

## MEETING AGENDA

### Florida Bicycle and Pedestrian Partnership Council

#### 9<sup>th</sup> Council Meeting

Tallahassee, Florida

May 1, 2013 – 9:00 am to 4:00 pm

#### Meeting Objectives

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

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#### Meeting Agenda

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- 9:00 a.m. Welcome and Introductions
- 9:10 a.m. Recap of BPPC Activities To-Date
- 9:20 a.m. Updates on FDOT's Safety Initiatives (Trenda McPherson, State Bicycle/Pedestrian Safety Program Manager)
- Strategic Highway Safety Plan
  - Pedestrian Bicycle Strategic Safety Plan
  - Secretary Prasad's Pedestrian and Bicycle Focused Initiative
- 9:50 a.m. Updates on Other State Agency Plans
- 10:15 a.m. State and Federal Legislative Updates
- 10:30 a.m. Break**
- 10:45 a.m. Presentation on Communities for a Lifetime (Laurie Koburger, Department of Elder Affairs)
- 11:15 a.m. Review Previous Council Recommendations
- 11:30 a.m. Review and Discuss New Potential Council Recommendations
- 12:30 p.m. Lunch - Onsite**
- 1:30 p.m. Continue to Review and Discuss Potential Council Recommendations
- 2:45 p.m. Break**
- 3:00 p.m. Review of Best Practices Tool on Website and Potential New Additions
- 3:20 p.m. Introduce Proposed Format for BPPC Annual Report
- 3:40 p.m. Public Comment
- 3:50 p.m. Next Steps
- 4:00 p.m. Adjourn

## Florida Bicycle and Pedestrian Partnership Council

### Charge

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

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

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

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

## Florida Bicycle and Pedestrian Partnership Council

### Roles & Responsibilities

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

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

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

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

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

# **Florida Bicycle and Pedestrian Partnership Council**

## **Procedures & Guidelines**

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

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

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

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

### **2012-2013 Work Plan (May 1, 2013)**

#### **MEETING 1 – APRIL 24, 2012**

- Review activities to-date, including Council Charge and Recommendations
- Review and discuss proposed 2012-2013 Work Plan
- Review and provide input on proposed candidate projects to meet requirements for bicycles on limited access bridges
- Identify Cultural Change topics for 2012-2013 recommendation development
- Review and provide initial input to FDEP's 2012 Florida Greenways and Trails Plan Update
- Review and identify opportunities for input into Connecting the System and improving Safety

#### **MEETING 2 – SEPTEMBER 12, 2012**

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

#### **MEETING 3 – NOVEMBER 29, 2012**

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

#### **MEETING 4 – May 1, 2013**

- Receive updates on the adopted Strategic Highway Safety Plan / Pedestrian Bicycle Strategic Safety Plan
- Receive updates on related State Agency plans
- State and Federal Legislative Updates
- Receive presentation and discuss Communities for a Lifetime
- Review and discuss potential Council recommendations for BPPC Annual Report
- Review and discuss use of the Council Website to promote best practices for bicycle and pedestrian safety and design

## **MEETING 5 – LATE SUMMER / EARLY FALL 2013**

- Review and refine draft recommendations
- Approve Council's draft 2012/2013 Report
- Identify tentative meeting schedule for 2013/2014
- Identify candidate focus areas for 2013/2014

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

### **Membership List (as of April 1, 2013)**

Bob Romig, FDOT (Chair)

Jim Wood, FDOT (Co-Chair)

Samantha Browne, Department of Environmental Protection

Karen Brunelle, Federal Highway Administration

Ken Bryan, Rails to Trails Conservancy

Timothy Bustos, Florida Bicycle Association (Alternate: Ted Wendler)

Leilani Gruener, Department of Health

Jeannette Hallock-Solomon, Department of Economic Opportunity

Sue Hann, Florida League of Cities

Billy Hattaway, FDOT District Representative

Thomas Hawkins, Florida League of Cities

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

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

Trenda McPherson, FDOT Safety Office

Zoe Mansfield, Florida League of Cities

Patricia Northey, Florida Association of Counties

Carol Pulley, Pedestrian Representative

Cyndi Stevenson, Florida Association of Counties (Alternate: Andrew Ames)

M. R. Street, Department of Health

Sarah Ward, Metropolitan Planning Organization Advisory Council

Major Mark D. Welch, Department of Highway Safety and Motor Vehicles

Vacant, Florida Association of Counties

Vacant, Florida Public Transportation Association

Vacant, Transportation Disadvantaged Representative

**Florida Bicycle and Pedestrian Partnership Council**  
**Summary of Meeting**  
**November 29, 2012**

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

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

**Facilitators:**

Hal Beardall and Rafael Montalvo (FCRC Consensus Center)

**FDOT & Support Staff:**

Rob Magee, Keith Brown and Paula San Gregorio (FDOT Office of Policy Planning); Mary Anne Koos (FDOT, Office of Roadway Design); and Amie Longstreet (FDOT Office of Policy Planning/CDM Smith)

**Observers:**

Lauren Berlow and Sandra Whitehead (Florida Department of Health)

**Meeting Highlights**

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

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

The eighth Florida Bicycle and Pedestrian Partnership Council meeting commenced at 9:08 AM in Room 152 at the Betty Easley Conference Center. Bob Romig, State Transportation Development Administrator, welcomed the Council members and thanked them for their participation.

Hal Beardall of the Florida Conflict Resolution Consortium (FCRC) Consensus Center provided an overview of the Council's recommendations in the previous annual report and materials for the meeting today. He asked members to note the summary from the September meeting and offer any corrections to Rob Magee. Mr. Beardall also reminded members that they are subject to the Sunshine Law.

**Recap of BPPC Activities To-Date**

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

- The Council's Charge
  - Develop policy recommendation to bicycle and pedestrian partners
  - Provide advice and input on bicycle and pedestrian issues
  - Support identification and promotion of best practices
  - Provide an opportunity to exchange and understand policy information
- The Council's Role and Responsibilities
- Reviewed the Council's Recommendations including those for:
  - Investment Priorities
  - Performance Measures
  - Safety
  - Coordination
  - Funding
- Reviewed of the Work Plan for 2012-2013; particularly the four focus areas of:
  - Contributions to Connecting the System
  - Safety

- Cultural Change
- Health
- The Council's next Meeting will focus on
  - Legislative Preview
  - Website Review which will provide a resource for Best Practices
  - Refine the Draft Recommendations
  - Review the Draft Annual Report

Following Mr. Beardall's update on the Council's activities, 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:*

Will there be an opportunity to discuss the federal transportation bill Map-21? It would be good to understand what the application cycle looks like.

*We can discuss further as part of the potential recommendations later today.*

### **FDEP's 2012 Florida Greenways and Trails System Plan Update**

Mr. Jim Wood, with the Department of Environmental Protection, presented an update of the 2012 Florida Greenways and Trails System (FGTS) Plan. Mr. Wood's overview of the FGTS Plan included the Plan's major goals and the Land Trails and Paddling Trails project opportunities and priorities maps that support the Plan's prioritization process. The prioritization process was developed around the Plan's Goals, Strategies and Objectives to direct resources toward closing gaps identified by the Districts, MPOs and locally identified priorities. Mr. Wood concluded his presentation by providing a schedule of the next steps of the Plan's development, discussing funding decreases and noted that the final priority map will be finalized by December 12th.

At the conclusion of the presentation, the facilitators asked Council members if they had any comments, items of clarifications, or questions. (Note: responses from staff are indicated in *italics*.)

*Member Questions and Comments:*

It would be good to see the Department of Agriculture included in this effort.

*The Department of Agriculture has been included as an integral partner.*

There has been some discussion of the Department of Agriculture taking on additional land management responsibilities. FDEP may want to coordinate with them.

The Rails to Trails Conservancy met with the FDOT Secretary Prasad to discuss State Road 528 portion of the trail running along the FEC right-of-way.

I would like to hear about the Florida Water and Land Legacy campaign.

*We are aware of the process and effort to bring about an item on the 2014 ballot to constitutionally set aside money for preservation. Initial polling is promising and in recent elections 37 out of 60 ballot initiatives across the nation passed.*

If someone wanted to support the effort, what would they do?

*Go to the Florida Land and Water Legacy website. (Mary Anne Koos is engaged in the program and the effort to obtain signatures to put the initiative on the ballot. She offered to provide packets to interested Council members)*

There is a potential for the Legacy initiative to be put on the ballot to set money aside for Florida forever, and similar programs.

The St. Johns River Alliance met on Tuesday and approved the process for going forward with its legislation. I am interested in information on gap identification and prioritization. When you look at prioritization, will you look at local government matches and support?

*I do not know exactly how we will do this with the Council. We will try to get an inventory of what has been acquired and developed first. Our guiding principles lay out the general approach. But, when it get to top tier projects, the issue of matching existing investments will play a role.*

The facilitators asked members to consider and offer suggestions for potential recommendations for the Council's Annual Report for the next meeting. The following comments were given:

- It's important we support the System Plan Update and support it as part of local governments. I am excited because it is a great part of economic development.
- Include corridors that run parallel to transportation facilities, connecting to urban centers, or collocating with existing facilities? Focus on the role FDOT can play in implementation. List resources the Department has and policies that could promote for implementation.
- *The Department is mindful of this plan, and will look for opportunities for implementation in what we do.*
- Keep endorsements broad; DEO is looking at bringing in tourists and the economic impact.
- Are there existing cross-department MOAs for these topics, formalizing ways to make this happen?
- FDEP will complete a final draft of its Plan in December. It might be helpful for the Council supports this Plan. Would there be any objection to the Council supporting FDEP's Plan?
- *There were no objections from Council member to support for the FGTS Plan.*

### **Strategic Highway Safety Plan (SHSP)**

Ms. Trenda McPherson, FDOT Safety Office, provided a brief update on the Strategic Highway Safety Plan (SHSP). The final version will be put on the website and printed in December.

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

#### *Member Questions and Comments:*

Mr. Beardall noted how the (SHSP) is tied into the Council's focus areas. Is there specific guidance you want back from the Council beyond the input provided at the last meeting?

*The Strategic Highway Safety Plan is an umbrella plan that will be used to develop specific pedestrian and bicycle plans.*

## Bicycle and Pedestrian Safety Program and Policies

Ms. McPherson provided an update on the Florida Bicycle/Pedestrian Focused Initiative - the report's final recommendations will be available in December. Ms. McPherson also presented:

- The Ped 101 training
- The public outreach effort
- The Dangerous by Design study, Florida's status as a FHWA Focus State with a map of the top 10 priority counties for crashes
- A video addressing distracted driving
- Additional facilitated meetings around Florida with state and local partners and stakeholders
- High priorities include training of law enforcement about enforcement of existing laws

Ms. McPherson noted that the Strategic Highway Safety Plan (SHSP) is anticipated to be completed by January 31, 2013 and that the Florida Bicycle/Pedestrian Focused Initiative would like to incorporate the Council as partners for implementation.

During Ms. McPherson's presentation, the several questions were asked. (Note: responses from staff are indicated in *italics*.)

*Member Questions and Comments:*

What did the study consider as jaywalking?

*Midway between roadway intersections was considered jaywalking.*

I think we need to get away from the term "jaywalking" since there is no legal basis for this word.

*We should have used "not crossing at a crosswalk."*

I don't see a parallel effort for bicycles.

*The focus has been on pedestrians because there are more of them, but we definitely consider bicyclists as well. In the campaign we did initially focus on pedestrians, but bicyclists will be added to the campaign in the near future.*

Although the raw numbers for pedestrians are higher, there are so many more pedestrians. Proportionately, the issue is even more severe for bicyclists.

Was there any thought in the report on how you could increase mode-shift to encourage people to walk and bike?

Our design efforts have been focused on highways, so we need to encourage a cultural change among highway designers. Are these raw numbers or are they on a per capita basis?

*We will definitely be looking at how to promote and accomplish cultural change. We are looking at per capita numbers. It is difficult to capture exposure. We are working with DOH and other agencies to capture some data that may not be in the crash report to get a better idea of exposure, but it is difficult.*

Do you know when you might be bringing FDOT District 3 into this process?

*We will be initiating our partnership with District 3 in February. They were the lowest on the priority list since their numbers (due to population) are low.*

In your observations of helmet usage, did you notice whether young people and/or family groups were wearing them? Children will be more likely to wear helmets if the parents wear them?

*We did not, but that is an interesting idea to look at as we move forward.*

Have you considered getting your campaign into driver education classes and driver's manual?

*We did not start out that way, but we have talked to the DSMV about getting this information in the manual.*

Did you develop any recommendations related to particular policy changes? And, has the Department come forward with its legislative package?

*Not yet, and will not be ready in time for this legislative session, but certainly for the next (we cannot make legislative recommendations, but can provide information others can use).*

Have you looked at accident types by County? For example, in Volusia many are school related.

*We will be looking at target groups in each of the counties -- ethnicity, culture, and age. We are currently looking at that in Palm Beach and Broward counties.*

Do you have data on whether people know that unmarked crosswalks exist and pedestrian rights within them? How do you make the decision whether a crosswalk should be marked?

*Yes, and we are looking at whether the crosswalks are and should be marked. Typically crosswalks are marked at signalized intersections.*

Historically, resistance to marking crosswalks creates a false sense of security. Much of that original research has been debunked. We are now trying to promote the marking of crosswalks under certain conditions and strengthening the criteria for mid-block crossings.

We have successful bicyclist education programs, but we need more education for drivers.

As a Council we should acknowledge and appreciate the work done to date, and request continued involvement as part of our recommendations.

### **Pilot Projects for Bicycles on Limited Access Bridges**

Mary Anne Koos, with FDOT Office of Design, updated the Council on the implementation of the three pilot projects that allow bicyclists on limited access bridges. The three pilot projects included the Pineda Causeway, the William Lehman Causeway and the Julia Tuttle Causeway.

During Ms. Koos' presentation, the several questions were asked. (Note: responses from staff are indicated in *italics*.)

#### *Member Questions and Comments:*

What are the rules and signage for yielding?

*Important to not create rules that no one will know about. If you are on the mainline, you have the right-of-way, but you should exercise caution. Also, the designers went out and looked at what bicyclists are already doing.*

Have the green lanes been used in Florida?

*Yes, in the Naples area. Lakeland has done a lot, around Lake Hollingsworth.*

Can you talk about the status of the projects? I understand the one in Brevard has not received responses to the bids. In Brevard, the bicycle community is concerned that the green pavement may be slippery.

*This substance that is used to create the green pavement is very aggressive in terms of friction. San Francisco used paint, which does not have high friction, and therefore was more slippery.*

How long does it last?

*We don't know yet, but we have test locations on North Monroe. We will conduct testing for three years.*

Here in Tallahassee they are installing bike boxes near FSU, you can see them on Tallgov.com.

I have a lot of experience with the boxes. The boxes can cause more crashes. There is an increased potential for right hook crashes.

Do you have to report back in 2014? You should start thinking about whether there is the potential to expand beyond these projects.

*We report back to the Legislature by May 2015.*

*There were nine projects that would make good candidates. These types of projects are resource intensive. We want to make sure they work.*

One of alignments in the earlier report from FDEP made use of the right-of-way on State Road 528. Hoping we can think about that as a future project.

### **Secretary's Bicycle/Pedestrian Focused Initiative**

Mr. Billy Hattaway, FDOT District 1 Secretary, presented Secretary Prasad's initiative along with promoting design and operational techniques that can enhance bicycle/pedestrian safety. Specific issues covered as part of the presentation were land use issues, school board policies, and the development of the Florida Greenbook Chapter on Traditional Neighborhood Developments (TND). Some of the solutions discussed to improve bicycle and pedestrian safety included:

- Road design around the built environment,
- Engineering treatment implementation based upon data analysis,
- Educating drivers unaware of the law, and
- The need for support of law enforcement.

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

*Member Questions and Comments:*

How can I communicate with my FDOT District about implementing some of these ideas?

*We will be moving forward with training for all Districts starting this year. We will be addressing court liability issues and liability exposure. We looked to see how many lawsuits local jurisdictions have faced related to implementing any of these ideas and we couldn't find any. There is a huge gap between perception and reality.*

I presume the TND handbook is context sensitive. Is FDOT cataloging the contexts that state roads traverse, so they can start tailoring designs to different community contexts?

*I will be working with our Districts to ensure that our employees know about the handbook.*

If FDOT does that, will it be based on local regulatory documents, or site inspection?

*Communities will have to have a plan on how they want to incorporate Traditional Neighborhood Development (TND) designs.*

The Gainesville MPO and Alachua County have different pieces of a project. What strategies should I use to have this conversation with our District?

*It may be more realistic to have signal priority than dedicated transit lanes.*

Does Lynx use any of the roads around Lake Eola near downtown Orlando? Do you get into safety issues involving buses on narrow lanes?

*Yes, busses use Robinson Ave. on the north side of Lake Eola. Every design should be done considering the conditions on the corridor.*

Regarding concerns about liability from elected officials. I had a long discussion with an attorney several years ago. He reminded me that as planners and engineers we have an obligation to provide for all road users. There is the concept of liability through default if you don't provide for different categories of users.

*Standards are a big issue, as are driver expectations.*

The Southwood development in Tallahassee is kind of a hybrid TND. In talking with several Districts, I still run into view point of "no one will use anything but roads - they all drive." You need to talk to the FDOT planning staffs in the Districts as well, not just the engineers.

*Typically, the lengths of the segments on which we are talking about reducing speeds are approximately 1/4 - 1/2 mile long. There is minimal impact on congestion.*

Drivers don't know what to do at pedestrian crossings. There is no education required after a person gets a driver's license. Drivers don't know what they should do when the pedestrian signal changes from red to amber. We need to look at educating existing drivers.

Maybe those from local governments with help from the League of Cities could to help us make the connection with the land development side of things.

One thing that would be helpful is having the FDOT Traffic Operations staff meet with local governments.

### **Implementation of Proven Safety Countermeasures**

Ms. Karen Brunelle, with the Federal Highway Administration (FHWA), provided a presentation on a program FHWA began in 2008 to develop and implement measures promoting pedestrian and bicycle safety. The process for selecting countermeasures included evaluating which measures were not utilized, those that need to be revised and those that need to be continued prior to the development of a new list of countermeasures. Additionally, this presentation discussed the data-driven safety process as well as Florida's FHWA Pedestrian Safety Focus.

During the presentation, the floor was opened to the Council for any additional comments, items of clarification, or questions.

*Member Comments:*

DFOT Districts need to be made aware of countermeasures and assistance available for implementation.

If you have examples of safety countermeasures, please share them.

There are several examples of roundabouts here in Tallahassee

**Sustainable Communities/Complete Streets**

Ms. Jeannette Hallock-Solomon, with the Department of Economic Opportunity, gave a presentation on Complete Street Policies in Florida. The presentation covered examples of Complete Street Policies which go beyond the requirements in Chapter 163, F.S. Considerations within the policy examples in the presentation included: beautification, context sensitive design, demographics density and modal plan integration. Also, discussed was the partnership with the Manatee County Health Department for the development of a Complete Streets Policy in the Manatee County Comprehensive Plan.

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

*Member Questions and Comments:*

Any idea on what the future holds in respect to different modal types of transportation such as Segway's, golf carts, smart cars? Do any of the policies address these?

*Have not seen any, but maybe the Villages or other similar type communities have.*

Is there a comprehensive policy survey?

*Not that I am aware of.*

I would discourage certain facilities that are suddenly popular. For example, bike boxes which encourage bicycles to pass cars on the right when the car is getting ready to make a right turn. Sometimes bike lanes poorly placed; examples of bike lanes right next to parked cars.

It's hard to implement this county by county; it works better at the state level.

*We look at community comprehensive plans, which are at the visioning level.*

Is it possible to have comprehensive plans take account of these types of considerations at the Land Development Regulation level? The Council is looking for ways to influence policies at a statewide level.

*The Florida Greenbook has already done that. The challenge now is teaching people that it is available. The web-link in Billy's presentation will take you to the TND chapter in the Greenbook.*

At the state level there are things that could change. For example, if the definition of a bicycle changes again. This might be worthwhile for your department to keep an eye on.

We should avoid facilities that encourage unsafe behavior. Some facilities have been implemented that don't have data that supports their use.

## **Presentation on Related Department of Health Programs**

Ms. Leilani Gruener, with the Florida Department of Health, presented the Injury Prevention Program, providing background information about the Injury Program as well as information about CDC grant funding, Injury Prevention Strategic Plans, and the Bike Helmet Promotion Program. Ms. Street also provided information about the Injury Prevention Calendar, and the “Who’s Who of Injury Prevention in Florida.”

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

### *Member Questions and Comments:*

What is the difference between “Unintentional” and “Total” fatalities - Sixty-four (64) deaths per year from pedestrians just walking?

*Those are from people falling -- often seniors. Seniors typically have a difficult time recovering from injuries associated with falls.*

Do Pedestrian Tables Table 2 and 3 include the same data?

*Yes, they do.*

## **Communities Putting Prevention to Work Program**

Ms. Lauren Berlow, with the Florida Department of Health, presented information about the Bureau of Chronic Disease Prevention’s Communities Putting Prevention to Work and the Community Walking School Bus intervention program initiative. Program successes include:

- Program sustainability through the existing 38 local groups implementing the program
- Participation of more than 2000 students and 300 adults
- Almost 35,000 students at participating schools have access to the program

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

### *Member Questions and Comments:*

Is the NW Florida Alliance still functioning now that the director, Dr. Holly, has moved?

*No, but I can find out what has happened to the program and help find a contact for you.*

Those in the Yellow School Bus world find the walking school bus a great alternative when there is no school bus service. How do you handle background checks of the adults involved, or the organizations that function as drop-off zones?

*Having great volunteers is the key. In areas with criminal activity, we partner with the Soldiers to Scholars program, which gives college credit to Soldiers. They would walk 2 days a week to school with the children and also provide mentorship.*

## **ACHIEVE Program**

Ms. Street, with the Florida Department of Health’s Bureau of Chronic Disease Prevention program, provided an overview of the ACHIEVE Program, which provides strategies and tools for communities to address and prevent chronic diseases. Ms. Street also discussed the Chronic

Disease Prevention State Plan and Collaborative Action Plan, which helps organize the implementation of state-wide initiatives that include biking and pedestrian issues.

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

*Member Comments and Questions:*

Is local initiative 95210 part of this? I like the idea.

*Yes, it refers to five behaviors the County is trying to promote - 9 hours of sleep, 5 serving of fruits and vegetables, less than 2 hours of screen time, 1 hour of physical activity and zero sugary drinks or tobacco.*

### **Health and the Built Environment**

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

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

*Member Questions and Comments:*

Bike America does survey every two years.

*Bike America's survey for Florida is currently underway. The survey person for Florida is Rob Michelle, who comes to FDOT and other organizations.*

### **Develop Potential Council Recommendations**

Mr. Montalvo asked Council members to review the recap of their recommendations from their previous annual report and the list of focus areas for this year. He stated that staff would develop initial draft recommendations from the Council's discussion today and previous meetings. The initial draft recommendations will be brought back to the Council for review and refinement at their next meeting.

Mr. Montalvo noted during discussions today of the Florida Greenways and Trails System Plan Update that there was strong support for the plan and for FDOT to identify supporting resources and potential MOAs to support implementation. During discussion of the Safety Programs, Council members expressed support for encouraging mode shifts and the development of bicycle facilities.

Council members were asked for additional ideas, suggestions or comments: (Note: responses from staff are indicated in *italics*.)

#### Safety

- Looking for the Council to provide input on strategies for implementation of the Strategic Highway Safety Plan

## Cultural Change

- Health issue ties into this topic too
- Expand or broaden the conversation to include the comprehensive plans and school design committee
- TND of the Green Book looks at the transect principles - should we endorse these model codes? Look at those in future meetings and how local communities and integrate those
- Strategic Highway Safety Plan encourages local communities to include standards that promote linkage between plans of related partners
- To achieve goals we need to institutionalize them - education is key, providing training and information - provide resources to the local level - educate traffic engineers/planners on opportunities - train law enforcement
- As we identify good practices we need to put links to our best practices site. A lot of our state agency partners work with other state partners. Think about opportunities to share best practices information.
- Acknowledge and support FDOT efforts for best practices
- Billy Hattaway, FDOT District 1 Secretary, is playing a key role in training engineers/planners in the coming year. Law enforcement training has been developed related to bicycle/pedestrian implementation and they are now required to take training if they want state funding. District 7 developed a Pedestrian Safety Action Plan; potential best practice for the other districts
- It is evident that we have many things in common. We advocate for health in all policies. Keep health aspects in mind and we would be happy to help lend our voice to that effort
- Link proven counter measures to best practices

## Health Issues

- These initiatives address quality of life. Communities that adopt Cultural Changes and Complete Streets policies will gain a better quality of life
- Recommendation for better integration of health as consideration by other partners
- Utilizing Department of Health as a proactive partner and advocate in the community has been helpful
- Marketing component - Champions program developed customized presentations. How many people know what a road diet is? Need to develop a standard informative presentation for Champions to illustrate its value

Staff and facilitators will bring back initial draft statements from the ideas offered by the Council members. Draft statements will be used as a starting point for discussion and refinement of potential recommendations at the Council's next meeting.

## **Review of Best Practices Tool on Website**

Mr. Beardall reminded the Council members that their Charge included supporting bicycle and pedestrian advocates in identifying and promoting best practices. This included opportunities for pedestrian and bicycle advocates to exchange ideas and understand policy information. The Council's website ([www.FDOTBikePed.org](http://www.FDOTBikePed.org)) includes a page with links to best practices and information. Council members should send their suggestions to Rob Magee (BPPC project coordinator) for review with the full Council at the next meeting.

## **Public Comment**

An opportunity was given to any 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 submit the evaluation 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 evaluations would be compiled and included in the Council's annual report as well.

Mr. Beardall reminded members that staff will draft initial statements from the discussions today for the Council to review and revise at their next meeting as potential recommendations for the Council's annual report.

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

Members were asked if they had any final comments before adjourning:

- The FDOT Design Office has a webinar coming up on December 11<sup>th</sup>: How to design and myths about them. Please register and get added to the contact database where you can choose information to receive.
- Ms. Neil commented that FDOT was recently asked to participate in the National Cooperative Highway Research Program along with four other states to implement, test and reevaluate a draft guidebook designed to help states and their local partners better institutionalize safety into their planning process. As part of this effort, FDOT was invited to submit an application to serve as the lead state.

## Meeting Evaluation Survey

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

## **Adjourn**

The Vice Chair thanked members for their participation. Hearing no additional comment or issues to be discussed, the meeting was adjourned at 3:30 pm.

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

November 29, 2012 – 9:00 am to 3:30 pm

	☺	☹	☹	☹	☹	
	<u>Agree</u>			<u>Disagree</u>		
	<i>CIRCLE ONE</i>					
	5	4	3	2	1	Summary
<b><u>WERE THE MEETING OBJECTIVES MET?</u></b>						
To review updates on related State Agency Plans	8	2	0	0	0	<b>4.8</b>
To receive a presentation and discuss implementation of design discretion	6	4	0	0	0	<b>4.6</b>
To receive a presentation and discuss Sustainable Communities/Complete Streets	6	4	0	0	0	<b>4.5</b>
To receive presentation on related Department of Health Programs	8	2	0	0	0	<b>4.8</b>
To develop potential Council recommendations	7	3	0	0	0	<b>4.7</b>
<b><u>MEETING ORGANIZATION</u></b>						
Background and agenda packet were helpful	7	2	1	0	0	<b>4.6</b>
Presentations were effective and informative	7	3	0	0	0	<b>4.7</b>
Plenary discussion format was effective	7	3	0	0	0	<b>4.7</b>
Facilitator guided participant efforts effective	6	3	0	0	0	<b>4.8</b>
Participation was balanced	7	3	0	0	0	<b>4.7</b>

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

- Networking and hearing what everyone is doing
- Opportunity for collaboration
- I find discussing possible recommendations as we go along works better than only at the end
- The variety of info and the update of ongoing initiatives
- The diversity represented within the group. Ability to think broadly about issues.
- Facilitated process
- Continued exposure to other groups' initiatives and best practices

**What Could Be Improved?**

- One person with a soft voice needed to use the mike
- Include speakers' names on agenda (helps put faces with names)

- Use small 3-ring binders for meetings. With so much info, it would be easier to refer back to materials
- Move the podium so screen is not blocked
- Room temperature ... brrrr
- Narrow the focus to more specific, concrete projects and products. Do a few things more in actual implementation; somewhat less “planning”

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

- Thank you. Great facilitation

# Florida's Bicycle/Pedestrian Focused Initiative

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

# What is our Purpose?



- ❧ The purpose of Florida's Bicycle/Pedestrian Focused Initiative is to increase awareness of pedestrian and bicycle safety laws to all road users in an effort to reduce crashes resulting in fatalities and injuries of pedestrians and bicyclists on Florida's roadways.



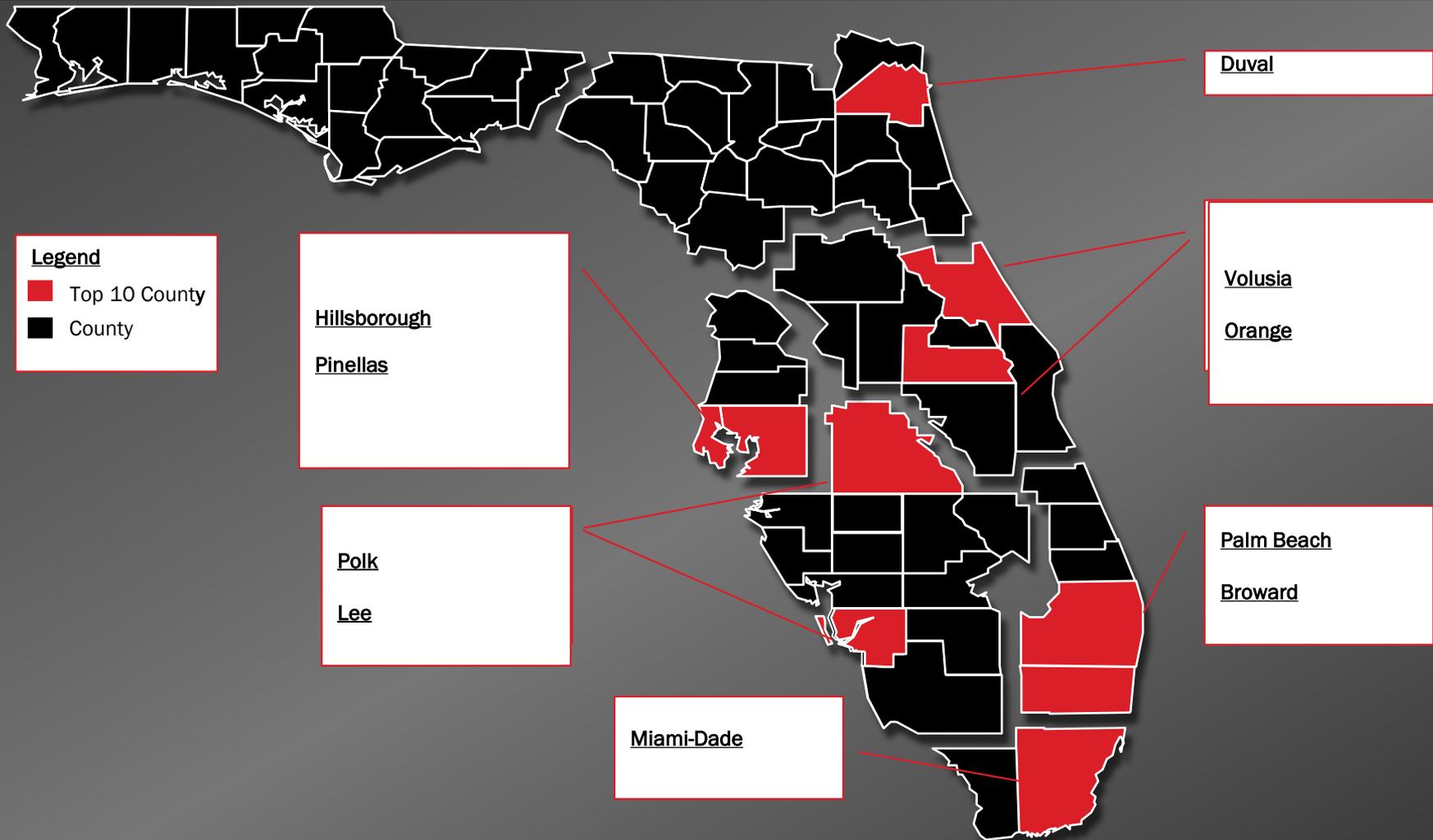
# Problem Identification

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

*Charles Mulford Robinson, 1911*



# Florida Top 10 High Priority Counties for Bicycle/Pedestrian Crashes



# Baseline Data/Descriptive Statistics for Collected Observational Data



Attributes	Hillsborough	Miami-Dade	Broward	Palm-Beach
Sites	20	34	10	10
Users	1,575	4,084	712	785
Gender (Male/Female)	986/589	2,305/1779	513/199	501/284
Bicyclists	422	612	186	153
Non-alert users	15.97%	15.84%	6.71%	5.15%
Bicyclists not wearing helmet	96.78%	86.45%	95.18%	89.39%
Bicyclists riding against traffic	29.74%	22.47%	26.11%	27.45%
Users not crossing on crosswalk	27.79%	20.42%	30.04%	25.64%
Crosswalk users crossing on red	24.40%	34.59%	39.88%	43.89%
Vehicles not yielding to users	44.12%	44.75%	79.36%	41.67%
Users crossing diagonally	49.15%	45.24%	58.17%	47.92%

# Focusing on the Problem: Pedestrians



- More pedestrians ages 65+ are fatally injured in crashes than any other group
- This group was followed by pedestrians age 45-54
- The largest overall increase in pedestrian fatalities is among pedestrians ages 65+ which increased 11 percent from 2008 to 2010
- Approximately 60% of all Hit and Run crashes involve a pedestrian

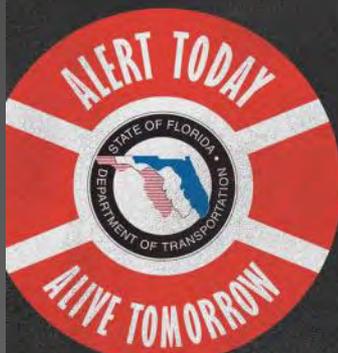
# Television Advertisement



# Internal Bus Ads & Tip Cards - English



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



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

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

Funded by the Florida Department of Transportation

# Focusing on the Problem: Motorists



- ∞ **Motorists that most commonly crash with pedestrians:**
  - **Drivers age 65+**
    - Possibly cognitive (vision, etc)
  - **Drivers age 20-25**
    - Possibly driver distraction, speeding, or impairment
- ∞ **Response to Aging Road Users, Driver Distraction, and Speeding:**
  - Radio PSA's directed at targeted behaviors

# Radio Advertisements



“Change” Target Audience: 65+

“Guilt” Target Audience: All Motorists



“Jason” Target Audience: 20-24

# Focusing on the Problem: Impairment



Between 2009 and 2011, 2,038 pedestrian crashes resulted from impaired driving



# Strategic Planning



- ∞ **The Pedestrian and Bicycle Strategic Safety Plan (PBSSP) is based on:**
  - Priority recommendations from the assessment
  - Information gathered in the round table meetings
  - Vulnerable Road Users Strategies in the Strategic Highway Safety Plan
  - Other Road Users Strategies in the Aging Road User Strategic Safety Plan
- ∞ **The plan is data driven and comprehensive. It will initially address the top ten high priority areas in the state.**

# Emphasis Areas



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

# Business Plan Example



- ∞ **Goal:** Coordinate with appropriate public and private agencies to support legislation, regulation, and policies that promote pedestrian and bicycle safety.
- **Objective 1: Promote linkage of state, local, and regional safety plans to increase coordination between stakeholders.**
  - **Strategy A:** Identify and review state, local, and regional safety action plans to ensure they have an emphasis on pedestrian and bicycle safety.
    - Task 1) Inventory local, state, and regional action plans
    - Task 2) Review plans to identify primary policy elements
    - Task 3) Identify national best practices in safety action plans

# Coalition/Task Team



- Florida's Pedestrian Safety Coalition is charged with implementation of the Pedestrian and Bicycle Strategic Safety Plan (PBSSP).
- The role of the Bike/Ped Partnership Council is to serve as a task team to assist the coalition in implementation of the Legislation, Regulation, and Policy Emphasis Area of the PBSSP.
- Individual members may also assist with other Emphasis Areas depending on personal goals.

# BPPC Participation/Implementation



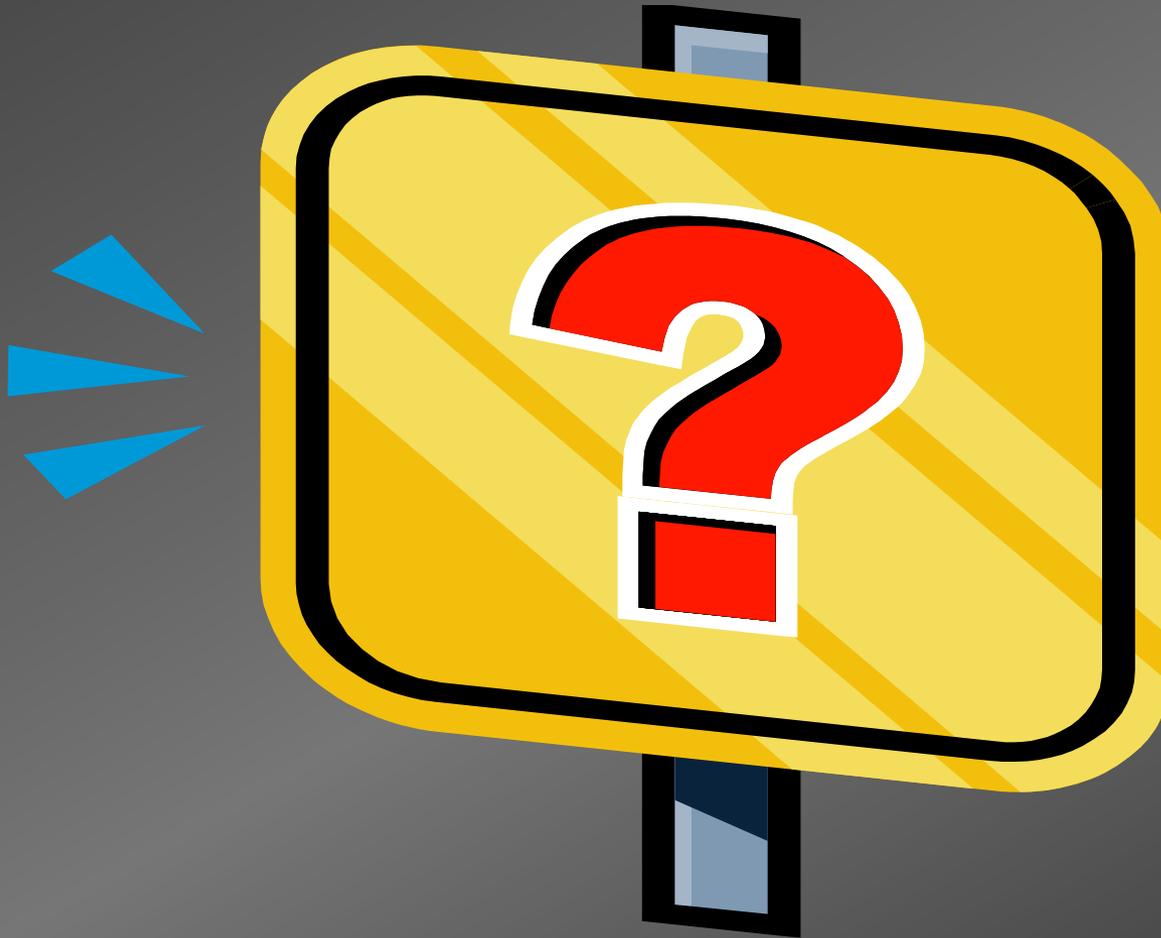
- ∞ How do YOU “fit in” to this initiative and the overall safety focus of the Department?
  - Each member of the Council serves a specific area
  - Some Council members serve agencies with a statewide reach
  - Every member has at least one goal directed towards Pedestrian and Bicycle Safety
  
- ∞ What is YOUR goal?

# Next Steps



- ∞ The goals collected today will be compared to the Pedestrian and Bicycle Strategic Safety Plan to identify the Emphasis Area YOU will be plugged in to.
  
- ∞ August 2013
  - Discuss the goals set today
  - Identify where each member “fits into” the plan
  - Identify an implementation plan for the Council
  - Identify individual implementation plans for Council members

# Questions







# Coast to Coast Connector

The Coast to Coast Connector (Connector) is a significant effort to provide a safe and continuous multi-use trail from the Gulf of Mexico to the Atlantic through Central Florida. The Connector is an estimated total distance of 275 miles with approximately 75 percent (over 200 miles) of the corridor already developed and open to the public or funded for completion. The estimated cost to close the remaining gaps is approximately \$42 million.

The Connector will link communities between St. Petersburg and Titusville along its entire length into a major destination route that will allow residents and visitors to explore Central Florida by bicycle or foot. The Connector includes two of the state's most popular trails, the Fred Marquis Pinellas Trail and the West Orange Trail, both of which have fueled the economic transformation of communities, particularly Dunedin and Winter Garden. This corridor also includes significant portions of the developing 51 mile East Central Regional Rail Trail, the longest single rail-trail corridor ever acquired by the state. The Connector will link all or part of the following existing multi-use trails, developed and managed by a broad range of communities and agencies:

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

The Connector is a major priority within the Florida Greenways and Trails System Plan which is being implemented by the Office of Greenways and Trails, and is the keystone project within the Florida Greenways and Trails Foundation's "Close the Gaps" Campaign.

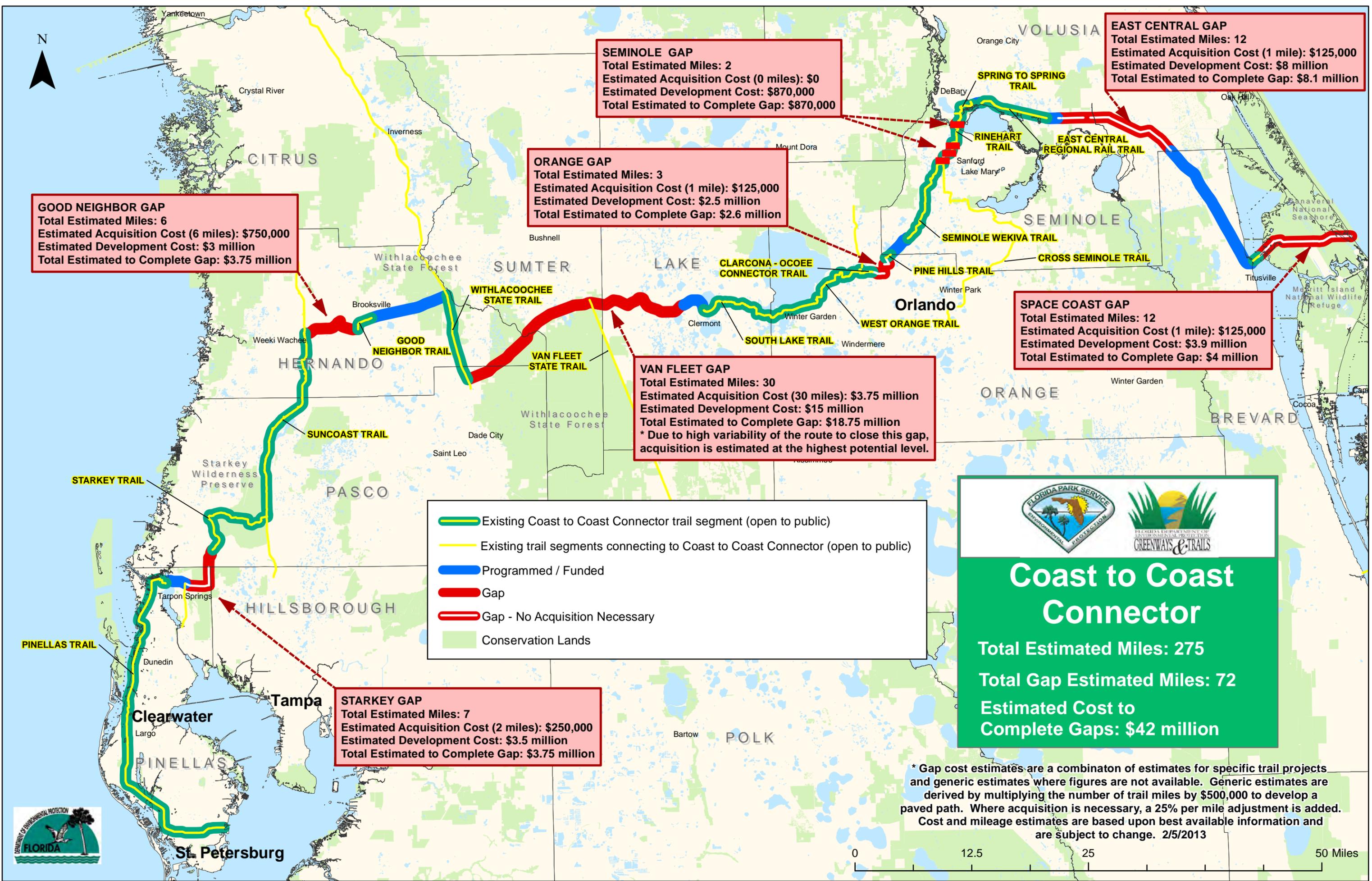
## **Why Invest in the Coast to Coast Connector and the Florida Greenways and Trails System?**

The economic impact of and public demand for trails are significant, as demonstrated by the following:

- In downtown Dunedin, private business occupancy rates increased from 30% to nearly 100% following the establishment of the Pinellas Trail (Dunedin Economic Development Director).
- Three Central Florida trails, including the West Orange Trail, were estimated to support \$42 million of economic impact and 516 jobs in 2010 (East Central Florida RPC, 2010).
- Nearly 75 percent of Florida's 87 million visitors participate in nature-based activities during their visit (VISIT FLORIDA, 2012).
- Trails are the number one community amenity sought by American homebuyers (National Association of Homebuilders, 2008).
- Every \$1 million spent on the construction of multi-use trails yields 9.6 jobs (University of Massachusetts, 2011).
- The repeated annual economic impact of cyclists has been estimated to be nine times the one-time cost to build bicycle facilities (North Carolina DOT, 2004).



*Prepared by the Florida Department of Environmental Protection (FDEP)  
Division of Recreation and Parks, Office of Greenways and Trails (2/5/13)*



**GOOD NEIGHBOR GAP**  
 Total Estimated Miles: 6  
 Estimated Acquisition Cost (6 miles): \$750,000  
 Estimated Development Cost: \$3 million  
 Total Estimated to Complete Gap: \$3.75 million

**SEMINOLE GAP**  
 Total Estimated Miles: 2  
 Estimated Acquisition Cost (0 miles): \$0  
 Estimated Development Cost: \$870,000  
 Total Estimated to Complete Gap: \$870,000

**ORANGE GAP**  
 Total Estimated Miles: 3  
 Estimated Acquisition Cost (1 mile): \$125,000  
 Estimated Development Cost: \$2.5 million  
 Total Estimated to Complete Gap: \$2.6 million

**EAST CENTRAL GAP**  
 Total Estimated Miles: 12  
 Estimated Acquisition Cost (1 mile): \$125,000  
 Estimated Development Cost: \$8 million  
 Total Estimated to Complete Gap: \$8.1 million

**SPACE COAST GAP**  
 Total Estimated Miles: 12  
 Estimated Acquisition Cost (1 mile): \$125,000  
 Estimated Development Cost: \$3.9 million  
 Total Estimated to Complete Gap: \$4 million

**VAN FLEET GAP**  
 Total Estimated Miles: 30  
 Estimated Acquisition Cost (30 miles): \$3.75 million  
 Estimated Development Cost: \$15 million  
 Total Estimated to Complete Gap: \$18.75 million  
 \* Due to high variability of the route to close this gap, acquisition is estimated at the highest potential level.

**STARKEY GAP**  
 Total Estimated Miles: 7  
 Estimated Acquisition Cost (2 miles): \$250,000  
 Estimated Development Cost: \$3.5 million  
 Total Estimated to Complete Gap: \$3.75 million

Existing Coast to Coast Connector trail segment (open to public)  
 Existing trail segments connecting to Coast to Coast Connector (open to public)  
 Programmed / Funded  
 Gap  
 Gap - No Acquisition Necessary  
 Conservation Lands

**Coast to Coast Connector**  
 Total Estimated Miles: 275  
 Total Gap Estimated Miles: 72  
 Estimated Cost to Complete Gaps: \$42 million

\* Gap cost estimates are a combination of estimates for specific trail projects and generic estimates where figures are not available. Generic estimates are derived by multiplying the number of trail miles by \$500,000 to develop a paved path. Where acquisition is necessary, a 25% per mile adjustment is added. Cost and mileage estimates are based upon best available information and are subject to change. 2/5/2013



### What is the Communities for a Lifetime initiative?

Communities for a Lifetime is a statewide initiative, begun in 1999, that assists Florida cities, towns and counties in planning and implementing improvements that benefit their residents, youthful or elder. The Communities for a Lifetime Bureau is comprised of the following focus areas: Housing, Transportation and Mobility, Employment, Health, Wellness and Injury Prevention, Volunteerism, and Intergenerational Programs.



### Why is the initiative needed?

- Florida's demographics are changing.
- Elder population is expected to double by 2030.
- Over 78 million Americans born between 1946 and 1964 (baby boomers) began turning 60 in 2006.
- 76 million baby boomers will begin retiring in 2010.

### What benefits do seniors bring to our state?

- \$3.5 billion in charitable giving
- \$135 billion in spending power
- 4.2 million jobs tied to mature Floridians
- 7.5 million donated volunteer hours
- \$2.8 billion net tax benefit after services rendered
- 50 percent of new home construction

### What is the process for creating a Community for a Lifetime?

- Pass a proclamation or resolution.
- Form a senior advisory committee/task force.
- Create a community inventory or needs assessment.
- Create a senior survey and needs assessment.
- Develop a community vision or action plan.
- Initiate partnerships.
- Develop maintenance plan.

### Where can I get additional information?

For more information about the Communities for a Lifetime initiative, please contact Janine R. Rogers-Harris at (850) 414-2000, or e-mail [rogersj@elderaffairs.org](mailto:rogersj@elderaffairs.org).



# FLORIDA DEPARTMENT OF ELDER AFFAIRS

## COMMUNITIES FOR A LIFETIME

PREPARE FOR TOMORROW - TODAY



### Housing

Through the Communities for a Lifetime initiative, the Florida Department of Elder Affairs helps to form innovative and effective partnerships in each community to help residents and leaders identify, assess and implement plans to fit their elder housing needs. The department is researching and advocating for best practices in elder housing planning, design and construction to meet the needs of elders and youth alike.

### Employment

The Senior Community Service Employment Program has two important purposes: first, to increase participants' economic self-sufficiency; and second, to increase the number of persons who may benefit from unsubsidized employment. This program is an important component of the Communities for a Lifetime initiative because it affords participants the opportunity to remain independent in their communities.

### Health, Wellness & Injury Prevention

Health promotion, disease prevention, and injury prevention activities and programs are a priority for older adults, their families and the health care system. Promoting the healthy lifestyles of older people is vital in helping them to maintain health and functional independence and lead healthy and independent lives. Communities for a Lifetime is a tool that promotes active living through policy, programs and physical infrastructure.

### Volunteerism and Intergenerational Programs

The Communities for a Lifetime initiative brings elders together with their communities to share their knowledge and experience. The department is committed to building an elder-friendly and volunteer-friendly environment in every community throughout Florida. Volunteers enhance their own lives and the lives of those they serve. With committed volunteers, communities can offer a wider variety of services that would otherwise be unavailable.

### Transportation & Mobility

Transportation plays a vital role in the lives of elder Floridians, and no single solution can meet all the mobility needs of Florida's senior population. Mobility and accessibility are essential for independent living, and transportation is the link that allows access to needed services and activities. Participating Communities for a Lifetime are realizing through their visioning efforts that other mobility options such as sidewalks, bike lanes and safe crosswalks are not just extras, but essential investments in the health and safety of their residents of all ages.

For additional information on the Communities for a Lifetime initiative, contact the Florida Department of Elder Affairs, 4040 Esplanade Way, Tallahassee, Florida 32399-7000 or call (850) 414-2000.

# B Blueprint



COMMUNITIES FOR A LIFETIME





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**CHARLIE CRIST**  
GOVERNOR

February 5, 2007

Dear Community Leader:

Senior citizens play a vital role in Florida's rich heritage! They bring a wealth of life experience and vitality to all generations of Floridians.

Florida's elders deserve the up-most respect and dignity, as well as safe housing, affordable healthcare, intergenerational relationships, and safety standards that will ensure that our senior citizens live active and enriched lives.

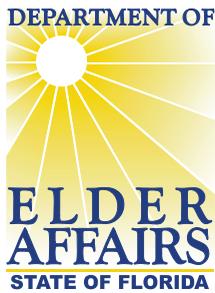
Florida seniors are instrumental in paving the way for future generations to live and thrive. For this reason, our state must remain firmly committed to providing the highest quality of life for our older adults.

Sincerely,

A handwritten signature in blue ink that reads "Charlie Crist".

Charlie Crist

THE CAPITOL  
TALLAHASSEE, FLORIDA 32399 • (850) 488-2272 • FAX (850) 922-4292



**CHARLIE CRIST**  
GOVERNOR

**E. DOUGLAS BEACH, PH.D.**  
SECRETARY

I want to applaud the community leaders in the more than 160 cities, towns and counties who have embraced the *Communities for a Lifetime* initiative. I know that these leaders have considered the unique needs and contributions of their older residents. Furthermore, because the initiative has expanded to include the needs of all residents, I feel confident that the quality of life will improve for everyone.

In addition, participating *Communities for a Lifetime* are best positioned to develop a strategy to address some of the most critical issues facing today's leaders. Whether it is economic development, growth management or the need for more affordable housing, the *Communities for a Lifetime* initiative can help develop the partnerships needed to address these complex challenges.

In the same way, partnerships among a wide variety of community organizations are necessary to ensure that no resident is isolated and at risk. As collaboration takes place, the community also becomes more aware of the ways that seniors in the community enrich our schools, parks and service organizations through leadership and hours of volunteer service. These volunteer efforts enhance intergenerational relationships, as well.

*Communities for a Lifetime* are inclusive communities – inclusive of people of all ages and abilities. When a community comes together and honors this service and addresses the needs of older residents, the entire community gains a sense of well-being.

If your community is not currently working toward becoming a *Community for a Lifetime*, I encourage you to learn more about the initiative. Tapping the wealth of wisdom and life experience of older adults is key to making our communities a better place for people of all ages to live.

Sincerely,

E. Douglas Beach  
Secretary

4040 ESPLANADE WAY  
TALLAHASSEE  
FLORIDA, 32399-7000

phone 850.414.2000  
fax 850.414.2004  
TDD 850.414.2001

<http://elderaffairs.state.fl.us>

# Overview

*Communities for a Lifetime* is a statewide initiative, begun in 1999, that assists Florida cities, towns and counties in planning and implementing improvements that benefit their residents, youthful or elder. Communities use existing resources and state technical assistance to make improvements in housing, health care, transportation, accessibility, business partnerships, community education, employment, volunteer opportunities and recreation.

The goal of the initiative is to help Florida communities become better places for elders to live, providing all residents the opportunity to contribute to the betterment of their communities. The ongoing process of self-assessment and improvement can help a community achieve the following goals:

- To create an inventory of services and opportunities that promote the independence and quality of life for older adults in the community.
- To initiate partnerships to promote the development of senior friendly community amenities.



*Communities for a Lifetime helps children grow and prosper and provides seniors an opportunity to remain independent in their communities.*

# The Benefits

*Communities for a Lifetime* helps children grow and prosper and provides seniors an opportunity to remain independent in their communities. Caregivers for those of any age then receive the support they need and elders are enabled to age in place with dignity, security and purpose.

Individuals, communities, governments and businesses benefit by:

- Coordination of transportation, community planning, universal home designs and neighborhood interaction;
- Improved physical and mental health of residents through better access to social interaction, recreation, increased activity levels; and
- Effective community planning and design, encouraging mixed-use development and co-locating the places where people live, work, learn, shop and play.

Partnerships created during the evaluation process can maximize existing funding and resources. The purpose of this initiative is to assist local elected officials, community leaders and residents in working together to plan the most effective use of existing funding to achieve *Communities for a Lifetime* goals and benefits.



# The Process

Creating a Community for a Lifetime requires the involvement of many team members, including community leaders and interested citizens.

A brief outline of short-term community goals and suggested steps in the process includes:

- Passing a resolution or proclamation in support of the program and notifying the Department of Elder Affairs (see page 23 for sample proclamation);
- Forming a committee to inventory and assess services important for senior independence and care;
- Completing a self-assessment by identifying activities and opportunities currently available in the community;
- Developing a community action plan with a timeline for completion;
- Sending the completed action plan to the Department of Elder Affairs for review and recommendations; and
- Developing strategies to begin partnerships to address identified needs.

# The Team Members

Becoming a *Community for a Lifetime* requires teamwork and a partnership that has the commitment of community leaders and residents. Through partnerships, communities identify their strengths and weaknesses and plan to vision for the future. The following is a list of recommended team members:

- **County and or city elected officials and staff**
- **Business leaders or the local Chamber of Commerce**
- **Regional planning councils**
- **Developers, builders, architects**
- **Health care organizations and the medical community**
- **Housing officials**
- **Transportation officials**
- **Volunteers**
- **Senior centers**
- **Area agency on aging and other aging network organizations**
- **Parks and recreation**
- **AARP**
- **Employment organizations**
- **Faith-based organizations**
- **Public safety (police, fire)**
- **Education (universities, community colleges)**
- **Social service organizations (adult day cares, Alzheimer's groups, congregate meal sites, legal services, Social Security, etc.)**
- **Cultural organizations**



# TECHNICAL ASSISTANCE



*Department of Elder Affairs staff members are available to help your community organize and facilitate the *Communities for a Lifetime* process.*

## Where can communities get assistance?

Department of Elder Affairs staff members are available to help your community organize and facilitate the *Communities for a Lifetime* process. Communities can take advantage of the resource of technical assistance and information available from statewide agencies such as the Department of Elder Affairs, Department of Community Affairs, Department of Transportation, Department of Highway Safety and Motor Vehicles, Department of Health, Department of Children & Families, Department of Environmental Protection, Agency for Workforce Innovation and Enterprise Florida.

Some of the other areas in which the Department of Elder Affairs may assist communities include:

- Conducting special events with the Governor and/or Secretary of the Department of Elder Affairs participating, when possible and appropriate;
- Providing a *Communities for a Lifetime* Blueprint (this document) and a variety of information, materials and resources (local and state) to assist the community in the self-assessment process. Items include the *Communities for a Lifetime* logo, sample proclamation and a facilitator's guide;
- Awarding recognition certificates;
- Hosting conference calls and providing training opportunities for communities involved in the process of assessment;
- Coordinating state level efforts and assistance in setting priorities on specific issues;
- Providing training, recognition and state support of local efforts;
- Identifying strategies and best practices of participating communities that promote senior independence and care; and
- Maintaining the *Communities for a Lifetime* Web site with contact and resource information.

The Department of Elder Affairs *Communities for a Lifetime* bureau will assist your community in connecting with information and resources. The bureau includes professionals from the fields of health and wellness, volunteerism and intergenerational programs, transportation, housing, employment, and community relations.

# COMMUNITY PROFILE

As you begin the self-assessment process, it may be helpful to begin with a broad overview by taking a look at some general informational issues pertaining to the community.

1. Describe your community's geography, economy and population trends.
2. Describe a few of the community's unique features that provide a high quality of life for residents.
3. Find out what organizations produce a directory of services for older adults. How is it made available to residents?
4. What do you hope to accomplish with the process?
5. How can Communities for a Lifetime improve existing community planning efforts?

## Discussion Notes

# HOUSING



*The department is researching and advocating for best practices in elder housing planning, design and construction to meet the needs of elders and youth alike.*

Florida is recognized as one of the top retirement states in the nation. Every day, elders relocate here with hopes of spending their golden years enjoying the mild climate, beautiful natural resources and abundant recreational opportunities. The need for affordable housing for low-income and frail elders has reached critical levels.

Through the *Communities for a Lifetime* initiative, the Florida Department of Elder Affairs helps to form innovative and effective partnerships in each community to help residents and leaders identify, assess and implement plans to fit their elder housing needs. The department is researching and advocating for best practices in elder housing planning, design and construction to meet the needs of elders and youth alike.

Housing trends emphasize the need to design communities where quality-of-life issues and supportive services are provided throughout the life of an individual. It is the initiative's goal to revive key elements of the communities of yesteryear for our citizens and serve as a model retirement state.

Since its inception, the department's Elderly Housing Unit has established formal partnerships with the Florida Housing Finance Corporation and the Florida Agency for Health Care Administration, and collaborated with organizations such as the Florida Association of Housing and Redevelopment Officials. It has also facilitated the establishment of several affordable assisted living pilot projects across Florida to address the assisted living needs of frail elders in rural, public housing and other underserved areas.

The goal of the Elder Housing Unit is to provide outreach, information and referral, and stakeholder development and technical assistance for elders in the state of Florida. This is accomplished through the following:

- Maintaining and enhancing statewide outreach efforts to ensure the public and target populations are aware of affordable assisted living and affordable supportive housing that supports Medicaid and other public assistance programs and services, including how to access them via the Florida Affordable Assisted Living Web site, [www.floridaaffordableassistedliving.org](http://www.floridaaffordableassistedliving.org);
- Increasing and enhancing housing options that accommodate Medicaid waiver programs by educating communities, housing financers and developers on the importance of supportive housing and related resources that facilitate aging in place, living at an optimal level of functioning and diverting clients from more intensive and expensive levels of care;
- Facilitating access to assisted living and other housing options that provide Medicaid and other public assistance programs and services by processing requests for information and assistance regarding long-term care resources for low-income frail elders and disabled adults;
- Developing and maintaining stakeholder collaboration with elder housing and service developers, providers, government agencies, consumer groups, communities and financers to address related issues, challenges and opportunities; and
- Facilitating affordable assisted living and supportive housing in underserved areas, supporting best practices in the industry, piloting projects and demonstrations, and evaluating related efforts.

## Suggested Team Members

- City and Regional Planners
- Growth Management
- Public Works
- Planning Department
- Adult Family Care Homes
- Apartment Complex Representative
- Assisted Living Facilities
- Board of Realtors Representative
- Builders Association
- City and County Housing
- Housing Agency and/or Foundation
- Major Development Representative

## Questions

1. To what extent are architects and developers aware of the benefits of universal design?
2. What organizations provide home modification services?
3. What elder friendly housing options are available within your community? Be sure to include all naturally occurring retirement communities (NORCs), apartment complexes, independent living communities, assisted living facilities, adult family care homes, continuing care retirement communities and nursing homes.
4. What means are available for securing appropriate living arrangements after a person can no longer access needed goods and services, prepare meals, or do household chores?
5. In what ways do tax structures and zoning laws accommodate the needs of senior homeowners and caregivers of frail elders?

## Discussion Notes

# TRANSPORTATION



*Increased mobility allows seniors, Florida's most valuable resource, to continue making valuable financial and social contributions to the state, and to remain in their community for a lifetime.*

Mobility and accessibility are essential for independent living, and transportation is the link that allows access to needed services and activities. Transportation plays a vital role in the lives of elder Floridians, and no single solution can meet all the mobility needs of Florida's senior population – rather, a variety of services and systems are necessary to do so effectively.

Community design profoundly influences consumer mobility decisions. Participating *Communities for a Lifetime* are realizing through their visioning efforts that other mobility options such as sidewalks, bike lanes, and safe crosswalks are not just “extras,” but essential investments in the health and safety of their residents of all ages.

These communities are providing opportunities for residents to be active and safe, which not only enriches their quality of life, but also improves health and increases longevity. In addition, steps to improve the environment for older adults are beneficial to others as well. For example, making sidewalks and crosswalks safe and accessible helps not only older residents, but also people using wheelchairs, parents pushing strollers and young children walking to school.

The Florida Department of Elder Affairs' multi-solution transportation policy recommends that local communities consider the development of **Independent Transportation Networks (ITNs)**. ITNs work with local transportation providers to develop and expand elder friendly transportation, and encourage the development of alternative providers. The policy also supports the recommendations of the Alzheimer's Disease Advisory Committee's recommendations on dementia and driving.

The department's efforts also include continued partnerships and ongoing collaboration with other state agencies including the Department of Transportation (Commission for the Transportation Disadvantaged and the Elder Road User Program) and the Department of Highway Safety and Motor Vehicles (Florida-At-Risk Driver Council and GrandDriver Program).

Many opportunities exist for adults to assess and refresh their driving skills. The department supports driver assessment centers and organizations that help older persons maintain their safe driving ability for as long as possible.

Increased mobility allows seniors, Florida's most valuable resource, to continue making valuable financial and social contributions to the state, and to remain in their community for a lifetime.



# TRANSPORTATION

## Suggested Team Members

- AARP-55 Alive Program
- Airport Manager
- Local Transportation Providers
- Neighborhood Associations
- Public Mass Transit Providers
- Safety Resource Center

## Questions

1. What alternative transportation options are available? Provide contact information, hours of operation, routes, service areas, eligibility requirements and costs.
2. What public transportation is available?
3. What routes, service areas and costs are available? How much time is needed for travel?
4. What are the senior friendly features of private transportation providers?
5. What programs are available to assist older adults with assessing their own driving abilities?

## Discussion Notes



# HEALTH AND WELLNESS



*There is no medicine that can compete with physical activity to prevent problems of aging and promote vitality and zest for life.  
–Active Living Coalition for Older Adults*

Improvements in medicine, public health, science and technology have enabled today's older adults to live longer and healthier lives than previous generations. Older adults want to remain healthy and independent at home in their communities. Health promotion, disease prevention, and injury prevention activities and programs are a priority for older adults, their families and the health care system.

The Department of Elder Affairs offers health promotion programs that help older adults understand how their lifestyles and family health histories impact their physical and mental health, and help them develop personal practices that enhance their total well being. The state contracts with area agencies on aging throughout Florida and works with other partners to provide health and wellness programs around the state.

The Older Americans Act requires area agencies on aging to provide evidence-based programs, including fitness, nutrition, disease prevention and self-management programs. The goal of these programs is to change attitudes and behavior that promote health and well being for older adults. Statewide use of these programs will improve seniors' quality of life, reduce health care costs and complement the increasing focus on prevention in our health care system.

Promoting the healthy lifestyles of older people is vital in helping them to maintain health and functional independence and lead healthy and independent lives. *Communities for a Lifetime* is a tool that promotes active living through policy, programs and physical infrastructure.

# HEALTH AND WELLNESS

## Suggested Team Members

- AARP
- Accessibility Services
- Adult Day Cares
- Caregiver Services
- Congregate Meal Sites
- Financial Counseling
- Insurance Counseling
- Legal Services
- Low-income Services
- Mental Health Providers
- Area Health Education Centers
- Non-medical Services
- Social Security
- Health Planning Councils
- Alzheimer's Program/Centers
- County Health Department
- Hospice
- Hospitals
- Medical Equipment Businesses
- Nursing Homes
- Private Home Health Businesses
- Disease-specific Foundations

## Questions

1. What opportunities are available to older adults to maintain physical and mental health, such as flu shots, support groups, and neighborhood gardens?
2. What health care services are available for low-income individuals?
3. Are there adequate mental health and substance abuse services?
4. Are there an adequate number of grocery stores that offer nutritious foods, or are residents forced to shop at near-by convenience stores?
5. Is the public water fluoridated?

## Discussion Notes

# EMPLOYMENT



*The truth is that older adults remain actively involved in their communities through volunteerism, and many are still employed.*

As the nation's baby boomers are beginning to reach "adulthood," many older adults are challenging the myth that growing older means the end of productivity. The truth is that older adults remain actively involved in their communities through volunteerism, and many are still employed. Furthermore, boomers will be even more likely to look for ways to have meaningful engagement in a secondary career, while also having the flexibility in the workplace that they were unable to have during their primary careers.

The workforce of the near future will include young retirees who want second careers, people who want to work beyond age 65, and people seeking an income, but not necessarily a full-time job. By 2008, 40 percent of the labor force will be age 45 and older, and workers age 55 and older are expected to increase to more than 20 percent of the labor force by 2014.

With the aging of baby boomers and the re-vamping of the workforce, a significant pool of expertise will leave the workforce. Half of our current nursing staff is expected to leave over the next seven years, and one in eight government workers is between the ages of 55 and 64. For the first time in history, the number of younger workers entering the labor market will not replace those who are leaving.

Human resource managers find older workers are assets because they loyal, dedicated, produce quality work, have lower turnover rates, are crisis oriented, and have experience in a wide variety of situations. They also work well with co-workers and have solid reading, writing and math skills.

With these qualities being the trend among older workers, businesses benefit from evaluating how well they attract and retain older workers. By adopting a few strategies to attract older workers, employers can tap into their wealth of loyalty, experience and maturity and also help make their communities a better place for people of all ages.

## **Senior Community Service Employment Program (SCSEP)**

The Senior Community Service Employment Program (SCSEP) has two important purposes: first, to increase participants' economic self-sufficiency; and second, to increase the number of persons who may benefit from unsubsidized employment. Through SCSEP, older workers have access to services such as an annual physical examination, supportive services, job search assistance, community service assignments and job training. Further, participants have opportunities to receive assistance through one-stop career centers. This program is an important component of the *Communities for a Lifetime* initiative because it affords participants the opportunity to remain independent in their communities.

SCSEP participants work an average of 20 hours per week and are paid the highest of federal, state or local minimum wage, or the prevailing wage. They are placed in a wide variety of community service jobs at non-profit and public facilities, including day-care centers, senior centers, schools and hospitals. It is intended that these community service experiences will serve as a bridge to other employment opportunities.

SCSEP provides subsidized, part-time community service training to low-income persons age 55 and older who have poor employment prospects. The family income of applicants cannot exceed 125 percent of the federal poverty level. Enrollment priority is given to persons over age 60, veterans, and qualified spouses of veterans. Preference is given to minorities, persons who speak limited English and individuals who have the greatest economic need.

## Suggested Team Members

- Experience Works
- Chamber of Commerce
- Business Leaders
- Economic Development Council
- One-Stop Career Centers
- Local Labor Agency

## Questions

1. What programs and/or agencies are available to assist low-income older adults in finding employment?
2. What organizations are available to provide low or no-cost skills upgrading or computer training to older individuals?
3. Are there opportunities for older adults to take English-as-a-second-language courses to help expand employment opportunities?
4. What businesses actively recruit and retain older workers?

## Discussion Notes

# VOLUNTEERISM



*Older and younger people, who form the cornerstones of our communities, are connecting to share time and experiences.*

The *Communities for a Lifetime* initiative brings elders together with their communities to share their knowledge and experience. The department is committed to building an elder-friendly and volunteer-friendly environment in every community throughout Florida. Volunteers enhance their own lives and the lives of those they serve. With committed volunteers, communities can offer a wider variety of services that would otherwise be unavailable.

Florida's Department of Elder Affairs is the first state unit on aging in the country to have a statutorily mandated office that focuses on volunteer issues and promotes volunteer programs throughout the state. The Office of Volunteer and Community Services' certified volunteer manager works with a number of organizations that provide valuable services by and for elders and intergenerational volunteer opportunities. Volunteers offer a wide range of services, including:

- Home repair
- Information and referral
- Home delivery of meals
- In-home respite
- Task force involvement
- Council membership
- Planning committee membership
- Advisory board membership
- Fundraising
- Health promotion
- Program planning
- Bookkeeping
- Clerical duties
- Advocacy

In today's world, there is no limit to the variety and forms of voluntary services community members are able to provide, nor an age restriction for volunteering. Older and younger people, who form the cornerstones of our communities, are connecting to share time and experiences. *Communities for a Lifetime* are encouraged to promote civic engagement by capturing both the diversity of voluntary services and the spirit of volunteering that motivates people to make a difference in their communities every day.

The *Communities for a Lifetime* unit can assist with volunteer program development, volunteer management training and certification, volunteer recruitment, program promotion and volunteer recognition.

# INTERGENERATIONAL CONNECTIONS



*Our elders give us a mature, historical perspective of who we are, where we are, where we came from and how we got there, while our youth give us a childlike vision of the future and all that we can still be.*

Communities thrive when the contributions of all generations are embraced and engaged. Our elders give us a mature, historical perspective of who we are, where we are, where we came from and how we got there, while our youth give us a childlike vision of the future and all that we can still be. Intergenerational programs give us the opportunity to bridge these vantage points, and create a strong sense of community and an appreciation for the contributions of each group. *Communities for a Lifetime* are places where these connections flourish.

*Intergenerational Connections* brings together different generations in ongoing and mutually beneficial activities such as mentoring and volunteerism. Youth and seniors share their talents and resources, supporting each other in relationships that benefit both the individual and the community.

## **Benefits of *Intergenerational Connections***

- **Improved relations between youth and older adults** – as individuals learn more about each other, stereotypes and barriers disappear.
- **Positive effect on problems** – family problems (as evidenced by the recent wave of offenses by juveniles) can often spill over into the community with devastating consequences, but when generations work together in a positive way, everyone wins.
- **Empowered communities** – people begin to care about each other.

Intergenerational programs and activities, by their very nature, address issues of family across the life cycle. Further, they foster a willingness to cross disciplinary and cultural boundaries to solve problems.

With the projected increase in the number of Florida retirees and the current deterioration of social interaction between elders and youth, the Department of Elder Affairs' goal of developing and expanding intergenerational partnerships will encourage elders and young people to make the connections necessary to enhance community resources and bridge the generation gap – bringing them together, each one helping the other.

The long-term benefits derived from *Intergenerational Connections* are increased services to all ages, coordinated resource sharing and improved communication between programs that currently serve elders and programs that serve youth, and the creation of an atmosphere where elders and youth working and socializing together are the norms – not the exception.

# VOLUNTEERISM AND INTERGENERATIONAL PROGRAMS

## Suggested Team Members

- Faith Leaders
- Senior Companion Program
- Local Volunteer Services
- Foster Grandparent Program
- VISTA
- AmeriCorps
- Retired Senior Volunteer Program

## Questions

1. What opportunities are available for meaningful volunteer contributions?
2. What transportation is available for working/volunteering seniors?
3. What programs in the community encourage the involvement of seniors and youth?
4. What programs are available through faith-based organizations?
5. What programs or opportunities are available for intergenerational connections?

## Discussion Notes

# Community Best Practices

**Health and Wellness** - In 2006, the department, along with the Department of Health Bureau of Chronic Disease Prevention and Health Promotion, obtained grant funding to train 100 teams to deliver chronic disease self-management courses in Palm Beach, Broward and Miami-Dade counties by the end of 2007. These evidence-based health promotion and chronic disease self-management programs are carried out at the community level through senior centers, nutrition programs, senior housing projects and faith-based groups.

**Transportation and Volunteerism** - Volunteers in Motion is an innovative transportation service in Brevard County coordinated by Space Coast Area Transit, the Senior Resource Alliance and the Community Care for the Elderly program. This successful program began in 1996 in an effort to provide reliable transportation to Brevard County's elderly citizens. The program links volunteers with county vehicles, and is an important example of community-based programs that provide important services to seniors and impacts their quality of life in a positive way. In 1997, the Governor's Commission for the Transportation Disadvantaged honored Volunteers in Motion with the Innovative Transportation Program of the Year Award.

**Employment** - At the age of 60, unemployed, and desperately seeking employment, Ms. B. moved from Florida to Connecticut to join relatives. She wanted to stop using her credit cards to pay her bills. Four years later, she applied for the Senior Community Service Employment Program (SCSEP) and was assigned to work at the Lake County Sheriff's Department in the Sheriff's Road Patrol Division. During her assignment, she received upgraded computer training and created a computer-generated statistical report for traffic violations. Her supervisors were so impressed with the report, they starting using it during their monthly meetings. Because of Ms. B.'s skills, positive attitude and her high level of productivity, she was asked to apply for an unsubsidized job with the sheriff's office. Due to her work ethic, Ms. B. was hired to work full-time at \$9.74 an hour with full benefits. The SCSEP program helped Ms. B. re-enter the workforce, gain new skills, and maintain her independence within her community, as it does for many elders throughout Florida.

**Housing** - *Miracle Hill Nursing Home and Convalescent Center* was recently awarded a \$4.7 million dollar grant by the United States Department of Housing and Urban Development's (HUD's) Section 202 program to build affordable housing for seniors in Tallahassee who meet the low income guidelines. Miracle Village is an independent living apartment community which provides housing to those who are age 62 and older. This 33,900 square foot complex is designed to meet the comforts of those it houses by providing safe and secure living. Special features include a library and community center. Residents pay only 30 percent of their adjusted gross income for rent and HUD subsidizes the remainder. Miracle Hill Nursing and Convalescent Center is owned by the Florida State Primitive Baptist Association, Inc.

**Intergenerational Connections** - Florida Agricultural & Mechanical University College of Law students participating in the law school's Legal Clinic Program in partnership with the Town of Eatonville are working to develop the town's needs assessment to identify areas of improvement to support the independence and care of Eatonville seniors. This unique partnership between the Town of Eatonville and Florida Agricultural & Mechanical University College of Law gives the students first hand insight into a process that will become beneficial toward improving the quality of life for the Town of Eatonville seniors.

# COMMUNITY RESOURCES

**Florida Department of Environmental Protection  
Office of Greenways and Trails  
Connecting Florida's Communities**

3900 Commonwealth Blvd., MS 795  
Tallahassee, Florida 32399-3000  
(850) 245-2052  
[www.dep.state.fl.us/gwt/](http://www.dep.state.fl.us/gwt/)

**Florida Department of State  
Florida Main Street**

Bureau of Historic Preservation  
R.A. Gray Bldg., 4th Floor  
Tallahassee, Florida 32399-0250  
(850) 245-6333  
[www.dos.state.fl.us/preservation/architecture/mainstreet](http://www.dos.state.fl.us/preservation/architecture/mainstreet)

**Florida Department of Community Affairs  
Waterfronts Florida Partnerships**

2555 Shumard Oak Blvd.  
Tallahassee, FL 32399  
(850) 922-1772  
[www.dca.state.fl.us/fdcp/dcp/waterfronts](http://www.dca.state.fl.us/fdcp/dcp/waterfronts)

**Florida Department of Community Affairs  
Division of Housing and Community Development**

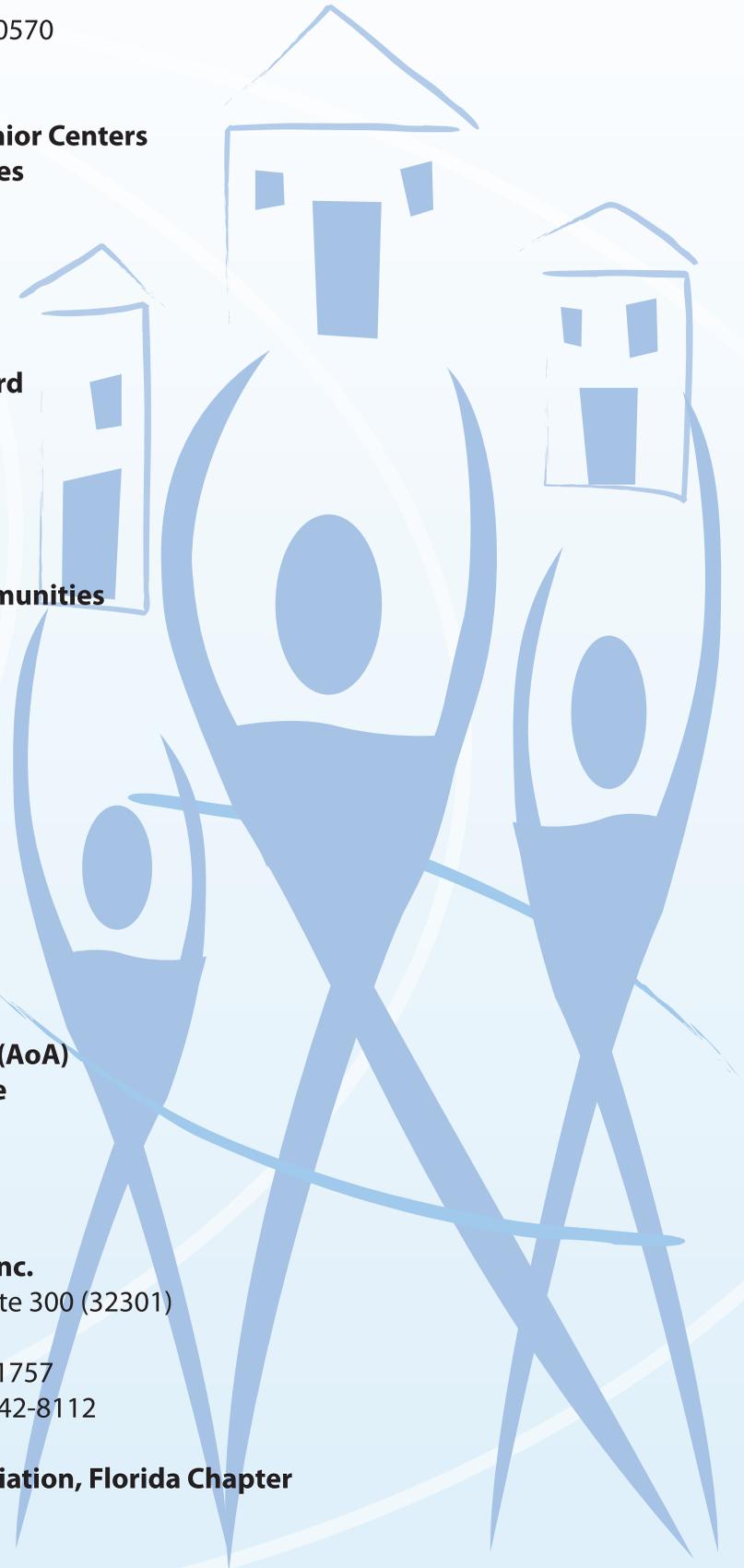
2555 Shumard Oak Boulevard  
Tallahassee, Florida 32399-2100  
[www.floridacommunitydevelopment.org](http://www.floridacommunitydevelopment.org)  
(850) 488-8466

**Florida Department of Community Affairs  
Front Porch Florida**

2555 Shumard Oak Boulevard, Suite 200  
Tallahassee, Florida 32399-2100  
(850) 487-9556  
E-mail: [frontporch@dca.state.fl.us](mailto:frontporch@dca.state.fl.us)

**Florida Department of Transportation  
Safe Mobility for Life**

State Traffic Engineering and Operations Office  
605 Suwannee Street, MS 36  
Tallahassee, Florida 32399-0450  
<http://www.dot.state.fl.us/trafficoperations/>



**Florida Department of Highway Safety and Motor Vehicles**

**Florida GrandDriver**

2900 Apalachee Parkway  
Tallahassee, Florida 32399-0570  
(850) 617-2713

**Florida Association of Senior Centers**

**Tallahassee Senior Services**

1400 N. Monroe Street  
Tallahassee, Florida 32303  
(850) 891-4000  
soupbone@comcast.net

**The All-America City Award**

1445 Market St., Suite 300  
Denver, Colorado 80202  
(303) 571-4343  
[www.ncl.org/](http://www.ncl.org/)

**Partners for Livable Communities**

1429 21st Street, NW  
Washington, DC 20036  
(202) 887-5990  
[www.livable.com](http://www.livable.com)

**AARP**

**Livable Communities**

601 E. Street, N.W.  
Washington, DC 20049  
1-(888) 687-2277  
[www.aarp.org](http://www.aarp.org)

**Administration on Aging (AoA)**

**Choices for Independence**

Washington, DC 20201  
(202) 619-0724  
[www.aoa.gov](http://www.aoa.gov)

**Florida League of Cities, Inc.**

301 S. Bronough Street, Suite 300 (32301)  
Post Office Box 1757  
Tallahassee, Florida 32302-1757  
(850) 222-9684 or 1-(800) 342-8112

**American Planning Association, Florida Chapter**

2040 Delta Way  
Tallahassee, FL 32303  
Phone: (850) 201-FAPA  
[www.floridaplanning.org](http://www.floridaplanning.org)



**American Institute of Certified Planners  
Community Assistance Program**

Nathan Randall  
1776 Massachusetts Ave., N.W., Ste. 400  
Washington, DC 20036  
202-349-1007

**Florida Association of Counties**

P.O. Box 549  
Tallahassee, Florida 32302  
(850) 922-4300  
[www.fl.counties.com/](http://www.fl.counties.com/)

**National League of Cities  
America Downtown Program**

LaStar Matthews  
1301 Pennsylvania Ave., N.W., Ste. 550  
Washington, DC 20004  
(202) 626-3177  
[www.nlc.org](http://www.nlc.org)

**Urban Land Institute**

1025 Thomas Jefferson St., NW  
Suite 500 West  
Washington, DC 20007  
(202) 624-7000  
[customerservice@uli.org](mailto:customerservice@uli.org)

**Public Health Foundation  
Healthy People Initiative**

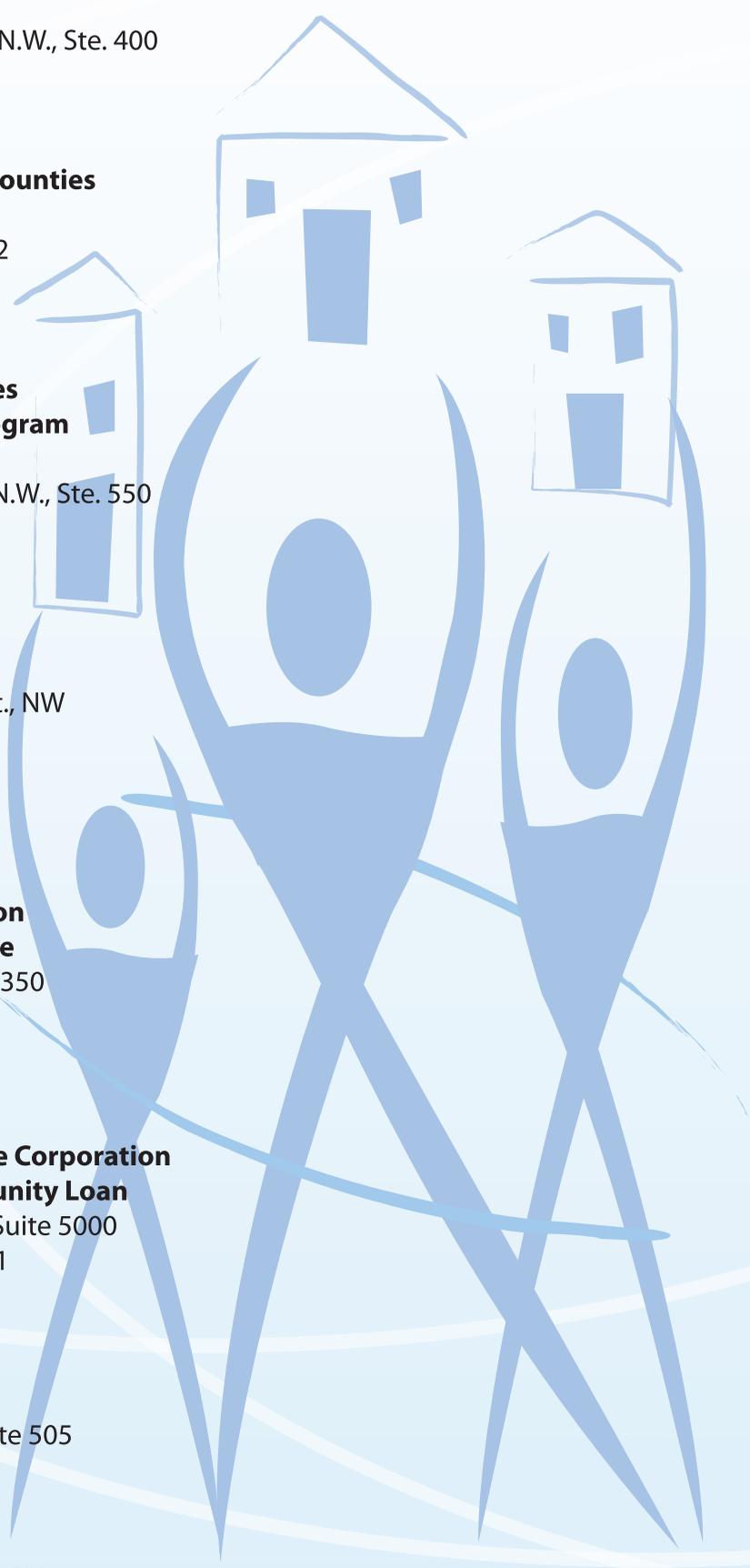
1220 L Street, N.W., Suite 350  
Washington, DC 20005  
(202) 898-5600  
[www.phf.org](http://www.phf.org)

**Florida Housing Finance Corporation  
Elderly Housing Community Loan**

227 N. Bronough Street, Suite 5000  
Tallahassee, Florida 32301  
(850) 488-4197

**Civic Ventures  
The Next Chapter**

139 Townsend Street, Suite 505  
San Francisco, CA 94107  
Phone: 415-430-0141  
Fax: 415-430-0144  
Email: [info@civicventures.org](mailto:info@civicventures.org)  
Web: [www.civicventures.org](http://www.civicventures.org)



**International City/County Management Association**

**777 North Capitol St NE, Suite 500**

Washington, DC 20002

<http://icma.org>

**USDA Rural Development  
Community Development  
Technical Assistance**

4440 N.W. 25th Place

Gainesville, Florida 32606

Telephone: (352) 338-3440

Fax: (352) 338-3452

**Florida Department of Health  
Statewide PACE EH Initiative  
Indian River County Health Department**

1900 27th Street

Vero Beach, Florida 32960

Phone: (772) 794-7440

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

**Florida Association of Aging Services Providers**

1018 Thomasville Road, Suite 110

Tallahassee, Florida 32303

Phone: (850) 222-3524

Fax: (850) 222-2575

E-mail: [MoreInfo@fasp.net](mailto:MoreInfo@fasp.net)

**Florida Association of Homes and Services for the Aging**

1812 Riggins Rd.

Tallahassee, FL 32308

(850) 671-3700

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





## *Sample Resolution*

*Whereas, community's name supports the Florida Department of Elder Affairs' Communities for a Lifetime initiative to make Florida a friendlier place to live for people of all ages, that they may be as independent as long as possible, and remain in their homes and in the communities they love; and*

*Whereas, the state of Florida has the highest percentage of elders of any state in the nation, and our elder population will continue to increase, reaching numbers without precedent in the first part of the 21st Century; and*

*Whereas, in order to allow all residents to maintain their dignity, security and independence, communities must evaluate, assess and modify their infrastructures to create a Community for a Lifetime; and*

*Whereas, community's name and the Florida Department of Elder Affairs share the vision and responsibility to improve the life of all citizens so they can prepare for and enjoy aging in place throughout their life; and*

*Whereas, in order to achieve our mutual goals, cities and counties should begin to build together a place free of physical, emotional and social barriers,*

*Be It Hereby Resolved that our community, will make every effort to first evaluate and later remove barriers to create a Community for a Lifetime.*

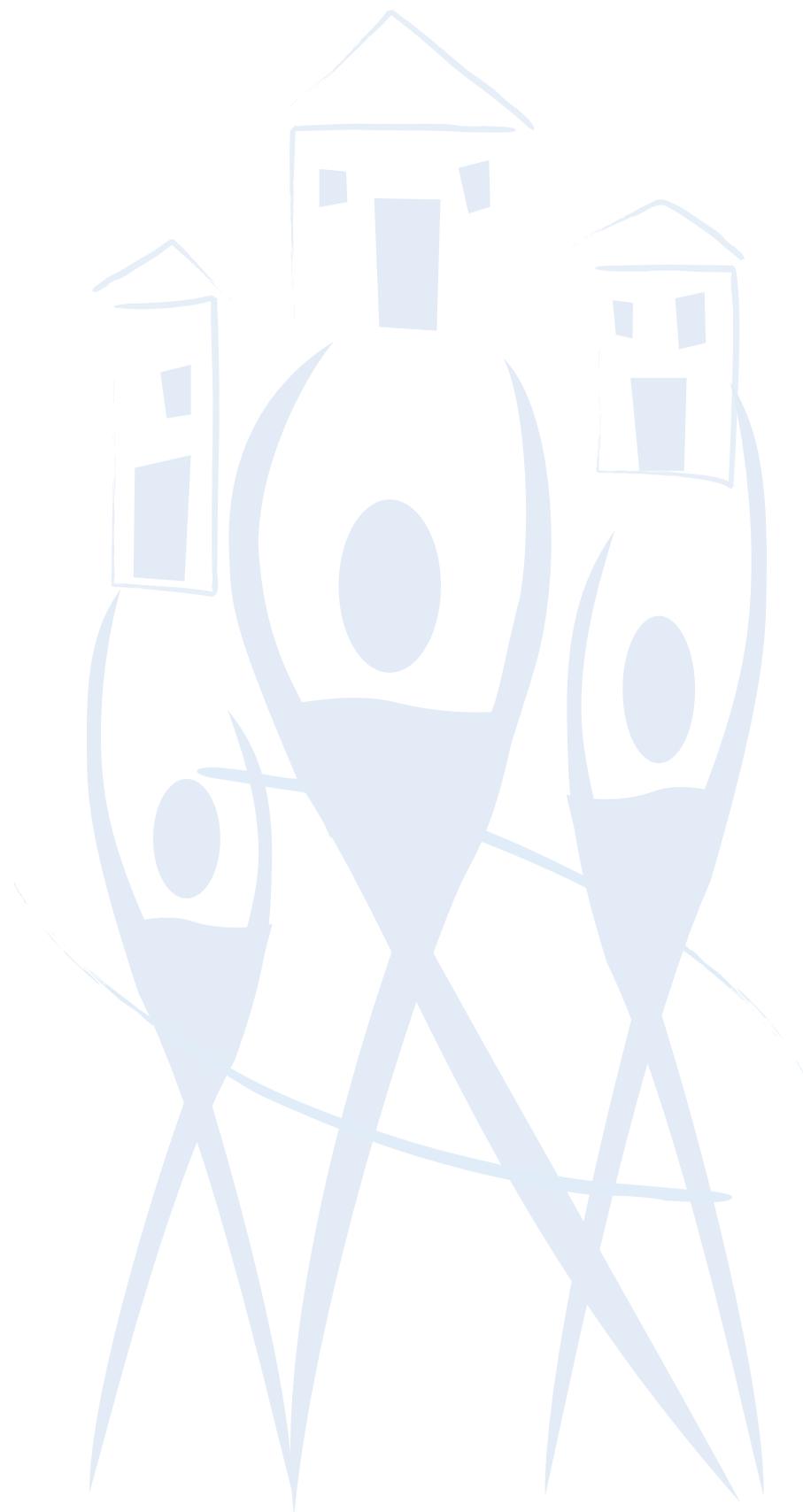


**The first step in committing to becoming a CFAL community is adopting a resolution or proclamation**



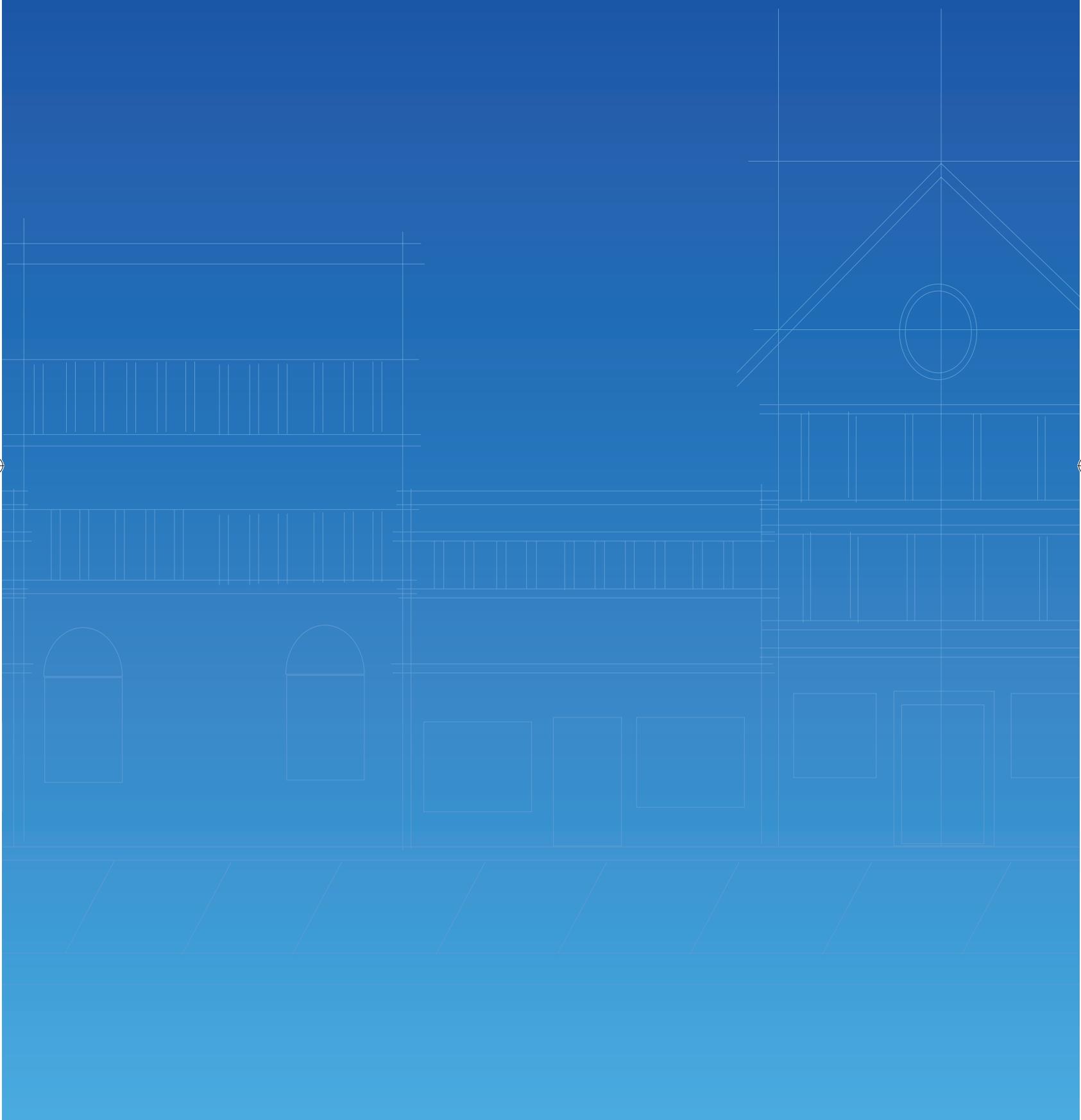


# Notes





# Florida Department of Elder Affairs



# Bicycle & Pedestrian Partnership Council's 2010/2011 Recommendations

The following are recommendations are from the Council's 2010/2011 Annual Report.

## Last Year's Recommendations

- *Investment Priorities*
- *Performance Measures*
- *Safety*
- *Coordination*
- *Funding*

## Investment Priorities

**IP1** – Bicycle and pedestrian partners working with FDOT, should develop materials that identify the benefits to be obtained from investment in each type of bicycle and pedestrian facility or program, for use by advocates and decision-makers in promoting projects and seeking funding. These tools should clearly identify the types of investment and the kinds of benefits (including but not limited to safety, connectivity, increased utilization, economic development, lifecycle costs and fiscal efficiency) to be obtained from each type of investment.

**IP2** – FDOT districts together with state, regional and local partners (including OGT, MPOs, RPCs, local governments and others) should develop and implement a methodology to identify and prioritize where bicycle and pedestrian facilities are needed to connect or complete existing systems within districts and between districts and share with partners.

**IP3** – State, regional and local funding partners (including FDOT, OGT, MPOs, RPCs local governments and others) as appropriate should give high priority to investments that complete linkages between components of bicycle and pedestrian facility systems, in order to derive the most benefit from dollars invested in bicycle and pedestrian improvements.

## Performance Measures

**PM1** – FDOT should develop quantitative and qualitative bicycle and pedestrian system performance measures for use in Florida Transportation Plan and Florida Strategic Highway Safety Plan implementation and in evaluating and enhancing bicycle and pedestrian efforts in each district and statewide. *Potential measures* to be considered include but are not limited to:

- Number/percentage of cities and counties with current bicycle, pedestrian, and trail plans
- Degree to which these plans are reflected in LRTPs and 5-year capital improvements plans
- Degree to which systems and facilities are context sensitive
- Inventory/percentages of roads that have bicycle and pedestrian facilities
- Inventory/percentage of jurisdictions that have educational programs (i.e., Safe Routes to School) addressing bicycle and pedestrian issues
- Connections to transit
- Condition of existing facilities
- Number of trips made by walking and bicycling
- Facility utilization
- Modal split and projected mode shift produced by proposed projects and systems (additional data needed to develop this measure)

## Safety

**S1** – FDOT and partners should cooperate to develop and implement methodologies to gather exposure data (data on bicycle and pedestrian usage of facilities or systems for which crash data is available) that can be used to develop more meaningful measures of bicycle and pedestrian safety.

**S2** – FDOT and partners should develop facility and system measures of bicycle and pedestrian safety for use in the Florida Transportation Plan and the Florida Strategic Highway Safety Plan implementation. FDOT and partners should coordinate to promote use of these measures and plans to inform bicycle and pedestrian plan preparation and facility design statewide.

**S3** – FDOT and partners should coordinate to develop and implement bicycle and pedestrian safety education and enforcement programs for all users and modes that focus on safety awareness and cost-effective measures.

**S4** – FDOT and partners should coordinate efforts to continue to develop and implement bicycle and pedestrian safety training modules to be included in the training materials and programs of groups responsible for enforcement, including but not limited to the following:

- law enforcement

- Department of Motor Vehicles
- schools

## Coordination

**C1** – MPOs and local governments, working together with other bicycle and pedestrian partners should strengthen or develop mechanisms (e.g., advisory committees, working groups, and summits) to improve coordination between public and private stakeholders involved in bicycle and pedestrian planning, including but not limited to FDOT, MPOs, RPCs local governments, county health departments, school districts, FDEP, and FDOE, and local bicycle and trail user and working groups.

## Funding

**F1** – FDOT and partners should continue funding bicycle and pedestrian projects, including projects of local, regional and statewide significance that are now eligible for funding through the Transportation Enhancement and Safe Routes to School programs if these programs are not reauthorized by Congress in the next multi-year federal transportation bill.

**F2** – FDOT should work with MPOs and other partners to ensure bicycle/pedestrian related projects funded by Transportation Enhancement Funds are authorized as quickly as possible to protect them, to the degree possible, from the impact of future rescissions.

# FLORIDA BICYCLE AND PEDESTRIAN PARTNERSHIP COUNCIL

## MEETING 9

May 1, 2013

### DRAFT RECOMMENDATIONS WORKSHEET

#### Introduction

One element of the BPPC's charge is to develop recommendations to entities (including MPOs, RPCs, local governments, FDOT, partner agencies and NGOs) involved in bicycle and pedestrian issues.

The language below has been developed by staff as a starting point for further discussion and refinement by the Council at the next meeting on May 1, 2013. The language was drawn from Council discussions at BPPC Meetings 6, 7 and 8. At the meeting on May 1, members will be asked to review and refine them further, and indicate whether, as refined during the meeting, they are acceptable as Council recommendations emerging from members' deliberations to-date.

#### Instructions

Please review each draft recommendation; then use the following scale and this worksheet to rate its initial acceptability.

*Initial Acceptability scale:*

3= "I can support this as is" (from "wholehearted support" to "I can live with this.")

2= "I can support this, but would like to see the following changes...."

1= "I cannot support this unless serious concern(s) are addressed as follows...."

Once you have rated each draft recommendation, please use the space provided for notes on concerns or possible refinements that you would like the Council to consider. As you review these items, please consider whether there are additional ideas from earlier discussions that should be added to the list for consideration by the full BPPC.

The worksheets are for your use in preparing for Council discussion of these items. While we will compile members' initial ratings during the meeting through a show of hands as a starting point for those discussions, we will not collect the worksheets.

The worksheet is organized by the 2012/2013 focus areas chosen by the Council:

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

## Completing the System

**CS1** – FDEP should consider local government support and the availability of local matching resources when prioritizing projects as part of the update to the Florida Greenways and Trails program.

*Initial acceptability of potential recommendation as drafted (circle):*

3	2	1
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Comments on rating: \_\_\_\_\_

\_\_\_\_\_

**CS2** – FDOT should pursue opportunities to contribute to full implementation of the Florida Greenways and Trails program in all policy and project planning.

- FDOT should ensure that all new corridors, and to the extent possible new facilities within existing corridors, include provision for bicycle and/or (as appropriate) pedestrian facilities.
- Identify opportunities for expansion of the limited access pilot [projects] to contribute to implementation of the Florida Greenways and Trails Plan.
- FDOT and FDEP should consider the development of inter-agency MOAs to promote cooperation [in the] implementation of the Florida Greenways and Trails Plan.

*Initial acceptability of potential recommendation as drafted (circle):*

3	2	1
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Comments on rating: \_\_\_\_\_

\_\_\_\_\_

### Other Suggestions?

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## Safety

**S3** – FDOT should expand the focus of Florida's pedestrian safety campaign to include bicycles.

*Initial acceptability of potential recommendation as drafted (circle):*

3	2	1
---	---	---

Comments on rating: \_\_\_\_\_

\_\_\_\_\_

**S4** – FDOT should increase its focus on driver safety awareness and training.

*Initial acceptability of potential recommendation as drafted (circle):*

3	2	1
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Comments on rating: \_\_\_\_\_

\_\_\_\_\_

**Other Suggestions?**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## Cultural Change

**CC5** – FDOT should develop a “champions” program (speakers’ bureau?) for design discretion, including uniform informational presentations and materials, to promote awareness and use of the availability of design discretion.

*Initial acceptability of potential recommendation as drafted (circle):*

<b>3</b>	<b>2</b>	<b>1</b>
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Comments on rating: \_\_\_\_\_

\_\_\_\_\_

**CC6** – FDOT districts should promote communication between district traffic operations personnel, engineers and local government planners and officials to promote awareness of available design discretion.

*Initial acceptability of potential recommendation as drafted (circle):*

<b>3</b>	<b>2</b>	<b>1</b>
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Comments on rating: \_\_\_\_\_

\_\_\_\_\_

**CC7** – FDOT should coordinate design discretion guidelines with the statewide school design committee.

*Initial acceptability of potential recommendation as drafted (circle):*

<b>3</b>	<b>2</b>	<b>1</b>
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Comments on rating: \_\_\_\_\_

\_\_\_\_\_

**CC8** – FDOT should create a catalogue of road contexts for use in creating context sensitive designs and in the exercise of design discretion.

*Initial acceptability of potential recommendation as drafted (circle):*

<b>3</b>	<b>2</b>	<b>1</b>
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Comments on rating: \_\_\_\_\_

\_\_\_\_\_

**CC9** – FDOT should adopt goals and policies that encourage mode-shift to bicycle and pedestrian transportation.

*Initial acceptability of potential recommendation as drafted (circle):*

3	2	1
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Comments on rating: \_\_\_\_\_

\_\_\_\_\_

**CC10** – FDOT should consider revising modal definitions to include new and emerging modalities of travel (examples include segways, electric “golf carts” used for transportation, etc.)

*Initial acceptability of potential recommendation as drafted (circle):*

3	2	1
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Comments on rating: \_\_\_\_\_

\_\_\_\_\_

**Other Suggestions?**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## Health

H11 – FDOT should consider the health implications of state transportation policy and decisions.

*Initial acceptability of potential recommendation as drafted (circle):*

3	2	1
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Comments on rating: \_\_\_\_\_

\_\_\_\_\_

### Other Suggestions?

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



Florida Department of Transportation  
DRAFT - May 2013

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**MEETING EVALUATION FORM**

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

**Proposed Meeting Objectives**

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

**WERE THE MEETING OBJECTIVES MET?**

• To receive updates on FDOT’s Safety Initiatives	5	4	3	2	1
• To receive updates on other related State Agency Plans	5	4	3	2	1
• To review and discuss potential Council recommendations for the BPPC annual report	5	4	3	2	1
• To review and discuss use of the Council Website to promote best practices for bicycle and pedestrian safety and design	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)**