

MEETING AGENDA

Florida Bicycle and Pedestrian Partnership Council

7th Council Meeting

Tallahassee, Florida

September 12, 2012 – 9:00 am to 4:00 pm

Meeting Objectives

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

Meeting Agenda

- 9:00 a.m. Welcome and Introductions
- 9:10 a.m. Recap of BPPC Activities To-Date
- Review Charge, Roles and Responsibilities, and Ground Rules
 - Review Work Plan for 2012-13
 - Update on Candidate Projects for Bicycles on Limited Access Bridges
 - Update on Website
- 9:30 a.m. Federal Legislative Update on MAP-21
- 10:00 a.m. Break**
- 10:15 a.m. Roundtable Discussion of Pedestrian and Bicycle Safety Issues
- Update on the Strategic Highway Safety Plan (SHSP) and Schedule
 - Review and Discussion of Draft Recommendations for the Pedestrian Strategic Safety Plan (PSSP)
 - Input on Best Practices Related to Bicycle and Pedestrian Safety Program and Policies
- 12:15 p.m. Lunch - Onsite**
- 1:15 p.m. Future Role in Pedestrian Strategic Safety Plan (PSSP)
- Update on the PSSP Development and Schedule
 - Discussion of the Council's Potential Future Role in Implementing the PSSP

- 1:45 p.m. FDEP's 2012 Florida Greenways and Trails System Plan Update (Connecting the System)
- Presentation on FDEP Greenways and Trails System Plan Update Process
 - Input and Discussion
 - Schedule for Input Including Open House Following Council Meeting
- 3:10 p.m. Public Comment
- 3:20 p.m. Next Steps
- 3:30 p.m. Adjourn
- 4:00 p.m. *FDEP's 2012 Florida Greenways and Trails System Plan Update Open House (to follow Council meeting in the Burns Auditorium)***

Florida Bicycle and Pedestrian Partnership Council
Summary of Meeting
April 24, 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 checked="" type="checkbox"/> Kathleen Neill, FDOT (Co-Chair)	<input type="checkbox"/>
<input type="checkbox"/> Timothy Ashley, Department of Highway Safety and Motor Vehicles	<input type="checkbox"/> Grady Carrick
<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 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 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 checked="" type="checkbox"/> Richard Hopkins, Department of Health	<input type="checkbox"/>
<input checked="" type="checkbox"/> Laurie Koburger, Department of Elder Affairs	<input type="checkbox"/> Marcus Richartz
<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"/> Max Rothman, Transportation Disadvantaged Representative	<input type="checkbox"/>
<input checked="" type="checkbox"/> Cyndi Stevenson, Florida Association of Counties	<input type="checkbox"/> Andrew Ames
<input checked="" 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 Staff:

Kathleen Neill, Rob Magee, David Lee, and Paula San Gregorio (FDOT Office of Policy Planning); Lora Hollingsworth, Dwight Kingsbury, Trenda McPherson, Pat Pieratte, and Joe Santos (FDOT Safety Office); David O'Hagan and Mary Anne Koos (FDOT Office of Design); Diane Perkins (FDOT Production Support)

Observers:

Cynthia Radford (FDEP, Office of Greenways and Trails); Mike Neidhart (Gannett Fleming)

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 sixth Florida Bicycle and Pedestrian Partnership Council meeting commenced at 9:05 AM at the FDOT Headquarters in the Burns Building Auditorium. Bob Romig, State Transportation Development Administrator, 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 November meeting summary, and reminded the members that they are subject to the Sunshine law. At the conclusion of today's meeting the Council will have provided direction in developing an initial draft of the 2012-2013 Work Plan of activities and will have identified potential Cultural Change topics for developing future recommendations.

A new Council member was introduced:

- Carol Pulley, representing Pedestrians

In addition, the new State Safety Engineer was introduced:

- Lora Hollingsworth. P.E.

Recap of BPPC Activities To-Date

Rafael Montalvo of the Florida Conflict Resolution Consortium (FCRC) Consensus Center provided a review of the Council's guidance from the November 2011 meeting, which included:

- Updates/Changes to the Council's Charge
- The inclusion of a "Best Practices" section on the website related to Council Focus Areas
- Discussion of areas of opportunity to provide input on legislative matters
- Further discussion of the economics of bicycle and pedestrian issues
- Production of the Annual Report at the end of the year
- Finalization of recommendations addressing:

- Investment,
- Performance Measures,
- Safety,
- Coordination, and
- Funding
- Identification of areas for potential focus in 2012-2013 including:
 - Contributions to Connecting the System (i.e., provide input on Florida Department of Environmental Protection's (FDEP) Greenways and Trails Plan)
 - Safety (i.e., provide input on update of the Strategic Highway Safety Plan (SHSP))
 - Cultural Change (i.e., promote utilization of existing facilities, reduce distracted driving, and encourage private investment in facilities). These issues would be the focus for development of the 2012-2013 Council recommendations.
 - Health (i.e., include a presentation by the Florida Department of Health (DOH))

Following Mr. Montalvo's presentation, members were asked if they had any comments or items needing additional clarification.

Member Comments:

It was mentioned that the fifth "E" (Economics) is not included in the Council's Charge. However, it was noted that the "economic benefits of bicycle and pedestrian activity" is referenced in the opening paragraph of the Charge.

It was also suggested that the concept of "complete streets" be included as a topic in the Council's Charge. It was noted that the "complete streets" concept is included within the framework of the Council's Charge.

The Florida Department of Health (DOH) is updating its State Health Improvement Plan, which includes the promotion of walking and biking to school and work, etc. It was suggested that the Council coordinate with the DOH on the development of this plan. One possible means is to have someone from DOH present their findings at a future Council meeting.

2012-2013 Work Plan Discussion

Mr. Montalvo provided an overview of the draft 2012-2013 Work Plan, based on the focus areas identified by the Council at its November 2011 meeting. It is possible that the Council meeting originally scheduled for August could be changed to September in order to accommodate FDEP's workshop on the Greenways and Trails Plan and FDOT's Safety Office update of the Strategic Highway Safety Plan.

Member Comments:

No comments.

Website Review

Mike Neidhart, with Gannett Fleming, Inc., provided an overview of the revised website for the Bicycle and Pedestrian Partnership Council. 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 links to the following websites be added: FDOT's Bicycle and Pedestrian Safety, FDOT's Safe Routes to School Program, and FDEP's Office of Greenways & Trails?

Staff will add a section to the website for links to bicycle and pedestrian related programs.

Some of the Council members asked if the website's URL address could be changed to something simpler, since the existing address is difficult to remember and spell correctly.

Staff established a new link to the Council's website to make access easier for both members and the public. The new web address is FDOTBikePed.org.

State and Federal Legislative Updates

State Legislative Update

Council member Ken Bryan, representing the Rails to Trails Conservancy, provided an update on the 2012 Florida legislative session. Mr. Bryan explained that this year's legislative session ended well, with no budget cuts in FTEs or in trail funding—and the Florida Forever program received \$8.4 million in funding. Senate Bill (SB) 268, the Sponsorship of Trails and Greenways bill passed, with 85 percent of its funding going towards FDEP's trust fund to manage facilities, while the remaining 15 percent will be dedicated to the Safe Routes to School program. Additionally, the legislative proposals in FDOT's bill were included into other bills, including the pilot program to allow bicycles on limited access bridges.

Mr. Bryan also discussed that regulations for bicyclists have become more stringent, requiring that lights on a bicycle must be repaired or a citation will be issued. Cyclists are also now required to have at least one hand on the handlebars of their bike at all times. HB 519 and SB 254 included bicyclists as a vulnerable road user.

Mr. Bryan also provided a briefing on the "All Aboard Florida" program, which is a proposed high-speed rail connection between Orlando and Miami backed by private investment that would provide high-speed rail trips in under three hours. Opportunities will arise along segments of this corridor for bicycle and walking pathways.

Following Mr. Bryan'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:

Clarification was requested regarding SB 268 and the requirements for signage on trails. Members of the public are under the impression that all trails are eligible for signage.

SB 268 specifies a list of seven (7) trails and a provision that applications may be submitted for additional trails to be added to the list. By default, the list was limited to FDEP-managed trails. The bill does not pertain to advertising or naming rights, but does allow sponsorship signs at access points. It specifies that no billboards are permitted along trails.

Are there size limits for trail signage?

Yes, for trails the limit is sixteen (16) square feet; while for other access points the limit is four (4) square feet.

Is sponsorship recurring or is it one-time?

Sponsorship entails a minimum of a one-year agreement.

Federal Legislative Update

David Lee, with FDOT's Office of Policy Planning, provided the Council with an update on the multi-year federal reauthorization bills moving through the U.S. Congress. Mr. Lee explained that SAFETEA-LU has had nine extensions since it originally expired 937 days ago. The current extension (which has been signed into law) goes through June 30, 2012; although the U.S. House passed another extension (which has not been approved by the U.S. Senate and has not been signed into law) goes through September 30, 2012. The Senate has passed its version of a new multi-years bill, while the House approved an additional extension. These two efforts allow the two chambers to come together to begin the Conference process to reconcile the two bills into a single bill for the President to sign.

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:

Are there specific earmarks for the program?

ISTEA had about 100 earmarks, which increased to approximately 500 under TEA-21. Under SAFETEA-LU there are approximately 7,000 earmarks. FDOT would like to see at least 80-90 percent of funding distributed to states via formula programs versus the use of earmarks. A new form of earmarks is TIGER Grants. We would like to see Florida receive between five (5) to six (6) percent of our funding via TIGER Grant allocations.

Is there more money in the proposed Senate Bill than the House Bill for Transportation Enhancements?

Yes, because the House Bill does not include a set-aside for Enhancements. Under the House Bill states are not required to continue the program.

What are the budget assumptions for FDOT's current Five-Year Work Program, and what budget assumptions were made for the subsequent five years?

Because it is difficult to predict federal funding levels, future funding projections are typically made at current levels, meaning about \$50 million annually for Enhancements.

It was mentioned that more dollars would come by formula, does that include Enhancement dollars?

Core transportation programs are distributed by formula, but the proposed legislation lacks specificity in what is funded. This does not directly apply to Enhancements.

If the proposed House Bill does not include a set-aside for Enhancements, does the eligibility to fund these projects remain?

Yes, as long as states have the flexibility to use funds as they are needed. With funding flexibility, bicycle/pedestrian projects will be funded by FDOT even if the Enhancement program is eliminated.

Presentation and Discussion on Candidate Projects for Bicycles on Limited Access Bridges

David O'Hagan, with FDOT's Office of Design, provided a presentation on the status of the new pilot program that will allow bicycles on limited access facilities. Mr. O'Hagan explained that the purpose of the pilot program is to determine whether it is safer to ride a bicycle across a limited access bridge than to ride a greater distance to "go-around" a water body, such as Tampa Bay. The two-year pilot program will assess three urban areas using criteria specified in statute.

Following Mr. O'Hagan'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:

Does the word "establish" provide any leeway in the statutory language?

FDOT's interpretation is that facilities need to be open to the bicycling public by October.

It is generally accepted that the Skyway Bridge in the Tampa Bay area is not an appropriate bridge for bicyclists to cross, but was the Howard Frankland Bridge considered?

Yes, but the Howard Frankland Bridge did not qualify due to the proximity of another crossing.

None of the four projects were involved in the managed lane analysis. Is this why I-275 was not considered?

No, federal roadways such as Interstates would have to be approved by the Federal Highway Administration (FHWA). Non-interstate projects allow FDOT greater discretion.

It was noted that supporting regional trails is an important criterion in selecting projects for the pilot program, as well as filling in trail gaps. It was suggested that the selected projects should ideally support commuting as well as recreational use. It was also mentioned that determining trip type (recreational versus work based trips) is difficult.

Other remarks were made, including the desire for trails to facilitate daily exercise, which would favor daily commuter trips versus infrequent recreational use, and that a split of Enhancement projects between recreational and commuter use would be ideal. It was noted that many of the potential projects would work well with the FDEP plan.

There was also a comment regarding safety concerns associated with bicycling on limited access facilities. It is assumed that these cyclists will be more experienced—versus less experienced riders. This type of program has been successful in Western states, where they have very low crash rates.

Are any of the proposed candidate limited access bridges located in areas where the bridge can be crossed faster via bike than car during peak travel times?

So far we have only looked at daily traffic volumes. We will see if we can enhance the criteria to include peak hour trips.

Mr. Beardall then asked the Council for any questions or comments regarding the selection criteria. Note: responses from staff are indicated in *italics*.

Member Questions and Comments:

Are the criteria evenly weighted?

Weighting of the criteria was not used.

The issue of cycling on shoulders was mentioned. Trucks and distracted drivers may pose threats to bicyclists. A recent study in England cited that a truck closer than seven (7) feet has the ability to produce gusts of wind strong enough to push a bicyclist over. It was mentioned that most cyclists will avoid the shoulder due to the buildup of debris and other obstacles in these areas, which will need to be monitored. The maintenance of these facilities will be critical to the success of the pilot program.

It appears that an emphasis was placed on population. Will there be signage posted to alert vehicles of the presence of bicyclists along these corridors?

There will be signage for trucks and large vehicles to reduce their speed when cyclists are present. While signage is effective, we will also need to coordinate with law enforcement to ensure that speed limits are being enforced.

Mr. Beardall then asked the Council for any questions or comments regarding the proposed projects. Note: responses from staff are indicated in *italics*.

A result of the new Nocatee Parkway flyover (CR 210 in St. Johns County) has blocked cyclists from using CR 210, since the new flyover is a limited access road. Can we investigate changing the definition of what types of projects are allowed for consideration during the next legislative session?

It is possible that legislation will give this program the opportunity to consider facilities other than those traversing waterways.

The 18 miles along US 1 through the Florida Keys provides an opportunity to focus on cyclists and their use of roadway facilities in general. Would we be able to include this route, as well?

You may want to contact District 6 to solicit their input and help in designating US 1. Districts are being encouraged to begin studying where the bicycles should be allowed on limited access roadways.

It was noted that recommendations for this program will be presented to both the Secretary and the Districts.

Presentation and Discussion on the Strategic Highway Safety Plan Update

Lora Hollingsworth and Joe Santos, both from FDOT's Safety Office, provided a presentation on bicycle/pedestrian activities in the State Safety Office. The presentation included a briefing on the current update of the Florida Strategic Highway Safety Plan (SHSP), which will include eight (8) areas of emphasis. It was noted that this plan is a product of the State of Florida, not FDOT. The

presentation also covered the Bicycle/Pedestrian Focused Initiative which is currently being led by FDOT District 1 Secretary Billy Hattaway. The initiative was established around the principles of context sensitive solutions.

Mr. Santos explained the SHSP's new vision entitled "Driving Down Fatalities," with the goal of bringing fatalities to zero. This vision is designed to align and leverage resources, while collectively addressing challenges. There will be an emphasis on data, as well as addressing safety issues on all public roads (both locally and state-maintained). Mr. Santos continued to explain that the SHSP was signed-off by 12 partnering agencies with a goal of reducing fatalities and serious injuries by five (5) percent annually. The SHSP update schedule includes a kick-off meeting on the emphasis areas this week, with a draft plan developed by August, a Summit meeting to be held in September, and finalization of the SHSP by October. It was noted that some Council members are part of the Update process, but the Safety Office plans to return to the Council's next meeting to facilitate a "round table" discussion to obtain additional input.

Trenda McPherson, with FDOT's Safety Office, then led a discussion on Florida's "Pedestrian Safety Program." The program currently recommends the development of a 3-year Strategic Safety Pedestrian Plan that will be part of the SHSP. Ms. McPherson expressed the Safety Office's interest in having a member of the Council as a participant in the process. The Safety Office is also currently in search of partners that are supportive of bicycle/pedestrian safety. As part of its efforts, the Safety Office is emphasizing communications and informing agencies to gain support.

The program will be based on data-driven methods utilizing clear goals, counter measures, priority identification, and evaluation. Goals of the "Pedestrian Safety Program" are to identify gaps in highway and traffic engineering, as well as to encourage law enforcement training on bicycle/pedestrian safety along with the promotion of public outreach regarding bicycle/pedestrian safety issues. Ms. McPherson mentioned that the Safety Office was able to add language to the Driver's Manual/Handbook regarding bicycle/pedestrian safety as a result of their efforts.

Ms. McPherson provided an update on their schedule of activities. Development of the plan will begin the first week in August, with a workshop in Miami, which will be directly followed by a peer exchange program. Drafting of the plan will commence in October. It will be important to get the Council's input within that window.

Ms. McPherson next gave a brief presentation regarding activities of the Office of Injury Prevention. In this presentation several resources specific to bicycle/pedestrian activity, programs that support traffic safety, applicable website resources, and the National Life Savers Conference in Orlando were mentioned as reliable sources of information on Injury prevention topics.

At the conclusion of these presentations, 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:

Could you explain the five (5) percent of roadways that FDOT needs to identify annually?

Federal law requires states to submit an annual report describing not less than 5 percent of their highway locations exhibiting the most severe safety needs. It is up to each state to define its list of roads. The intent is to identify the worst-of-the-worst roadways concerning based on crash data and

traffic volumes. FDOT has identified both state-maintained and local roads. More coordination and dialogue with local governments will take place in the future.

Is exposure information taken into account?

Currently we do not have exposure data. This is an area where we need better data.

Do you have any data correlating at-fault information with crashes? Has there been an analysis of the correlation between prosecutions and reductions in crashes?

Some data includes citation information, law enforcement participation, and crash causation information. On the behavioral side, we evaluate contributing factors so we are able to build our public education campaigns around those themes.

Will there be a replacement for FDOT's recently retired the Bicycle/Pedestrian Coordinator? If so, when will the new Coordinator be on-board?

We are currently conducting the interview process to hire a replacement. The new Coordinator should be on-board anywhere between three (3) to six (6) weeks.

It was noted that biases on the part of law enforcement against non-motorized users is an issue that should be addressed. Additional support and coordination with the law enforcement community will be critical.

What can we do about the issue that bicycle/pedestrian crashes are typically underreported?

Many times crashes are not reported. We are working on a strategic plan to address this issue.

How can the bicycle community become more involved?

We are inviting people to participate in our planning efforts. We can also share the list of people that are currently participating.

Presentation and Discussion on the 2012 FDEP Florida Greenways and Trails Plan Update

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 Plan. The presentation covered a series of trail and environmental maps, functions of the plan, a list of updates to be completed by December. Mr. Wood distributed a handout on the 2012 Plan and requested feedback on their work to-date.

At the conclusion of these presentations, 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:

Has there been an attempt as part of your gap analysis to assemble a cost estimate? What do you predict will be the cost of build-out on a per-mile basis?

We will attempt to develop cost estimates to the extent that we can, but we will most likely have to rely on global per-mile estimates. We want to be careful and not make the cost seem too daunting.

How are the projects being prioritized in order to provide access to facilities to the greatest number of people?

Priorities have been developed mostly intuitively at this point. We have several factors that we are using as criteria to assess facilities regarding what is important. We will have to determine how to prioritize access for the greatest number of people.

Who would be the best person to contact within FDOT regarding new corridor possibilities?

Bob Romig or Kathy Neill, your Council Chair and Co-Chair, would be the best points of contact.

There did not appear to be a section regarding implementation. How will this be accomplished?

Implementation Planning is Number 2 in our Framework (Establishing and Connecting to the FGTS). This may not have been clear on the handout. This will be addressed.

It was mentioned that the addition of regional visioning efforts should be included in the plan update. It was also noted that the "Private Sector" should be added under item Number 4 in the Framework for inclusion of organizations such as power companies, transit agencies, etc.

How do you intend on providing on-going maintenance for trails?

Local governments currently have assumed the responsibility for maintenance, but the funding for on-going maintenance continues to be a significant issue which needs to be addressed.

While several corridors will rise to the top, we must decide how we will determine the overall purpose of the system?

In September after the next Council meeting, we will have a public workshop with two other groups where this issue will likely be addressed.

The FDEP indicated that they want to facilitate a discussion with the Council and also invite members to an evening workshop sometime in September.

Ms. McPherson next explained the schedule and process for the SHSP and the emphasis it places on Vulnerable Road Users. Other identified areas of emphasis may also be of interest to Council members. A discussion will be held this Thursday and Friday in Orlando at the FDOT Urban Office. Round table discussions will follow in June, as well as a Summit scheduled for July.

A Council member requested that a notification be distributed when Safety Office releases its list (top five (5) percent) of roads exhibiting severe safety needs. Another Council member suggested the use of 2011 as a baseline for accurately assessing changes. It was also mentioned that recent studies have illustrated that a majority of surveyed youth responded that while they understand that texting and driving is not safe, they are able to multitask well enough to continue the activity. This issue should also be addressed.

Initial Cultural Change Discussion - Topic Selection

Rafael Montalvo explained that the three items identified by the Council for consideration as part of the Cultural Change discussion have already been touched upon in today's meeting: improvement of utilization; encouragement of private sector investment, and distracted driving.

Mr. Montalvo asked the Council if these topics were still items they would like to focus on throughout this year and what other topics or information they would like to include.

At the conclusion of Mr. Montalvo's brief discussion, 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:

It was recommended that a discussion with the Florida East Coast (FEC) railway be facilitated to learn more about the "All Aboard Florida" program.

More information regarding the overall value to the community, tourism, and quality of life from bicycle/pedestrian facilities needs to be encouraged. How can this be accomplished?

Dissemination of this information can be encouraged via the website of best practices. We plan to develop recommendation on how to best circulate.

The Florida Chamber of Commerce's Six Pillar report may be analogous to our efforts, especially the quality of life discussion and economic drivers. What are the opportunities for crossover?

We are coordinating with the Chamber - their schedule and benchmarks will be established by June.

A Council member mentioned the importance of incorporating the use of existing facilities and expanding the educational opportunities available to cyclists and pedestrians to help make the public aware of the benefits of bicycling and walking. Another member suggested being more specific with regard to engineering, operation, funding, and implementation. It was requested that a presentation of the benefits of walking/bicycling be developed for use in educational sessions. Other members requested information regarding DOH's public health plans.

Mr. Montalvo noted that facilitators and staff would develop an updated Work Plan to address the focus areas identified by the Council in November 2012. The updated Work Plan will 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.

Public Comment

No public comment at this time.

Next Steps

Bob Romig thanked Richard Hopkins from the Florida Department of Health for his service on the Council.

The next meeting will likely be scheduled sometime in September 2012. The timing and topics for the meeting will 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 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 4:00 pm.

DRAFT

APPENDIX A: Meeting Evaluation Summary
Florida Bicycle and Pedestrian Partnership Council
6th Council Meeting
 Tallahassee, Florida

April 24, 2012 – 9:00 am to 4:30 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 activities to-date, including Council Charge and Recommendations	6	1	0	0	0	4.86		
To review and discuss proposed 2012-2013 Work Plan	3	4	0	0	0	4.43		
To review and provide input on proposed candidate projects to meet requirements for bicycles on limited access bridges	5	2	0	0	0	4.71		
To review and identify future opportunities for input to the Strategic Highway Safety Plan Update	7	0	0	0	0	5.00		
To review and provide initial input to FDEPs 2012 Florida Greenways and Trails Plan Update	4	3	0	0	0	4.57		
To identify potential cultural change topics for 2012-2013 recommendation development	5	2	0	0	0	4.71		
MEETING ORGANIZATION								
Background and agenda packet were helpful	5	2	0	0	0	4.71		
Presentations were effective and informative	5	2	0	0	0	4.71		
Plenary discussion format was effective	6	1	0	0	0	4.86		
Facilitator guided participant efforts effective	6	1	0	0	0	4.86		
Participation was balanced	6	1	0	0	0	4.86		

What Did You Like Best About the Meeting?

- The focused and targeted facilitation
- Meeting participants
- Better understand LT process and funding

What Could Be Improved?

- Data Dates in advance so we can discuss with community

Other Comments (use the back if necessary)

- Great job. I always feel like we got something accomplished
- Well planned
- Diversity

DRAFT

Florida Bicycle and Pedestrian Partnership Council

Membership List (as of September 12, 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

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

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)

Sarah Ward, Metropolitan Planning Organization Advisory Council

Jim Wood, Department of Environmental Protection

Vacant, Department of Health

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 ~~the~~ bicycle and pedestrian community 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 ~~the~~ bicycle and pedestrian community mobility and safety.
- Provide a conduit for information and policy recommendations between FDOT, ~~and~~ its partners, ~~and the bicycle bicyclists and pedestrian community 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/DECEMBER 2012

- Follow-up on input to the Pedestrian Strategic Safety Plan (PSSP)
- Develop additional safety recommendations as needed
- Follow-up on input to FDEP's 2012 Florida Greenways and Trails System Plan
- Develop additional recommendations on "connecting the system" as needed
- Cultural Change – Presentations / Discussion / Development of Potential Recommendations
- Presentation on Public Health Implications of Bicycle and Pedestrian Issues

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

Bicycles on Limited Access Bridges			
Pilot Projects			
Location	Brevard Co.	Aventura	Miami Beach/Miami
Name	Pineda Causeway	Wm Lehman Causeway	Julia Tuttle Causeway
Google Map Link	http://goo.gl/maps	http://goo.gl/maps	http://goo.gl/maps
Limited Access Route	SR 404	SR 856	I -195
Waterbody Crossing	Indian & Banana Rivers	ICWW	Biscayne Bay
Interchange 1	US 1	W. Country Club	NE 36th / NE 37th
Interchange 2	SR A1A	A1A (Collins Ave)	Alton Road
Alt. Crossing Route	SR 518	SR 826	Venetian Causeway
Distance to Alt. Crossing	> 2 miles	1.7-2.0 miles	> 2 miles
Population within 5 miles of Bridge Ends	96,000	311,000	?
Bike Lane at Interchange 1?	Paved shoulders on Mainline, not on connecting ramp	No, Curb & Gutter.	Sidewalk. No Paved Shoulder / Bike Lane
Bike Lane at Interchange 2?	Paved Shoulders (4'?)	No, Curb & Gutter.	Sidewalk. No Paved Shoulder / Bike Lane
AADT	33500 to 37500	33,500	109,000
AADT/Lane	8375 to 9375	5,583	18,167
% Trucks	4	3	2.3
Number of Lanes	4	6	6
Shoulder Width 1 (FT)	7 to 8	10'	10
Max. Grade (%)	?	6	?
Posted Speed (MPH)	55	45	55
Potential Primary Usage	Transportation	Transportation	Both
Local Support	YES	YES	Yes
Potential Use	Significant	Great	Significant
Supports Regional Trails System	Access to Cape Canaveral National Seashore	Don Soffer Trail	Alternate route for East Coast Greenway instead of Venetian Causeway

316.091 Limited access facilities; interstate highways; use restricted.—

- (1) No person shall drive a vehicle onto or from any limited access roadway except at such entrances and exits as are established by public authority.
- (2) Except as provided herein, no person shall operate upon a limited access facility any bicycle, motor-driven cycle, animal-drawn vehicle, or any other vehicle which by its design or condition is incompatible with the safe and expedient movement of traffic.
- (3) No person shall ride any animal upon any portion of a limited access facility.
- (4) No person shall operate a bicycle or other human-powered vehicle on the roadway or along the shoulder of a limited access highway, including bridges, unless official signs and a designated, marked bicycle lane are present at the entrance of the section of highway indicating that such use is permitted pursuant to a pilot program of the Department of Transportation.
- (5) The Department of Transportation and expressway authorities are authorized to designate use of shoulders of limited access facilities and interstate highways under their jurisdiction for such vehicular traffic determined to improve safety, reliability, and transportation system efficiency. Appropriate traffic signs or dynamic lane control signals shall be erected along those portions of the facility affected to give notice to the public of the action to be taken, clearly indicating when the shoulder is open to designated vehicular traffic. This section may not be deemed to authorize such designation in violation of any federal law or any covenant established in a resolution or trust indenture relating to the issuance of turnpike bonds, expressway authority bonds, or other bonds.
- (6) The Department of Transportation shall establish a 2-year pilot program, in three separate urban areas, in which it shall erect signs and designate marked bicycle lanes indicating highway approaches and bridge segments of limited access highways as open to use by operators of bicycles and other human-powered vehicles, under the following conditions:
 - (a) The limited access highway approaches and bridge segments chosen must cross a river, lake, bay, inlet, or surface water where no street or highway crossing the water body is available for use within 2 miles of the entrance to the limited access facility measured along the shortest public right-of-way.
 - (b) The Department of Transportation, with the concurrence of the Federal Highway Administration on the interstate facilities, shall establish the three highway approaches and bridge segments for the pilot project by October 1, 2012. In selecting the highway approaches and bridge segments, the Department of Transportation shall consider, without limitation, a minimum size of population in the urban area within 5 miles of the highway approach and bridge segment, the lack of bicycle access by other means, cost, safety, and operational impacts.

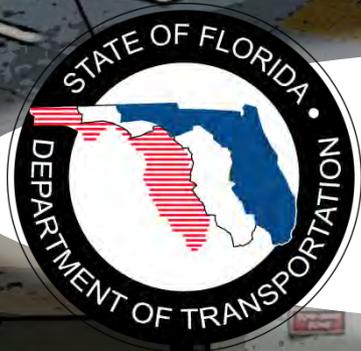
(c) The Department of Transportation shall begin the pilot program by erecting signs and designating marked bicycle lanes indicating highway approaches and bridge segments of limited access highways, as qualified by the conditions described in this subsection, as open to use by operators of bicycles and other human-powered vehicles no later than March 1, 2013.

(d) The Department of Transportation shall conduct the pilot program for a minimum of 2 years following the implementation date.

(e) The Department of Transportation shall submit a report of its findings and recommendations from the pilot program to the Governor, the President of the Senate, and the Speaker of the House of Representatives by September 1, 2015. The report shall include, at a minimum, bicycle crash data occurring in the designated segments of the pilot program, usage by operators of bicycles and other human-powered vehicles, enforcement issues, operational impacts, and the cost of the pilot program.

(7) A violation of this section is a noncriminal traffic infraction, punishable as a moving violation as provided in chapter 318.

History.—s. 1, ch. 71-135; s. 2, ch. 84-284; s. 2, ch. 84-309; s. 116, ch. 99-248; s. 16, ch. 2012-174.

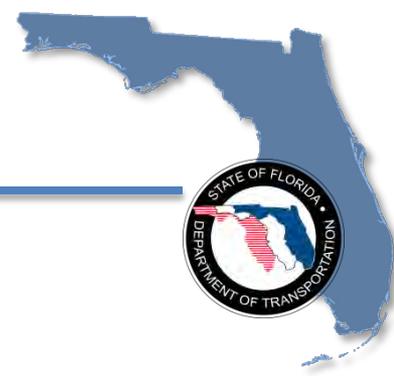


The Florida Bicycle & Pedestrian Partnership Council Website

September 12, 2012



Website Update



- ◆ www.FDOTBikePed.org
- ◆ **Simplification of Site Design**
- ◆ **Additional Sections on Website**
 - ◆ **In the News**
 - ◆ **Best Practices**
 - ◆ **MAP-21**



Website Layout



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Below are the latest recommendations, focus areas, and annual report from the BPPC:

- [Council's Recommendations & Focus Areas](#)
- [Council's 2010/2011 Annual Report](#)

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- [Partnership Council Information](#)
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- [In the News](#)
- [Best Practices](#)
- [MAP-21 Information](#)
- [Related Information and Links](#)

Next Meeting

The Florida Bicycle Pedestrian Partnership Council will meet on September 12, 2012 in Tallahassee.

- [Final Agenda](#)



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About

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Meetings

2012

- September 12 - The Florida Bicycle Pedestrian Partnership Council Meeting
o [Final Agenda](#)
- [April 24, 2012](#) - The Florida Bicycle Pedestrian Partnership Council Meeting

2011

- [November 3, 2011](#) - The Bicycle Pedestrian Partnership Council Meeting Tallahassee.
- [August 2, 2011](#) - The Bicycle Pedestrian Partnership Council Meeting Tallahassee.
- [February 7, 2011](#) - The Bicycle and Pedestrian Partnership Council Meeting Tallahassee.

2010

- [October 14, 2010](#) - The second meeting of the Bicycle and Pedestrian Partnership Council Headquarters.
- [June 28, 2010](#) - The first meeting of the Partnership Council Headquarters.

For further information contact [Robert Magee](#) or phone [352-241-2222](#).
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Bicycle and Pedestrian Partnership Council

In the News

August 2012

- [Bikers, Walkers Need Cities to Protect Them](#)
Source: Governing
Published: August 2012
- [Study: Age a Factor in Pedestrian Deaths](#)
Source: South Jersey News
Published: August 17, 2012
- [Making City Biking Less Scary](#)
Source: The Atlantic Cities
Published: August 10, 2012

June 2012

May 2012

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Source: The Atlantic Cities
Published: August 10, 2012

June 2012

- [Capital Bikeshare Member Survey Results](#)
Article Source: Mobility Lab – A Transportation Demand Management (TDM) Advocacy Group
Article Published Date: June 18, 2012
- [Analysis: Cities with More Walkers, Bike Commuters are Less Obese](#)
Article Source: Governing – National Magazine
Article Published Date: June 14, 2012
- [Healthy Commuting Habits Study](#)
Article Source: Governing – National Magazine
Article Published Date: June 14, 2012

May 2012

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- [Making City Biking Less Scary](#)
Source: The Atlantic Cities
Published: August 10, 2012

June 2012
May 2012

- [2012 State Rankings Released by League of American Bicyclists](#)
Article Source: BikeLeague.org – The Official Blog of the League of American Bicyclists
Article Published Date: May 22, 2012
- [Hey buddy, can you spare a bike?](#)
Article Source: Creative Loafing – Tampa Newspaper Magazine
Article Published Date: May 17, 2012
- [Pedestrian-Friendly Cities](#)
Article Source: Construction Digital – National Magazine
Article Published Date: May 17, 2012
- [America's Most Bike-Friendly Communities Named](#)
Source: Governing
Published: May 14, 2012
- [83% of Americans Support Federal Funding for Biking & Walking](#)
Article Source: AmericaBikes.org Resource Center – National Advocacy Group
Article Published Date: May 9, 2012

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Bicycle and Pedestrian Partnership Council

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Welcome to the Florida Bicycle and Pedestrian Partnership Council (BPPC) information site. This Web page will be used to provide information about best practice documents.



Best Practices

The following documents are representative of reports that Council members and the public may find useful in providing guidance during future Council discussions.

- [2012 Biking & Walking Benchmarking Report](#)
- [Promoting Bicycle Commuter Safety](#) (2012)
- [FHWA's Pedestrian Forum](#) (Winter 2012)
- [Integration of Bike-Ped Facilities in Urban Communities](#) (2012)
- [Economic Impact Analysis of Orange County Trails](#) (2011)
- [2011 Traffic Safety Culture](#) (Paper)
- [2011 Traffic Safety Culture](#) (PowerPoint Presentation)
- [Public Policies for Pedestrian and Bike Safety & Mobility](#) (August 2010)
- [Distacted Driving](#) (2009)

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Information and Resources: MAP-21



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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.
- [America Bikes on MAP-21](#) - a hub for analysis and resources on biking and walking in the new transportation law.

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- [MAP-21](#) - information on H.R. 4348, the "Moving Ahead for Progress in the 21st Century Act" (MAP-21) and Florida's implementation.
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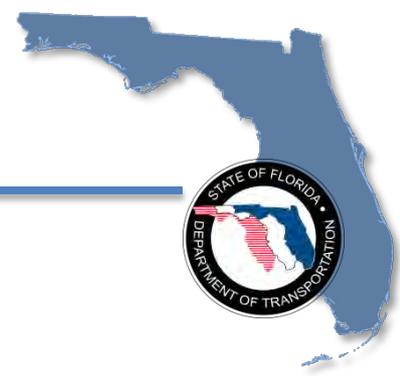
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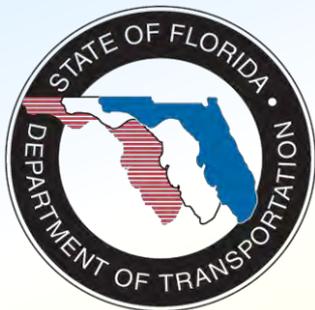


◆ Questions/Comments?





Bicycle/Pedestrian Safety Roundtable Discussion Tallahassee



September 12, 2012



Presentation Overview



- **Florida's Bicycle/Pedestrian Focused Initiative**
- **New Pedestrian Campaign**
- **Your Input on Effective Programs**

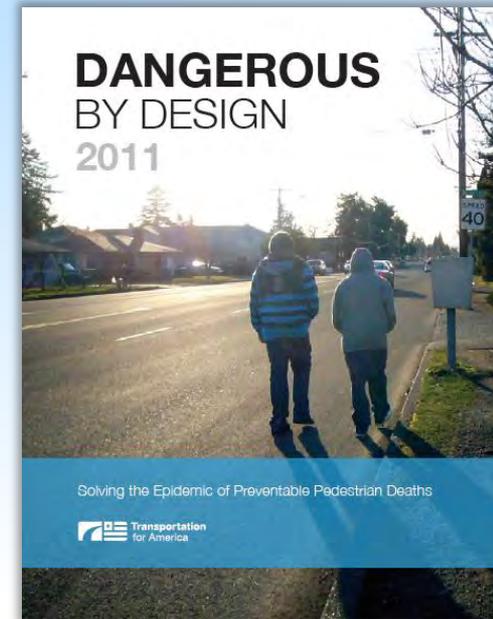


Bicycle/Pedestrian Focused Initiative Background



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 Timeline



- **October, 2011 appointment of Secretary Hattaway**
- **March, 2012 Lora Hollingsworth – Chief Safety Officer**
- **May, 2012 Trena McPherson – Bicycle/Pedestrian Safety Program Manager**



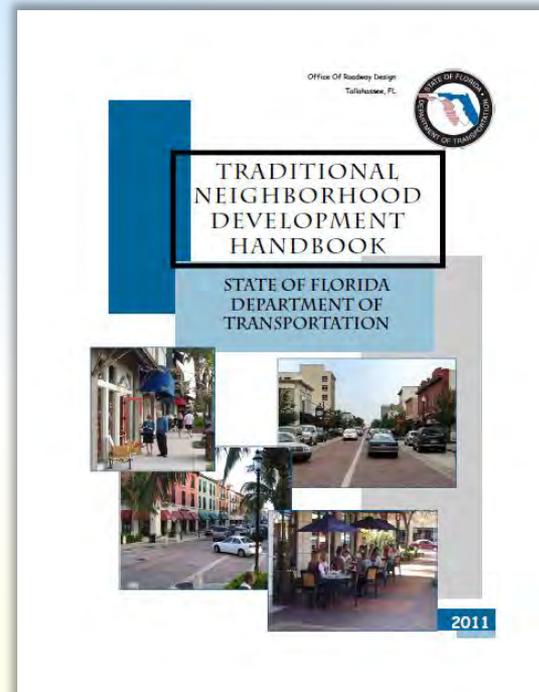
District 1 Secretary Billy Hattaway

Bicycle/Pedestrian Focused Initiative



State Roadway Design Engineer

- **Plans Preparation Manual**
 - **Transportation Design for Livable Communities**
- **Florida Greenbook**
 - **Traffic Calming**
 - **TND Chapter**



District 1 Secretary Billy Hattaway Bicycle/Pedestrian Focused Initiative



Bike/pedestrian advocate

- **Commuter/Group Ride**
- **Bike/Walk Central Florida**
- **Cycling Savvy Instructor**
- **Instructor – Rollins College,
FDOT sponsored workshops,
numerous presentations**



Bicycle/Pedestrian Focused Initiative

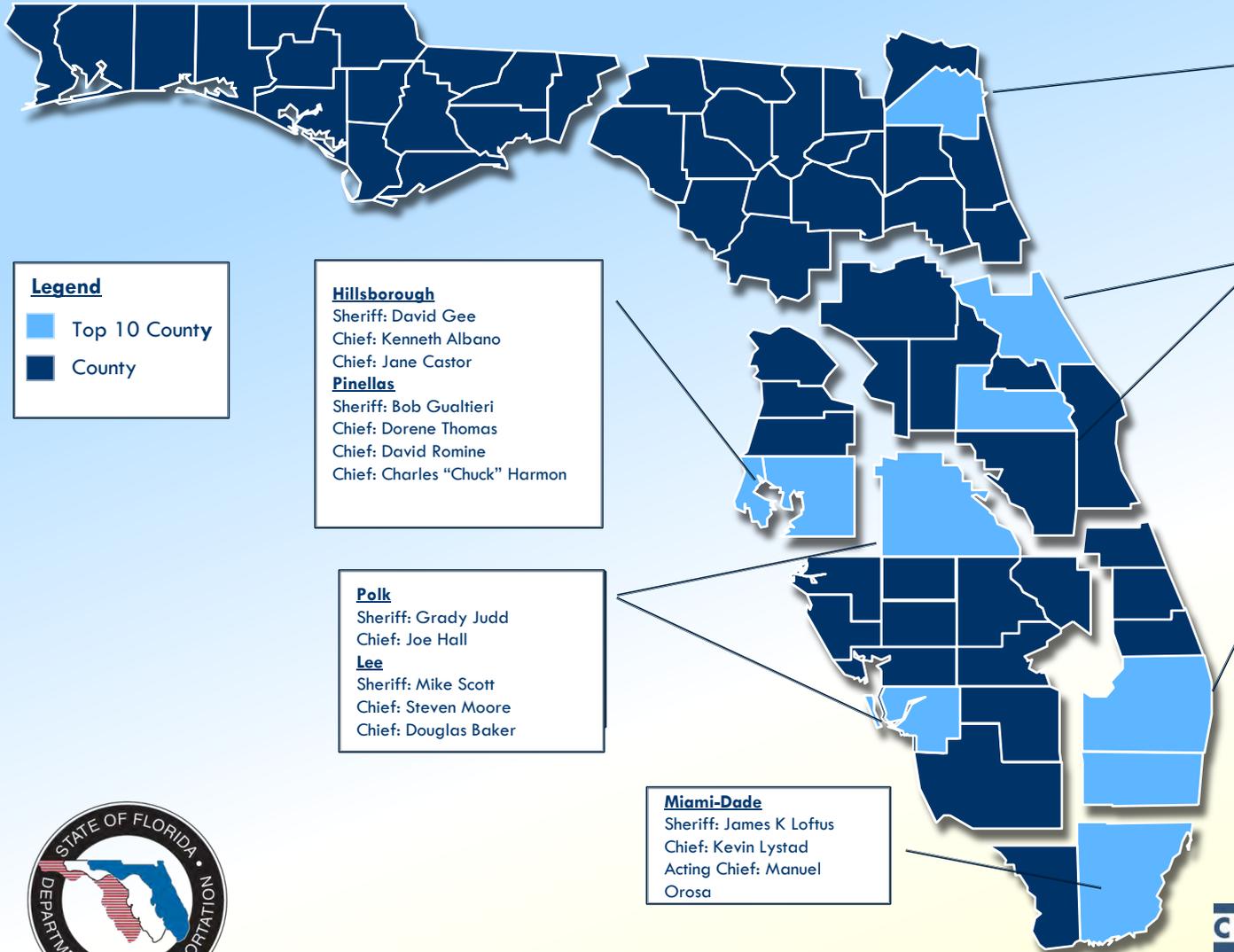
Action Taken



- **FHWA Focus State**
- **Top 10 counties statewide**
- **\$7.5 million approved for current year 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



Legend

- Top 10 County
- County

Hillsborough
 Sheriff: David Gee
 Chief: Kenneth Albano
 Chief: Jane Castor

Pinellas
 Sheriff: Bob Gualtieri
 Chief: Dorene Thomas
 Chief: David Romine
 Chief: Charles "Chuck" Harmon

Polk
 Sheriff: Grady Judd
 Chief: Joe Hall

Lee
 Sheriff: Mike Scott
 Chief: Steven Moore
 Chief: Douglas Baker

Miami-Dade
 Sheriff: James K Loftus
 Chief: Kevin Lystad
 Acting Chief: Manuel Orosa

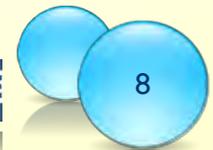
Duval
 Sheriff: John Rutherford

Volusia
 Sheriff: Ben Johnson
 Chief: Gerald Monahan
 Chief: Michael Chitwood
 PD: Stephen Dembinsky

Orange
 Sheriff: Demings
 Chief: Paul Rooney
 Chief: Richard Beary

Palm Beach
 Sheriff: Ric Bradshaw

Broward
 Sheriff: Al Lamberti
 Chief: Ross Licata
 Chief: Franklin Adderley



NHTSA Pedestrian Safety Assessment Conducted in January 2012



- Program Management
- Multidisciplinary Involvement
- Law Enforcement
- Highway and Traffic Engineering
- Communications Program
- Outreach Program
- Driver Education/Licensing
- Evaluation



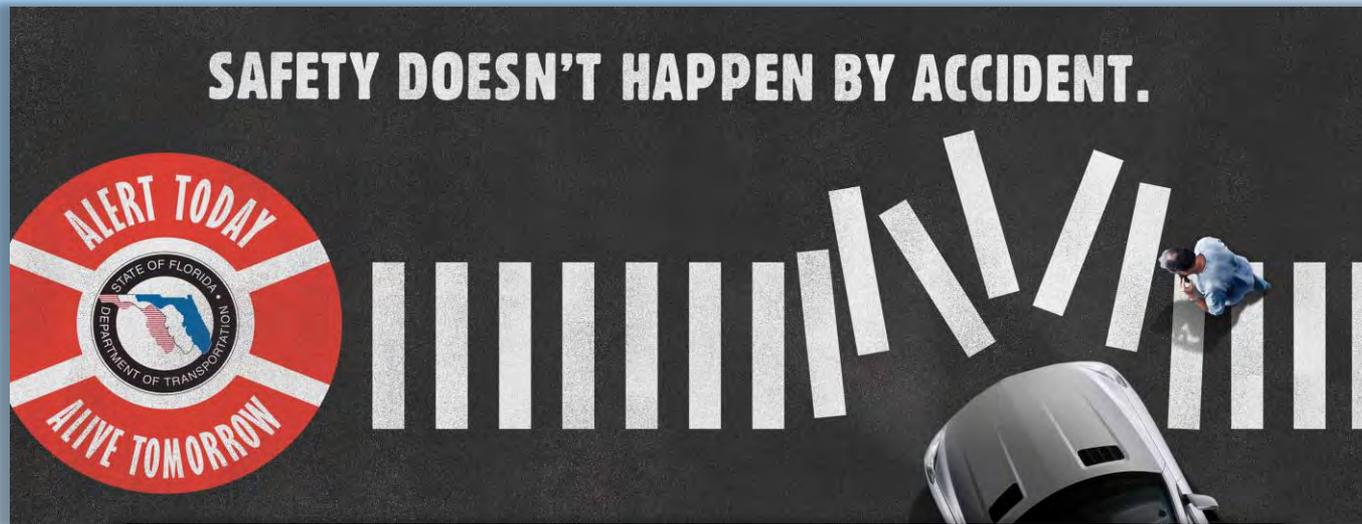
Billboards – English & Spanish



CAMBRIDGE
SYSTEMATICS



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.**

Funded by the Florida Department of Transportation



CAMBRIDGE
SYSTEMATICS



Internal Bus Ads & Tip Cards - Spanish



**MANEJANDO O CAMINANDO —
PRESTE ATENCIÓN. OBEDESCA LAS
SEÑALES. APRENDA LAS REGLAS.**

**SIEMPRE USE EL CRUCE DE PEATÓN.
PARE ANTES DE DOBLAR A LA DERECHA EN LUZ ROJA.
MIRE ANTES DE CRUZAR.
CEDA EL PASO A LOS PEATONES.**

Patrocinado por el Departamento de Transporte de la Florida



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SYSTEMATICS



Bus ads (outside the bus)



Bus Shelters



SAFETY DOESN'T HAPPEN BY ACCIDENT.



ALERT TODAY
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
ALIVE TOMORROW

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.

Funded by the Florida Department of Transportation.

SU SEGURIDAD NO SUCEDE POR ACCIDENTE.



ALERTA HOY
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
VIVO MAÑANA

MANEJANDO O CAMINANDO — PRESTE ATENCIÓN. OBEDEZCA LAS SEÑALES. APRENDA LAS REGLAS.

SIEMPRE USE EL CRUCE DE PEATÓN. PARE ANTES DE DOBLAR A LA DERECHA EN LUZ ROJA. MIRE ANTES DE CRUZAR. CEDA EL PASO A LOS PEATONES.

Miami Pilot 7/30/12



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PSA (English)



Tampa Pilot 7/30/12



Tampa Pilot 7/30/12



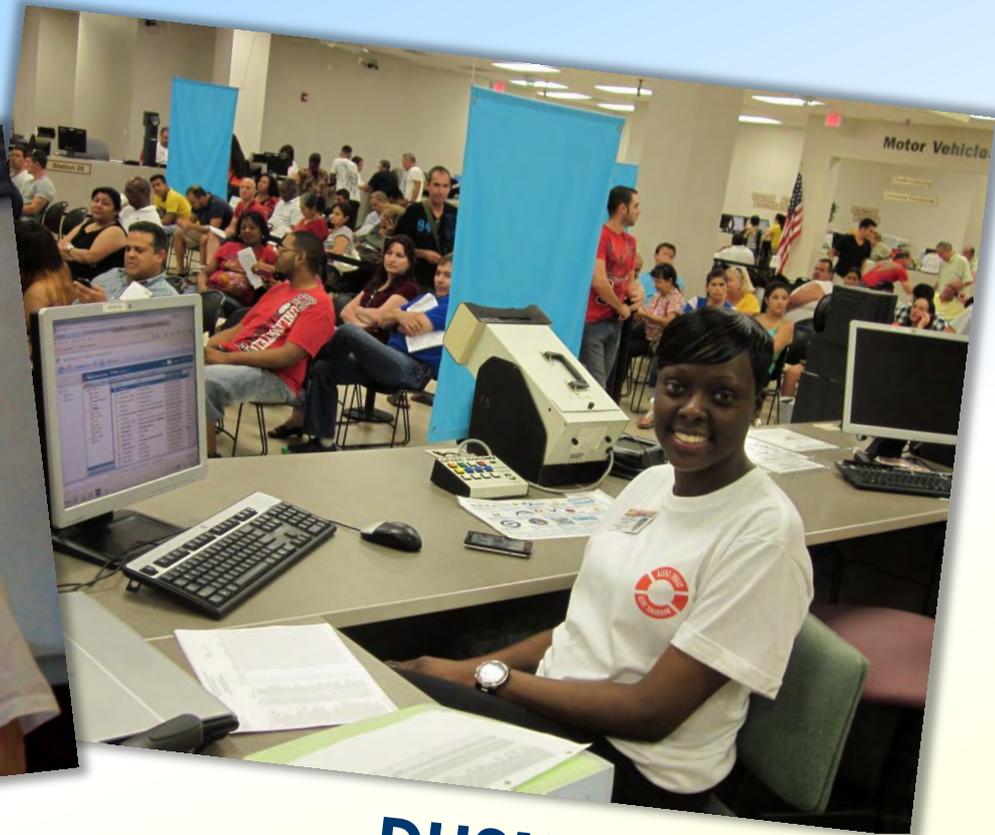
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Campaign Support



AAA



DHSMV



Campaign Support



Miami Pilot 7/30/12



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SYSTEMATICS



Miami Pilot 7/30/12



Miami Pilot 7/30/12



Bicycle/Pedestrian Roundtable Discussions

August 6 – 10, 2012



- **Tampa**
- **Bartow**
- **Miami**
- **Fort Lauderdale**
- **DeLand**
- **Jacksonville**



**Suggestion from
Jacksonville Roundtable**



We want to hear from you



- **Local experience in bicycle and pedestrian safety programs**

- » **Education**
- » **Enforcement**
- » **Engineering**
- » **Emergency Response**



Education

Proven Effective Example



WalkSafe – multidisciplinary program with strong school pedestrian education component in Miami-Dade County

Results: 51.9% decrease in the total number of child pedestrians involved in collisions with automobiles in the county since the program's implementation in 2001



Enforcement

Proven Effective Example



Courtesy Promotes Safety - St. Petersburg multidisciplinary program with strong enforcement component

- » **Results: During initial evaluation, the overall percentage of motorists yielding to pedestrians at crosswalks located at unsignalized intersections increased from 3 percent during the baseline period to 24 percent during the post-intervention period**



Engineering

Proven Effective Examples



- **Pedestrian median refuges**
- **Sidewalks/walkways**
- **Road diets: reduce number of lanes, add center turn lane, add bicycle lanes**
- **Pedestrian hybrid beacons**



Education, Enforcement, Engineering or Emergency Response Solutions



- **What proven effective programs are currently being implemented?**
- **What programs have been tried?**
- **What programs haven't worked?**
- **What programs are needed/are in development?**



Discussion Comments



Input from Florida Bicycle and Pedestrian Partnership Council members will be included in the Bicycle/Pedestrian Roundtable Discussions meeting summary report.



Next Steps



- **Develop Bicycle/Pedestrian Strategic Safety**
- **Supports Strategic Highway Safety Plan's Vulnerable Road Users Emphasis Area**





State Bicycle/Pedestrian Safety Program Manager

Trenda McPherson

State Bicycle/Pedestrian Safety Program Manager

FDOT Traffic Safety Office

605 Suwannee Street, MS 53

Tallahassee, Florida 32399-0450

Trenda.McPherson@dot.state.fl.us

(850)245-1528 office

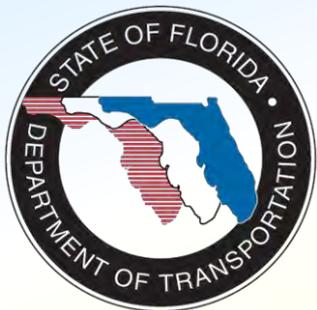


CAMBRIDGE
SYSTEMATICS





Thank You
for Your Input!



Florida Department of Environmental Protection



Florida Greenways and Trails System Plan

*Presentation to
FDOT Bicycle and Pedestrian Partnership Council
September 12, 2012*





FGTS Plan

OVERVIEW: DRAFT GOAL AREAS

GOAL 1: Identify and prioritize trails and greenways to facilitate completion of the FGTS.

GOAL 2: Direct resources and programs to establish and connect the FGTS.

GOAL 3: Promote and communicate information about greenways and trails to advance the FGTS.

GOAL 4: Link and support complementary programs, planning and partnership efforts to coordinate the FGTS.





Highlights

Strengthens the linkage between the FGTS and complementary planning efforts

- Economic Development
- Tourism
- Health
- Transportation
- Recreation
- Conservation
- Local & Regional Planning





Highlights

**Establishes priorities to
guide and align
planning and resources at
local, regional, state and federal
levels**



Highlights

**Provides a framework for
“closing the gaps”
to connect 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



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Florida
Greenways & Trails
System
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* LAND TRAILS OPPORTUNITY 2012 - DRAFT

FLORIDA NATIONAL SCENIC TRAIL / FLORIDA TRAIL CORRIDOR

MULTI-USE OPPORTUNITY 2008

0 5 10 20 Miles

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

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

Paddling Trails Opportunity Map



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Florida
Greenways & Trails
System
Plan

PADDLING OPPORTUNITY 2012 - DRAFT

FLORIDA CIRCUMNAVIGATIONAL SALTWATER PADDLING TRAIL

0 5 10 20 Miles

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

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

Objective 1: OGT will maintain the Land Trails Opportunity Map as Florida's land-based trails vision, and conduct a review and update of this map no less than every 3 years in coordination with partners.

Objective 2: OGT will maintain the Water Trails Opportunity Map as Florida's water trails vision, and conduct a review and update of this map no less than every 3 years in coordination with partners.

Objective 3: OGT will maintain the Ecological Greenways Opportunity Map as Florida's comprehensive ecological greenways vision, and conduct a review and update of the map no less than every 5 years in coordination with partners to include the University of Florida and the Florida Ecological Greenway Technical Advisory Group.

2. **The Priorities:** The Priority Trail and Critical Linkage Maps are the focused priorities within the vision established in the FGTS Opportunity Maps.
- The Priority Trail Map encompasses the most important corridors and connections within the FGTS Land Trails and Water Trails Opportunity Maps. The corridors and connections within the Priority Trail Map will, to the greatest extent possible:

- 1) Support and further national, state, or regional trail projects, plans and initiatives that encompass multiple counties
- 2) Include existing and planned long-distance trails and trail loops that serve as destinations to support nature-based tourism and economic development

Priority Trails Map Guiding Principles

DRAFT

Priority Trails Map Guiding Principles

- 3) Include the State Trails, the Cross Florida Greenway and other major connecting trails of greatest length (5 miles or longer)
 - 4) Connect major population centers to provide access to the FGTS by the greatest number of Floridians
 - 5) Build on past and programmed state and federal investment in trails, particularly when matched by funding from local and private sources
 - 6) Coincide with transportation, utility and canal corridors that facilitate major connections
 - 7) Coincide with the Florida Ecological Greenways Network
 - 8) Connect natural, recreational, cultural and historical sites that provide a range of experiences
 - 9) Provide a safe, accessible and high quality experience for users
- Critical Linkages are the most important components within the Ecological Greenways Opportunity Map for completing a statewide ecological network of conservation lands, including the most critical large intact landscapes and best connection opportunities.

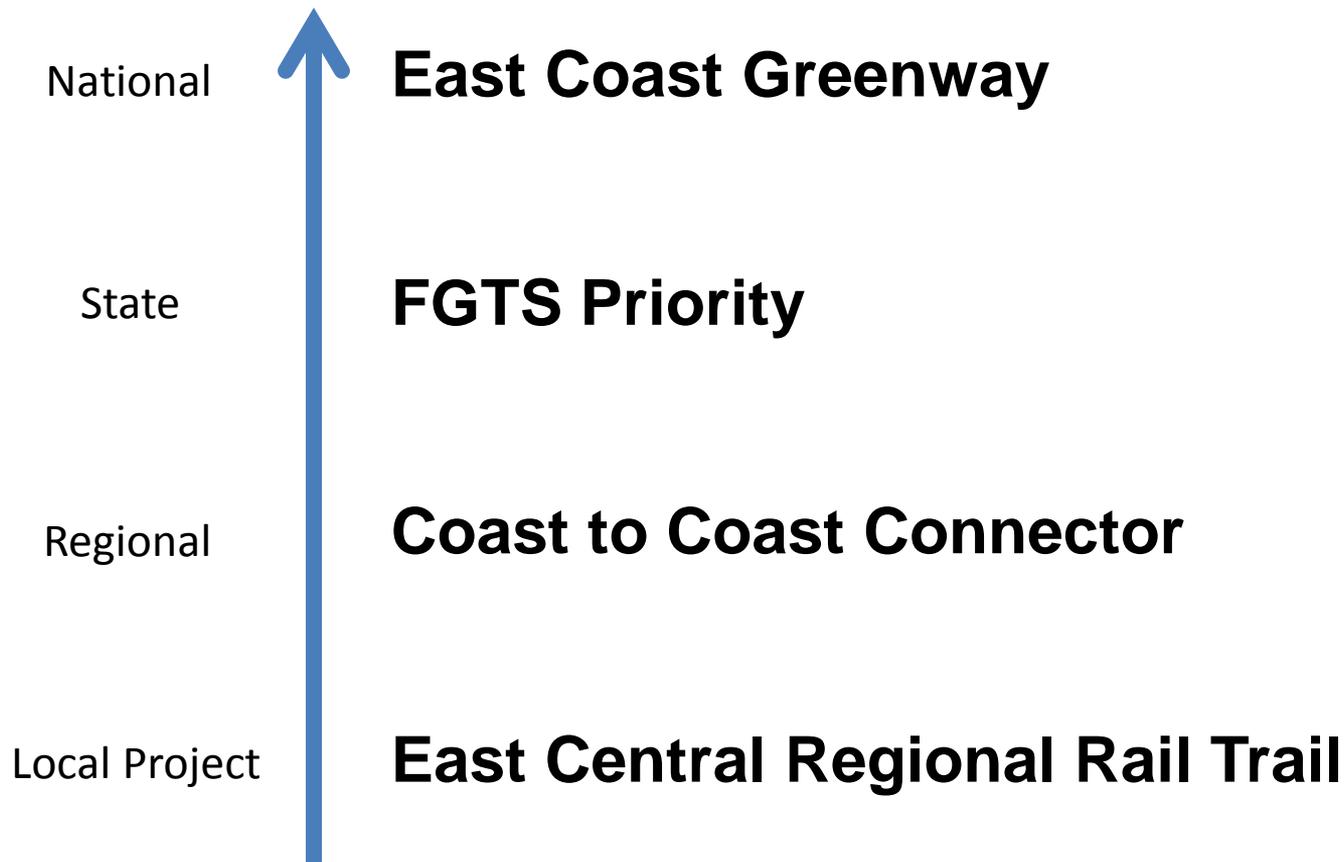
Strategy 2: Maintain Priority Trail and Critical Linkage Maps to delineate the most important priorities in the FGTS.

Objective 1: OGT will maintain the Priority Trail Map and conduct a review and update of the map in coordination with each Opportunity Map update.

Objective 2: OGT will maintain the Critical Linkage Map and conduct a review and update of the map in coordination with each Opportunity Map update.



Project Alignment





St. Augustine

Daytona Beach

Orlando

Winter Haven

Melbourne

Fort Pierce

St. Petersburg

Tampa

Sarasota

Lake City

Gainesville

Ocala

Titusville

Sarasota Bay Trail

Legacy Trail

Venetian Waterway Trail

Sarasota County Trail

Pinellas Trail

Progress Energy Trail

North Bay Trail

Starkey Wilderness Trail

Suncoast Trail

Good Neighbor Trail

Florida Trail

Cross Florida Greenway Trails

Cross Florida Greenway - Withlacoochee Bay Trail

Gainesville Downtown Connector

Gainesville - Hawthorne State Trail

Oleno to Ichetucknee Trail

Suwannee River Greenway at Branford

Palatka to St. Augustine State Trail

Flagler County A1A Bike Path

Pat Northey Greenway Trail

Spring to Spring Trail

East Central Regional Rail Trail

Cady Way Trail

Lake Fran Trail

Shingle Creek

General James A. Van Fleet State Trail

South Lake Trail

West Orange Trail

Seminole Wekiva Trail

Withlacoochee State Trail

Ocala National Forest

Auburndale Trail

Chain of Lakes Trail

Fort Fraser Trail

Bayshore Trail

Lake Bonny Trail

McKay Bay Trail

Lake Parker Trail

Upper Tampa Bay Trail

Florida Trail

Pasco Trail

Suncoast Trail

Good Neighbor Trail

Florida Trail

Withlacoochee State Trail

Cross Florida Greenway Trails

Cross Florida Greenway - Withlacoochee Bay Trail

Florida Trail

Gainesville - Hawthorne State Trail

Gainesville Downtown Connector

Oleno to Ichetucknee Trail

Suwannee River Greenway at Branford

SR A1A sidepath, St. Lucie Co. (north causeway)

Walton Rd sidepath

Green River Parkway trail (Martin Co)

Martin Co.: Gomez Ave sidepath

Ocean to Lake Trail

Eau Gallie Causeway sidepath

Riverside Dr sidepath (Indian Harbour Beach/Indianlantic)

A1A sidepath, Indianlantic to Sebastian Inlet

Verde Beach

St. Lucie

Okeechobee

Highlands

De Soto

Martin

Osceola

Brevard

Indian River

Polk

Hardee

Highlands

De Soto

Martin

Polk

Osceola

Brevard

Polk

Hardee

Highlands

De Soto

Martin

Martin

Polk

Osceola

Brevard

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Osceola

Brevard

Polk

Hardee

Highlands

De Soto

Martin

Martin



**Florida
Greenways & Trails
System
Plan**

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: 8/4/12

**Florida
East
Coast
Greenway**

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

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: 9/4/12

St. Johns River
to Sea Loop



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Capital City to the Sea Loop Trail

Florida Greenways & Trails System Plan

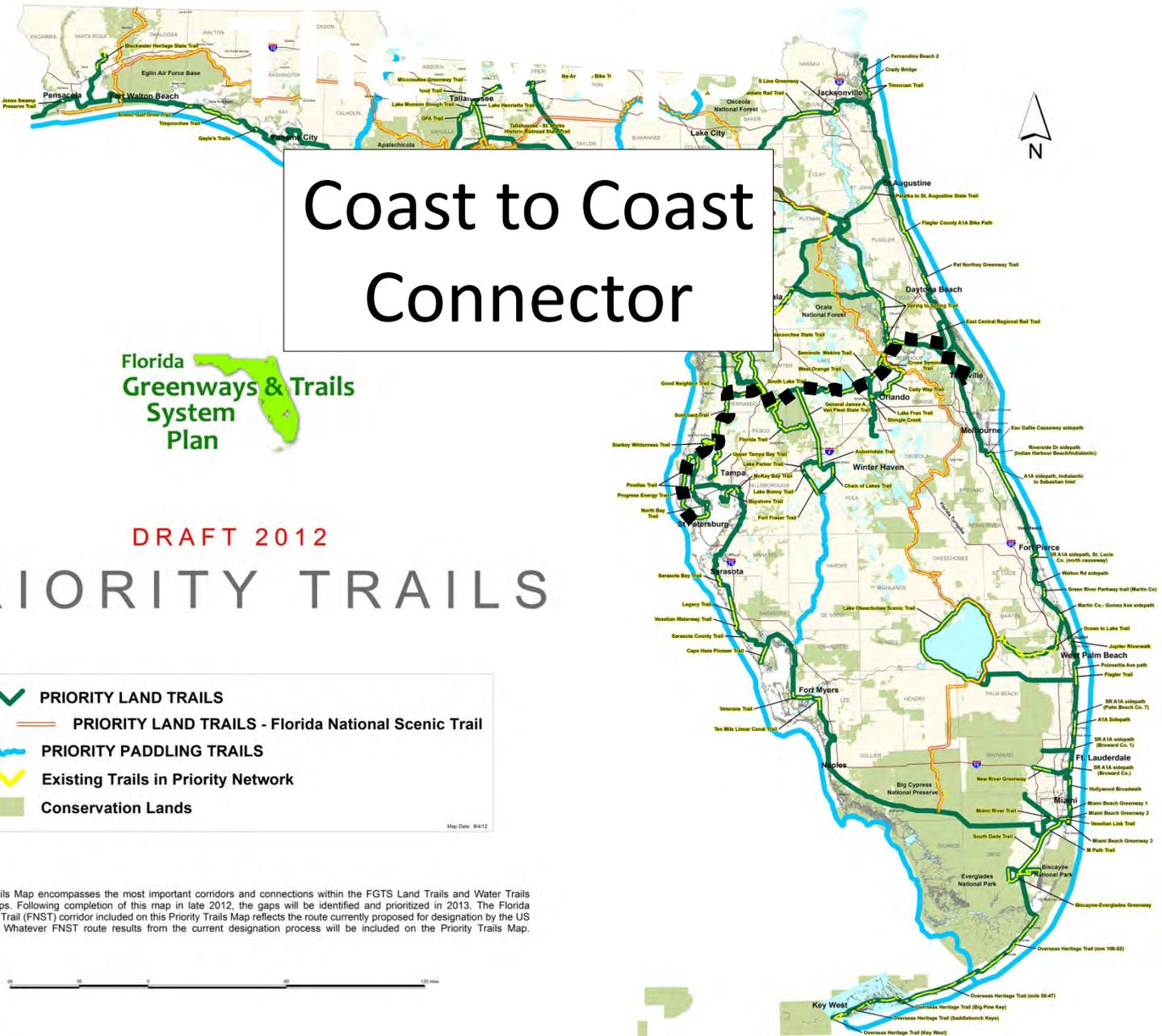
DRAFT 2012

PRIORITY TRAILS

-  PRIORITY LAND TRAILS
-  PRIORITY LAND TRAILS - Florida National Scenic Trail
-  PRIORITY PADDLING TRAILS
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-  Conservation Lands

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Coast to Coast Connector

Florida
Greenways & Trails
System
Plan

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: 8/4/12

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.





Heart of Florida Loop

Florida Greenways & Trails System Plan

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: 8/4/12

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.





PUBLIC OPEN HOUSES

Tallahassee, Sept 12

Florida Dept of Transportation Headquarters

Panama City Beach, Sept 13

Panama City Beach Senior Center

Palatka, Sept 18

Ravine Gardens State Park

Sanford, Sept 22

Central Florida Zoo and Botanical Gardens

Sarasota, Sept 25

Sarasota County Public Works

Boca Raton, Oct 4

Boca Raton Community Center



Questions or Comments

MEETING EVALUATION FORM

**Florida Bicycle and Pedestrian Partnership Council
7th 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 implications of new federal transportation reauthorization legislation MAP-21	5	4	3	2	1
• To review pedestrian and bicycle issues and provide input to development of the Pedestrian Strategic Safety Plan (PSSP)	5	4	3	2	1
• To review and discuss the Council’s potential future role in implementing the Pedestrian Strategic Safety Plan (PSSP)	5	4	3	2	1
• To review, provide input and identify future opportunities for feedback to FDEP’s 2012 Florida Greenways and Trails System Plan Update	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)