



MEETING AGENDA

Florida Department of Transportation, Burns Auditorium
Tallahassee, Florida

March 1, 2016 – 9:00 a.m. to 3:00 p.m.

Meeting Agenda

- 9:00 a.m. Welcome and Introductions
- 9:10 a.m. Public Comment
- 9:20 a.m. Review of BPPC Charge, Procedures, and Guidelines
- 9:30 a.m. Updates from Agencies and Other Partners
- 9:50 a.m. Review Final Draft of the 2015 BPPC Annual Report
- 10:15 a.m. Break**
- 10:30 a.m. Presentation on Alert Today Florida and the Strategic Highway Safety Plan
Trenda McPherson - Florida Department of Transportation, Safety Office
- 11:00 a.m. Presentation on Transportation and Health: Tools and Next Steps for Empowering
Florida Communities
Ernest Bradley - Florida Department of Health, Bureau of Chronic Disease Prevention
- 11:30 a.m. Discuss Private Sector Initiatives and Innovative Ideas
Herb Hiller - Florida East Coast Greenway Alliance
- 12:30 p.m. Lunch**
- 1:15 p.m. Discuss Development of the 2016 Work Plan
- Performance Assignments
 - Promote/Implement Recommendations
 - Identify Focus Areas
- 2016 Meeting Calendar
- March 1, 2016
 - June 22, 2016
 - September 21, 2016
 - December 7, 2016
- 2:30 p.m. Public Comment
- 2:45 p.m. Review Next Steps
- 3:00 p.m. Adjourn

You are invited to an open house-style public meeting to gather input on the Florida Shared-Use Non-motorized (SUN) Trail Network and the criteria for selecting individual trail projects at 4:00 p.m. today. For more information, visit www.FloridaSunTrail.com.



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 Councils 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. Recommendations and best practices will be organized consistent with the Council’s focus areas.

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.



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.



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.



Membership List

Carmen Monroy, Florida Department of Transportation (Chair)
Becky Afonso, Florida Bicycle Association
Lisa Bacot, Florida Public Transportation Association
Adam Biblo, Florida Department of Economic Opportunity
Samantha Browne, Florida Dept. of Environmental Protection (Alternate: Doug Alderson)
Karen Brunelle, Federal Highway Administration (Alternate: Shakira Crandol)
Ken Bryan, Rails to Trails Conservancy
Amanda Day, Pedestrian Representative
Julie Dudley, Florida Department of Health
Georgia Hiller, Florida Association of Counties (Alternate: Amy Patterson)
Herb Hiller, Florida East Coast Greenway Alliance
Steve Holmes, Transportation Disadvantaged Representative
Carl Mikyska, Metropolitan Planning Organization Advisory Council
Stephen Slotter, Florida Department of Elder Affairs
Tracy Suber, Florida Department of Education
Major Mark D. Welch, Florida Department of Highway Safety and Motor Vehicles
Vacant, Private Sector
Vacant, Florida League of Cities

Advisers/Non-Members

DeWayne Carver, FDOT Roadway Design Office, State Bicycle/Pedestrian Coordinator
Billy Hattaway, FDOT District One, Secretary
Lora Hollingsworth, FDOT Safety Office, Chief Safety Officer
Trenda McPherson, FDOT Safety Office, State Bicycle/Pedestrian Safety Program Manager
Robin Birdsong, FDOT Shared Use Nonmotorized (SUN) Trail Manager



Meeting Summary December 9, 2015

<i>Council Member, Organization</i>	<i>Designee (if applicable)</i>
<input checked="" type="checkbox"/> Carmen Monroy (Chair)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Becky Afonso, Florida Bicycle Association	<input type="checkbox"/>
<input type="checkbox"/> Lisa Bacot, Florida Public Transportation Association	<input type="checkbox"/>
<input checked="" type="checkbox"/> Adam Biblo, Florida Dept. of Economic Opportunity	<input checked="" type="checkbox"/> Jennie Leigh Copps
<input type="checkbox"/> Samantha Browne, Florida Department of Environmental Protection	<input checked="" type="checkbox"/> Doug Alderson
<input checked="" type="checkbox"/> Karen Brunelle, Federal Highway Administration	<input type="checkbox"/> Shakira Crandol
<input checked="" type="checkbox"/> Ken Bryan, Rails to Trails Conservancy	<input type="checkbox"/>
<input type="checkbox"/> Amanda Day, Pedestrian Representative	<input type="checkbox"/>
<input checked="" type="checkbox"/> Julie Dudley, Florida Department of Health	<input checked="" type="checkbox"/> Ernie Bradley
<input type="checkbox"/> Georgia Hiller, Florida Association of Counties	<input type="checkbox"/> Amy Patterson
<input type="checkbox"/> Steve Holmes, Transportation Disadvantaged Representative	<input type="checkbox"/>
<input checked="" type="checkbox"/> Harry Reed, Metropolitan Planning Organization Advisory Council	<input checked="" type="checkbox"/> Lynn Barr
<input type="checkbox"/> Stephen Slotter, Florida Department of Elder Affairs	<input type="checkbox"/>
<input checked="" type="checkbox"/> Tracey Suber, Florida Department of Education	<input type="checkbox"/>
<input type="checkbox"/> Major Mark Welch, Florida Dept. of Highway Safety and Motor Vehicles	<input type="checkbox"/>
<input type="checkbox"/> Randy Wells, Florida League of Cities	<input type="checkbox"/>

Facilitators:

Hal Beardall and Rafael Montalvo (FCRC Consensus Center)

FDOT & Support Staff:

Dana Reiding, Melanie Weaver Carr (FDOT Office of Policy Planning); DeWayne Carver (FDOT Design Office); Robin Birdsong (FDOT Systems Planning Office); Mike Neidhart and Christina Mendoza (FDOT Office of Policy Planning/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.

Welcome and Introductions

The December 9, 2015 Florida Bicycle and Pedestrian Partnership Council meeting commenced at 9:10 AM at the Florida Department of Education Building in Tallahassee, Florida. Chair Carmen Monroy welcomed the Council members and thanked them for their participation. She also recognized new members of the Council. Herb Hiller joined the meeting as an observer, and will be joining as a Council Member at the March 1, 2016 meeting. This was Harry Reed's last meeting, as he will be retiring on December 11, 2015, and he joined the meeting in the afternoon. Lynn Barr was sitting in for him, as the representative for the Capital Region Transportation Planning Agency. Starting in March 2016, Carl Mikyska, Executive Director of the statewide MPO Advisory Council, will replace Harry as the representative for MPO & TPOs. Following these updates, everyone then went around the room and introduced themselves.

Public Comment

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

Review of BPPC Procedures & Guidelines, Website, and Charge

As part of the introduction, Hal Beardall and Rafael Montalvo of the Florida Conflict Resolution Consortium (FCRC) Consensus Center were then introduced as facilitators of the meeting. They reviewed the agenda and the meeting's objectives, which included updates from various state agencies and partner organizations; a review of the Council's Charge, Procedures and Guidelines, and website; a discussion of the development of this year's recommendations that improve bicycle and pedestrian safety and access and an examination of the 2016 Council Meeting Calendar.

Hal Beardall provided a summary of the Council's Charge and Purpose, each of which were provided to the Council in their agenda packets. He briefly discussed the Council's Focus Areas (Completing the System, Safety, Cultural Change, and Health), which are the same four focus areas as last year. Members were asked to think about any of the day's topics that could potentially lead into a Recommendation for this year. Members were also asked to note the meeting summary from the September meeting and offer any corrections to Melanie Weaver Carr or Mike Neidhart. Mr. Beardall also reminded members that they are subject to the rules under the Sunshine Law. Next, Mike Neidhart from Gannett Fleming reviewed the Council website, and informed members of recent updates to the page. He noted that the Council is making a concerted effort to reduce the amount of printing for each meeting, and that materials for each meeting, including presentations, will be shown on-screen and made available online.

Updates from Agencies and Other Partners

FDEP (Office of Greenways and Trails) Update

Doug Alderson, with the Florida Department of Environmental Protection's (FDEP) Office of Greenways and Trails (OGT), briefed the Council on its update to the land and water trail opportunity maps. These maps serve as the vision for existing and planned trails in the state. After a series of six public workshops around the state, the updated maps will be presented to the Florida Greenways and Trails Council on December 14th and 15th. During the current acquisition cycle, 10 projects are eligible for funding. They are spread across several regions of the state and include abandoned rail corridors and an opportunity to close a gap in the Florida National Scenic Trail. The Florida Greenways and Trails Council will consider the proposal at their Dec. 14-15 meeting and will forward their recommendations to the DEP Secretary. During this meeting there will also be a discussion about the criteria for prioritizing regional trail systems. There will also be a proposal to designate the Coast to Coast Connector as the number one priority for SUN Trail funding.

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

Member Questions and Comments:

DEO has met with proponents for the Ludlam trail, providing feedback related to potential funding sources, and anticipating the review of a related comprehensive plan amendment to facilitate the trail "development," and the Agency has since completed its review of that comprehensive plan amendment.

This is great news.

Florida Department of Economic Opportunity (DEO) Update

Adam Biblo, with the Florida Department of Economic Opportunity, provided an update on its work with local governments and non-governmental organizations on three trail projects: the Ludlam trail in Miami-Dade County and the City of Miami; the Coast-to-Coast Connector trail; and the proposed Chattahoochee to Bristol trail. Other activities DEO is currently involved with include: providing technical assistance to communities related to comprehensive planning and the incorporation of Complete Streets, and refining the draft "Designing Communities for Pedestrian Mobility" report to aid communities in improving pedestrian mobility. Any feedback from the Council on this report would be much appreciated.

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

Member Questions and Comments:

How many meetings will be held for the Coast-to-Coast?

There will be five public meetings for input on the Coast-to-Coast. Keep checking the Tampa Bay Regional Planning Council website for more information.

Federal Highway Administration

Karen Brunelle, with the Federal Highway Administration (FHWA) provided an update on several items including updates to several guidance documents and the signing into law of the Fixing America's Surface Transportation Act, known as the "FAST Act." This law guarantees long-term funding for surface transportation projects. In addition, FHWA briefed the Council on the USDOT's

Mayor's Challenge, which challenges elected officials to take action on improving safety for bicyclists and pedestrians. So far, 35 Florida cities and 1 MPO have signed up for the Mayor's Challenge. The Council was also briefed on several grant opportunities, including the Smart City Challenge to create a fully integrated city that uses data and technology to move people and goods. The winning city will receive \$40 million from the USDOT (funding subject to future appropriations) to implement bold, data-driven ideas by making transportation safer, easier, and more reliable. Additionally, Paul G. Allen's Vulcan Inc., has announced its intent to award up to \$10 million to the USDOT winner of the Smart City Challenge. The winning city will need to work with Vulcan to secure this funding. The USDOT has invited cities to submit a high-level description of their vision of a Smart City by February 4, 2016.

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

Member Questions and Comments:

The Smart City Challenge is a very innovative way for cities to define what it means to be smart when it comes to transportation. There is a video online that describes how cities can complete the grant application.

Rails to Trails Conservancy

Next, Ken Bryan, with the Rails to Trails Conservancy briefed the Council on its activities and discussed several legislative bills that the Conservancy is watching. These include SB 570, a bill that would create a state park entrance fee holiday, which would prohibit DEP's Division of Recreation and Parks from charging day use entrance fees at state parks for a one-year period starting July 1, 2016.

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

Member Questions and Comments:

No comments were offered.

The Florida Bicycle Association

Becky Afonso, with the Florida Bicycle Association provided an update on several legislative bills. The Association is continuing to monitor: HB 253, HB 25, SB 332, SB 328, and SB 904. The Council was also informed that the Association's Complete Streets Savvy (CSS) presentation has been presented at nine venues to over 400 people, not including TV audiences and online viewers (a video of the presentation is available on City of Oldsmar website).

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

Member Questions and Comments:

No comments were offered.

Florida Department of Health (DOH) Update

Julie Dudley, with the Florida Department of Health (DOH), introduced Ernie Bradley to the Council, who will be taking the lead on their Complete Streets and Early Childhood Programs. The DOH also briefed the Council on the Healthiest Weight Florida Initiative, along with its five strategies: Physical Activity, Nutrition, Schools, Worksites, and Marketing and Community

Outreach. The briefing also covered several other programs that DOH is involved with related to bicycle and pedestrian planning activities.

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

Member Questions and Comments:

No comments were offered.

Update on the FTP/SIS Update Process

Dana Reiding, with the FDOT Office of Policy Planning, provided an update on the Florida Transportation Plan (FTP)/Strategic Intermodal System (SIS) Plan Update process. The various elements of the plans were reviewed, including the FTP Policy Element, the SIS Policy Element, and the FTP and SIS Implementation Plans. Seven goal areas were identified in the Draft FTP Policy Element, which relate to bicycle and pedestrian planning. Throughout 2016 FDOT will be focusing on the Implementation Element of the plan through the identification of emphasis areas with key actions over the next 5 to 25 years.

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

Member Questions and Comments:

It's great that everyone had a response to this plan. Over 15,000 people participated in the public involvement process, and the participants showed strong support for walking and biking. It is also encouraging to see what the SIS Update might mean for last-mile-type projects, and the integration of both (SIS and last-mile).

There have been some very good meetings held as a result of this plan update- for example someone from a trucking company said she is looking more locations of trails because her truckers bring their bikes and they are looking for places to bike when they get to a place which is awesome.

The state should be recognized for that step forward, and because all modes have been incorporated into the plan.

The process that the state went through to build this plan was terrific. In the part of the presentation which discussed efficient pedestrian mobility- how much did you touch on bike share as one of the modes that we want to support, because that might help us build a case for something the Department should invest in and highlight on.

That is an interesting question- and that may be something that we will want to address in the implementation plan.

You talked about seamless transfer. The state is finding that people use bike-share as a way to extend the transit trip without even owning a bike. There are a lot of bicycle and pedestrian activities going on – and we almost need a plan to keep track of all these activities.

There is now a great deal more discussion related to active transportation.

When the FTP/SIS gets to the Implementation phase, this group may want to play a role.

Yes, we would like to further discuss how this group will fit into the implementation phase of the FTP/SIS.

Presentation on the Economic Benefits of Walkable Communities

Adam Biblo, with the Florida Department of Economic Opportunity (DEO), provided an update on the Economic Benefits of Walkable Communities. The Florida Department of Economic Opportunity (DEO) briefed the Council on the “Economic Benefits of Walkable Communities,” and discussed the importance of encouraging walkability in communities. The presentation included a discussion of the various characteristics of a walkable community, and how the incorporation of these characteristics will improve the economy of the surrounding community.

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

Member Questions and Comments:

Is there Walkscores for Florida cities, in relation to these other cities you mentioned in your presentation as examples of walkable communities?

Yes. I don’t have them with me but I can get those to you. I don’t believe most Florida cities had very high walk scores if I recall, but it gives us something to strive for.

If you have been to Naples, the city has worked very collaboratively with Blue Zones, which are areas that prove to be have a higher quality of life, and Naples is truly embracing this.

The Rails-to-Trails Conservancy is involved in a \$500,000 research project on how to increase connectivity between origins and destinations, and how to bring data into user projections based on what that connectivity will create, as well as healthcare savings- i.e. what individual healthcare savings will be once a person starts implementing these changes.

There are a few cities in Florida that have turned their downtown streets into one way pairs, and the streets have turned into deadzones, even if there is a sidewalk, because there is always the potential of a car jumping the curb. There are sidewalk tables, but they are empty, because it is dangerous for the pedestrian. There needs to be some research into this.

Totally. It is important to define what you trying to do. Are you trying to get traffic from one place to another? Are you trying to promote a downtown area? If so, that may not be the best way to do it.

When a community incorporates a one-way pair, capacity is reduced. There are higher speeds with one way pairs than with two-way. The decision to incorporate a one-way pair should be made during plan development. Often, cities that are doing one way pairs were happy with them because they wanted them, and cities that reversed one way pairs back to two way were happy with that decision as well, because it really just depends on the type of city you want it to be.

Presentation on Designing Communities for Pedestrian Mobility

Adam Biblo, with the Florida Department of Economic Opportunity (DEO), then provided an update on the “Designing Communities for Pedestrian Mobility” report. This report was prepared to assist communities to improve pedestrian mobility and provide guidance on how to create a truly walkable community. The intent is to teach communities various concepts and how to implement them.

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

Member Questions and Comments:

What's the best way to get that feedback to you regarding the document?

Email is probably the best way.

Is there a PDF version that can be sent out? Some people have lap tops that no longer take CDs.

Certainly. I will send that to Melanie so that she can send that out.

First of all, thanks for putting this information together. It has been needed for a long time. I just want to make it clear to everyone, that what Adam is presenting is not criteria for FDOT or building FDOT roads, it is truly principles for good urban design for pedestrian users.

What is a Wounorf?

It is a street where one firsts asks, "Am I supposed to be here?" when driving a car down it. It is designed to be used by a mix all forms of mobility- where cars, bikes, and pedestrians all use it, but the car is not the dominant user. It does not have curbing, it doesn't separate pedestrians and bicyclists, and it is designed so that car are driven very slowly on them. It is designed to make people think when they are driving.

Is a Wounorf an acceptable design that one would see in items like the Greenbook?

Yes, there will be changes to the Greenbook and some NACTO guidelines will be incorporated that will give designers and engineers some flexibility for incorporating some of the elements in Adam's book.

There is a program in Delray Beach known as SAFE, which stands for Safety that All Floridians Expect. They have found that north Delray Beach has become such a desirable place to be that people now go to developers to design projects that incorporate a whole set of criteria to become more bike/ped friendly. They sign contracts with these developers if they incorporate these criteria and then they support their projects. I can send you the email for Jim Smith, the person who is responsible for all of this.

Please send me that information, because I have seen that before, but I think that is great that communities are doing this.

Update on the SUNTrail Program

Robin Birdsong, with FDOT's Systems Planning Office, provided an update on the SUNTrail Program. Currently, \$25 million per year is being allocated to the SUNTrail Network from the distribution of new vehicle tag revenues. The briefing included an overview of the program, eligibility criteria, and implementation plans.

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

Member Questions and Comments:

Next week at the Trails Council meeting we will be discussing the criteria, so some of you may want to attend this meeting. The final decision of this criteria will not be made at this meeting- it probably won't happen until February or March.

From what I understand from the legislation, the C2C is the top regional trails system, and there is sufficient justification for that. In terms of the C2C and much of what has happened with that corridor, it has become a model for other regional trail systems.

We are discussing the potential for a trail that will be shorter than the C2C.

When you go through the evaluation projects, are you looking at primarily new projects or existing projects?

Basing off the existing work program, we looked at the current legislative guidance and determined which projects meet that guidance, and which projects should be selected for SUNTrail. We came up with a first year of programming as well as a second year. When we put the program forward, leadership decided that we should wait until the funding was available. I don't think we will see some of these projects again for SUNTrail funding because they are already initiated. In terms of policy and procedure, a decision has not been made as to whether any projects that have existing funding would be moved over to SUNTrail. We wouldn't take that step without collaboration, but I'm honestly not sure if that will be done at all.

In the future, as the system starts to take shape, do you see the program taking on Maintenance activities?

Again, the policies and procedures are not finalized. FDOT can fund trail repaving, because it is related to maintaining trail safety. However, if it is in FDOT ROW, there may be a mechanism where FDOT could potentially fund maintenance, but if it is outside FDOT ROW, I'm not sure if that will be possible.

Presentation on the Florida Department of Health Initiatives

Julie Dudley, with the Florida Department of Health (DOH) provided the Council with an update on several of DOH's Health Initiatives, including Healthiest Weight Florida, the Flagship Initiative Grant, and the Promotion of the statewide policy on Complete Streets. In regard to Healthiest Weight Florida, there are five fundamental strategies: Physical Activity, Nutrition, Schools, Worksites, and Marketing and Community Outreach. In addition to Healthiest Weight Florida, the Council was provided more information related to each of the initiatives, and the ways they promote bicycle and pedestrian activities.

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

Member Questions and Comments:

In regard to community health plans, have you worked with other agencies to develop them?

That would be great if they did! In some communities they are doing some great cross pollination between different organizations, but it isn't across the board. That is something to improve on, by building the communication between the agencies and organizations.

The Healthy Campfire Cooking program is one initiative DOH is doing in collaboration with FDEP to promote outdoor activities for children and adults, as well as agency collaboration.

Yes, we truly value those partnerships.

I think we can build on agency collaboration in the FTP. Recognizing champions truly resonates with many people, and FDOT could fold that into our initiatives.

Presentation on the FDOT Complete Streets Initiative

DeWayne Carver, from the FDOT Roadway Design Office, updated members on the progress of the Complete Streets Implementation Team and plans for moving forward. The Complete Streets Implementation Plan has the same five-part framework which includes: revising guidance, standards, manuals, policies, and other documents; updating decision-making processes; modifying approaches for measuring performance; managing internal and external communication and collaboration during implementation; and providing ongoing education and training.

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

Member Questions and Comments:

Can you explain the role Smart Growth America played in this plan?

Smart Growth America is the national Complete Streets Coalition. I met with the executive director of Smart Growth America, and he said that he had a grant to aid states in developing complete streets policies. So it didn't cost the Department any extra money to pay Smart Growth to help us with it. We had 5 different workshops- each workshop focused on a different component that we were doing. Smart Growth facilitated those workshops, and they provided us feedback on the meeting. They wrote the implementation plan, and we are now in the process of discussing what their role might continue to be. We would have to pay them now because they have no money left, and we don't have any formal arrangement with them at this time.

Who funded the plan?

The Rockefeller Foundation- they gave Smart Growth America the money to fund the development of Complete Streets Implementation Plans in several different states.

Following the overview, Council members provided input on how their respective agencies and organizations could contribute to implementing Complete Streets concepts throughout the state.

Florida Bicycle Association: The Association could assist with outreach in Phase 3. We already have the links to complete streets on the website and we could publish a monthly post on Facebook with links back to the website. With Complete Streets Savvy, we have been developing a network of Homeowner's Associations, so when you are ready for outreach we can incorporate this.

CRTPA: We are very supportive of Complete Streets. Will there be state dollars provided to MPOs if all we wanted to do, for example, was to add Bike Lanes to the road? It appears that FDOT is going to fund the incorporation of bike lanes and complete streets components in roads.

That is an excellent question. If we could make a case that in order to match the street's context, a bike lane must be built, determines whether we can fund it. That is something we want to incorporate in the PPM. Determining whether a street is complete or not is based on whether it matches its context. Since you are asking that question that allows us to look into it now, so thank you. We are looking 5 years out as to the projects we will be affecting here. And that is something we should stress to the communities.

Rails to Trails Conservancy: Possibly providing some funding guidance may help local communities to know where to look when they want to incorporate these elements, particularly if a community wants to build something before it is funded in the work program.

We do have the money, we just have to redefine what we are doing. If there is resurfacing, we might not normally pave/resurface sidewalks, but if an argument can be made that the street is not complete if they aren't paved/resurfaced, then it is potentially possible to fund it.

FHWA: The agency can help with the training and outreach, and we definitely have access to those resources.

DEO: The Department can partner with you on helping to define the context of certain streets and certain locations. This can be done through comprehensive plans and documents so that communities can gain an idea of what they want their communities to evolve into, such as using transects. We can strategize on ways to incorporate local governments. One of our roles is to get local government comprehensive plans updated. We can also help in updating decision-making processes.

FDEP Office of Greenways and Trails: The Department is interested in working with you in promoting these systems to local governments. I am interested in seeing these elements on county roads.

DOH: We can pull some of that health data for you, to help implementing complete streets. This very much aligns with our 1305 Grant from the Center for Disease Control. Also we can help with outreach, to help develop subcommittees, so please let us know what we can do.

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

Member Questions and Comments:

There should be some guidance on helping communities on how to make last minute changes and recognizing that the expenses of retrofitting after the fact are not worth going forward with a bad design.

I think Complete Streets can be an umbrella for communicating all this information to raise citizen by-in and education. This can aid us in helping to overcome this niche. Maybe it is under Complete Streets that we find a forum for communicating all this information to the public.

If DEO is working on this document, FDOT can incorporate this on the BPPC website, to address some of the funding, as a resource.

There is room even on SIS projects to make changes. This idea of how to fix things is certainly something we think about in the future.

I hope we meet the demand of providing for all of the road users, all the customers as Dana referenced.

There was a report the department did, "Conserve by Bike" where they tried to quantify some of the cost savings as related to biking and walking. Try to find the report. It was done several years ago, and it was really innovative but no one really knew what to do with it.

From the MPO perspective, you would be surprised, that people often don't want roadway projects because it will increase the value of their property, and they wouldn't be able to afford the property taxes, so it is important to consider these elements when thinking about complete streets.

Review the Format for Draft Annual Report

Mike Neidhart from Gannett Fleming provided a review of the draft BPPC Annual Report as well as went over the list of organizations that will receive the Council's recommendations. He also

introduced the use of a performance template as a way to facilitate greater follow-up and implementation of the BPPC's recommendations.

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

Member Questions and Comments:

I like the idea of performance measures. There are items that can be examined to determine how the transportation system has changed over the years. For example, we can look at the number of lane miles then and now, the miles of trails then and now, etc.

I really like the idea of Performance Measures as well. I think that will really help re-organize things in the document, and make it easier to understand.

Review and Discuss Potential BPPC Annual Recommendations

Rafael Montalvo of the Florida Conflict Resolution Consortium (FCRC) Consensus Center presented a series of statements that were drawn from notes of previous two Council meetings – statements related to developing policy guidance, recommendations, or comments to appropriate entities involved in bicycle and pedestrian issues, which were used as the basis for the revised draft Council recommendations. The recommendations will be included in the Annual Report, which will be sent out for review and comment, and will be formally adopted in March.

Recommendation #1

Background: During its 2015 deliberations, the Council reviewed its recommendations over the prior three years and developed a set of principles based on themes running through those recommendations. These principles often cut across the BPPC focus areas of Completing the System, Safety, Cultural Change, and Health. The Council expects that these principles will serve as a foundation for future recommendations and implementation activity.

Recommendation: All partners in bicycle and pedestrian facility planning in Florida should seek to implement the following principles.

- A. Florida should strive for a comprehensive, interconnected network of bicycle and pedestrian facilities at the state, regional and local levels.
- B. The network should strive to increase bicycle and pedestrian connections between places to increase mobility, promote wellness and healthy lifestyles and improve quality of life for a broad spectrum of ages and levels of experience. Community design that promotes these objectives should be encouraged.
- C. Bicycle and pedestrian needs and facilities should be considered as a valued component in all transportation planning.
- D. Education -- of pedestrians, cyclists, and drivers -- is central to improving bicycle and pedestrian safety
- E. Training and professional development in bicycle and pedestrian issues is needed for law enforcement, planners and others with responsibility for implementing policy or law related to bicycle and pedestrian issues.

F. State agencies should cooperate to develop a coordinated and comprehensive state effort on bicycle and pedestrian issues that addresses safety, completion of the system, and cultural change (including health-related behaviors).

G. Public, private and non-governmental stakeholders should cooperate at the state, regional and local levels on bicycle and pedestrian issues to address safety, completion of the system, cultural change, and health-related behaviors.

H. Funding for bicycle and pedestrian facilities should reflect their importance as a valued component of the transportation system, and their role in meeting state transportation goals in the areas of safety, connectivity, etc. Bicycle and pedestrian facilities should be considered for all eligible federal, state, local and private sources of transportation funding.

I. Most streets need to serve multiple modes and users, including bicyclists and pedestrians in many contexts. Context sensitive complete streets will be essential to the state's future economic competitiveness and quality of life.

J. All users, including bicyclists and pedestrians deserve safe, viable and accessible transportation choices that meet their needs and minimize risks.

K. Collaboration is essential to implementation of the ideas incorporated in these principles

Recommendation #2

Background: While FDOT develops modal plans for most transportation modes, it has not done so for bicycle facilities. A statewide bicycle plan would provide an opportunity to develop many of the principles in more detail, and with a focus on implementation.

Recommendation: FDOT in collaboration with its partners should develop a statewide bicycle plan.

Recommendation #3

Background: FDOT adopted a complete streets policy in 2014. This policy reflects and supports many of the ideas the BPPC has promoted in its recommendations. To achieve its full potential, the policy will have to be implemented consistently over time.

Recommendation: FDOT and other partners in transportation planning should continue to develop implementation strategies that will maximize the impact of the new complete streets policy.

Following the presentation of the recommendations, members were asked for their comments and initial reactions to the recommendations, or if they had any items needing additional clarification. (Note: responses from staff are indicated in *italics*.)

Member Questions and Comments:

- These recommendations are good, especially number 2.
- May want to identify vulnerable users- it seems rather wishy-washy, and not very specific.

Yes, there isn't a lot of specificity there, which may be taken care of later.

- It is definitely an opportunity to incorporate SUNTrail.

- The recommendation mentions law enforcement but it doesn't look like law enforcement is included in the table, and the Council may want to consider finding another member of law enforcement. Also, a statewide pedestrian plan is a great idea.
- These look great- it will be interesting to see what happens with the mobility plan. The Council members bring different grant resources, challenges, competitions, things local governments that advocate for the public would be interested in, it might be of value to have some sort of recommendation for this.

What would the recommendation be?

- On the BPPC website we could have grant opportunities listed, and other assistance options
- "Should" sounds too weak, and you may want to consider finding another word for "deserve."
- Use "seek to implement" instead

Specific Questions

- Bike/Ped Plans- Should both be developed?
- Can you refresh our memory as to how we got to the decision of developing a plan?
- Should there be one or the other? Or both together or separate?
- Some of the MPOs have a pedestrian plan, and that type of focus for pedestrians is newer, and I think we can do some sort of statewide coordination with that
- I may have made that recommendation solely to represent bicyclists, but a pedestrian plan should be developed as well.
- Most of the MPOs have a bike/ped master plan- not sure what a pedestrian plan would look like, but I can understand a bike plan a little more.
- I think promotion of walking will suit my short term desires as it relates to pedestrians, and I think most would agree we could do that relatively easily.
- Pedestrian is always attached to everything, and cyclists have very different and specific needs, and I will support whatever direction the council wants to go in.

I think we can move forward with a draft statement for this, and we can include something with SUN Trail.

Council Meeting Calendar

Hal Beardall and Rafael Montalvo reviewed the proposed meeting schedule for 2015/2016:

- March 1, 2016

Public Comment

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

Next Steps

Mr. Beardall asked Council members to please complete and submit the evaluation form in their folder and include any clarifying comments. He emphasized the importance of the ratings and comments for staff and the Chair in planning future meetings. The next meeting of the Bicycle and Pedestrian Partnership Council will take place on December 9, 2015.

Mr. Beardall also reminded members of their role representing their organizations at the Council meetings, but also their role in sharing information from the Council's meeting back to those they represent.

Meeting Evaluation Survey

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

Adjourn

The Chair thanked members for their participation. Hearing no additional comment or issues to be discussed, the meeting was adjourned at 2:36 pm.

DRAFT

Tallahassee, Florida
December 9, 2015

Meeting Summary
December 9, 2015




Agree
Disagree

CIRCLE ONE

MEETING ORGANIZATION

	5	4	3	2	1	Summary
Background and agenda packet were helpful	8	-	-	-	1	4.67
Presentations were effective and informative	9	-	-	-	-	5.0
Plenary discussion format was effective	9	-	-	-	-	5.0
Facilitator guided participant efforts effective	9	-	-	-	-	5.0
Participation was balanced	9	-	-	-	-	5.0

What Did You Like Best About the Meeting?

- All partners have an important role in fulfilling the Council goals. That becomes apparent.
- Meeting is facilitated! Tremendously effective!
- Interactive discussion.
- DEO presentation.

What Could Be Improved?

- Audio inconsistent - need more mic's per seat
- Room temperature a little chilly
- If we are saving trees, I would prefer PowerPoint presentations in handout rather than the other materials
- Coffee
- Do we need all the material in the packet each time? Prefer paperless but with online access.

Other Comments (use the back if necessary):

- Thanks for the opportunity to participate
- Still no coffee??
- Room renovations are nice
- If we go paperless, please highlight in the meeting announcement and have power strips for the laptops - thanks!
- Paperless would be a good goal. This is a good first step.



ANNUAL REPORT

2015





ANNUAL REPORT

THIS REPORT HAS BEEN PREPARED IN COORDINATION WITH OUR PARTNER
AGENCIES AND ORGANIZATIONS:





Council Membership

The Council's membership evolved throughout the course of the year. Names indicated with an asterisk (*) denote a current member as of the December 2015 Council meeting. Members and advisers are listed below.

Council Members

- Carmen Monroy*, Florida Department of Transportation (Chair)
- Jim Wood, Florida Department of Transportation (Former Chair)
- Becky Afonso*, Florida Bicycle Association
- Lisa Bacot*, Florida Public Transportation Association
- Adam Biblo*, Florida Department of Economic Opportunity
- Samantha Browne*, Florida Dept. of Environmental Protection
- Karen Brunelle*, Federal Highway Administration
- Ken Bryan*, Rails to Trails Conservancy
- Jan Davis, Florida Department of Health
- Amanda Day*, Pedestrian Representative
- Julie Dudley*, Florida Department of Health
- Georgia Hiller*, Florida Association of Counties
- Steve Holmes*, Transportation Disadvantaged Representative
- Harry Reed*, Metropolitan Planning Organization Advisory Council
- Stephen Slotter*, Florida Department of Elder Affairs
- Tracy Suber*, Florida Department of Education
- Lisa VanderWerf-Hourigan, Florida Department of Health
- Major Mark D. Welch*, Florida Department of Highway Safety and Motor Vehicles
- Randy Wells*, Florida League of Cities

Advisers/Non-Members

- Billy Hattaway, FDOT District One, Secretary
- Lora Hollingsworth, FDOT Safety Office, Chief Safety Officer
- DeWayne Carver, FDOT Roadway Design Office, State Bicycle/Pedestrian Coordinator
- Trena McPherson, FDOT Safety Office, State Bicycle/Pedestrian Safety Program Manager
- Robin Birdsong, FDOT Shared Use Nonmotorized (SUN) Trail Manager

For additional information, please contact Melanie Weaver Carr, Senior Transportation Policy Analyst, in the Office of Policy Planning at the Florida Department of Transportation at:

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Executive Summary

The Florida Bicycle and Pedestrian Partnership Council was formed to provide policy recommendations to the Florida Department of Transportation (FDOT) and its transportation partners on the state's walking, bicycling and trail policies, programs and facilities. The Council's mission is to promote the livability, health and economic benefits of bicycle and pedestrian activity by providing guidance to FDOT, partner agencies and other stakeholders on policy matters and issues affecting the bicycle and pedestrian transportation needs of the State of Florida. As part of its role, the Council identifies areas for recommendations on a yearly basis through its Annual Report.

The Florida Transportation Plan (FTP) was adopted in December 2015. Many of the goals and objectives in the plan support the Council's recommendations. As such, references to how the Council's recommendations will serve to help implement the FTP have been added to the report.

The Council met on March 10th, September 23rd, and December 9th 2015. At the conclusion of its December meeting the Council reviewed a set of recommendations for 2016 and discussed keeping its established focus areas of: completing the system, safety, cultural change, and health. It is anticipated that these topics will be the focal point of Council meeting presentations and recommendations throughout 2016.





Introduction

In April 2010 the Florida Department of Transportation (FDOT) announced the establishment of a statewide initiative on bicycle and pedestrian mobility. The Florida Bicycle and Pedestrian Partnership Council was convened to recommend policies to FDOT and its transportation partners throughout Florida on the state's walking, bicycling and trail programs and facilities. The Council's recommendations are consistent with goals and objectives of the newly adopted Florida Transportation Plan (FTP).

This annual report details the activities of the Florida Bicycle and Pedestrian Partnership Council during 2015—providing a “snapshot” of the Council's activity during this period, principally the Council's recommendations for 2016. The annual report also includes several appendices, including the Council's: charge, work plan, membership, meeting summaries, along with a glossary of key terms.

For additional information regarding the presentations, materials, and full meeting summaries, please refer to the Florida Bicycle and Pedestrian Partnership Council's website: <http://www.FDOTBikePed.org>.

Council Contributions

Over the past several years the Council has played a role in improving bicycle and pedestrian plans, safety awareness and infrastructure. Efforts in which the Council has provided input and recommendations on include, but were not limited to:

- Florida Strategic Highway Safety Plan (FSHSP) (Bike/Ped Component)
- Florida Greenways and Trails System (FGTS) Plan
- Limited Access Study Pilot Project on Bridges (s. 316.091, F.S.) – this was a 2-year pilot program to allow bicycles on three separate limited access bridges. FDOT submitted a report of its findings and recommendations to the Governor and Legislature in August 2015 recommending that the pilot program be extended an additional two years.
- Continuation of projects initially funded from Transportation Enhancement dollars
- Establishment of Planning Emphasis Areas (PEA's) for metropolitan planning organizations (MPO's) to incorporate Pedestrian Safety Action Plans (PSAP's) into their planning process
- Bicycle and Pedestrian “TIP” Cards – these are single page (front and back) visor cards for law enforcement officers that include statutory references and summaries of Florida's bicycle and pedestrian laws
- “Roll Call” videos – two 5 minute videos that provide bicycle and pedestrian information to assist law enforcement officers in promoting awareness and safety
- FDOT's Complete Streets Policy



Council Partner Organizations

The Florida Bicycle and Pedestrian Partnership Council is comprised of a diverse set of partner agencies and stakeholder groups that work together to address policy matters and issues affecting the bicycle and pedestrian transportation needs throughout the state. The organizations that comprise the Florida Bicycle and Pedestrian Partnership Council are:

- Federal Highway Administration
- Florida Association of Counties
- Florida Bicycle Association
- Florida Department of Economic Opportunity
- Florida Department of Education
- Florida Department of Elder Affairs
- Florida Department of Environmental Protection
- Florida Department of Health
- Florida Department of Highway Safety and Motor Vehicles
- Florida Department of Transportation
- Florida League of Cities
- Florida Public Transportation Association
- Metropolitan Planning Organization Advisory Council
- Pedestrian Representative (Best Foot Forward for Pedestrian Safety)
- Rails to Trails Conservancy
- Transportation Disadvantaged Representative (Florida Commission for the Transportation Disadvantaged)

Connections - Florida Transportation Plan

The Florida Transportation Plan (FTP) serves as Florida's statewide transportation plan, identifying goals and objectives for the next 25-50 years to address the state's transportation system needs. The FTP is a plan for all of Florida, and therefore includes the collective efforts of many stakeholders. The FTP, like the Council, recognizes the importance of bicycle and pedestrian safety, facilities improvements/choices, changing cultural attitudes, and healthy lifestyles.

The FTP includes seven long-range goals for Florida, four of which can be tied directly to the mission of the Florida Bicycle and Pedestrian Partnership Council—quality infrastructure, transportation choices, quality places, and environment and energy conservation.



Council Recommendations

During the December 9, 2015 meeting, Council members were presented with a set of policy statements, which were drawn from previous Council discussions. These policy statements are consistent with the four related goals identified in the Florida Transportation Plan (i.e., quality infrastructure, transportation choices, quality places, and environment and energy conservation). Members provided feedback on these statements, which were then refined into a set of recommendations. Council recommendations from 2015 for the 2016 year begin on the next page.



Recommendation #1

During its 2015 deliberations, the Council reviewed its recommendations over the prior three years and developed a set of principles that cut across the Council's focus areas of *Completing the System, Safety, Cultural Change, and Health*. These principles will serve as a foundation for future recommendations and implementation activity.

Recommendation: All partners in bicycle and pedestrian facility planning in Florida should seek to advance the following principles through implementation of the Florida Transportation Plan.

- A. Florida should strive for a comprehensive, interconnected network of bicycle and pedestrian facilities at the state, regional and local levels.
- B. The network should support bicycle and pedestrian connections between places to increase mobility, promote wellness and healthy lifestyles and improve quality of life for a broad spectrum of ages and levels of experience. Community design that promotes these objectives should be encouraged.
- C. Bicycle and pedestrian needs and facilities should be considered as a valued component in all transportation and community planning.
- D. Education -- of pedestrians, cyclists, and drivers -- is central to improving bicycle and pedestrian safety.
- E. Training and professional development in bicycle and pedestrian issues is needed for law enforcement, planners, engineers and others with responsibility for implementing policy or law related to bicycle and pedestrian issues.



- F. State agencies should develop a coordinated and comprehensive state effort on bicycle and pedestrian issues that addresses safety, completion of the system, and cultural change (including health-related behaviors).
- G. Public, private and non-governmental stakeholders should cooperate at the state, regional and local levels on bicycle and pedestrian issues to address safety, completion of the system, cultural change, and health-related behaviors.
- H. Funding for bicycle and pedestrian facilities should reflect their importance as a valued component of the transportation system, and their role in meeting state transportation goals in the areas of safety, connectivity, etc. Bicycle and pedestrian facilities should be considered for all eligible federal, state, local and private sources of transportation funding.
- I. Most streets need to serve multiple modes and users, including bicyclists and pedestrians in many contexts. Context sensitive complete streets will be essential to the state's future economic competitiveness and quality of life.
- J. All users, including bicyclists and pedestrians deserve safe, viable and accessible transportation choices that meet their needs and minimize risks.
- K. Collaboration is essential to implementation of the ideas incorporated in these principles.

Recommendation #2

While FDOT develops modal plans for most transportation modes, it has not done so for bicycle and pedestrian facilities. A statewide bicycle plan and pedestrian plan would provide an opportunity to develop many of the principles in more detail, with a focus on implementation.

Recommendation: FDOT in collaboration with its partners should develop a statewide bicycle plan and a statewide pedestrian plan as part of implementation of the Florida Transportation Plan.

Recommendation #3

FDOT adopted a Complete Streets policy in 2014. This policy reflects and supports many of the ideas the Council has promoted in its previous recommendations. The policy will be implemented consistently over time.

Recommendation: FDOT and other partners in transportation planning should continue to develop implementation strategies, consistent with the implementation of the Florida Transportation Plan that will maximize the impact of the new Complete Streets policy.



Council Performance Measures



Moving into 2016, the Florida Bicycle and Pedestrian Partnership Council will consider implementing a new process to evaluate its progress in advancing recommendations. The goal is to tie the recommendations listed above to specific actions to be taken by Council members and support implementation of the Florida Transportation Plan. An update will be presented at subsequent meetings detailing progress made to date on each recommendation.

Future Focus Areas

The December 2015 meeting included an initial discussion of what the Council's future focus areas should be for the coming year. The March 2016 meeting will finalize this discussion. If the general consensus of the Council is to retain the existing focus areas, the 2016 the focus areas will remain as:

- Completing the System
- Safety
- Cultural Change
- Health

Public Input & Comment

In order to expand public access to the Council's decision-making process, the Florida Bicycle and Pedestrian Partnership Council initiated a four pronged approach to public involvement. This process has guided the Council's efforts to ensure the most effective means of providing information and receiving public input on bicycling and pedestrian issues. The process included the following activities:

Input at Meetings

Public comment and input is an important aspect of the Florida Bicycle and Pedestrian Partnership Council's efforts. Time is reserved on the agenda at the beginning and end of each meeting to give the public adequate opportunity to provide feedback to the Council.



Media Coverage

The Florida Bicycle and Pedestrian Partnership Council meetings are open to the public and media. At the September 23, 2015 meeting, the Florida Channel taped the Council's meeting, which aired that evening. The Council has also been mentioned in news articles.

Website

The public is afforded access to all of the information provided at the meetings, in addition to bicycle and pedestrian best practices, news clip articles, U.S. Bike Route information, and upcoming events through the Florida Bicycle and Pedestrian Partnership Council's website: <http://www.FDOTBikePed.org>.

Transparency

The Florida Bicycle and Pedestrian Partnership Council operates under Florida's Government in the Sunshine Law (286.011, Florida Statutes), commonly referred to as the Sunshine Law, which provides persons the right of access to governmental proceedings. The law applies equally to elected and appointed boards, and also to any gathering where two or more members of the same board may discuss matters which could foreseeably come before that board for action. There are three basic requirements of Florida's Sunshine Law:

- (1) meetings must be open to the public;
- (2) reasonable notice of such meetings must be given; and
- (3) minutes of the meetings must be taken.

Meetings of the Florida Bicycle and Pedestrian Partnership Council are open to the public and are noticed in the Florida Administrative Weekly one week in advance of the meetings. In addition, meeting summaries are posted on the Council's website.

Summary

The Florida Bicycle and Pedestrian Partnership Council was convened to provide policy recommendations to FDOT and its transportation partners on the state's walking,





bicycling and trail facilities. The Council's three meetings throughout 2015 covered a variety of topics relevant to bicycle and pedestrian planning, which helped to generate ideas for further Council discussion and ultimately produced an evolving set of recommendations. At each meeting, Council members were given opportunities to voice opinions, raise specific issues, and contribute towards the dissemination of bicycle and pedestrian related information as part of a forum of critical stakeholders and community members.

Throughout the year the Council developed a set of recommendations that continued to focus on four key topics: Completing the System, Safety, Cultural Change, and Health. Working with FDOT and its transportation partners, these recommendations will be addressed in 2016 to aid future bicycle, pedestrian and safety planning efforts.



Appendix 1: Council Overview

The Florida Bicycle and Pedestrian Partnership Council's overarching mission is to promote the livability, health and economic benefits of bicycle and pedestrian activity by providing guidance to FDOT, its transportation partners and other stakeholders on policy matters and issues affecting the bicycle and pedestrian transportation needs of the State of Florida. The first meeting of the Council took place on June 28, 2010. One of the first items the Council discussed was the adoption of its *Charge*—a description of the Council's role and responsibilities in making Florida and its communities more pedestrian and bicycle friendly. In addition to the *Charge*, the Council has developed four annual *Work Plans* over the years (2010/11, 2012/13, 2013/14, and 2015) that are organized around the annual activities of the Council. The *Charge* and the *Work Plans* have been the foundation of the Council's efforts.

The following sub-sections of Appendix 1 include a description of the Council's *Charge*, a document that explains the Council's duties; the Council's *Work Plan*, a document that lays out the meeting schedule and planned actions for the Council throughout the year; the Council's *Procedures and Guidelines*, a document that describes the consensus process used in the conduct of its meetings; the Council's *Roles and Responsibilities*, a document that describes the roles of members and staff; and a list of the Council's partner organizations.

Council Charge

An initial version of a *Charge* was presented for review and comment at the Council's first meeting in 2010. This version was accepted by the Council, with minor modifications, at its second meeting. At the Council's meeting in November 2011, members reviewed, refined and accepted a revised *Charge* that more fully reflected the nature and scope of Council activities, as those had evolved during the preceding year. In September 2012 and in September 2015 the Council made a few additional minor modifications reflective of bicycle and pedestrian mobility and safety.

Below is the revised *Charge* that emerged from the September 2015 meeting.

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. Recommendations and best practices will be organized consistent with the Council's focus areas.

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

Council Work Plan

The bullet points below outline the Council's Work Plan for 2015 as well as the transition to the beginning of the 2016 meeting cycle as coordinated with the meeting schedule. The December 2015 meeting concluded the work of the Council's year-long effort in preparing an Annual Report, as well as identifying focus areas for the coming year.

March 10, 2015 Council Meeting

- Review the BPPC Charge, Procedures, Guidelines and Website
- Review and discuss draft BPPC Work Plan for 2015
- Receive updates from agencies and other partners
- Receive presentation on the FTP/SIS Steering Committee process
- Review and discuss role of the BPPC in the FTP update process
- Review and discuss potential BPPC recommendations for the FTP
- Review 2015 meeting calendar



September 23, 2015 Council Meeting

- Review and discuss revision of the Council's Charge
- Review and discuss updated BPPC Work Plan for 2015/2016
- Receive updates from agencies and other partners
- Receive an update on post legislative activities and potential implications
- Receive an update on bicycle and pedestrian issues from the TRANSPLEX Conference
- Receive a presentation on "Complete Streets Savvy"
- Receive an update on the Complete Streets Implementation Team
- Receive a presentation on the FTP Visioning Report and Initial Draft Goals and Objectives Recommendations (related to bicycle and pedestrian issues)
- Review the 2015/2016 meeting calendar

December 9, 2015 Council Meeting

- Receive updates from agencies and other partners
- Receive an update on the FTP/SIS Update process
- Receive an update on Alert Today Florida (Florida's version of Vision Zero)
- Receive presentation on the Economic Benefits of Walkable Communities
- Receive presentation on Designing Communities for Pedestrian Mobility
- Receive an update on SUNTrail and FDOT implementation plans
- Receive presentation on Department of Health Initiatives
- Receive an update on FDOT Complete Streets Initiative
- Review and discuss innovative ideas in Florida and other states
- Review and discuss draft Annual Report and potential BPPC recommendations
- Discuss potential approach for identifying Focus Areas for 2016 Work Plan

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

Council Procedures & Guidelines

The Council in 2011 approved a set of procedures and guidelines for the conduct of its meetings, which are the same procedures and guidelines that were used during the Council's 2015 meeting cycle. Below are the Council's "Procedures and Guidelines."

The Bicycle and Pedestrian Partnership Council will seek consensus decisions on its recommendations to bicycle and pedestrian partners, including FDOT. General consensus is



a participatory process whereby, on matters of substance, the members strive for agreements which all of the members can accept, support, live with or agree not to oppose. The Council will develop its recommendations using consensus building techniques with the assistance of facilitators, such as the use of brainstorming, acceptability ratings and prioritizing approaches. In instances where, after vigorously exploring possible ways to

enhance the members' support for the final decision on a package of recommendations, the committee finds 100 percent acceptance or support is not achievable, final decisions will require at least an 80 percent favorable vote of all members present and voting. This super-majority decision rule underscores the importance of actively developing consensus throughout the process on substantive issues with the participation of all members to arrive at final recommendations with which all members can agree.

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

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

Council Roles & Responsibilities

The Council in 2011 approved a set of roles and responsibilities for the Council members, which are the same roles and responsibilities that were used during the Council's 2015 meeting cycle. Below are the Council's "Procedures and Guidelines."

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



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

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

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

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



Appendix 2: Council Meeting Summaries

The Council held three full day meetings in Tallahassee during 2015, which have been detailed in this report to document the Council's progress over the past year. Attendees, aside from Council Members, included one or more facilitators, FDOT staff and consultant support, and observers from planning organizations, additional state partner agencies, and relevant stakeholders.

March 10, 2015 Meeting

The March 10, 2015 meeting was held at the FDOT Central Office Burns Building Auditorium. The meeting opened with introductions and a briefing on the agenda. Directly following these opening remarks was a recap of the Councils' activity since the previous meeting, as well as the identification of areas of focus in 2015-2016 provided by the Florida Conflict Resolution Consortium (FCRC) Consensus Center, the facilitators for the Council. The FCRC provided an overview of the draft 2015-2016 Work Plan based on the focus areas identified by the Council.



The FDOT Safety Office provided a status update on the Florida Bicycle/Pedestrian Focused Initiative, along with a discussion that Governor Scott declared March as Florida's "Bike Month." The Safety Office created a series of new promotional materials—focused on elements of design, outreach, education, and coordination with emergency medical response—to help promote Bike Month.

FDOT's Office of Roadway Design provided information on the status of FDOT's Complete Streets Policy implementation, which the Bicycle & Pedestrian Partnership Council helped draft. The Complete Streets Policy was adopted by FDOT on September 17, 2014, and an Implementation Team has been assembled to focus on modifying FDOT's policies, manuals, and other documents to support the new policy. After holding four workshops, FDOT is assessing how to implement the proposed changes.

Following the presentation, the Florida Department of Environmental Protection's Office of Greenways and Trails (OGT), provided an update on the status of the Florida Greenways and Trails System (FGTS) opportunity maps. Drafts were ready for review earlier that year, and the final maps will be completed in December 2015. The OGT will also be updating one of the Appendices of the original 1998 Greenways and Trails Plan which covers design guidelines (mostly for unpaved



trails). The OGT is also working with a consultant on how to close the gaps in the Coast-to-Coast Connector into a single unified trail.

The Florida Department of Economic Opportunity (DEO) addressed the importance of coordination between local governments and state agencies in re-imagining and/or modifying corridors through communities to support a wide variety of users and activities. The Council discussed the importance, and need, in retrofitting corridors to be safer and attractive for all users as a catalyst for economic development.

The Florida Department of Health (DOH), then provided an update on its activities; including a discussion of an injury prevention grant, where one of the categories of the grant is distracted driving. DOH is trying to encourage state agencies to put into place a policy that prohibits DOH employees from using electronic devices, such as cell phones, while driving on state business. DOH is anticipating to be able to work with its Work Loss unit to develop similar policies for individual staff members, and eventually have all state agencies incorporate these rules into their policies. DOH is also focusing on a state grant to promote a statewide policy on Complete Streets, and is looking for other ways to promote the development of local policies related to Complete Streets.

Council members were provided an update on relevant legislation. An update was provided on SB 1554, which consists of proposed trail language that has been split into 3 separate bills. Also, updates were provided on SB 1186, which included language related to autonomous vehicles, and SB 918, which is referred to as the Florida Spring and Aquifer Protection Act. The Council was also informed of a proposed update related to the Railway Walkway bill on railroad safety that would require a 2-foot walkway parallel to railways.

There was a presentation on the Florida Transportation Plan (FTP)-Strategic Intermodal System (SIS) Steering Committee Process. The FTP is Florida's Long Range Transportation Plan, while the SIS contains policies and guidance for planning and implementing Florida's Strategic Intermodal System. An FTP/SIS Steering Committee has been convened with 35 members that represent the varied viewpoints of the state's transportation stakeholders and organizations.

The FCRC Consensus Center guided Council members through a set of themes and principles that were identified by members at the December 2014 BPPC meeting as an initial reflection of the Council's recommendations. These themes and principles, together with the compiled recommendations of the Council were used to develop an initial set of Council input to be submitted to the Steering Committee updating the Florida Transportation Plan (FTP). Each of the themes and principles were reviewed as an initial reflection of the Council's recommendations.



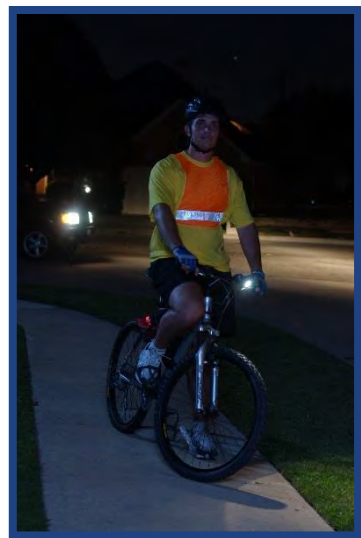
Each set of recommendations previously adopted by the Council were reviewed, one year at a time, and attention was drawn to the recommendations that seem most applicable to the FTP.

The final two items on the Council's agenda were a review of its meeting calendar for 2015, and a public comment period to provide citizens an opportunity to offer comments or suggestions for the Council to consider.

September 23, 2015 Meeting

The September 23, 2015 meeting was held at the Florida Department of Education Building in Tallahassee, Florida. The meeting opened with introductions, a briefing on the agenda, and an open public comment period. New Council members were introduced and Carmen Monroy (Director of FDOT's Office of Policy Planning) was recognized as the new Chair of the Bicycle and Pedestrian Partnership Council. Following the opening remarks and public comment, a recap of the Councils' activities since the previous meeting was provided by the Florida Conflict Resolution Consortium (FCRC) Consensus Center, the facilitators for the Council.

The Council was briefed on the Florida Transportation Plan/Strategic Intermodal System Update. The Council was also briefed of a new trail program called SUN Trail (shared-use network trail). The program will provide \$25 million annually to support FDOT in the completion of a statewide shared use non-motorized trail system. FDOT is working closely with the Florida Department of Environmental Protection's Office of Greenways and Trails (OGT), along with the Greenways and Trails Council, to ensure that the projects are consistent with MPO and local government (for areas not within an MPO) priorities.



FDEP's OGT then provided an update on the status of the Florida Greenway and Trails System (FGTS) opportunity maps that are being updated this year. OGT has held 6 regional Opportunity Map update public meetings throughout the state (Panama City, Winter Garden, Ft. Lauderdale, Sarasota, Tallahassee, and Jacksonville), with approximately 30 attendees at each meeting. Public comment will close on October 23, 2015. Comments will be reviewed and incorporated into the maps as appropriate. The Draft updates will be presented to the Florida Greenways and Trails Council at their December 2015 meeting for review and approval. It was also noted that the OGT acquisition cycle has closed. In all, 13 applications were submitted, of which 12 met all of the submission requirements. Site visits will begin towards the end of October. Projects will be



presented to the Florida Greenways and Trails Council at their December 2015 meeting for approval.

The Florida Department of Economic Opportunity (DEO) briefed the Council on the two recipients of its Technical Assistance Planning Grant. The Coast-to-Coast Connector received an Urban-Rural Design Overlay grant. The design overlay will provide a unifying theme for existing trail segments, create conceptual illustrations of key trailside amenities, and identify a branding image. The second recipient of the Technical Assistance Planning Grant was the Southwest Florida Rail Corridor Preservation Plan. The Plan will help local governments determine the steps necessary to preserve corridors in the long-term that promote multi-modal transportation uses. In addition, the Council was informed DEO has been working on a Pedestrian Mobility Design Guidebook and would appreciate feedback from the Council.

The Florida Department of Education (DOE) briefed the Council on DOE's interpretation that safe ways to school includes transportation by school bus, including the conditions to and from the bus stop.

The Florida League of Cities informed the Council of several events taking place in November, including the "Share the Road Celebration of Cycling" (November 13-15, 2015), in Clermont, Florida. The "Horrible Hundred" took place on November 15th in Clermont in conjunction with the Share the Road Celebration of Cycling event. There was also an event in Miami called WHEELS MIAMI, which took place on November 11-15, 2015 that consisted of a five day expo exploring multi-modal transportation in the region.

The Florida Public Transportation Association (FPTA) provided an update on its activities. FPTA is working to draft legislative language that will give transit systems greater flexibility to release video footage to law enforcement. In 2014, transit system video information was deemed "confidential and proprietary" by a judge, which limited the ability of transit agencies to release video footage to local law enforcement. This footage is useful in determining what happened during an accident, including pedestrian and bicycle accidents.

The Florida Bicycle Association (FBA) provided an update on several bicycle and pedestrian related bills that would be of interest to the Council. HB 253 would cause drivers to be held more accountable in the event of a collision with a pedestrian or bicyclist. SB 332, a traffic safety bill, would prohibit the passing and turning in front of a vulnerable user in an unsafe manner. HB 25 would prohibit texting while driving in a school zone and provides enhanced penalties for doing so, and SB 328 would authorize law enforcement officers to stop motor vehicles and issue citations as a primary offense to anyone texting while driving. FBA also provided an updated on the



"Cycling Savvy" training program, which offers several different courses to educate cyclists on safety through various real life scenarios that can happen while riding.

FDOT's Office of Policy Planning provided an update on the TRANSPLEX Conference, which was held on August 24-25, 2015, in Orlando, Florida. The number one ranked topic was Complete Streets, with Bike/Ped being the second. The focus of the presentation was how the Council could play a role in addressing bicycle and pedestrian issues identified at TRANSPLEX.

FDOT's Roadway Design Office updated members on the progress of the Complete Streets Implementation Team and plans for moving forward. Four workshops have been held, with stakeholders and representatives of each of the FDOT Districts in attendance. Smart Growth America assisted FDOT identify a five-part implementation framework for the policy, and a major component of that is revising FDOT's guidance documents, standards, and manuals. It also involves managing internal and external communication and collaboration during implementation.

FDOT's Office of Policy Planning provided an update on the FTP/SIS Update process, including an overview of the FTP Vision Element and progress to date. The various elements of the plan were reviewed, including the FTP Policy Element, the SIS Policy Element, and the FTP and SIS Implementation Plans. Workshops have been held throughout the state to obtain input from stakeholders. Over 200 participated in an FTP/SIS Open House following TRANSPLEX in September 2015. Biking and walking were identified as key emphasis areas by the participants.

The final item on the Council's agenda was a second public comment period to provide citizens an opportunity to offer comments or suggestions for the Council to consider. Input from the meeting will be used to draft the Council's statements for review at the next meeting as potential recommendations for the Annual Report.

December 9, 2015 Meeting

The December 9, 2015 meeting was held at the FDOT Central Office Burns Building Auditorium. The meeting opened with introductions, a briefing on the agenda, and an open public comment period. A recap of the Councils' activities since the previous meeting was provided by the Florida Conflict Resolution Consortium (FCRC) Consensus Center, the facilitators for the Council. The FCRC also provided an overview of the revised 2015-2016 Work Plan.



The Florida Department of Environmental Protection's (DEP) Office of Greenways and Trails (OGT) briefed the Council on its update to the land and water trail opportunity maps. These maps serve as the vision for existing and planned trails in the state. After a series of six public workshops around the state, the updated maps will be presented to the Florida Greenways and Trails Council on December 14th and 15th. During this meeting there will also be a discussion about the criteria for prioritizing regional trail systems. There will also be a proposal to designate the Coast-to-Coast Connector as the number one priority for SUN Trail funding.

The Florida Department of Economic Opportunity (DEO) provided an update on its work with local governments and non-governmental organizations on three trail projects: the Ludlam trail in Miami-Dade County and the City of Miami; the Coast-to-Coast Connector trail; and the proposed Chattahoochee to Bristol trail. Other activities DEO is currently involved with include: providing technical assistance to communities related to comprehensive planning and the incorporation of Complete Streets, and refining the draft "Designing Communities for Pedestrian Mobility" report to aid communities improve pedestrian mobility.

The Federal Highway Administration (FHWA) provided an update on several items including updates to several guidance documents and the signing into law of the Fixing America's Surface Transportation Act, known as the "FAST Act." This law guarantees long-term funding for surface transportation projects. In addition, FHWA briefed the Council on the USDOT's Mayor's Challenge, which challenges elected officials to take action on improving safety for bicyclists and pedestrians. The Council was also briefed on several grant opportunities, including the Smart City Challenge to create a fully integrated city that uses data and technology to move people and goods.

The Rails to Trails Conservancy briefed the Council on its activities and discussed proposed legislation the Conservancy is watching. These include SB 570, a bill that would create a state park entrance fee holiday, which would prohibit DEP's Division of Recreation and Parks from charging day use entrance fees at state parks for a one-year period starting July 1, 2016.

The Florida Bicycle Association provided a legislative update. The Association is continuing to monitor: HB 253, HB 25, SB 332, SB 328, and SB 904. The Council was also informed that the Association's Complete Streets Savvy (CSS) presentation has been presented at nine venues to over 400 people, not including TV audiences and online viewers (a video of the presentation is available on City of Oldsmar website).



The Florida Department of Health (DOH) introduced Ernie Bradley to the Council, who will be taking the lead on their Complete Streets and Early Childhood Programs. The DOH also briefed the Council on the Healthiest Weight Florida Initiative, along with its five strategies: Physical Activity, Nutrition, Schools, Worksites, and Marketing and Community Outreach. The briefing also covered several other programs DOH is involved with related to bicycle and pedestrian planning activities.

FDOT's Office of Policy Planning provided an update on the Florida Transportation Plan (FTP)/Strategic Intermodal System (SIS) Policy Plan Update process. The various elements of the plans were reviewed, including the FTP Policy Element, the SIS Policy Element, and the FTP and SIS Implementation Plans. Goal areas and strategies were identified in the Draft FTP Policy Element, which relate to bicycle and pedestrian planning. Throughout 2016 FDOT will be focusing on the Implementation Element of the plan through the identification of emphasis areas with key actions over the next 5 to 25 years.

The Florida Department of Economic Opportunity (DEO) briefed the Council on the "Economic Benefits of Walkable Communities," followed by a second briefing on the "Designing Communities for Pedestrian Mobility" report. This report was prepared to assist communities improve pedestrian mobility and provide guidance on how to create a truly walkable community.

FDOT's Systems Planning Office provided an update on the SUNTrail Program. Currently, \$25 million per year is being allocated to the SUNTrail Network from the distribution of new vehicle tag revenues. The briefing included an overview of the program, eligibility criteria, and implementation plans.

FDOT's Office of Roadway Design briefed the Council on the Complete Streets Implementation Plan, which includes: revising guidance, standards, manuals, policies, and other documents; updating decision-making processes; modifying approaches for measuring performance; managing internal and external communication and collaboration during implementation; and providing ongoing education and training. Following the overview, Council members provided input on how their respective agencies and organizations could contribute to implementing Complete Streets concepts throughout the state.



The final items on the agenda included a review of the Council's Draft Recommendations for the coming year, which included feedback and comment from Council members. The Council then reviewed the 2016 quarterly meeting schedule, along with the draft Recommendation and Performance Template. A second public comment period was offered to provide citizens an opportunity to offer comments or suggestions for the Council to consider.





Appendix 3: Glossary

Coast-to-Coast Connector

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

Community Traffic Safety Teams (CTSTs)

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

Complete Streets

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

Context Sensitive Solutions

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

Efficient Transportation Decision Making (ETDM)

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



Federal Highway Administration (FHWA)

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

Florida Department of Highway Safety and Motor Vehicles (DHSMV)

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

Florida Greenways and Trails System (FGTS) Plan

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

Florida Greenways and Trails Council

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

Florida Greenways and Trails Priority Network

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

Florida Office of Greenways and Trails Program

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

Florida Greenbook

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



Florida Transportation Plan (FTP)

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

Florida Plans Preparation Manual

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

Human Environment

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

Intermodal

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

Livability

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

Livable Communities

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

Local Comprehensive Plan

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

Memorandum of Agreement (MOA)

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

Metropolitan Planning Organization

An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state, transportation plans and programs in metropolitan areas containing



50,000 or more residents. MPOs are responsible for the development of transportation facilities that will function as an integrated transportation system through the coordination of transportation planning and funding decisions.

Mode Shift

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

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

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

Multimodal

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

Multiuse Trails / Shared Use Paths

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

Pedestrian and Bicycle Strategic Safety Plan (PBSSP)

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

Regional Planning Council

An organization that promotes communication, coordination and collaboration among local governments, metropolitan planning organizations and other local regional authorities on a broad range of regional issues, including transportation and land use planning. There are 10 Regional Planning Councils in Florida.



Right-of-Way (ROW)

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

Secretary's Bicycle/Pedestrian Focused Initiative

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

Strategic Highway Safety Plan (SHSP)

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

State Health Improvement Plan (SHIP)

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

Sustainable Communities

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

Sustainability

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

Traditional Neighborhood Development (TND)

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



Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) is a federal program authorized under MAP-21 that provides funding for projects, including on- and off-road bicycle and pedestrian facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and safe routes to school projects. The TAP program replaces funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them up into a single funding source.

Florida's Bicycle/Pedestrian Focused Initiative



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


BPPC Update – March 1, 2016

Road Map

- What is Vision Zero?
- US Vision Zero Initiatives
- USDOT Mayors Challenge
- Florida's Vision
- Comparison



What is Vision Zero?



Vision Zero began in Sweden in October 1997 as a multi-national traffic safety project which aimed to achieve a highway system with no fatalities or serious injuries.

The core principle of the vision is:

'Life and health can never be exchanged for other benefits within society'

Note: Vision Zero does not target a reduction in crashes. It targets a reduction in the severity of the outcome of crashes.

What is Vision Zero?




Vision Zero is based on four principles:

- Ethics:** Human life and health are paramount and take priority over mobility and other objectives of the road traffic system
- Responsibility:** providers and regulators of the road traffic system share responsibility with users;
- Safety:** road traffic systems should take account of human fallibility and minimize both the opportunities for errors and the harm done when they occur; and
- Mechanisms for change:** providers and regulators must do their utmost to guarantee the safety of all citizens; they must cooperate with road users; and all three must be ready to change to achieve safety.



What is Vision Zero?



Other principles were added to Vision Zero in order to ensure that motorists would comprehend the full extend of the movements purpose:

- Traffic deaths and injuries are preventable; therefore, none are acceptable.
- People will make mistakes; the transportation system should be designed so those mistakes aren't fatal.
- Safety is the primary consideration in transportation decision-making.
- Traffic safety solutions must be addressed holistically.

What is Vision Zero?




Dutch and Swedish Policies include designing roads to lessen the outcome in the event a crash occurs.

The Netherlands take a sustainable safety approach that acknowledges in that the majority of crashes humans are to blame, and promotes designing roads to be "self-explaining" thus reducing the likelihood of crashes.

Note: Self-explaining roads should be easy to use and navigate and self-evident to road users where they should be and how they should behave.

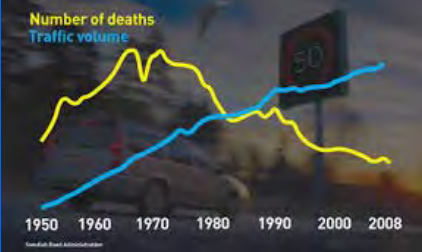


Does Vision Zero Work?



Not exactly as planned, but it is working.

They've moved their target date to 2050, but the absolute number of traffic fatalities in Sweden continues to fall – even though traffic volume continues to increase.



Number of deaths
Traffic volume

1950 1960 1970 1980 1990 2000 2008

US Vision Zero Initiatives



In the US reducing crashes, fatalities and serious injuries has always been a national goal, but in the past, transportation system success was typically measured in speed (travel times) and through-put (traffic volumes) rather than safety.

The idea of "Zero" caught on and became radically powerful in the United States over the past few years.

The first US initiative began in Chicago in 2012:



The "Chicago Forward Action Agenda Plan" aimed to reduce transport deaths to zero in 10 years.

US Vision Zero Network



The US focused Vision Zero Network launched in April 2015 to advance safe streets.



VISION ZERO network
Building a new norm for safe mobility
www.visionzeronetwork.org

US Vision Zero Network

From Seattle to New York City, San Diego to Washington, D.C. a number of leading cities have committed to Vision Zero — while many others are considering and working toward such a commitment.

So what makes a Vision Zero City?

One that meets the following minimum criteria:

- A clear goal of eliminating traffic fatalities and severe injuries has been set.
- The Mayor has publicly, officially committed to Vision Zero.
- A Vision Zero plan or strategy is in place, or the Mayor has committed to doing so in clear time frame.
- Key city departments (including police, transportation and public health) are engaged.

Cities in the Vision Zero Network

Vision Zero Cities

13 Vision Zero Commitments

12 Vision Zero Considerations

Updated September 2015

Mayors Challenge

US DOT Secretary Foxx called for Safer People Safer Streets in February 2015.

This was announced as the "Mayors Challenge"

A call to take significant action to improve safety for bicyclist and pedestrians of all ages and abilities within a one year period.

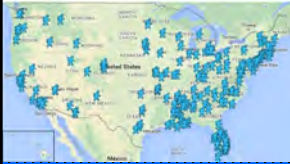
Challenge Activities:

1. Complete Streets
2. Fix Barriers - Create Safer Communities for Walking and Biking
3. Gather and Track Data
4. Design Right
5. Create Networks
6. Improve Laws - Pedestrian Right of Way Laws and Driver Compliance
7. Educate and Enforce -- High Visibility Enforcement

Mayors Challenge vs Vision Zero


230 Municipalities across the nation have committed to the Mayors Challenge

Mayors' Challenge Locales as of June 24, 2015



This is significantly different than the Vision Zero Network where only 13 Cities have committed.

Vision Zero Cities




Mayors Challenge

36 Municipalities in Florida have committed to the Mayors Challenge

Tampa	FL
St. Petersburg	FL
Bradenton	FL
Longwood	FL
North Bay Village	FL
South Miami	FL
Sarasota	FL
Orlando	FL
Boca Raton	FL
Delray Beach	FL
Swine	FL
Prosser	FL
Key West	FL
Jacksonville	FL
Miami Dade	FL
Tampa	FL
Orange City	FL
Altamonte	FL
East Conover	FL
Lauderhill	FL
Lauderdale Lakes	FL
West Palm Beach	FL

1 City in Florida has committed to Vision Zero
1 Florida City is considering Vision Zero



Updated November 2015

Florida's Vision — Driving Down Fatalities

Transportation System Safety and Security is among the state's highest commitments to its residents and visitors.

Safety improvements save lives, enhance quality of life, and support Florida's economic competitiveness.

Driver behaviors, infrastructure, innovations in technology, enforcement and education, and even environmental factors such as weather and the natural environment affect transportation safety in Florida.

**Florida's Long Term Goal:
Zero Fatalities**



DRIVING DOWN FATALITIES

Florida Department of Transportation
www.floridadoth.com/safety

Florida's Multipronged Approach



Florida Transportation Plan
VISION ELEMENT



Florida Strategic Highway Safety Plan



Florida Pedestrian and Bicycle Strategic Safety Plan

Arrows indicate the interconnected nature of these three plans.

Florida Transportation Plan

Over the next 50 years...



VISION ELEMENT

Vision Elements

- Safety and Security for residents, visitors, and businesses
- Efficient and Reliable Mobility for people and freight
- Transportation solutions that support Florida's global Economic Competitiveness
- Transportation solutions that enhance Florida's Environment and Conserve Energy
- Agile, Resilient and Quality transportation infrastructure
- More Transportation Choices for people and freight
- Transportation solutions that support Quality Places to live, learn, work, and play

Florida Transportation Plan

Safety and Security for Residents, Visitors, and Businesses



POLICY ELEMENT

A fatality free transportation system and the ability to travel any mode without fear of serious crash or other incident

Achieving zero deaths on our transportation system is a long term aspiration, but begins with focused efforts to achieve a significant reduction in the number of crashes, particularly those involving fatalities and serious injuries, each year.

Florida's Strategic Highway Safety Plan

Vision: To provide a safer surface transportation system for residents, businesses, and visitors.

Mission: The State of Florida, utilizing engineering, enforcement, education, and emergency response, will focus resources where opportunities for safety improvements are greatest.

Goal: Five percent annual reduction in fatalities and serious injuries.

Emphasis Areas:	Continuing Priorities:
Aggressive Driving	Occupant Protection
Intersection Crashes	Impaired Driving
Vulnerable Road Users	Traffic Data
Lane Departure Crashes	



November 2013

Florida's Strategic Highway Safety Plan

In the process of being updated

Currently collecting stakeholder and partner input

Emphasis Areas:	Continuing Priorities:
Aggressive Driving	Occupant Protection
Intersection Crashes	Impaired Driving
Vulnerable Road Users	Traffic Data
Lane Departure Crashes	


Anticipated Completion June 2016

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November 2013

Florida's Pedestrian and Bicycle Strategic Safety Plan



Vision: To provide a safe transportation system where people of all ages and abilities can walk, bike, utilize transit, and travel by automobile safely and comfortably in a pedestrian and bicycle friendly environment.

Mission: The State of Florida will use a unified, comprehensive approach to improve pedestrian and bicycle safety through leadership, innovation, and program delivery.

Goal: To improve the overall safety of pedestrians and bicyclists by reducing pedestrian and bicycle related crashes, injuries, and fatalities while ensuring that all areas of Florida's transportation system provides safe and accessible travel options for pedestrians and bicyclists.

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

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Florida's Pedestrian and Bicycle Strategic Safety Plan

In the process of being updated

Roundtable Meetings to Collect Stakeholder and Partner Input:

Miami	FDOT District Six - March 26, 2016
Ft. Lauderdale	FDOT District Four - March 28, 2016
Orlando	FDOT District Five - March 29, 2016
Gainesville	FDOT District Two - March 30, 2016
Tallahassee	FDOT District One - March 31, 2016
Borlow	FDOT District One - April 25, 2016
Tampa	FDOT District Seven - April 26, 2016


Exposure Data Stakeholder Meeting - Tentatively April 27, 2016
USF/CUTRA Tampa

Emphasis Areas:

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

Anticipated Completion
December 2016

22

<div> <h1>Comparison</h1>  </div>				
	European Vision Zero	US Vision Zero Network	US DOT Mayors Challenge	Florida's Vision
Core Principal	Life and Health	Life and Health	Public Health and Welfare	Safety and Security
Miles	Human Life and Health	Safe, Healthy, Equitable, Mobility	Quality of Life	Save Lives, Enhance Quality of Life, and Support Economic Competitiveness
Responsibility	Providers, Regulators, and Users share responsibility	Transportation Agencies, Coalitions, and Alliances	Local Municipalities	Providers, Regulators, and Users
Safety	Road Traffic Systems carry most of the burden	Transportation and Enforcement Agencies	Local Municipalities	Safety is Everyone's Responsibility
Mechanism for Change	Providers and Regulators carry most of the burden	Transportation Agencies, Coalitions, Alliances and Enforcement Agencies carry most of the burden	Transportation Agencies and Local Communities	Federal, State, and Local Government, Coalitions, Partners, and Alliances
Other Principles	Traffic deaths and injuries are preventable; therefore, none are acceptable	Most Zero acknowledges that traffic deaths and severe injuries are preventable and sets the goal of eliminating both in a set time frame with clear, measurable strategies	Prioritize walking and biking in roadway design	<ul style="list-style-type: none"> A locally free transportation system and the ability to travel are among no other kind of services crucial or without fear of serious crash or other incident Safety is the primary consideration in transportation decision making Encouraging engineering, enforcement, education and emergency response, and focusing resources where opportunities for safety improvements are greatest Use a unified, comprehensive approach to improve pedestrian and bicycle safety through engineering, innovation, and program delivery Traffic Safety Solutions are addressed holistically
	People will make mistakes; the transportation system should be designed so those mistakes aren't fatal	Vision Zero is a multi-stakeholder approach, bringing together diverse and necessary stakeholders to address this complex problem	Provide safe and efficient transportation options	
	Safety is the primary consideration in transportation decision-making		Plan for increased facility usage	
	Traffic safety solutions are addressed holistically		Improve bicycle and pedestrian accommodations into non traditional projects	Traffic Safety Solutions are addressed holistically

	European Vision Zero	US Vision Zero Network	US DOT Mayors Challenge	Florida's Vision
Engineering Goals	Safety is the primary consideration in decision making.	Focuses on dangerous intersections	Complete Streets	Identify, promote, and implement proven safety measures to reduce transportation-related fatalities and injuries
	Self Explaining Roads, Shared Responsibility Taking human fallibility into account to proactively prevent and correct errors.	Redesigning Streets	P/B Barriers	Facilitate the establishment and professionalization of state and local plans, policies, and procedures that support transportation safety, mobility, and connectivity
			Create Networks	Protect, plan, and promote complete streets implementation
			Design	Complete Engineering, Enforcement, Education, and EMS for the greatest opportunity to improve safety
Education Goals	Self Explaining Roads, Shared Responsibility	Behavior Change Campaigns	Educate to Improve Driver Compliance	Implement Data Driven Behavioral Adaptability to Improve Safety Strategically Implement Education and Enforcement Based on Community Contact Potential
Enforcement Goals	Shared Responsibility	Lowering Speed Limits	Improve Laws	Provide Training, Support, and Resources to Enforcement Agencies Revitalize High Risk Visibility Enforcement using data driven approaches to prioritization efforts Encourage and Support Enforcement Agency Goals Specific to Traffic Safety
Emergency Response Goals		Enhancing Data Driven Traffic Enforcement	High Visibility Enforcement	Identify and Pilot patterns to support proactive approaches by EMS agencies and Police Agencies Partner with EMS, Trauma, and Injury Prevention Agencies to assist with injury and evacuation efforts Develop strategies to eliminate traffic fatalities and severe injuries
Minimum Criteria		A clear goal of eliminating traffic fatalities over 100K The Mayor has publicly and officially committed to Vision Zero A Vision Zero plan or strategy is in place or committed to City Departments are engaged in transportation		State Department of Transportation encourages Selection and Problem Prevention Engage diverse state and local partners, not just growth organizations and safety advocates in problem resolution Proactive and Effective Enforcement of all laws



March is
Florida Bike Month

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


Florida Bike Month March 1 - 31, 2016


Florida Bike Month

Starting off on
the "Right Foot"

Champions Ride for Bicycle Safety

Champions Ride for Bicycle Safety





Scott Lagasse Jr.
Team SLR

<https://www.youtube.com/watch?v=bc3CaXv4r4o>

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Champions Ride for Bicycle Safety







<https://www.youtube.com/watch?v=Ebq95UjQH3s>

8

Questions






9

Transportation and Health

1

TOOLS & NEXT STEPS FOR EMPOWERING COMMUNITIES


PRESENTER: ERNIE BRADLEY
DATE: MARCH 1, 2016



Overview

2


- About Healthiest Weight Florida
- Transportation and Health Tool
- Discussion




Healthiest Weight Florida

3

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






5 Strategies

4

- Physical Activity:** Integrate physical activity every day in every way
- Nutrition:** Make healthy food available everywhere
- Schools:** Strengthen schools as the heart of health
- Worksites:** Empower employers to provide healthy worksites
- Marketing & Community Outreach:** Market what matters for a healthy life



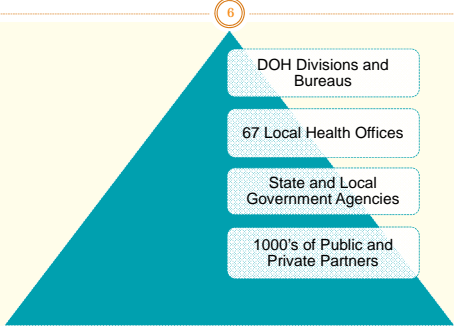
6 Healthy Places

5



Strength in Numbers

6



- DOH Divisions and Bureaus
- 67 Local Health Offices
- State and Local Government Agencies
- 1000's of Public and Private Partners

BEIS

Transportation and Health Tool

7

Transportation and Health Tool

8

- **Contents of the Transportation and Health Tool**
 - Indicator Data
 - Indicator Profiles
 - Strategies
 - Literature and Resources

Indicator Data

9

Slide 7

BEI5

Need to rephrase second bullet

Bradley, Ernest I, 2/25/2016

Indicator Profiles

10

- This section includes information describing and relating to the indicators, such as
 - Description, including data source
 - Related strategies
 - Transportation and Health Connection
 - About the Data
 - Moving Forward
 - References

Strategies


11

- Identifies and describes 25 evidence-based policies, strategies, and interventions that can be used to address health
- The following information is provided for each strategy
 - Strategy Description
 - Related Transportation and Health Tool Indicators
 - Related Health Benefits
 - Examples the strategy in practice
 - Evidence base
 - "Where can I learn more"

Literature and Resources


12

- 5 primary pathways through which transportation influences health:
 - Active Transportation
 - Safety
 - Cleaner Air
 - Connectivity
 - Equity
- Provides general transportation and health resources




13

What are some ways you could use this tool in your work at the state or local?




14

Who else may find this tool useful?



15

How can you help get the word out about this tool?



Thank You!

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ERNIE BRADLEY

BUREAU OF CHRONIC DISEASE PREVENTION
HEALTH EDUCATOR
COMPLETE STREETS AND EARLY CARE CENTERS

FLORIDA DEPARTMENT OF HEALTH
HEALTHIEST WEIGHT FLORIDA
WWW.HEALTHIESTWEIGHTFL.COM

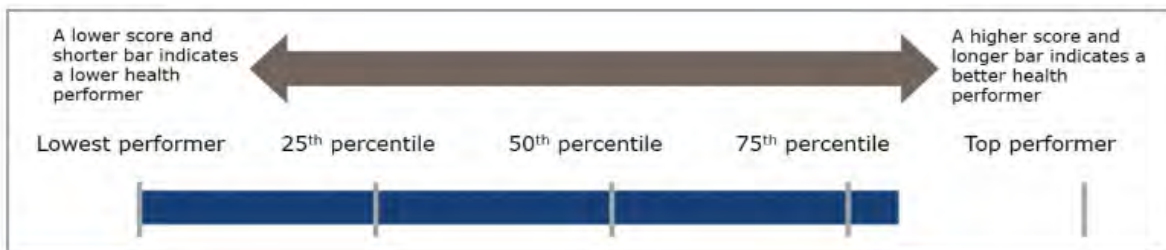
U.S. Department of Transportation Centers for Disease Control and Prevention Transportation and Health Tool

Link: <https://www.transportation.gov/transportation-health-tool>

About the Tool- The Transportation and Health Tool (THT) was developed by the U.S. Department of Transportation and the Centers for Disease Control and Prevention to provide easy access to data that practitioners can use to examine the health impacts of transportation systems. It includes the following information.

Indicator Data – Data points that measure how the transportation environment affects health issues such as safety, active transportation, air quality, and connectivity to destinations. The THT results show the raw value as well as a score from 0 to 100 that indicates what percentile the state, metropolitan area, or urbanized area is in.

INDICATOR DATA EXAMPLE: Florida



Florida

Commute Mode Share – Auto Raw Value = 89.5 Score = 40



Commute Mode Share – Transit Raw Value = 2.2 Score = 48



Commute Mode Share – Bicycle Raw Value = 0.7 Score = 64



Commute Mode Share – Walk Raw Value = 1.6 Score = 10



Complete Streets Policies Raw Value = Policy in place Score = 100

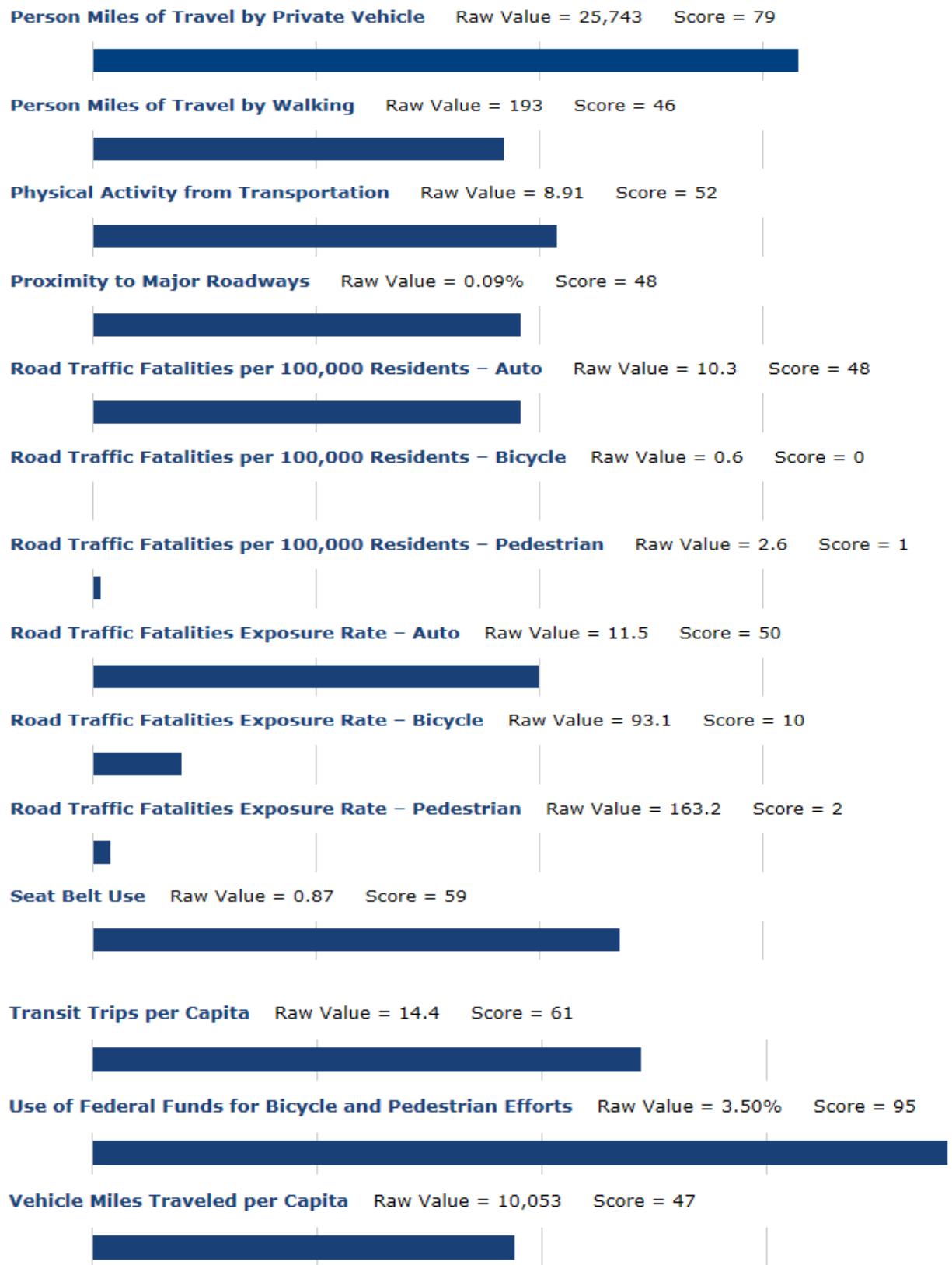


DUI/DWI Fatalities per 100,000 Residents Raw Value = 3.6 Score = 46



Person Miles of Travel by Private Vehicle Raw Value = 25,743 Score = 79





Indicator Profiles

1. Alcohol-Impaired Fatalities (state and metro area level)
2. Commute Mode Shares (state and metro area level)
 - a. By bicycle
 - b. By private vehicle, including, car, truck, van, taxicab, and motorcycle
 - c. By public transportation, including bus, rail, and ferry
 - d. By foot
3. Complete Streets Policies (state and metro area level)
4. Housing and Transportation Affordability (metro area level only)
5. Land Use Mix (metro area level only)
6. Person Miles Traveled by Mode (state level only)
 - a. A driver or passenger in a vehicle that is either moving or parked,
 - b. A bicyclist, or
 - c. A pedestrian
7. Physical Activity from Transportation (state level only)
8. Proximity to Major Roadways (state and metro area level)
9. Public Transportation Trips per Capita (state and urbanized area level)
10. Road Traffic Fatalities by Mode (state and metro area level)
 - a. A driver or passenger in a vehicle that is either moving or parked,
 - b. A bicyclist, or
 - c. A pedestrian
11. Road Traffic Fatalities Exposure Rate (state and metro area level)
 - a. A driver or passenger in a vehicle that is either moving or parked,
 - b. A bicyclist, or
 - c. A pedestrian
12. Seat Belt Use (state level only)
13. Use of Federal Funds for Bicycle and Pedestrian Efforts (state level only)
14. Vehicle Miles Traveled (VMT) per Capita (state and urbanized area level)

Strategies

1. Built environment strategies to deter crime
2. Child Passenger Safety laws, child safety seat distribution programs, education and enhanced enforcement
3. Clean freight
4. Complete Streets
5. Distracted driving
6. Encourage and promote safe bicycling and walking
7. Expand bicycle and pedestrian infrastructure
8. Expand public transportation
9. Graduated driver licensing systems
10. Health impact assessment (HIA)
11. Health performance metrics
12. High-occupancy vehicle lanes
13. Impaired driving laws
14. Improve roadway safety
15. Improve vehicles and fuels
16. Integrate health and transportation planning
17. In-vehicle monitoring and feedback

18. Multimodal access to public transportation
19. Promote connectivity
20. Ride sharing programs
21. Rural public transportation systems
22. Safe Routes to School programs
23. Seat belt laws
24. Strengthen helmet laws
25. Traffic calming to slow vehicle speeds



WHEELS CONFERENCE

Developer Agreements

November 14, 2015



Atlantic Crossing

Downtown's "Main & Main" corner featuring two levels of office space above shops and restaurants.



A green “living wall” wraps a building with apartments and ground level shops along a pedestrian promenade.

ATLANTIC CROSSING will have:

(83,000) sf Class A Office

(39,000) sf Restaurant

(38,000) sf Retail

(82) Luxury condos

(261) Rental apartments

On (9) acres

TERMS OF AGREEMENT:

- ✓ Provide male/female showers & lockers for employees. (S)
- ✓ Free bike sharing (20) bikes. (S)
- ✓ (86) inside secure bike parking spaces for tenants. (S)
- ✓ Reduced rent for tenants who do not own a car. (S)
- ✓ Meet with SAFE and South Florida Commuter Services (SFCS) after site approval to review additional Transportation Demand Management (TDM) initiatives that could be implemented. (S)
- ✓ Purchase and maintain electrical vehicle(s) to provide local transportation for tenants. (S)
- ✓ Promote a commuter tax benefit program. (S)

TERMS OF AGREEMENT continued:

- ✓ Provide Transportation Information Kiosk containing: route & schedule information for Palm Tran, Tri-Rail, Delray Roundabout, and other providers (such as Tri-Rail Coastal Link); How to start a car or van pool; Details of the emergency ride home program; Tri-Rail bicycle locker application forms. (S)
- ✓ Hire TDM Coordinator to design, prepare and distribute questionnaire to all residents, employees and patrons to develop additional TDM strategies.
- ✓ Pay for landscaped barrier to close residential street.
- ✓ Host a TDM meeting with representatives from City, CRA, DDA, C of C, and SFCS.
- ✓ Install device to count and record # of motor vehicles entering and exiting garages by hr/day, and report this activity annually to City and SAFE.

TERMS OF AGREEMENT continued:

- ✓ Provide the following information each calendar year end to SAFE and City for first (5) years following occupancy:
 - The number of non-car owning residents paying lower rent,
 - The number of times residents used a community vehicle for grocery shopping,
 - The number of times shared bicycles were used.

Uptown Delray



UPTOWN DELRAY will have:

(146) Rental apartments

(4,300) sf Retail

On (2.1) acres

TERMS OF AGREEMENT:

- ✓ Not request a waiver for an 8' wide sidewalk.
- ✓ Contribute \$12,500 toward infrastructure improvements (if warranted) within (5) years.
- ✓ Contribute 25% of all grants received from the Delray CRA to the City earmarked for City-wide TDM initiatives.

The Strand Apartments





THE STRAND will have:

(198) Rental apartments

On (3) acres

TERMS OF AGREEMENT:

- ✓ Provide a bike valet.
- ✓ Contribute \$5/month from each resident's monthly rent to the City for a (5) year period to be used for the purchase of a shuttle.

Depot Square Apartments



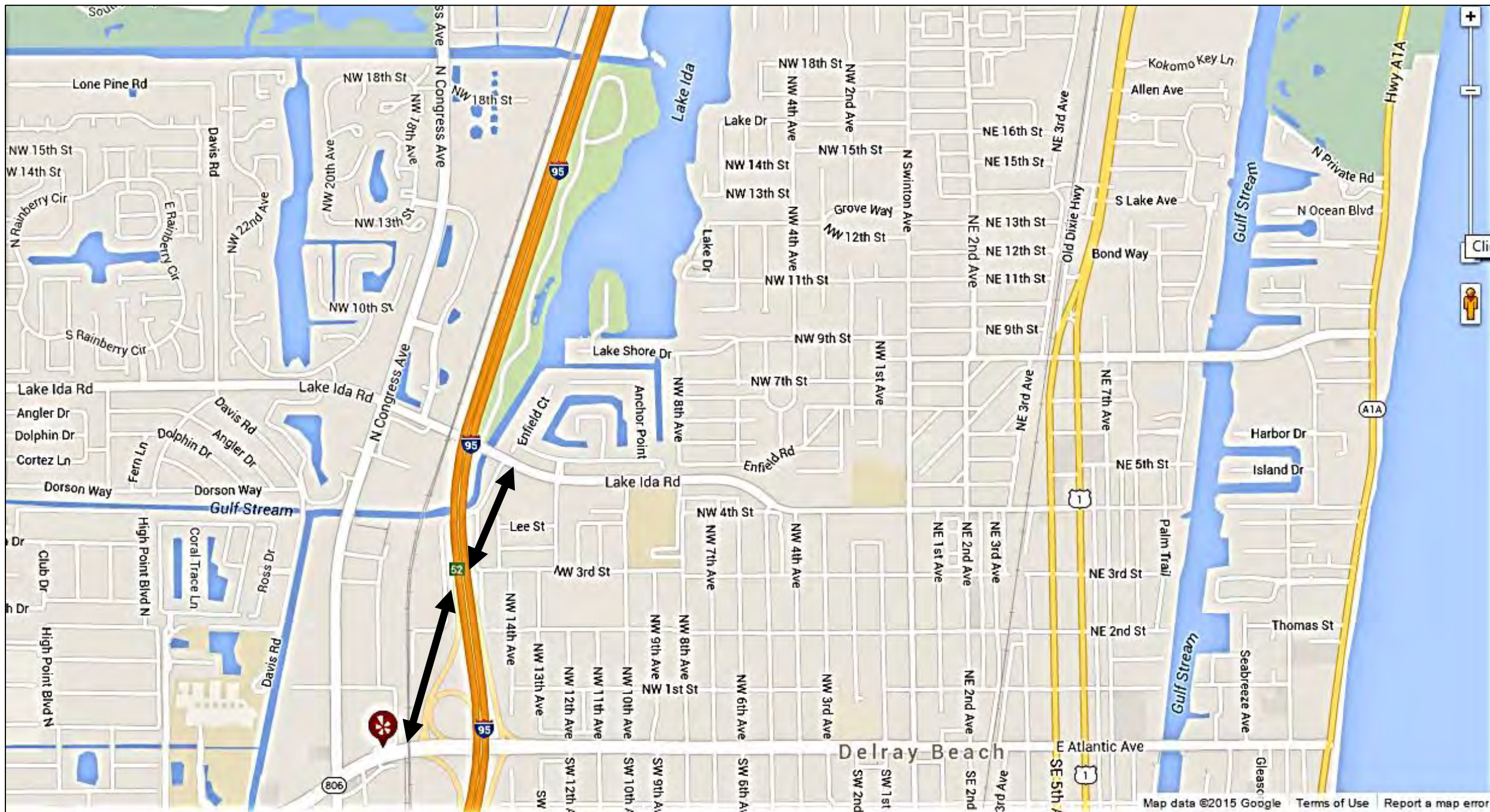
DEPOT SQUARE will have:

(284) Rental apartments

On (12.3) acres

TERMS OF AGREEMENT:

- ✓ Will install free in-unit bicycle racks upon request. (S)
- ✓ Will provide a fully equipped bicycle workshop room.
- ✓ Will pay for a (12') Greenway through the City's depot property connecting with the developer's shared use path linking Atlantic Ave with the many recreational facilities of Lake Ida Park.



SofA Offices & Lofts





SofA OFFICES & LOFTS will have:

(16,000) sf Class A office

(5,000) sf Retail

(76) Rental apartments

On (2) acres

TERMS OF AGREEMENT:

- ✓ Will provide an automatic door opening from the street to an air conditioned bike storage/shower/changing room/locker area for easy of entry / exit.

Delray Preserve





DELRAY PRESERVE will have:

(188) Luxury rental apartments

(7) Buildings

On (8 ½) acres

TERMS OF AGREEMENT:

- ✓ Will include a voucher in each move-in package for new residents entitling them to (1) Palm Tran unlimited 31-day QUIK Pass -- \$75 value. (S)
- ✓ Purchase and install (2) benches, a trash receptacle and a dog waste bag dispenser on Federal Hwy. maintained by the developer. (S)
- ✓ Contribute \$50,000 toward the cost of a City Ped/Bike TDM Coordinator.
- ✓ Will provide a bike “fixation” station.

Bike Fixation Station



iPIC



iPic will have:

(8) Screening rooms

(529) seats

(43,000) sf Class A Office

(7,000) sf Retail

TERMS OF AGREEMENT:

- ✓ Will implement telecommuting and encourage flex hours for employees working in the building.
- ✓ Register for the Tri-Rail employer discount program. (S)
- ✓ Pay developer's share of installing bike lane solar lights on Federal Hwy. contiguous to its frontage.

The Metropolitan



THE METROPOLITAN will have:

(48) Luxury condos

(5,000) sf Retail

TERMS OF AGREEMENT:

- ✓ Provide a common shower facility for the (3) small retail offices in the development.
- ✓ Contribute \$12,500 toward a “Complete Street” design.
- ✓ Contribute \$12,500 to construct a ped or traffic signal at the Atlantic Ave / E 3rd Ave intersection.

Uptown Atlantic







Randolph & Dewdney
Construction Inc.



UPTOWN ATLANTIC will have:

Fronts on (3) blocks of W. Atlantic Ave.

(116) Rental apartments with 20% workforce housing

(19,000) sf Grocery store

(47,000) sf Class A office

(30,000) sf commercial/retail

TERMS OF AGREEMENT:

- ✓ Contribute \$50,000 toward a City Ped/Bike Coordinator.
- ✓ Purchase (200) shopping carts and distribute at no charge to neighbors who live within walking distance of the grocery store.
- ✓ Provide a parklet.

(3) Examples of Pedestrian Parklets







Aloft Hotel



ALOFT will have:

S. Federal Highway between 2nd & 3rd Streets location

(121) Hotel rooms

(35) Condos

Restaurant / lounge

(6,000) sf Retail

TERMS OF AGREEMENT:

- ✓ At check-in give each hotel guest a copy of the current issue of Delray's "Guide to Downtown" pointing out the details of free local transportation on the Roundabout and Downtowner. Also have available, lobby copies of the Tri-Rail and Palm Tran schedules and timetables.
- ✓ Purchase and maintain a fleet of (12) bicycles for the use of hotel guests.
- ✓ Contribute \$100,000 for a City Ped/Bike Coordinator.
- ✓ Contribute \$30,000 toward future infrastructure costs.

Swinton Commons



Swinton Commons

Delray Beach

Located on the west end of one of South Florida's hottest retail spots, Swinton Commons will bring an added dimension to Delray Beach's Atlantic Avenue. As rents surpass \$100 per square foot and demand for quality retail and office space has increased, Delray has taken its place as the successor to Lincoln Road in Miami Beach. Only steps from the historic Sundry House, Swinton Commons will be a pedestrian destination for nearby residents and visitors alike. For the city's traveling guests, an additional 150 hotel room expansion of the Sundry House is in the predevelopment stage.





SWINTON COMMONS:

A proposed \$120 Million shopping, dining, hotel and entertainment complex north and east of the Sundry House.

TERMS OF AGREEMENT:

- ✓ Offer a \$10/day/hotel room discount for those not requiring a parking space.
- ✓ Purchase and install an “artsy” bicycle rack in the Sundy House/Swinton Commons historical village.
- ✓ Contribute \$50,000 toward a “Complete Street” design plan.
- ✓ Contribute \$1/day/hotel room towards the operating cost of the Roundabout.
- ✓ Contribute \$50,000 into for a City Ped/Bike/TDM Coordinator or a Complete Street Coordinator.
- ✓ Contribute up to \$25,000 for the cost of installing solar in-street bicycle lane lights on both sides of Swinton Ave. from Atlantic Ave. to S. 2nd St.



Bike Lanes (With Street Lights)



Bike Lanes (Without Street Lights)

IN SUMMARY . . .



Thank you Wheels!

BPPC PERFORMANCE TEMPLATE

(As of 3-01-16)

This template has been developed as a way to facilitate greater follow-up and implementation of BPPC's recommendations.

Recommendation	Responsible	Action to be Taken	Timeframe for Completion	Status
	Lead Agency & Lead Council Member			
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				



Meeting Evaluation Form

Tallahassee, Florida

March 1, 2016



Agree

Disagree

CIRCLE ONE

5

4

3

2

1

WERE THE MEETING OBJECTIVES MET?

• To review the BPPC charge, procedures, and guidelines	5	4	3	2	1
• To receive updates from agencies and other partners	5	4	3	2	1
• To review the draft 2015 BPPC Annual Report	5	4	3	2	1
• To receive a presentation on Alert Today Florida and the Strategic Highway Safety Plan	5	4	3	2	1
• To receive a presentation on Transportation and Health: Tools and Next Steps for Empowering Florida Communities	5	4	3	2	1
• To discuss private sector initiatives and innovative ideas	5	4	3	2	1
• To discuss development of the 2016 work plan and meeting calendar	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)