic Trail corridor acquisition should be priority.
- Maps and Strategies are good, but need to be more specific.
- Protect Hiking Trails, Biking Trails, Equestrian Trails and Paddling Trails. They are all valuable for the health of the environment, for recreation, and for the economy.

** All comments specific to the FLORIDA NATIONAL SCENIC TRAIL were also forwarded to the US Forest Service.*



FGTS Goals, Strategies and Objectives

GOAL: Identify and prioritize trails and greenways to facilitate completion of the FGTS.

GOAL: Direct resources and programs to establish and connect the FGTS.

GOAL: Promote and communicate information about greenways and trails to advance the FGTS.

GOAL: Link and support complementary programs, planning and partnership efforts to coordinate the FGTS.



The Maps

Highest Needs



Level 3 - The Gaps: Priority Trail Gaps (2013)

Focused System

Level 2 - The Priorities: Priority Trails (2012)

Complete System

Level 1 - The Vision: Land and Paddling Trails Opportunities (2012)





The Maps

Land Trails Opportunity Map



Page 9 of 14

Florida
Greenways & Trails
System
Plan

LAND TRAILS OPPORTUNITY 2012 - DRAFT
FLORIDA NATIONAL SCENIC TRAIL / FLORIDA TRAIL CORRIDOR
MULTI-USE OPPORTUNITY 2008

A1	A2	A3	A4
B2	B3	B4	B5
C4	C5		
D4	D5		
E4	E5		

0 5 10 20 Miles

* The different colors of the Land Trails represent the beginning and ending points of individual corridors.

Paddling Trails Opportunity Map



Page 9 of 14

Florida
Greenways & Trails
System
Plan

PADDLING OPPORTUNITY 2012 - DRAFT
FLORIDA CIRCUMNAVIGATIONAL SALTWATER PADDLING TRAIL

A1	A2	A3	A4
B2	B3	B4	B5
C4	C5		
D4	D5		
E4	E5		

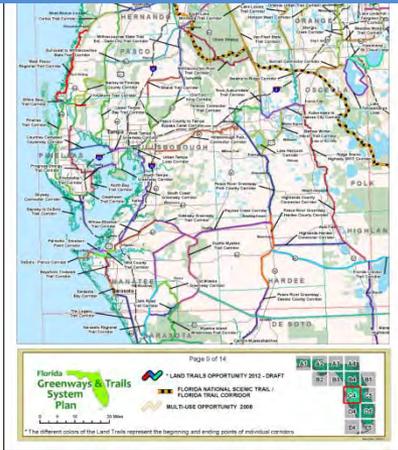
0 5 10 20 Miles

* The different colors of the Paddling Trails represent the beginning and ending points of individual corridors.

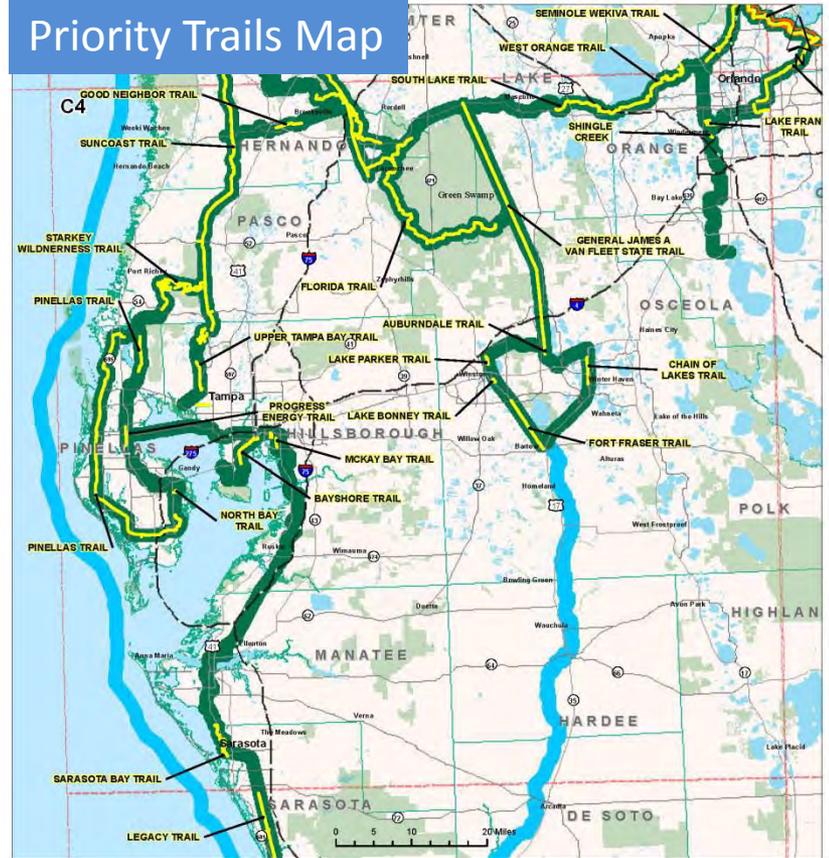


The Maps

Land Trails Opportunity Map



Priority Trails Map



Paddling Trails Opportunity Map





Florida
Greenways & Trails
System
Plan

PUBLIC COMMENT DRAFT 2012

PRIORITY TRAILS

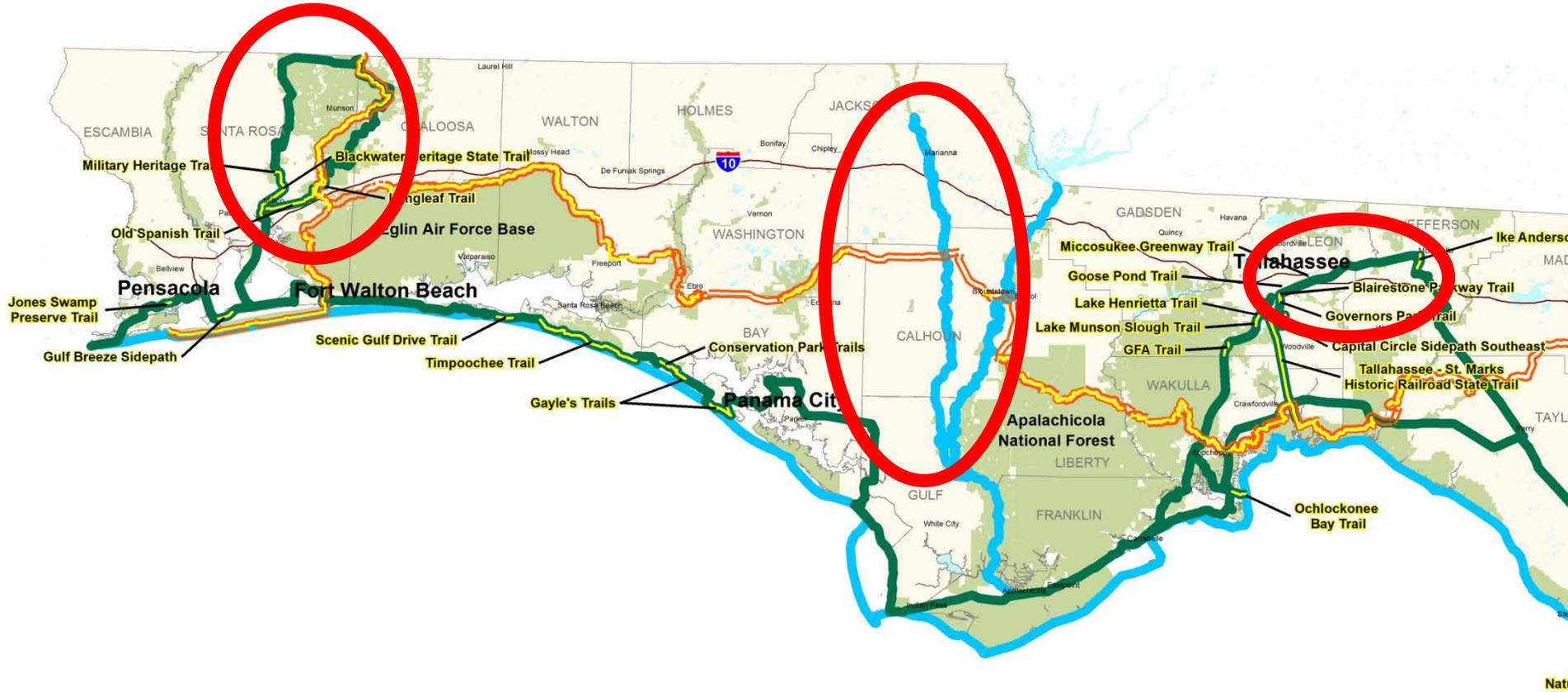
-  PRIORITY LAND TRAILS
-  PRIORITY LAND TRAILS - Florida National Scenic Trail
-  PRIORITY PADDLING TRAILS
-  Existing Trails in Priority Network
-  Conservation Lands

Map Date: 10/19/12

The Priority Trails Map encompasses the most important corridors and connections within the FGTS Land Trails and Water Trails Opportunity Maps. Following completion of this map in late 2012, the gaps will be identified and prioritized in 2013. The Florida National Scenic Trail (FNST) corridor included on this Priority Trails Map reflects the route currently proposed for designation by the US Forest Service. Whatever FNST route results from the current designation process will be included on the Priority Trails Map.



Priority Trails Map: Additions and Revisions Following Public Comment







Florida
Greenways & Trails
System
Plan

PUBLIC COMMENT DRAFT 2012

PRIORITY TRAILS

-  PRIORITY LAND TRAILS
-  PRIORITY LAND TRAILS - Florida National Scenic Trail
-  PRIORITY PADDLING TRAILS
-  Existing Trails in Priority Network
-  Conservation Lands

Map Date: 10/19/12

The Priority Trails Map encompasses the most important corridors and connections within the FGTS Land Trails and Water Trails Opportunity Maps. Following completion of this map in late 2012, the gaps will be identified and prioritized in 2013. The Florida National Scenic Trail (FNST) corridor included on this Priority Trails Map reflects the route currently proposed for designation by the US Forest Service. Whatever FNST route results from the current designation process will be included on the Priority Trails Map.





Florida
Greenways & Trails
System
Plan

PUBLIC COMMENT DRAFT 2012

PRIORITY TRAILS

PRIORITY LAND TRAILS
 FLORIDA NATIONAL SCENIC TRAIL - PRIORITY
 PRIORITY PADDLING TRAILS
 Existing Trails in Priority Network
 Conservation Lands

Map Date: 11/15/12

The Priority Trails Map encompasses the most important corridors and connections within the FGTS Land Trails and Water Trails Opportunity Maps. Following completion of this map in late 2012, the gaps will be identified and prioritized in 2013. The Florida National Scenic Trail (FNST) corridor included on this Priority Trails Map reflects the route currently proposed for designation by the US Forest Service. Whatever FNST route results from the current designation process will be included on the Priority Trails Map.





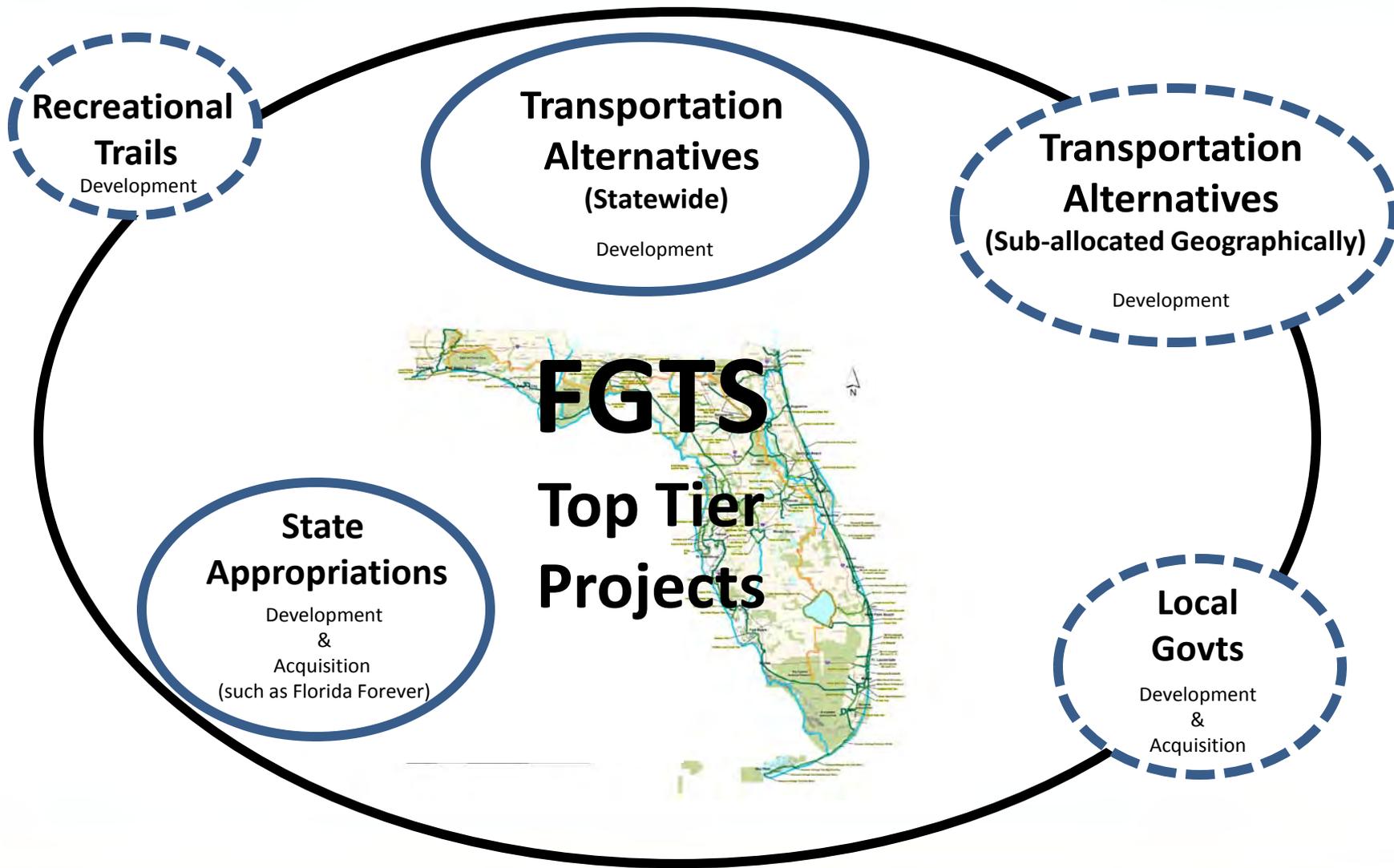
Moving Forward

Future Step	When
Plan Document Released	By February 2013
Gap Analysis	By August 2013
Gap Prioritization	By October 2013
Identification: Top Tier Projects	By December 2013
Acquisition Rule Update	By December 2013



Funding the FGTS Gaps

Florida Greenways and Trails System



Florida's Bicycle/Pedestrian Focused Initiative

Trenda McPherson
State Bicycle/Pedestrian Safety
Program Manager
Florida Department of Transportation

Florida's Pedestrian Assessment



∞ The assessment team:

- Met with management and staff from the Highway Safety Office to discuss everyone's expectations from the assessment.
- Conducted scheduled interviews.
- Utilized the information received in both the interviews and the briefing materials to develop a comprehensive report of recommendations.

Assessment Photos



Assessment Photos



Final Technical Report



- ∞ The final report begins with priority recommendations that should be given the most weight.
- ∞ This report is our guide. There is no requirement or timeline for completing any tasks. Some states implement only the priority recommendations while other states implement most of the recommendations.
- ∞ The recommendations are valuable tools that can assist our state in implementing a very successful program.

Examples of Priority Recommendations



I. Program Management

- ☞ Develop a model methodology for the use of crash data for problem identification to support the development of local pedestrian safety programs, incorporating input from FDOT state and District staff, regional and local agency staff with pedestrian data analysis expertise, and nontraditional partners such as public health epidemiologists.
- ☞ Create and implement a 3-year Strategic Plan for Pedestrian Safety that:
 - is data-driven;
 - has clear goals for overall injury and fatality reduction;
 - is developed with the active involvement of stakeholders from the State, regional and local levels, and representing the fields of engineering, education and enforcement;
 - is focused on implementing proven countermeasures and best practices; and
 - identifies specific priorities; and articulates specific action steps and milestones against which to measure progress.
- ☞ To guide the implementation of the new strategic pedestrian safety plan to identify and empower a lead coordinator and establish a working group to:
 - monitor day to day progress,
 - identify innovative approaches and best practices, and
 - provide technical support to implementing agencies and organizations.
- ☞ Develop model guidelines for pedestrian safety enforcement programs, using strategies that have been proven to be effective.
- ☞ Annually, in advance of solicitation of applications for pedestrian safety grants provide detailed crash information by geographic area, with sufficient detail to enable applicants to identify high crash locations, times and demographics to target interventions. Provide information concurrently on proven countermeasures and innovative approaches to applicants.

- ⌘ Ped 101 is a training offered by NHTSA.
- ⌘ Our state determined it would be very useful in educating our diverse team in the art of program management and effective evaluation.
- ⌘ Ped 101 was conducted in Florida in May 2012. All team members of Florida's Focused Bicycle/Pedestrian Initiative participated.

Ped 101 Photos



New Campaign Development/Baseline Data



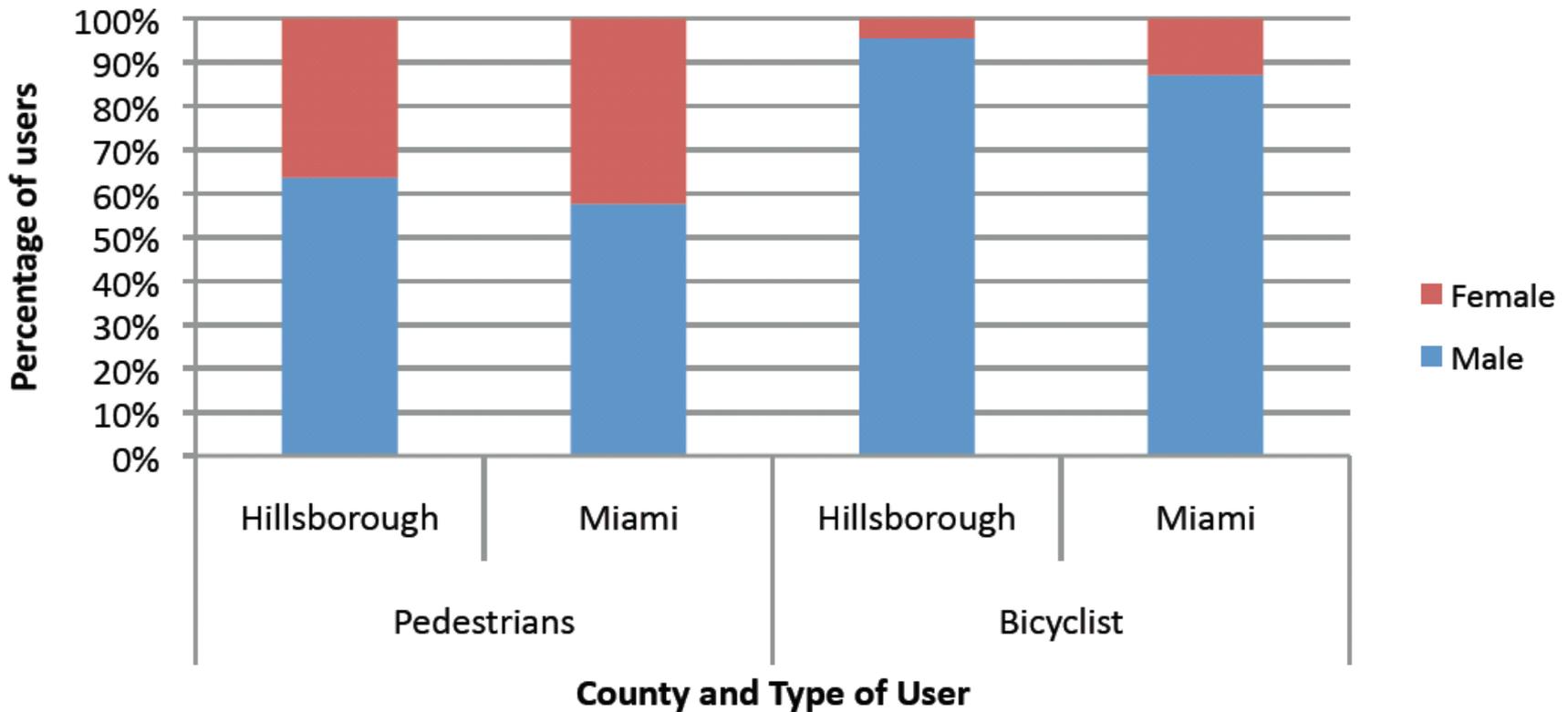
- ∞ Baseline data were collected in June/July 2012 through an observational survey and public opinion survey
- ∞ Two prong approach
 - Ask what the public knows about pedestrian related laws
 - Observe what the public does in reality
- ∞ 34 sites in Miami-Dade
- ∞ 20 sites in Hillsborough
- ∞ Public opinion survey was conducted with in person interviews for pedestrians and online for drivers

Baseline Data/Selected Findings from Public Opinion Surveys



- Approximately, 2/3 of the users are aware of the direction in which they should travel (walk or bike).
- Hillsborough County users have better law awareness than Miami-Dade County users concerning right of way while crossing streets in different situations.
- Approximately 80% of users are aware of the correct time to cross intersection at a signalized intersection.
- Higher percentages of Hillsborough users have some understanding of jaywalking.

Baseline Data/Gender Demographics for Collected Observational Data



Baseline Data/Descriptive Statistics for Collected Observational Data



Attributes	Hillsborough	Miami
Number of sites	34	20
Number of users	1575	4084
Number of bicyclists	422 (26.79%)	612 (14.98%)
Percent of non-alert users	15.97%	15.84%
Percent of users who didn't walk on sidewalk	4.07%	4.20%
Percent of bicyclist who didn't use helmet	96.78%	86.45%
Percent of bicyclists with no bicycle lights	90.10%	89.37%
Percent of bicyclists riding against traffic	29.74%	22.47%
Percent of users not crossing on crosswalk	27.79%	20.42%
Percent of crosswalk users crossing on red	24.40%	34.59%
Percent of vehicles not yielding to users	44.12%	44.75%

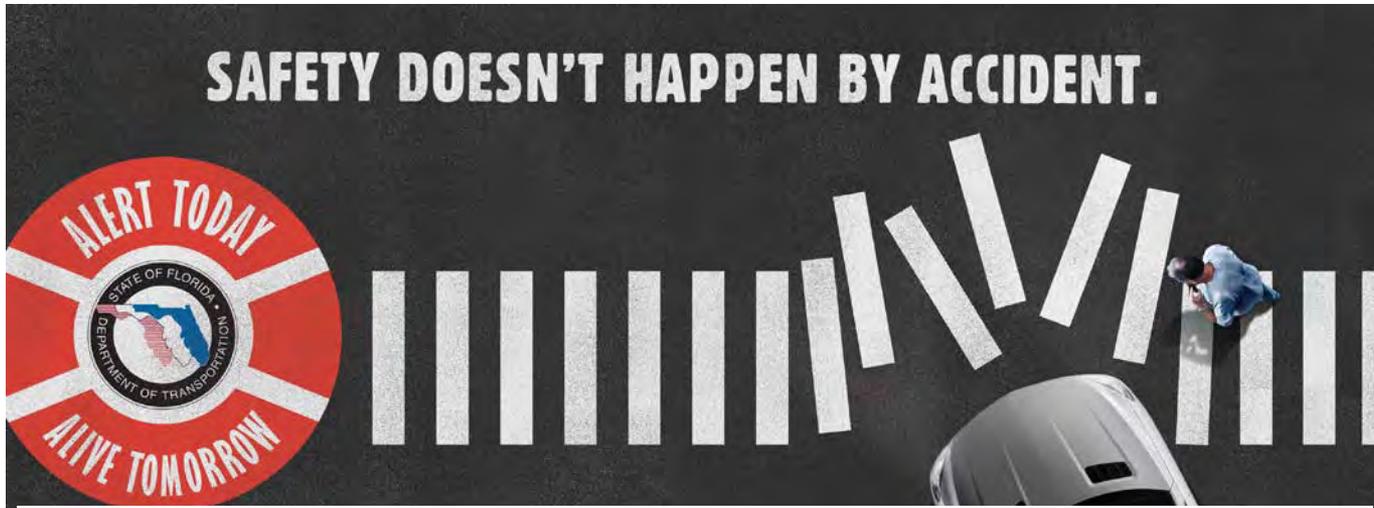
🌀 Advertisements of the PSA were placed in Hillsborough and Miami-Dade counties:

- Billboards
- Outside buses
- Inside buses
- Tip cards, t-shirts, wristbands
- Bus shelters
- Website banners
- www.AlertTodayFlorida.com

Alert Today Alive Tomorrow Billboard Ads



Internal Bus Ads & Tip Cards - English



**WHETHER YOU'RE DRIVING OR WALKING—
PAY ATTENTION. READ THE SIGNS.
LEARN THE RULES.**

**ALWAYS USE THE CROSSWALK.
STOP BEFORE TURNING RIGHT ON RED.
LOOK BEFORE CROSSING.
YIELD TO PEDESTRIANS.**

PSA - English



Round Table Meetings



- Facilitated discussions initiated by Secretary Hattaway
 - Tampa
 - Bartow
 - Miami
 - Ft. Lauderdale
 - Deland
 - Jacksonville

Bicycle/Pedestrian Safety Roundtable

Discussions Overview

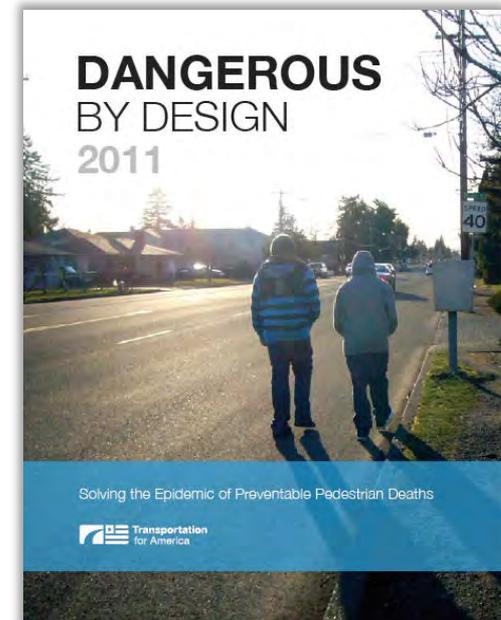


- Florida's Bicycle/Pedestrian Focused Initiative
- New Pedestrian Campaign – Alert Today Alive Tomorrow
- Gained Input on Effective Programs

Dangerous by Design – 2011



- Orlando, Kissimmee
- Tampa, St. Pete, Clearwater
- Jacksonville
- Miami, Ft. Lauderdale, Pompano



Being **#1** in pedestrian fatalities and serious injuries is **NOT** where Florida wants to be!

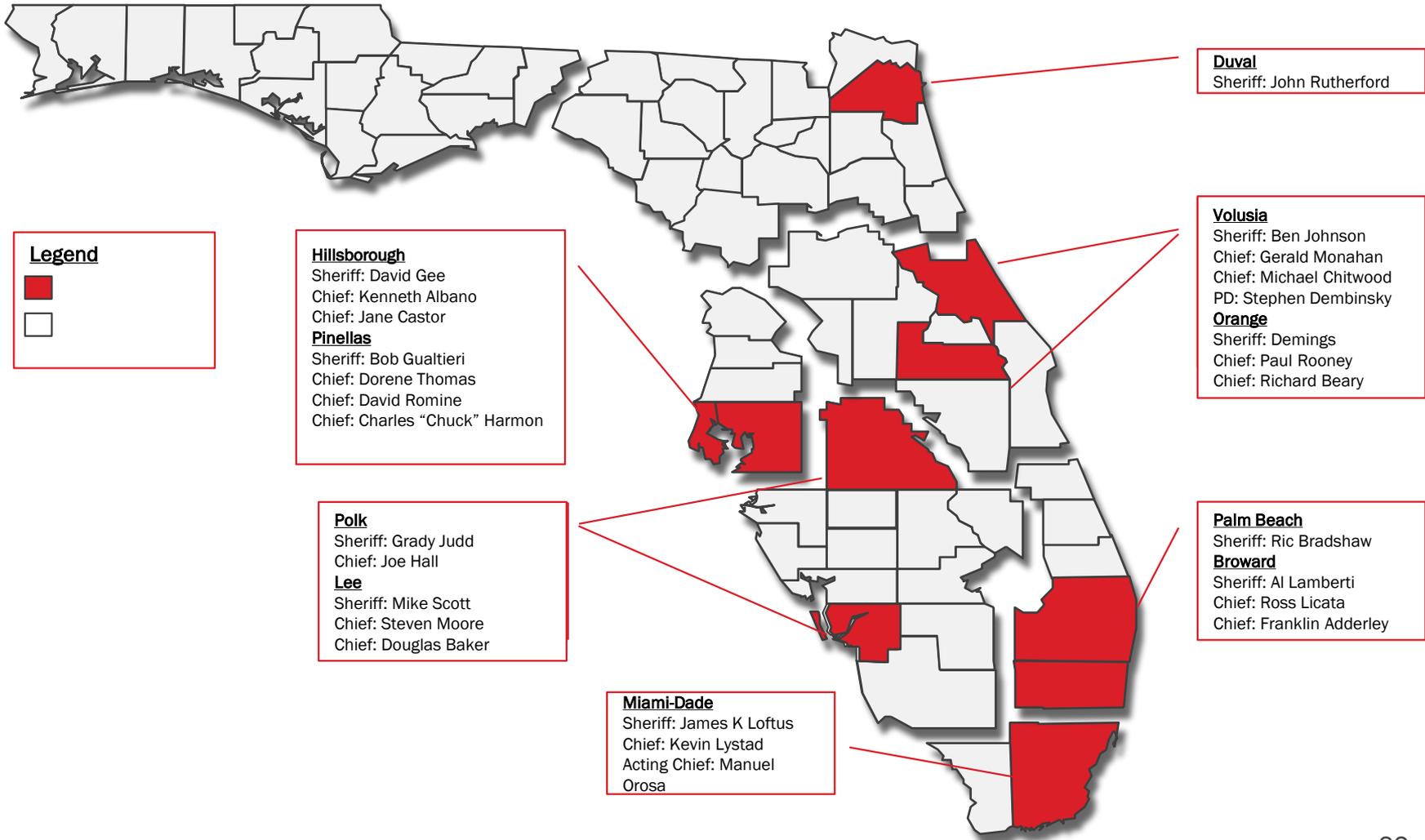
Bicycle/Pedestrian Focused Initiative

Action Taken



- ∞ FHWA Focus State
- ∞ Top 10 counties statewide
- ∞ \$7.5 million approved for 2012 - 2014 efforts
- ∞ Increased awareness, law enforcement and continued engineering solutions
- ∞ Drive down bike/pedestrian fatalities & serious injuries

Florida Top 10 High Priority Counties for Bicycle/Pedestrian Crashes



Round Table Meeting Photos



Tampa



Bartow



Miami



Ft. Lauderdale



Deland



Jacksonville

Strategic Planning



- ∞ The team will use the priority recommendations and the information gathered in the round table meetings to develop Florida's first Pedestrian Strategic Safety Plan.
- ∞ The plan will data driven and will initially address the top ten high priority areas in the state.
- ∞ We anticipate the plans completion date to be January 31, 2013.

Coalition Implementation



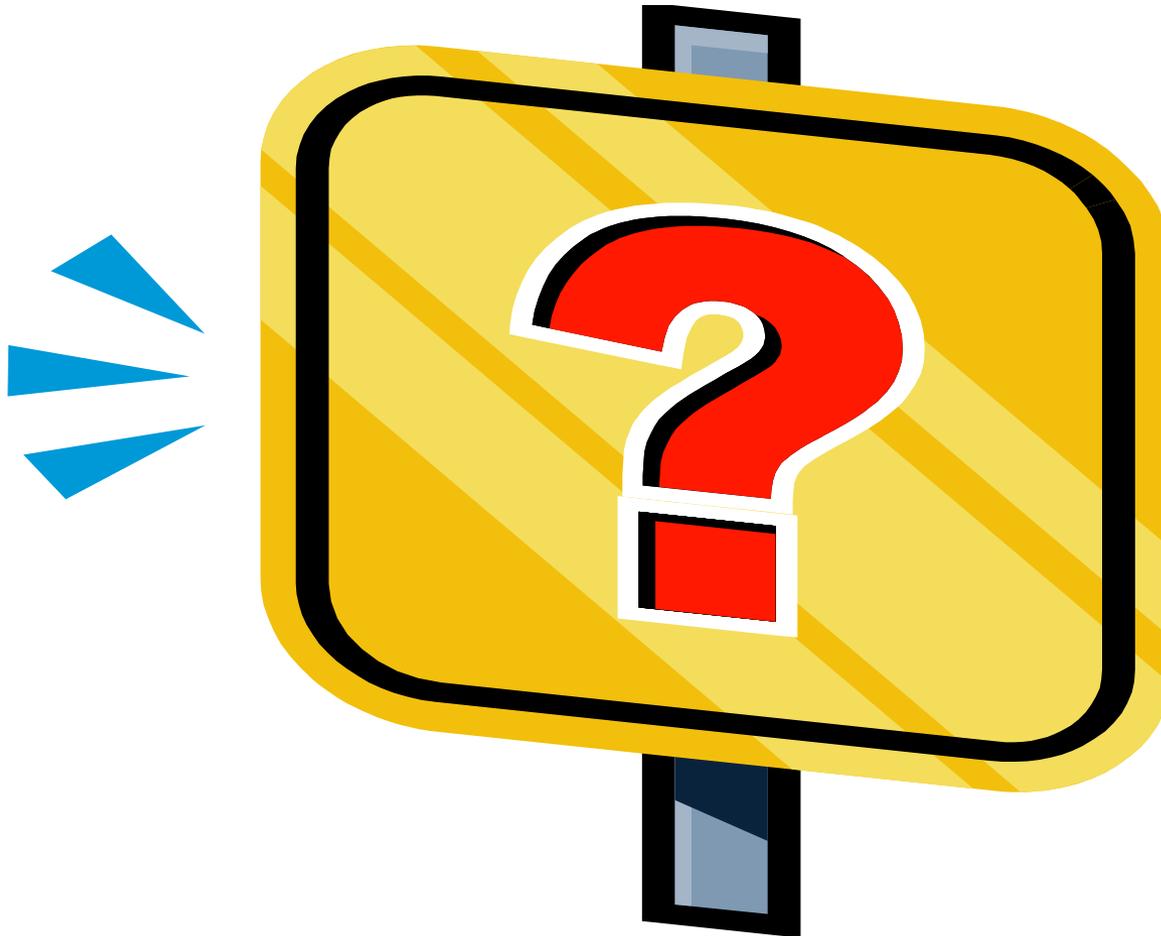
- Florida's Pedestrian Safety Coalition will be developed by selecting partners with emphasis in specific problem areas that have shown an ability to implement countermeasures that work.
- The coalition will be charged with implementation of the Pedestrian Strategic Safety Plan.

Business Plan



- ∞ A three tiered business plan will be developed to extract the strategies within the Pedestrian Strategic Safety Plan and drill them down to the task level.
- ∞ This will allow performance indicators and task leaders to be assigned to each task so that progress can be monitored and evaluated.

Questions



Proven Safety Countermeasures

Florida Bicycle Pedestrian Partnership Council
November 29, 2012




Introduction and Background

"While States should still be considering the application of all of the countermeasures listed in the 2008 guidance, this memo supersedes the previous guidance." – 2012 Countermeasure Guidance

- FHWA Issued Nine Proven Countermeasures Guidance in 2008.
- Many of those countermeasures have been widely applied.
- FHWA updated our previous guidance in January 2012
- We took into consideration the latest safety research.

"...we encourage safety practitioners to consider a new set of countermeasures ...that are research-proven, but not widely applied on a national basis." – 2012 Countermeasure Guidance

Process for Selecting Countermeasures

- **Assembled a Team of FHWA Experts from Across the Safety Discipline**
 - Multiple Perspectives (HQ, Divisions, Resource Center)
 - Diverse Focus Areas (Pedestrian, Roadway Departure, Intersections, Data)
 - Countermeasure Experience (Promoting, Technical Assistance, Analysis, Evaluation)
- **Determined the Current Level of Application of 2008 Countermeasure List**
 - Three Carried Over (Roundabouts, Medians / Pedestrian Refuge, and Safety Edge)
 - Rumbles also Carried Over – With a Focus on Two-Lane Roads
- **Expert Group Determined New Countermeasures**
 - Consulted CMF Clearinghouse Data (Star Ratings, CMFs)
 - Narrowed List based on Field Experience and Expertise
 - Developed Business Cases for All Countermeasures
- **Vetted List and Guidance**
 - DA Safety Council
 - HSA / Resource Center Leadership
 - Office of Operations
 - Office of Infrastructure

Countermeasure Selection Process

2008 Countermeasures	2012 Countermeasures
1. Rumble Strips and Rumble Stripes*	
2. Median Barriers	
3. Walkways	
4. Left and Right Turn Lanes at Stop-Controlled Intersections	
5. Yellow Change Intervals	
6. Roadway Safety Audit 1.27**	
7. Roundabouts 1.23	1. Roundabouts
8. Medians and Pedestrian Refuge Areas 1.17	2. Safety Edge
9. Safety Edge 1.15	3. Medians and Pedestrian Crossing Islands in Urban and Suburban Areas
	4. Longitudinal Rumble Strips and Stripes on 2-lane Roads*
	5. Corridor Access Management
	6. Backplates and Retroreflective Borders
	7. Enhanced Delineation and Friction for Horizontal Curves
	8. Pedestrian Hybrid Beacon
	9. "Road Diets" (Roadway Reconfiguration)

* Group decided to retain for two-lane roads only, based on application of countermeasure
** Not a Countermeasure

Data-Driven Safety Process

“...countermeasure selection should continue to be based on appropriate analytical techniques...”

- 2012 Countermeasure Guidance

Encourage States to Use Analytical Site-Specific Approaches (such as the Highway Safety Manual) and Systemic Planning Approaches to Make Safety Investment Decisions

- Conduct Appropriate Analysis of Quality Safety Data
- Use Evidence-Based Framework for Decision-Making
- Use the CMF Clearinghouse to Choose Appropriate Countermeasures
- Consider the Nine Countermeasures as Viable Options

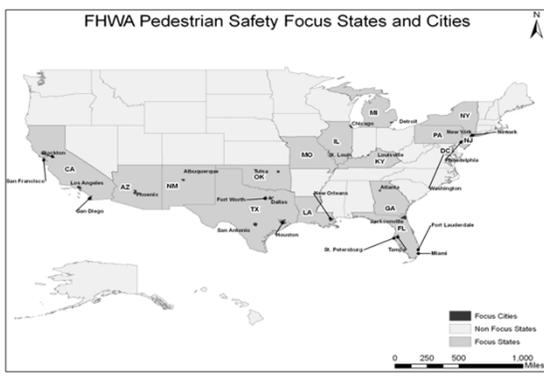
5

FHWA Focus States



6

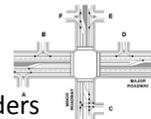
FHWA Focus States



7

Addressing the Intersection Focus Area:

- Roundabouts
- Corridor Access Management
- Backplates with Retroreflective Borders
- “Road Diet” (Roadway Reconfiguration)
- Pedestrian Hybrid Beacon



“There are approximately 300,000 signalized intersections in the United States. About 1/3 of all intersection fatalities occur at these locations; resulting in roughly 2,300 people killed in a single year.”

– Roundabouts Fact Sheet



8

Roundabouts



9

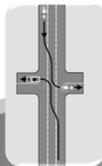
Roundabouts



10

Corridor Access Management

- Involves the design, implementation and control of entry and exit points along a roadway
- Reducing access points along urban/suburban corridor can reduce injury and fatal crashes by about 25%¹
- May be considered as a component of general corridor improvements or as its own project

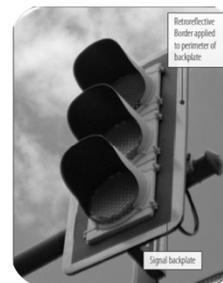


¹ AASHTO Highway Safety Manual, Chapter 14

11

Backplates with Retroreflective Borders

- Retroreflective strip added around the border of a signal backplate
- Documented 15% reduction in crashes of all types and severities at urban signalized intersections¹
- Consider as standard treatment for new and modernized signal projects, or as a systemic retrofit safety improvement



¹ CMF Clearinghouse

12

Addressing the Roadway

Departure Focus Area

- Longitudinal Rumble Strips and Stripes on 2-Lane Roads
- Enhanced Delineation and Friction for Horizontal Curves
- Safety Edge_{SM}

Category	Percentage
Run Off Road Right	24%
Run Off Road Left	10%
Crossovers	17%
Non Roadway Departures	47%
Undesignated Roadway Departures	2%

Roadway Departure Risk Management

1. Keep Vehicles on Roadway
2. Reduce Likelihood of Crashes
3. Minimize Severity

13

Longitudinal Rumble Strips and Stripes on 2-Lane Roads

- Alerts drivers with sound and vibration when vehicles cross the edge or center line.
- Reduction of Severe Crashes:
 - Rural Edge, Run Off Road: 36%
 - Rural Center, Head-ons: 44%
 - Urban Center, Head-ons: 64%

14

Enhanced Delineation and Friction for Horizontal Curves

- Low-cost treatments
- Includes signs and markings that help drivers safely negotiate curves or...
- Additional pavement friction to address geometric deficiencies

Safety Impacts:

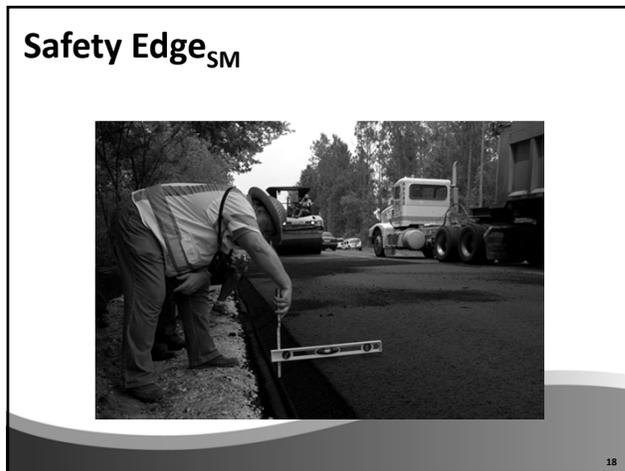
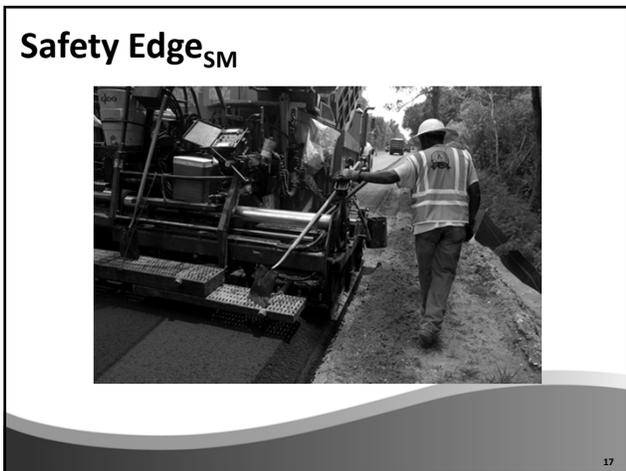
- Vary based on application
- Up to 43% reduction of all fatal crashes

15

Safety Edge_{SM}

- Consolidating the pavement edge into 30° shape during paving to provide stability for vehicles recovering from a roadway departure
- 6% reduction of total crashes
- B/C range: 4 to 63
- Implement as a standard practice for paving and resurfacing projects

16



Addressing the Pedestrian Safety Focus Area

- Medians and Pedestrian Crossing Islands in Urban and Suburban Areas
- Pedestrian Hybrid Beacon
- "Road Diet" (Roadway Reconfiguration)

Speed	Fatal	Injury	Uninjured
40 mph	~20%	~15%	~65%
30 mph	~45%	~45%	~10%
20 mph	~75%	~25%	~0%

Pedestrian Safety Facts:

- Pedestrians represent over 12% of Highway Fatalities.
- Midblock locations account for over 70% of pedestrian fatalities.
- Over 80% of pedestrian fatalities hit by vehicles traveling at 40 mph or faster will die, while less than 20% die when hit at 20 mph or less.

19

Florida Implementation

Countermeasure	Florida Implementation?
Roundabouts	✓
Safety Edge	✓
Medians and Pedestrian Crossing Islands	✓
Longitudinal Rumble Strips/Stripes – 2 Lane Roads	✓
Corridor Access Management	✓
Backplates and Retroreflective Borders	✓
Enhanced Delineation/Friction for Horizontal Curves	✓
Pedestrian Hybrid Beacon	✓
"Road Diets"	✓

Fact Sheets and Further Information

FHWA web site:
<http://safety.fhwa.dot.gov/provencountermeasures>

21

Questions and Answers

22

Secretary's Bicycle/Pedestrian Focused Initiative



Billy Hattaway
District One Secretary

"The joy and pain of urban existence, the comfort or hardship of it, its efficiency or failure are influenced by the wisdom or the thoughtfulness with which streets are platted."

Charles Mulford Robinson, 1911



The Challenge

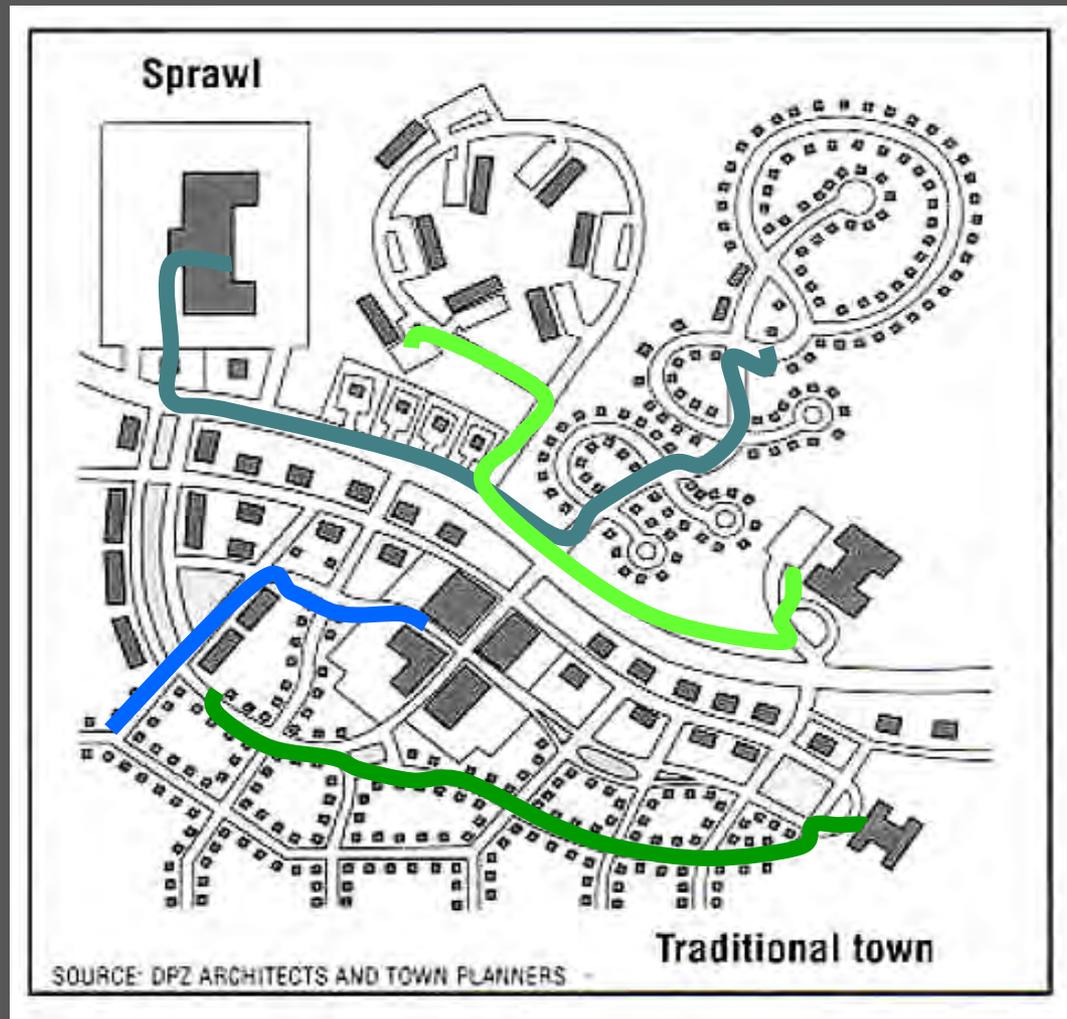


- Dangerous by Design (2011)
 - Orlando, Tampa, Jacksonville, Miami-Ft. Lauderdale
- ~ 450 pedestrians killed each year
- Secretary Ananth Prasad... “Being #1 in pedestrian fatalities and serious injuries is NOT where Florida wants to be.”

Contributing Factors



Land Development Patterns



Separated Land Use



School Board Policy



Orange County
Elementary School
830 Students

- 1969 - 48% of students walk or bike to school
- 2012 - less than 13% walk or bike to school
- Since 1945, the number of schools declined 70% while average school size grew 127 to 653 students

Land Development Regulations



What We've Done



- Launched focus group in November, 2011
- Reviewed St. Petersburg's success
- Data analysis
- Pedestrian 101 training
- Identified a Champion for each District
- Pilot sites
 - Miami- Alert Today/Alive Tomorrow
 - Hillsborough - Alert Today/Alive Tomorrow

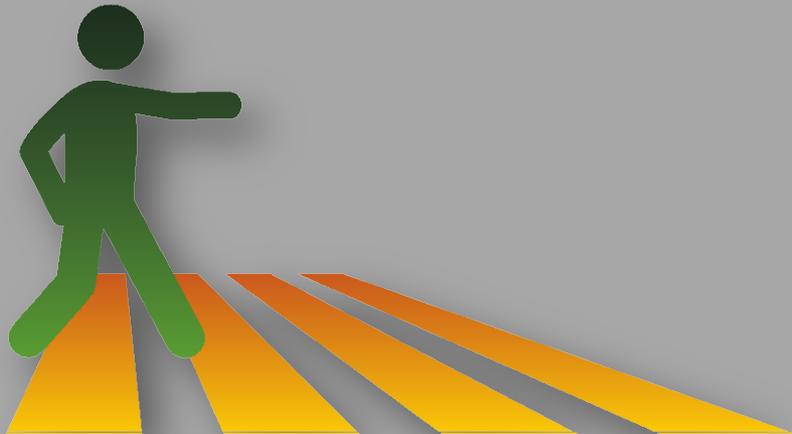
Where We're Going



- Partner with local governments (public works, law enforcement, health, etc.)
- Design/RSA training for FDOT and partners
- Corridor/Site specific problem identification
- Targeted engineering solutions
- Focused media campaign
- Focused law enforcement



Partner with Other Initiatives



Best Foot Forward
for pedestrian safety

Yielding to pedestrians:

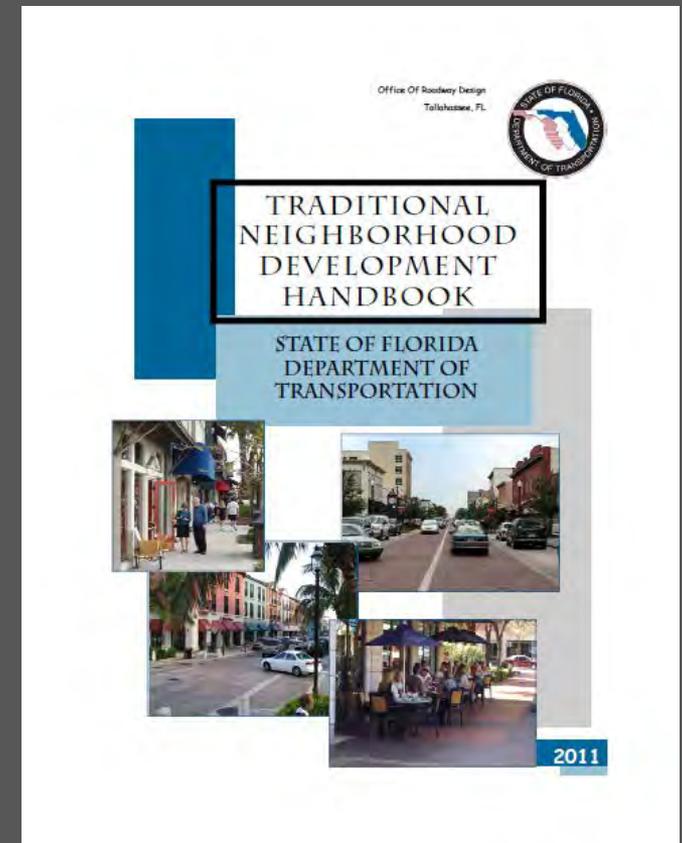
- Baseline of 8%
- Increased to 21%



Florida GreenBook TND Chapter



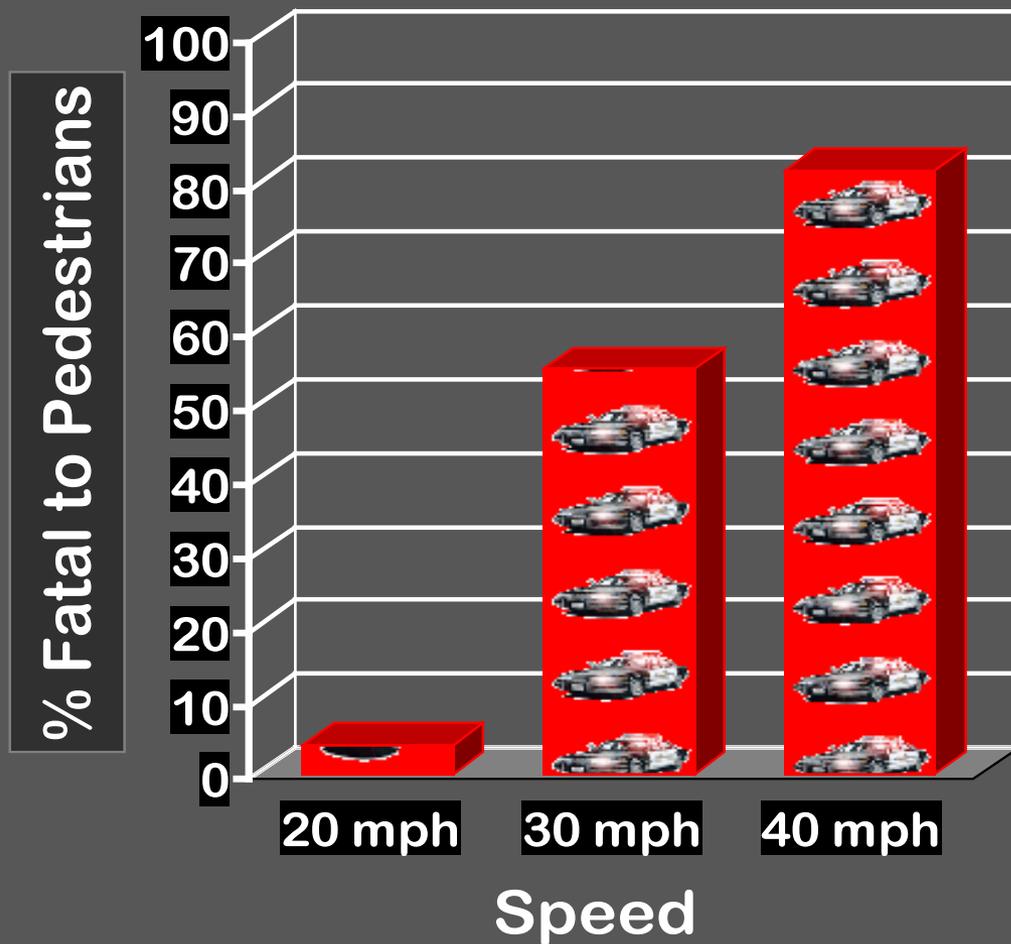
- Established through Florida rulemaking process
- For local streets



<http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FloridaGreenbook.pdf>

<http://www.dot.state.fl.us/rddesign/FloridaGreenbook/TND-Handbook.pdf>

Pedestrian Deaths Rise as Speed



Design Speed



Conventional practice is to design as high a speed as possible

VS

Picking a desired speed based on the built environment (urban, suburban, rural)

TND Chapter Design Speed



- **Yield:** Design speed of less than 20 mph; this type should accommodate bicycle routes through the use of shared lanes.
- **Slow:** Design speed of 20-25 mph; this type should accommodate bicycle routes through the use of shared lanes.
- **Low:** Design speeds of 30-35 mph; this type can accommodate bicycle routes through the use of bike lanes.

Lane Width



- The normal range of design lane width is 9-12’.
- Lane widths substantially less than 12 feet are considered adequate for a wide range of volume, speed and other conditions.
- There is less direct evidence of a safety benefit associated with wider lanes in urban areas.

Lane Width



Movement Type	Design Speed	Travel Lane Width
Yield	Less than 20 mph	N/A*
Slow	20-25 mph	9-10 feet
Low	30-35 mph	10-11 feet

*Yield street width is 24' curb face to curb face.

Speed Management



Speed Management



Development Patterns



Engineering Treatments



Traffic Calming/Road Diets



Engineering Treatments



Modern Roundabouts



Engineering Treatments



Raised Medians or Refuge Islands



Engineering Treatments



- Additional/Improved Sidewalks
- Additional/Improved Lighting

Pedestrian Hybrid Beacons



Mike Cynecki

Rectangular Rapid Flashing Beacons



Michael Frederick, St. Petersburg

Engineering Treatments



Pedestrian Countdown Signals

- Pedestrian Lead Phasing
- Signing for Pedestrians (Ex: No Right Turn on Red)



What's Next



Still Much to be Done!!



Billy L. Hattaway, P.E.
billy.hattaway@dot.state.fl.us



FLORIDA
DEPARTMENT *of*
ECONOMIC
OPPORTUNITY

Sample Complete Streets Policies in Florida

Jeannette Hallock-Solomon, AICP

November 29, 2012



In General

- Not all comprehensive plans use the term “Complete Streets”
- Some plans include the “Complete Streets” term
- Most discuss “Complete Streets” concepts



FLORIDA DEPARTMENT *of* ECONOMIC OPPORTUNITY

South Florida Bike Coalition Webpage



West Palm Beach

- **Transportation Vision; principle 4. Develop Complete Streets:** The City shall promote the development of “Complete Streets” that are designed, built, and maintained in a manner that accommodates not only automobiles, but transit vehicles and non-motorized modes of travel such as pedestrians and bicyclists. “Complete Streets” shall seek to be aesthetically pleasing and provide for a comfortable environment for its different users.
 - **Policy 2.1.1(b):** Ensure all street modifications provide for “Complete Streets”
 - **Policy 2.3.3(a):** Reduce or eliminate hazardous street conditions



West Palm Beach (con't)

- **Objective 2.4.5:** Promote the development of “Complete Streets”
 - **Policy 2.4.5(a):** Support and improve infrastructure including beautification and amenities for bicyclists, pedestrians, and transit users
 - **Policy 2.4.5(b):** Identify and address any missing links in its pedestrian network
 - **Policy 2.4.5(c):** The City shall seek to provide choices for people to walk, bike, and take more transit trips resulting in healthier lifestyles, a more physically active population, and a cleaner environment



Tallahassee-Leon

- **OBJECTIVE 1.2: COMPLETE STREETS** The transportation system shall be designed and operated to provide safe, convenient and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.
 - **Policy 1.2.1** Recognizing that urban, suburban, and rural areas have different needs, develop and maintain context sensitive design standards for transportation facilities to enhance the safety and desirability of walking, cycling, and transit
 - **Policy 1.2.2** Safe and convenient facilities for pedestrians, cyclists and transit users shall be evaluated for all new road and road widening projects
 - **Policy 1.2.4** In coordination with the Capital Region Transportation Planning Agency, maintain a bicycle and pedestrian master plan and pursue implementation funding



Tallahassee-Leon (con't)

- **Policy 1.2.8** Provide a safe, accessible environment and support active living for students and continue to identify, fund and build Safe Routes to Schools projects
- **Policy 1.2.9** Special consideration to areas with concentrations of students, seniors, low-income families or others that are more dependent on modes other than auto
- **Policy 1.2.11** Enforce vehicle, bicycle and pedestrian regulations concerning obedience of traffic control signals and devices, use of pedestrian crosswalks, walking along the roadway, etc.



Commuter Services of North Florida Webpage/Twitter Post



Manatee County



Project for Public Spaces

- Grant from the American Public Health Association, Manatee County Health Department and County are developing a county wide Complete Streets policy
- Complete Streets Multi-Sector Workgroup
- Goal to present policy language to Manatee County Board of County Commissioners in December, 2012 (Grant runs from March 2012 to February 2013)
- Website:
<http://www.mymanatee.org/home/government/departments/public-works/traffic-management/transportation-planning-division/complete-streets.html#jump2>



FLORIDA DEPARTMENT of ECONOMIC OPPORTUNITY

FDOH Healthy Communities

- ACHIEVE – Action Communities for Health Innovation and EnVironmental change
- The Program Formerly Known As Healthy Communities, Healthy People
- Chronic Disease Prevention State Plan and Collaborative Action Plan



ACHIEVE

Action Communities for Health Innovation and Environmental Change

- 8 Communities in Florida
- 4 national funding partners
- Community Health Assessment using the CHANGE tool
- Policy, System, Environmental Change Strategies
- Improved Nutrition, Increased Physical Activity, Tobacco Avoidance



ACHIEVE Bike and Ped Strategies:



- City of North Miami
- 38% of adults and 13 % of youth are obese
- Promote health and wellness
- Encourage developing habits of physical activity
- Reduce the risk of chronic disease
- Committed to building a healthier community

North Miami Get in Gear Family Bike Ride



- First Get in Gear Family Bike Ride held on June 24, 2010
- Residents, city employees, the Mayor & City Council members participated



ACHIEVE Bike and Ped Strategies:

- Winter Park
 - Healthy Communities Healthy Government conference
 - Planning for healthy communities
 - Government's role
 - Complete Streets Policies Workshop
 - Partnered with Bike/Walk Central Florida & MetroPlan Orlando



(The Program Formerly Known As) Healthy Communities, Healthy People



- Funding 10 counties to implement the CHANGE tool (funding period = 5 qtrs)
- Communities decide health priorities
 - Improved Nutrition
 - Increased Physical Activity
 - Tobacco Avoidance
- Community Action Plan (CAP)
 - Policy, System, Environmental Change

Chronic Disease Prevention State Plan and Collaborative Action Plan

- 4 Action Teams

- Communities
- Schools
- Worksites
- Clinical

- Each Action Team has responsibility for priority objectives that they are working on throughout 2012-2013



CDP State Plan and Collaborative Action Plan



- External website for collaborative
 - Keep up-to-date on Action Team activities
 - Best Practices
 - List of Partners
- DOH Website (coming soon)
 - Consumer information

Bureau of Chronic Disease Prevention Contacts



M.R. Street, MPH

Healthy Communities Analyst

245.4444 X2842

MR_Street@doh.state.fl.us

Lauren Berlow

Program Specialist

245.4444 X3856

Lauren_Berlow@doh.state.fl.us