

MEETING AGENDA

Florida Bicycle and Pedestrian Partnership Council

Tallahassee, Florida
September 23, 2014 – 9:00 a.m. to 4:00 p.m.

Meeting Objectives

- Provide an opportunity for updates from agencies and other partners
- Receive and update on the development of the “Roll Call” video
- Review and discuss the Dept. of Economic Opportunity “Complete Streets” Policy
- Review and discuss implementation of the Safe Mobility for Life Program
- Review and discuss bicycle and pedestrian connections with and to transit
- Review and discuss potential BPPC annual recommendations

Meeting Agenda Items

- 9:00 a.m. Welcome and Introductions
- 9:10 a.m. Recap of BPPC Activities To-Date
- 9:20 a.m. Opportunity for Updates from Agencies and Other Partners
- 10:00 a.m. Roll Call Video Update – (Safety & Cultural Change)
- 10:30 a.m. Break*
- 10:45 a.m. Review and Discuss Department of Economic Opportunity (DEO) “Complete Streets” Policy – (Completing the System)
- 11:15 a.m. Safe Mobility for Life Program - (Safety)
- 12:00 p.m. Lunch – Onsite*
- 1:15 p.m. Bicycle and Pedestrian Connections with and to Transit – (Completing the System)
- 2:00 p.m. Break*
- 2:15 p.m. Review and Discuss Potential BPPC Annual Recommendations
- 3:45 p.m. Public Comment
- 3:55 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

2013-2014 Work Plan

MEETING 1 – November 12, 2013

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

MEETING 2 – February 12, 2014

- Receive an update on Council's previous recommendations
- Identify and discuss possible framework for developing BPPC recommendations for the 2013-14 Annual Report
- Review and discuss Pedestrian Safety Action Plans (Safety)
- Receive updates on related Agency and Other Partner plans
- Receive an update on Legislative activities

MEETING 3 – June 3, 2014

- Review and Discuss Statewide Draft FDOT "Complete Streets" Policy (Completing the System)
- Review and discuss Broward County "Complete Streets" – with DOH role (Completing the System & Health)
- Receive an update on post Legislative activities
- Receive updates on other related Agency and Other Partner plans
- Introduce the Florida Transportation Plan & Strategic Intermodal System Processes (Completing the System)
- Review and discuss potential BPPC Recommendations
- Review draft list of potential organizations to transmit BPPC Recommendations

MEETING 4 – September 23, 2014

- Receive updates from Agencies and Other Partners
- Receive and discuss “Roll Call” Project Video – Law Enforcement Awareness and Action (Safety)
- Review and Discuss Department of Economic Opportunity (DEO) “Complete Streets” Policy (Completing the System)
- Review and discuss the Safe Mobility for Life Program (Safety)
- Review and discuss bicycle and pedestrian connections to transit (Completing the System)
- Review and discuss potential Council recommendations for BPPC Annual Report

MEETING 5 – December 10, 2014

- Receive updates from Agencies and Other Partners
- Review and discuss Florida DMV Testing (Safety)
- Multi-use Trail project update (Completing the System)
- FTP/SIS planning process update (Completing the System)
- Refine Council recommendations
- Review Draft BPPC Annual Report
- Establish 2015 meeting calendar
- Discuss and identify candidate Focus Areas for 2015

Florida Bicycle and Pedestrian Partnership Council

Membership List

Jim Wood, Florida Department of Transportation (Chair)
Becky Afonso, Florida Bicycle Association
Lisa Bacot, Florida Public Transportation Association
Adam Biblo, Florida Department of Economic Opportunity
Samantha Browne, Florida Department of Environmental Protection
Karen Brunelle, Federal Highway Administration (Alternate: Carl Mikyska)
Ken Bryan, Rails to Trails Conservancy
Julie Dudley, Florida Department of Health
Sue Hann, Florida League of Cities
Steve Holmes, Transportation Disadvantaged Representative (Alternate: Karen Somerset)
Heather Murphy, Pedestrian Representative
Patricia Northey, Florida Association of Counties
Stephen Slotter, Florida Department of Elder Affairs (Alts: Larry Baxter/Buddy Cloud)
Cyndi Stevenson, Florida Association of Counties (Alternate: Andrew Ames)
Tracey Suber, Florida Department of Education
Lisa VanderWerf-Hourigan, Florida Department of Health
Sarah Ward, Metropolitan Planning Organization Advisory Council (Alt: Greg Burke)
Major Mark D. Welch, Florida Department of Highway Safety and Motor Vehicles
Randy Wells, Florida League of Cities
Vacant, Florida Association of Counties
Vacant, Florida League of Cities

Advisers/Non-Members

DeWayne Carver, FDOT Roadway Design Office, State Bicycle/Pedestrian Coordinator
Billy Hattaway, FDOT District One, Secretary
Lora Hollingsworth, FDOT Safety Office, Chief Safety Officer
Trenda McPherson, FDOT Safety Office, State Bicycle/Pedestrian Safety Program Manager

Florida Bicycle and Pedestrian Partnership Council
Summary of Meeting
June 3, 2014

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"/> Jim Wood, FDOT (Chair)	<input type="checkbox"/>
<input type="checkbox"/> Lisa Bacot, Florida Public Transportation Association	<input type="checkbox"/>
<input type="checkbox"/> Adam Biblo, Florida Dept. of Economic Opportunity	<input checked="" type="checkbox"/> Chris Wiglesworth
<input checked="" type="checkbox"/> Samantha Browne, Florida Department of Environmental Protection	<input type="checkbox"/>
<input checked="" type="checkbox"/> Karen Brunelle, Federal Highway Administration	<input checked="" 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"/> Laura Hallam
<input type="checkbox"/> Buddy Cloud, Florida Department of Elder Affairs	<input checked="" type="checkbox"/> Larry Baxter <input checked="" type="checkbox"/> Stephen Slotter
<input checked="" type="checkbox"/> Leilani Gruener, Florida Department of Health	<input type="checkbox"/>
<input type="checkbox"/> Sue Hann, Florida League of Cities	<input type="checkbox"/>
<input type="checkbox"/> Steve Holmes, Transportation Disadvantaged Representative	<input checked="" type="checkbox"/> Karen Somerset
<input checked="" type="checkbox"/> Heather Murphy, Pedestrian Representative	<input type="checkbox"/>
<input type="checkbox"/> Patricia Northey, Florida Association of Counties	<input type="checkbox"/>
<input type="checkbox"/> Cyndi Stevenson, Florida Association of Counties	<input type="checkbox"/> Andrew Ames
<input checked="" type="checkbox"/> M.R. Street, Florida Department of Health	<input type="checkbox"/>
<input type="checkbox"/> Tracey Suber, Florida Department of Education	<input type="checkbox"/>
<input type="checkbox"/> Sarah Ward, Metropolitan Planning Organization Advisory Council	<input type="checkbox"/> Greg Burke
<input type="checkbox"/> Major Mark Welch, Florida Dept. of Highway Safety and Motor Vehicles	<input type="checkbox"/>
<input checked="" type="checkbox"/> Randy Wells, Florida League of Cities	<input type="checkbox"/>
<input type="checkbox"/> Vacant, Florida Association of Counties	<input type="checkbox"/>
<input type="checkbox"/> Vacant, Florida League of Cities	<input type="checkbox"/>

Facilitators:

Hal Beardall and Rafael Montalvo (FCRC Consensus Center)

FDOT & Support Staff:

Melanie Weaver Carr, Huiwei Shen, Brian Watts, Paula San Gregorio (FDOT Office of Policy Planning); DeWayne Carver, Scott Farash, and Frank Sullivan (FDOT Roadway Design Office); Trena McPherson (FDOT Safety Office); Mike Neidhart and Christina Mendoza (FDOT Office of Policy Planning/Gannett Fleming).

Observers:

Justin Morgan (Federal Highway Administration); Lucas Cruse (USF Center for Urban Transportation Research); Ricardo Gutierrez (Broward MPO); Matt Preston (Florida Department of Economic Opportunity); Sandra Whitehead and Kara Copeland (Florida Department of Health - Healthiest Weight Florida); and Dana Crosby (UF Florida School Crossing Guard Training Program)

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. The complete agenda packet for this meeting including all of the presentations can be accessed at:

<http://www.dot.state.fl.us/planning/policy/bikeped/meetings/materials060314.pdf>

Opening Remarks, Introductions, and Agenda Review

The June 3rd 2014 Florida Bicycle and Pedestrian Partnership Council meeting commenced at 9:05 AM at the FDOT Headquarters in the Burns Building Auditorium. Chairman Jim Wood welcomed the Council members and thanked them for their participation.

Jim introduced the following new Council members (and alternates): Buddy Cloud and his alternates Larry E. Baxter and Stephen Slotter (representing the Florida Department of Elder Affairs), Steve Holmes and his alternate Karen Somerset (representing the Transportation Disadvantaged), and Randy Wells (representing the Florida League of Cities). Everyone then went around the room and introduced themselves.

As part of the introduction, Jim reviewed the agenda and the meeting's objectives, which included a discussion of local and statewide "Complete Streets" policy efforts; a post 2014 Florida legislative session update; a discussion of the planning process to update the Florida Transportation Plan and the Strategic Intermodal System Plan - looking at major trends, issues and opportunities; a discussion of potential Council recommendations; and a review of organizations the Council may want to transmit their recommendations to.

Hal Beardall and Rafael Montalvo of the Florida Conflict Resolution Consortium (FCRC) Consensus Center were then introduced as facilitators of the meeting.

Hal provided a summary of the Council's Charge and Purpose, each of which were provided to the Council in their agenda packets. He identified the Council's Focus Areas (Completing the System, Safety, Cultural Change, and Health) that were most directly related to the recommendations made last year. He mentioned that the Council had discussed ways to identify a possible framework to implement the recommendations. He also asked members to note the meeting summary from the

February meeting and offer any corrections to Melanie Weaver Carr. Mr. Beardall also reminded members that they are subject to the rules under the Sunshine Law.

Recap of BPPC Activities To-Date

Hal Beardall and Rafael Montalvo briefly discussed the Council's Charge and Purpose, Roles and Responsibilities, and Summary of the last meeting. The Council's Work Plan was also discussed, which features a meeting schedule along with major tasks to be completed at subsequent meetings for this year. The Work Plan was developed using the Council's four Focus Areas to set the stage for this year's work. Tasks identified within the Work Plan have been designed to address specific focus areas identified for 2013-2014.

Review and Discuss Statewide Draft FDOT "Complete Streets" Policy

DeWayne Carver, with FDOT's Office of Roadway Design, presented on the Department's efforts to incorporate Complete Streets into its planning and design process. DeWayne also provided a preview of two potential versions of a draft policy on Complete Streets.

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

Member Questions and Comments:

Some members thought the first version of the policy was too complex, such that people may not understand it. They thought that the incorporation of more bullet points could help ease the complexity. In contrast, some members also felt that the second version of the policy was too simplistic.

When language like "will support" or "will do" is included in the policy, it shows more of a commitment to implementing it, as opposed to when these phrases are absent.

It is important to break the policy down a bit more through the incorporation of bullet points while still ensuring that the context remains.

Review and Discuss Broward County "Complete Streets"

Ricardo Gutierrez, with the Broward County Metropolitan Planning Organization, discussed Complete Streets concepts being implemented at the local level throughout Broward County.

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

Member Questions and Comments:

What was the process for prioritizing projects? Did Broward do any community outreach and engagement?

Projects were taken from the Long Range Transportation Plan (LRTP) so they were already prioritized. The group met with communities to further aid in selecting projects.

It seems like it can be considered a best practice model for the other MPO's; could we develop a formal process to mentor other MPO's throughout the state?

This program has grown so quickly and is evolving. Once the process has been formalized, it can be shared with the other MPO's around the state.

What was the major source of funding?

Funding came from the FDOT federal funding as well as MPO dollars.

Potential Recommendations - Complete Streets

- Increase coordination with partner agencies to maximize awareness and use of design flexibility provided by FDOT's Complete Streets policy
- Identify specific strategies to increase coordination
- Conduct or review studies examining the economic impact of complete streets and coordinate with partner agencies to increase awareness of positive impacts
- Promote awareness of and advocate for the Broward model as a best practice, and support coordination or mentorship between the Broward MPO (and other entities involved in the Broward effort) and their counterparts elsewhere in the state to develop similar efforts in other parts of Florida

Post Session Legislative Update

Jim Wood (with FDOT's Office of Policy Planning and Council Chair), Tim Bustos (with the Florida Bicycle Association), and Ken Bryan (with the Rails to Trails Conservancy) each provided a summary of legislative activity that occurred during the 2014 Florida legislative session.

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

Member Questions and Comments:

No comments were offered.

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

Member Questions and Comments:

No comments were offered.

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

Member Questions and Comments:

No comments were offered.

Opportunity for Updates from Agencies and Other Partners

Department of Health Update (Health)

Sandra Whitehead and M.R. Street, both with the Florida Department of Health (DOH), provided an update and overview of the status of the Coalition Leadership Meeting and the Chronic Disease Prevention Coalition Summit.

- Coalition Leadership Meeting – Disease-specific coalitions and organizations, as well as organizations that focus on chronic-disease related topics, will meet in Orlando on June 26. Led by facilitator Dr. Fran Butterfoss, participants will:
 - Learn more about the various statewide coalitions and initiatives
 - Engage in hearty discussions about potential points of intersection to promote effective collaboration
 - Exchange knowledge and ideas pertinent to sustaining coalitions and partnerships
 - Network with others who are committed to improving the quality of life of Florida residents
- Chronic Disease Prevention Coalition Summit – will be held October 1-2, 2014, in Orlando. To get updates and an invitation to the Summit, please visit the Chronic Disease Prevention Coalition website, <http://www.preventchronicdiseasefl.org/> - consider becoming a member of the Coalition.

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

Member Questions and Comments:

DOH is working with communities to conduct Health Impact Assessments with the focus on increasing access to healthy foods. In addition, they will be looking to local and regional health departments to promote safe and active transportation.

FDOT Update (Office of Policy Planning)

Jim Wood and Melanie Weaver Carr (both with FDOT's Office of Policy Planning), provided an update and overview of the status of the Florida Bicycle and Pedestrian TIP cards. The Council was asked to offer comments and recommendations for any potential changes to the cards by June 15th.

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

Member Questions and Comments:

The word "practicable" is confusing. Most people will interpret Florida Statute 316.081 as telling cyclists to ride as far to the right as possible.

That is true, and the agency will take that under review.

FDOT Update (Safety Office)

Trenda McPherson, with FDOT's Safety Office, provided an update and overview on the status of Florida's Bicycle and Pedestrian Focused Initiative in Florida. Ms. McPherson provided background information on the Leadership Team, as well as information on a new trend of "Ciclovias" that are becoming very popular in Florida.

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

Member Questions and Comments:

Is it necessary to place so much emphasis on the safety of bicycle and pedestrian users when they only account for 5 percent of all road users in Florida?

Bicyclists and pedestrians may only account for 5 percent of the total number of road users in Florida, but they account for 20 percent of the fatalities, and that is why it is important.

The “Ciclovias” seem to be popping up everywhere which is wonderful, but they should be backed up by some sort of policy, and have the event be on-going.

A “Ciclovía” is actually an ongoing event, and the Department wants to emphasize that. It isn’t exactly a policy based item – it’s more of an activity. But, the Department can work with cities to try to encourage some sort of proclamation to increase its popularity.

As the population ages, there will be an increased necessity for design concepts like Complete Streets, and it is important to emphasize that in order to get people to think about it more.

It is important to note that Florida’s population is increasing, and therefore the number of bicyclists and pedestrians is increasing too.

Florida will have over 100 million visitors this year, and there is a lot of activity taking place on our roads. It is important to keep that in mind.

A popular brochure that that visitors request from Visit Florida facilities is on bike trails. People are here to bike and to get out on our trails.

There are currently over 20 million people in Florida, making it the third largest state in the country. However, people often ask why the state has so many crashes, and it is extremely important to get our bicycle and pedestrian safety materials out to the public. There needs to be a focus on exactly what factors are leading to the high number of crashes. Factors to consider include: Florida’s elderly population, the ability to ride bikes all-year round, the sheer number of visitors to Florida, and the increase in Florida’s population.

When Florida’s spending on bicycle and pedestrian facilities is compared to spending in other states, Florida appears to lag behind. However, those comparisons do not take into account that bicycle and pedestrian expenditures are institutionalized into the planning design process for nearly all transportation projects in Florida. Maybe there could be a cursory effort to track how much is being spent on bicycle and pedestrian facilities.

Potential Recommendations – Agency Updates

- Identify those variables that work to raise fatality rates in Florida, such as population growth, tourists, elderly – and tailor countermeasures to address them
- Develop estimates of expenditures on bicycle and pedestrian facilities that are routinely included (and not explicitly called out) in many FDOT funded projects

Introduce the Florida Transportation Plan & Strategic Intermodal System Processes

Jim Wood presented the Department’s process for updating the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS) Strategic Plan. The FTP is the state’s long range transportation for all of Florida; while the SIS Strategic Plan is the policy component on how the

Department's policies and guidance for planning and implementing Florida's strategic transportation system. FDOT is currently taking a fresh look at updating these plans.

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

Member Questions and Comments:

How long is the SIS planning period?

We don't have a set amount of time, but at least 25 years for the projects.

The Alternative Visions Process allows for the development of a vision for Florida that would involve the state taking aggressive measures to facilitate bicycle and pedestrian movement, correct?

The process is built around different variables. In this situation it can be more effective to ensure the highest quality bicycle and pedestrian facilities are constructed, rather than focusing on construction of a mass quantity of facilities.

Is there a way to incorporate the Florida Trail System into the FTP?

Yes, there is a way to tie them together. The current plan already promotes addressing this issue through broad goals and objectives. However, we will be promoting the implementation of this plan and the ways in which the goals and objectives relate to specific modal plans. Trails are already incorporated into the Florida Transportation System. One of the important components of this plan update is a focus on transportation choices and transportation options within the State of Florida.

The future of the transportation system will be impacted by multiple factors. These include an aging population that is relocating to urban areas with more multi-modal transportation options. There is also a need to examine the impact of social justice on the transportation system as related to both advantaged and disadvantaged populations. A statistically valid survey of residents and visitors could be used to identify what types of transportation options users would like to see. It may also be necessary to reexamine how to fund transportation projects. When considering the gas tax as a source of funding, and due to an increase in hybrid vehicle production, for example, other sources of funding may be necessary. Non-traditional sources of funding should be examined. Private sources are usually explored. However, there are other entities that can be used for funding transportation projects.

For the next couple of years, there should be a focus on priority projects within the statewide system. Land use planning should be taken into account, with input from stakeholders.

We are working to find the best way to coordinate with the Department of Health (DOH) and the Department of Economic Opportunity (DEO), since planning for transportation in isolation isn't effective.

Following the question and answer portion of this item, Rafael Montalvo, with the FCRC Consensus Center, facilitated a discussion around two questions related to Florida's future. (Note: comments from Council members are shown below each of the two questions in *italics*.)

1. What do you see as the major trends or issues that will impact the future of transportation in Florida?
 - Aging in place, and seniors downsizing and moving into more urban areas. Definitely interested in being able to walk and use bicycles/tricycles for shopping, etc. People want to retain their independence and access to resources. Older folks may also remember rail as a viable transportation choice. We need programs that provide seniors with transportation options.
 - Focus on social justice and the impact of transportation on social justice. Relative impacts on lower income people and communities.
 - Any thought of using statistically valid surveys of residents and visitors? Most surveys show higher levels of interest in transit and alternative travel modes. Ask Florida's citizens what they would like to see. What are their expectations?
 - People want to an interconnected regional and statewide system.
 - Sidewalks - there is an increase in demand.
 - For the Florida Bicycle Association, one of the fastest growing demographics is the older population - and Millennials are delaying driving. We are also seeing increases in hybrid vehicles and vehicles with greater fuel efficiency. All this means we may need to think about how we are plan, design, build and fund transportation projects - i.e. gas tax.
 - For the next couple of years we should focus on our statewide trails system, specifically on priority projects - gaps, long-distance loops.
 - Keep in mind land-use planning, and think about schools, Department of Health, Department of Environmental Protection, make sure all are involved. There is also some health related funding available for some things. Not sure how to link them all, but they should be linked.
 - We need to work to find the best way to coordinate with the Department of Health (DOH) and the Department of Economic Opportunity (DEO). Planning for transportation in isolation doesn't work.
 - Are land use patterns changing? Example from Central Florida's "How Shall We Grow" not wanting the status quo or trend growth scenario.
 - We should think about/consider non-traditional funding sources. We usually only that non-traditional funding means private funding, but there are other entities building transportation projects.
 - Private funding will be more and more a part of the discussion.
2. What significant challenges could make it difficult to address Florida's transportation needs in the future?
 - Our plans should address sea level rise.
 - Example of a series of developments in Alachua that could not be approved without transit. Developer stated reliance on an assumed bus rapid transit (BRT) system to provide mobility. Also will need to coordinate transit between county and city. There is a gap between what works and what the general population thinks will work. Citizens don't want the status quo.

- Is there a regional vision? Gainesville and Ocala, for example, are very different places. Unless there is a regional vision, there will be conflict.

Review and Discuss Potential BPPC Annual Recommendations

Rafael Montalvo, with the FCRC Consensus Center, walked Council members through a set of potential recommendations that were prepared by staff.

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

Member Questions and Comments:

The Council should promote the exploration of using state funding for bicycle/pedestrian facilities that are parallel to state facilities. This would further serve trails that are outside the state right-of-way.

The Council should look into providing some sort of incentive to local governments to provide routine accommodations for bicycle and pedestrian facilities in local projects, (particularly funding incentives).

The Council should look into ways to provide training and education for transportation users across multiple modes. Need to develop a Driver's Ed Training and education campaign (i.e., campaigns that are smaller in scale, but more frequent and targeted to specific communities) whenever a new law comes out would be helpful to keep drivers aware of changes. To that end, it is important to emphasize education of both older and younger populations, particularly in the realm of bicycle safety. This would include an expansion in the curriculum for Kindergarten through 12th grade.

The Council should also look into developing a bicycle and pedestrian policy component for elected official certification programs.

It may also be possible to use the insurance industry to develop an educational program to reach out to and educate new drivers, with a focus on bicycle and pedestrian issues. Enrollment in this educational program could provide drivers with a lower insurance rate.

Development of a Bicycle Safety Action Plan could aid in emphasizing the safety of both pedestrians and bicyclists. The Council could also encourage the use of social marketing and education to promote mode shift. It would be helpful to identify reasons why people walk or ride.

The Council should also look at adding media and marketing outreach to various communities as well as look at alternative sources of funding for these efforts.

For informational purposes - March is the State of Florida's Bike Month, May is national Bike Month, and October is International Walk to School Day. It would be good to encourage planning of events around these dates to increase awareness of bicycle and pedestrian safety. Creation of a common calendar of related statewide events will promote attendance and participation in these events.

Review Draft List of Potential Organizations to Transmit BPPC Recommendations

Mike Neidhart, with Gannett Fleming and support staff to the Council, presented a draft list of potential organizations that the Council can transmit their recommendations to at the conclusion of this year's meeting cycle.

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

Member Questions and Comments:

It was suggested that we include health and agricultural organizations to the Council's list.

Public Comment

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

Next Steps

Hal Beardall asked members to fill-out the calendar form that was included in the agenda packet so staff can schedule the September and December meetings on days that are convenient for the majority of members. Based on member input, staff will undertake the following actions:

- Revise the draft Work Plan, and
- Set dates for the next two meetings as soon as possible

Meeting Evaluation Survey

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

Adjourn

The Chair thanked members for their participation. Hearing no additional comment or issues to be discussed, the meeting was adjourned at 3:35 pm.

APPENDIX A: Meeting Evaluation Summary
Florida Bicycle and Pedestrian Partnership Council
 Tallahassee, Florida
 June 3, 2014 – 9:00 am to 3:45 pm

	☺	☹	⊗			
	<u>Agree</u>		<u>Disagree</u>			
	<i>CIRCLE ONE</i>					
	5	4	3	2	1	Summary
<u>WERE THE MEETING OBJECTIVES MET?</u>						
To receive a post legislative update of bicycle and pedestrian related issues	10	0	0	0	0	5.0
To provide an opportunity for updates from agencies and other partners	9	1	0	0	0	4.9
To review and discuss both local and statewide “Complete Streets” policy efforts	10	0	0	0	0	5.0
To introduce and provide feedback to the Florida Transportation Plan and Strategic Intermodal System processes	8	2	0	0	0	4.8
To review and discuss potential BPPC annual recommendations	9	1	0	0	0	4.9
To review and provide feedback on the list of organizations to transmit the Council’s recommendations	7	3	0	0	0	4.7
<u>MEETING ORGANIZATION</u>						
Background and agenda packet were helpful	10	0	0	0	0	5.0
Presentations were effective and informative	8	2	0	0	0	4.8
Plenary discussion format was effective	8	2	0	0	0	4.8
Facilitator guided participant efforts effective	10	0	0	0	0	5.0
Participation was balanced	9	1	0	0	0	4.9

What Did You Like Best About the Meeting?

- I always learn something new. Always great discussions + great ideas
- Open discussion and respect of opinions
- Prepared agenda and making sure we stick with it. Very organized input method from the Council. Structure is good
- Complete Streets discussion
- I welcome the openness to work across agencies
- Organized with good flow. Good opportunity to voice opinion and share input
- Interaction and information. Sharing with other professionals

What Could Be Improved?

- Maybe a few more presenters
- Need to establish more baseline safety, health and economic data and disseminate in a relevant way – “what does this have to do with me?”
- Water and coffee?
- If meeting materials + PowerPoints could be sent out before, so individuals using laptops/computers could more easily view the material.
- Larger print on name tents for each person to make it easier to identify the group the individual represents
- Coffee

Other Comments (use the back if necessary)

- Great job as usual
- Great meeting!

DRAFT

MULTIMODAL TRANSPORTATION BEST PRACTICES AND MODEL ELEMENT



Maria Cahill, Office of Policy Planning

Bicycle and Pedestrian Partnership Council September 23, 2014

Multimodal Transportation Best Practices and Model Element

- Principal Investigator: Kristine Williams, AICP, University of South Florida, National Center for Transit Research (NCTR)
- Project Manager: Maria Cahill, AICP, FDOT Policy Planning Office
- Developed model multimodal transportation best practices and model elements to guide local governments in updating comprehensive plans



Multimodal Transportation Best Practices and Model Element

- Research to assist local partners in updating their transportation elements of the local comprehensive plans
- All local governments prepare, adopt and update comprehensive plans to guide development and growth
- Comprehensive plans must now provide for multimodal travel and transportation
- New focus in requirements which focus on multimodal travel, shifting from an emphasis on cars to providing many travel modes serving a range of users and moving people and goods as efficiently as possible



Multimodal Transportation Best Practices and Model Element

- Supported by a Project Advisory Group of FDOT planning and modal offices, agency and local government partners
- Extensive literature review of best practices
- Two models: urban within an MPO and rural outside an MPO
- Emphasis placed on ensuring a multimodal transportation system appropriate to the community, providing public transportation, improving accessibility and connectivity between modes — transit stations, intermodal terminals, bicycle and pedestrian facilities — and coordination with land use



Training Opportunities

TAMPA

- Oct. 27, 2014 Multimodal Transportation Planning
- Oct. 28, 2014 Coordination on Mobility Planning

FT. LAUDERDALE

- Nov. 4, 2014 Multimodal Transportation Planning
- Nov. 5, 2014 Coordination on Mobility Plan

MILTON (Pensacola area)

- Nov. 18, 2014 Multimodal Transportation Planning
- Nov. 19, 2014 Coordination on Mobility Planning

GAINESVILLE

- Dec. 2, 2014 Multimodal Transportation Planning
- Dec. 3, 2014 Coordination on Mobility Planning



MULTIMODAL PLANNING TRAINING OPPORTUNITIES

Have your training opportunities on track to improve mobility in your area? Sign up for both on just one.

Multimodal Transportation Planning Best Practices

Many communities are applying their comprehensive 2013 Metropolitan Area Council of Transportation (MACOT) plans. In the process, they are making changes that improve mobility and the local and regional economy. This workshop will highlight best practices for effective multimodal planning and how to coordinate local government efforts with those of other state, regional, and local agencies. The training, led by the FDOT Office of Equity Planning, is based on the recently released FDOT report Multimodal Transportation Best Practices and Model Element.

The workshop will address:

- 1. How multimodal planning incorporates all 1000's of 2013 Community Planning Act.
- 2. Effectively executed best practices for regional land use and transit (urban planning) and
- 3. Opportunities to coordinate the transportation plan with other local, regional, and state plans.

Effective FDOT/Local Government Coordination on Mobility Planning

All local governments plan for multimodal mobility. FDOT offers each local agency with training that allows it to align to the state transportation system and provide local support. This workshop offers a framework for FDOT/Local government and local government to coordinate in your state and the statewide planning effort, with transportation and local and planning activities of local governments. The training, led by the FDOT System Planning Office, is based on the 2013 Mobility Review Guide and Companion Toolkit.

The workshop will address:

- 1. Multimodal planning processes and strategies.
- 2. The Mobility Review Guide and Companion Framework for identifying the various strengths and shortcomings of local plans from a multimodal perspective, and
- 3. Application of the framework by FDOT and local governments.

Web Links

[Copy of final report](#)

- http://www.dot.state.fl.us/research-center/Completed_Proj/Summary_PL/FDOT-BDK85-977-49-rpt.pdf

[Copy of summary](#)

- http://www.dot.state.fl.us/research-center/Completed_Proj/Summary_PL/FDOT-BDK85-977-49-sum.pdf

MILTON (Pensacola area)

- Nov. 18, 2014 Multimodal Transportation Planning

Register: <http://www.eventbrite.com/e/multimodal-transportation-planning-training-chipleypensacola-tickets-12208081701>

- Nov. 19, 2014 Coordination on Mobility Planning

Register: <http://www.eventbrite.com/e/mobility-review-training-chipleypensacola-tickets-11019947961>

GAINESVILLE

- Dec. 2, 2014 Multimodal Transportation Planning

Register: <http://www.eventbrite.com/e/multimodal-transportation-planning-training-jacksonvillelake-citygainesville-tickets-12208111791>

- Dec. 3, 2014 Coordination on Mobility Planning

Register: <http://www.eventbrite.com/e/mobility-review-training-jacksonvillelake-city-tickets-12208208079>

Florida's Bicycle/Pedestrian Focused Initiative



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

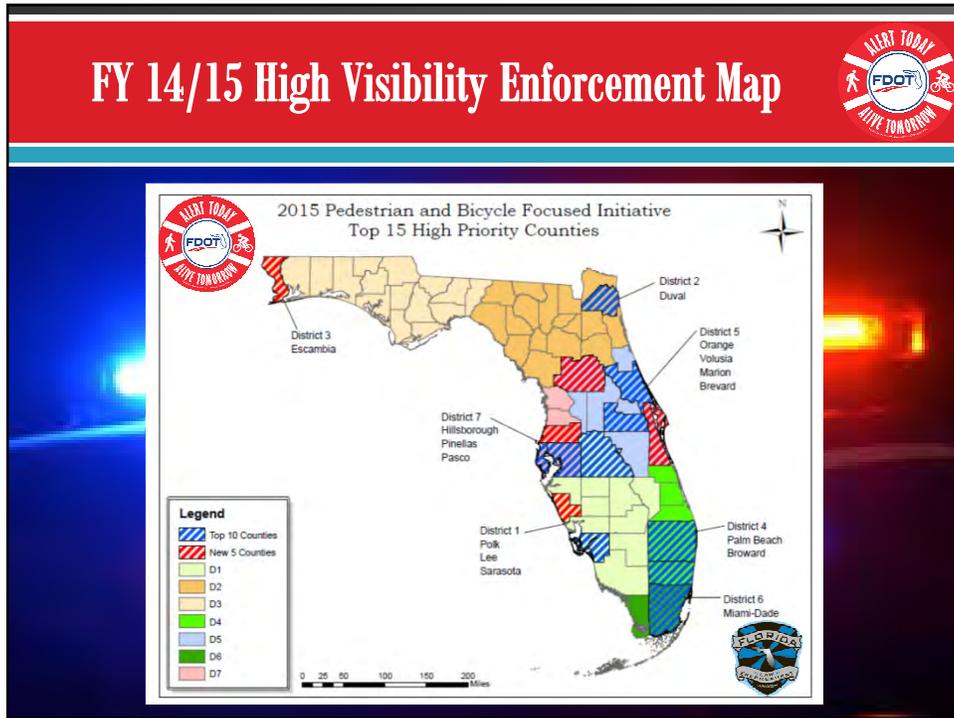
Sept. 23, 2014 – Bike/Ped Partnership Council Update

Road Map



- High Visibility Enforcement
- At Risk Populations
- Economic Impact
- Education
- Shifting the Culture





At Risk Populations

www.AlertTodayFlorida.com

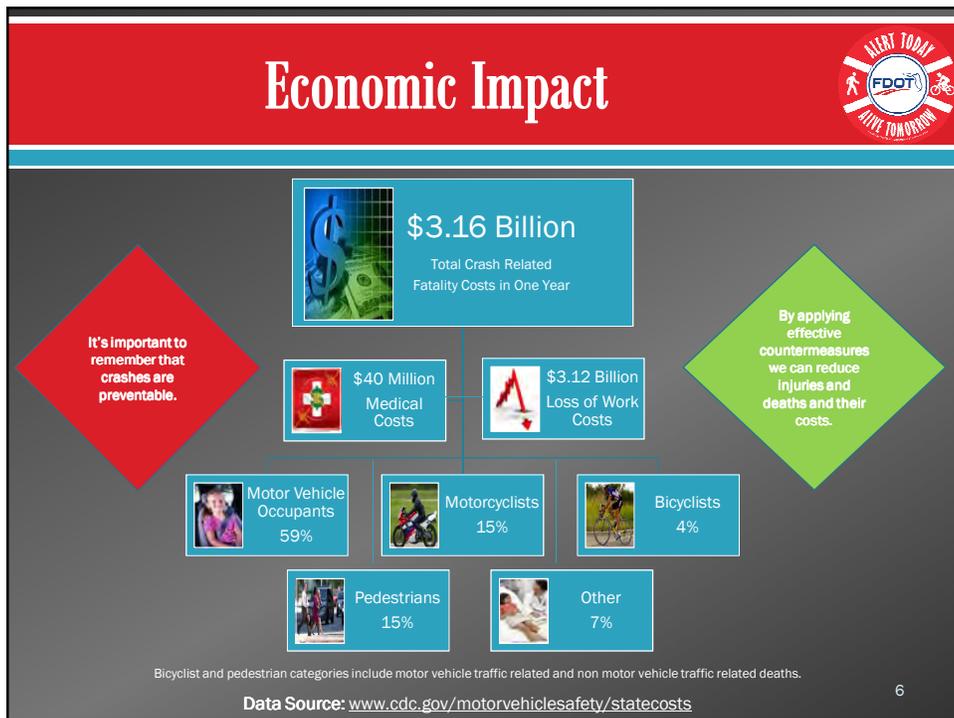
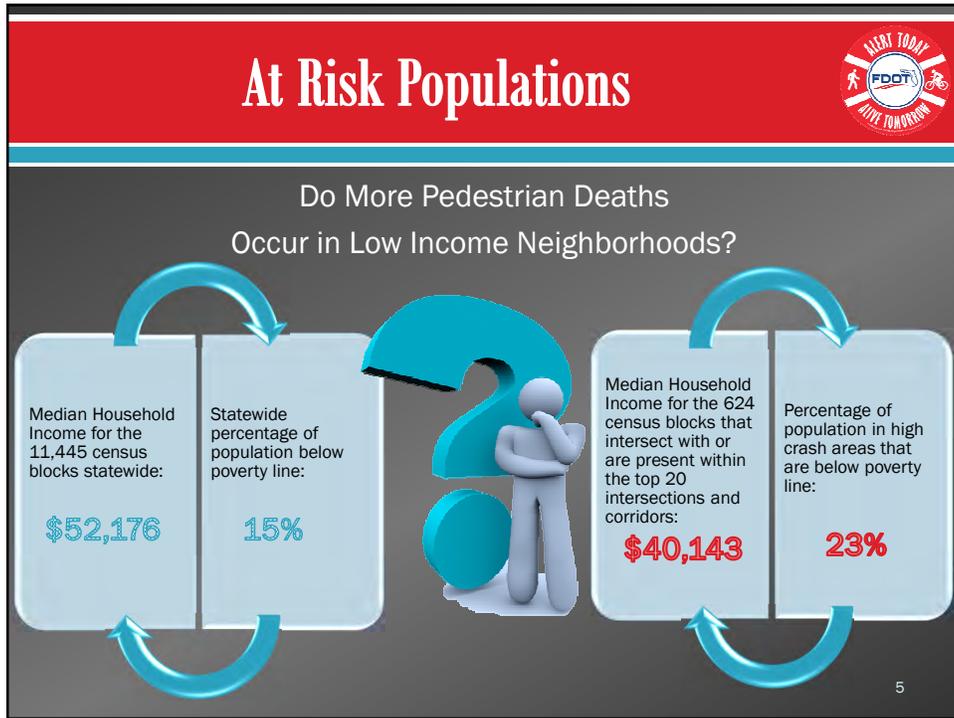
Motor Vehicle Crashes Non Motorists By Age	Highest Ranking	Second Highest	Third Highest
Male Fatalities	45-54	55-64	35-44
Male Injuries	45-54	25-34	55-64
Female Fatalities	45-54	55-64	35-44
Female Injuries	45-54	25-34	35-44

	Priority County Demographics - Language		
	Spanish	English	Haitian-Creole
Miami-Dade	64.0%	28.0%	0.6%
Broward	22.0%	63.0%	5.4%
Orange	17.0%	75.0%	1.9%
Hillsborough	25.0%	73.0%	0.2%
Palm Beach	16.0%	73.0%	4.3%
Pinellas	4.0%	89.0%	0.7%
Duval	5.0%	88.0%	0.0%
Volusia	6.2%	89.0%	0.0%
Lee	8.7%	87.0%	0.0%
Pasco	12.0%	84.0%	0.0%

50	The median age of fatally injured pedestrians in Florida.
24	The percent of pedestrian fatalities related to traumatic brain injuries.
88	The percent of pedestrians fatally injured in Florida who were also Florida residents.
4	The number of non-fatal hospitalizations for every pedestrian fatality.

48	The median age of fatally injured riders in Florida.
40	The percent of bicyclist fatalities related to traumatic brain injuries.
94	The percent of bicyclists fatally injured in Florida who were also Florida residents.
7	The number of non-fatal hospitalizations for every bicyclist fatality.

AlertTodayFlorida
 AlertTodayFL



Education: Pilot Project



Safety is Golden

During your lifetime, you will spend thousands of hours driving, walking, biking, or riding....



Florida's Safe Mobility for Life Program and **Alert Today Florida** are teaming up to make sure each of those trips – whether by car, bus, bicycle, motorcycle, or on foot are safe trips!



Education: Personalizing The Message



Alert Today
FDOT
Alive Tomorrow

Watch for Pedestrians
EVERY PEDESTRIAN
IS IMPORTANT TO SOMEONE

www.AlertTodayFlorida.com

Watch for Bicyclists
EVERY BICYCLIST
IS IMPORTANT TO SOMEONE

www.AlertTodayFlorida.com

Shifting the Culture in Florida



Orlando Start Date September 21, 2014 Robinson Street between N Rosalinda Avenue and N Eola Dr
Miami Start Date November 2, 2014 Downtown South Miami, Coral Gables, Little Havana
Tampa Bay Start Date October 19, 2014 Downtown Tampa, Kennedy Boulevard
Gainesville Start Date October 5, 2014 University between NW 13th and Main
Fort Lauderdale Start Date November 2014 Las Olas Boulevard

In the planning process:
St. Augustine
Jacksonville



Ciclovía

Questions



10

Implementing Complete Streets & Proposed Bike Facilities

DeWayne Carver, AICP

State Bicycle/Pedestrian Coordinator

FDOT Office of Roadway Design

A little history...

- Transportation Design for Livable Communities
- Context Sensitive Solutions
- FL Greenbook Chapter 19
- Traditional Neighborhood Design Handbook
- One of the first states to require bike lanes or paved shoulders as state policy
- Continual refinements to bicycle and pedestrian facilities requirements in the PPM over the last twenty years



Current Guidance

- PPM Chapter 8 applies to all state roads, but...
- TDLC applies only in certain circumstances
 - Local government-activated
 - May require variations or exceptions
 - Design features default to conventional standards in some cases
 - Limited design guidance due to conventional defaults
- Chapter 19 of Greenbook does not apply to state roads
- TND Handbook supports Chapter 19, but also not targeted to state roads
- CSS provides a process, but does not require any particular kind of design





Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

POLICY

Effective: September 17, 2014
Office: Design Director
Topic No.: 000-625-017-a

COMPLETE STREETS

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of "Complete Streets." While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Motorists
- Transit riders
- Freight handlers
- Pedestrians

The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This *Complete Streets Policy* will be integrated into the Department's internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.

Ananth Prasad, P.E.
Secretary

FDOT's current policies have....

- Excellent Design Guidance
- Deep integration to all aspects of roadway design and planning
- Inclusivity – our standards cover all our roads, so our roads are “complete” to whatever extent our standards are “complete”
- Excellent transit planning guidance
- Exceptional data collection and systems planning capability
- Chapter 19 (Greenbook) begins to address land use side
- CSS Policy directs use of TDLC where appropriate

Weak point is CONTEXT

- FDOT does not really address context-based design
- CS tends to lead to “one size fits all” approaches
- FDOT functional-class orientation provides only very basic context
 - Rural/urban
 - Access classification
 - ACL Functional Class
- Currently, no bridge between context-based design in Chapter 19 of Greenbook and State roadway design
- Requirements for variances and exceptions scare local governments
- So, TDLC allows for good design, but few people know where to use it



Implementing FDOT Complete Streets Policy...

- Must address vision, accountability, funding, inclusivity
- Preserve design guidance
- Establish bridge to context-based design
- Clarify connection to local planning
- Respond to local complete streets efforts
- Public process element
- Incorporate NACTO Guidance

Transect Illustration by DPZ, Inc.

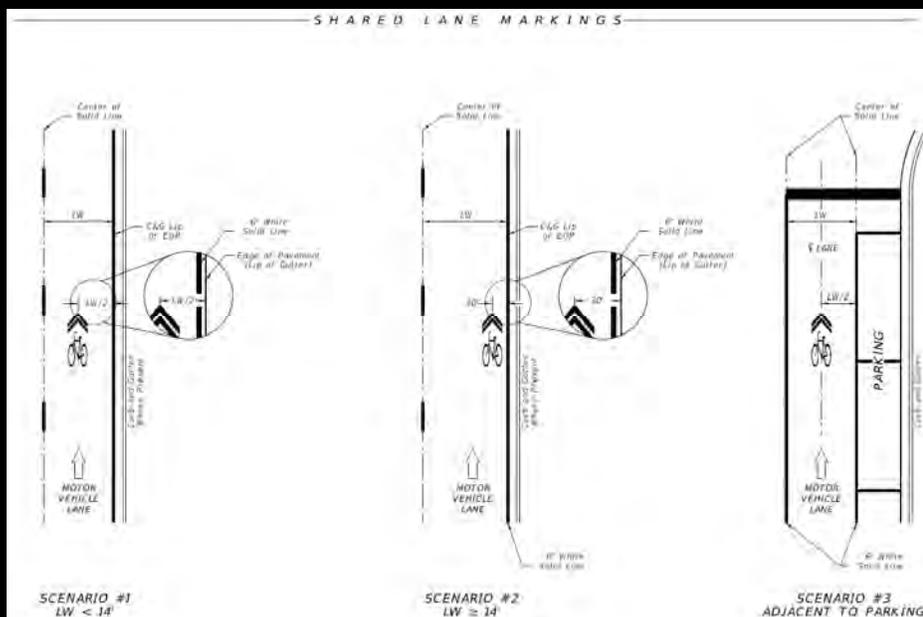
Policy Guidance Revisions

- Plans Preparation Manual – Chapter 21, but changes throughout
- Traffic Engineering Manual – more context-specific
- Project Management Handbook – planning for complete streets
- Accessing Transit Guide
- PD&E Process – Identify contexts to connect design solutions

New Bicycle Facilities Standards

- Shared Lane Marking Placement
- Bicycle lane minimum widths
- New facility type – Buffered Bike Lane
- New flexibility on travel lane widths – 11' standard for urban arterials

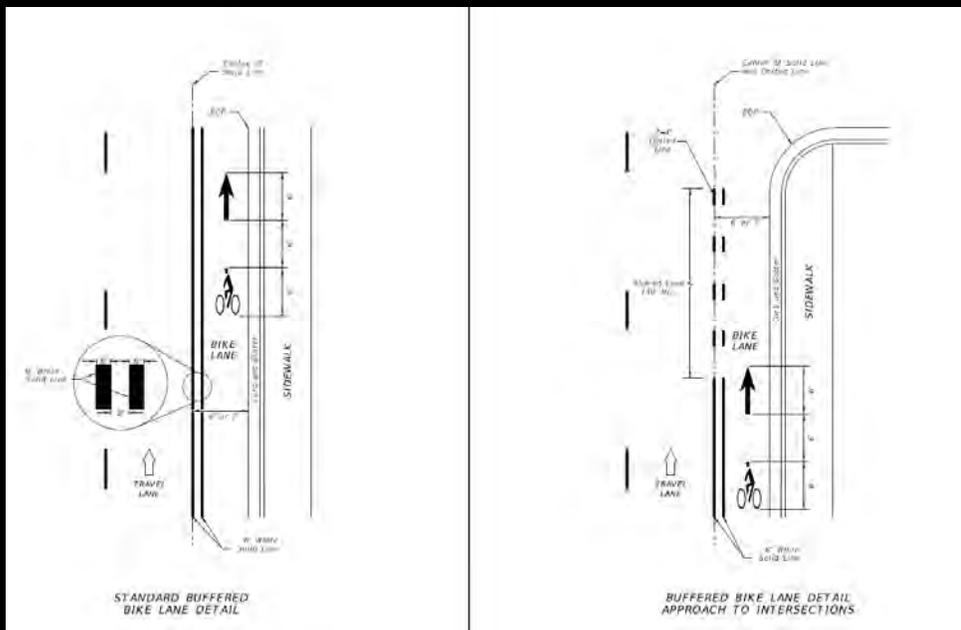
Shared Lane Markings



Bicycle Lanes

- 6' minimum width
- 7' minimum if adjacent to on-street parking
- 6' or 7' buffered on any 6-lane roadway

Buffered Bike Lane



Complete Streets

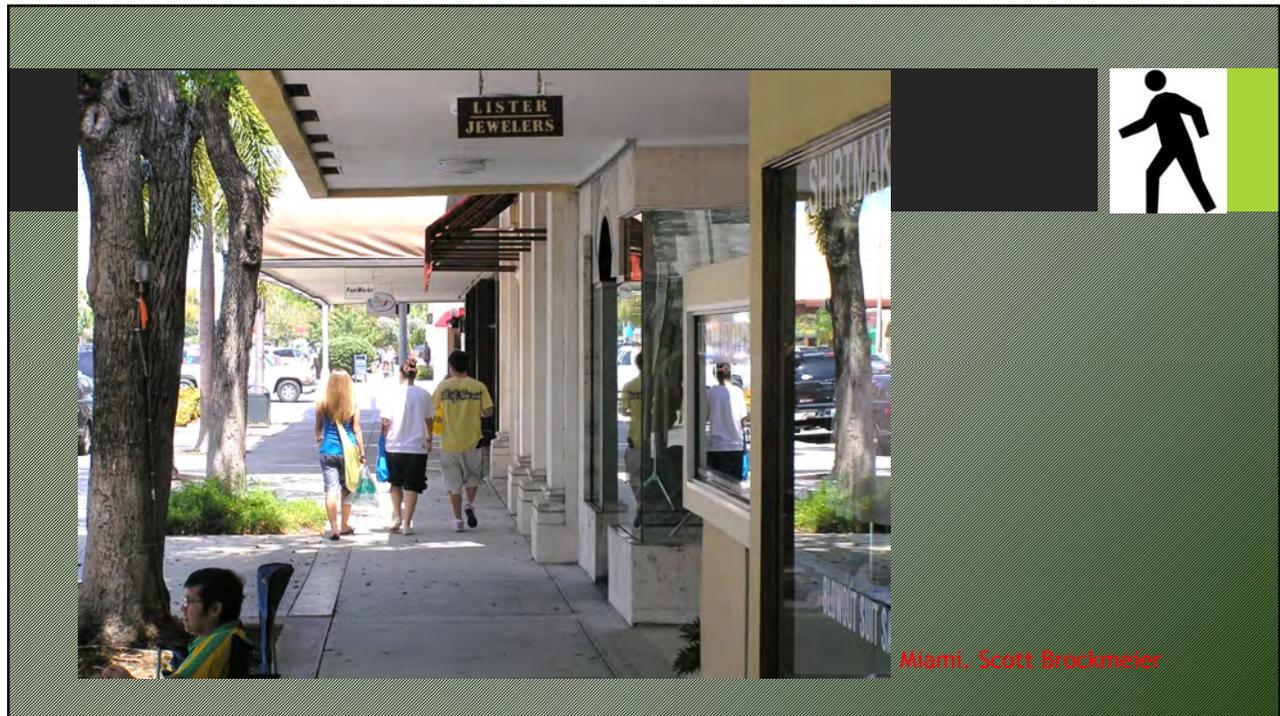


Facilitating Complete Streets in Florida

The Next Steps



What Can the BPPC Do to Promote Complete Streets Throughout Florida?



Approaches

- Funding
- Requirement
- Education & Training
- Technical Assistance

Funding



Funding



- Establish a multi-agency recurring grant funding source for planning for complete streets
- Requires agency funding commitment

Funding



Multi-Agency Grant -- Potential Participating Agencies:

- Florida Department of Transportation
- Florida Department of Economic Opportunity
- Florida Department of Health
- Florida Department of Elder Affairs
- Florida Department of Environmental Protection
- Florida Department of Education
- Florida Department of Highway Safety and Motor Vehicles

Providing Direct Multimodal Access -- The Unauthorized Approach



Jacksonville, FL. Robert. E. Fisher. State Archives of Florida, *Florida Memory*, <http://floridamemory.com/items/show/167554>

An example of a spontaneous transportation-land use interface from the Mid-20th Century.

Despite facility design, operator error prevailed.

Funding



Local Government's
Commitment to
Complete Streets
could be a
prerequisite for
obtaining discretionary
funding



Miami. Scott Brockmeier

Funding



[DOT] Dedicates appropriations for
planning and construction activities
in support of *complete streets*

Requirement



Requirement



Require new non-limited access facilities (& major reconstruction of existing facilities) within urban areas, funded through non-discretionary State & Federal funding, to be *complete streets*

Requirement



New Statutory Requirements for Complete Streets are not anticipated in the near future



Education & Training



Education & Training



DOT or Multi-Agency Website
providing info on *Complete Streets*

- Benefits of Complete Streets
- Communities with Complete Streets
- Illustrated Examples including Plan Graphics
- Example Design Guidelines
- Technical Assistance - substance & process
- Resources, References, Links
- Recognize Outstanding Examples

Education & Training



DOT or Multi-Agency Website
providing info on *Complete Streets*

The Benefits of Complete Streets

Education & Training



Dallas residents save an average of \$9,026 annually switching from driving to taking transit

Cleveland residents save an average of \$9,576

Savings from biking, walking, or taking transit instead of driving add up: \$2.3 billion in Chicago & \$19 billion a year in New York City

This money can be kept in the local economy

Source: National Complete Streets Coalition

Education & Training



DOT or Multi-Agency Website
providing info on *Complete Streets*

List of Communities with Complete Streets

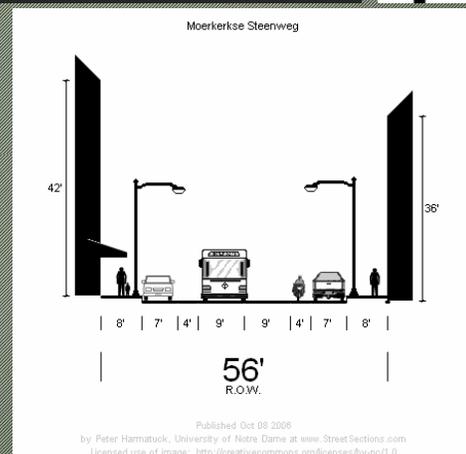
Education & Training



DOT or Multi-Agency Website
providing info on *Complete Streets*

Illustrated Examples, including Plan Graphics

Education & Training



Moerkerkse Steenweg, Brugge, Belgium, Peter Hartmuck www.StreetSections.com

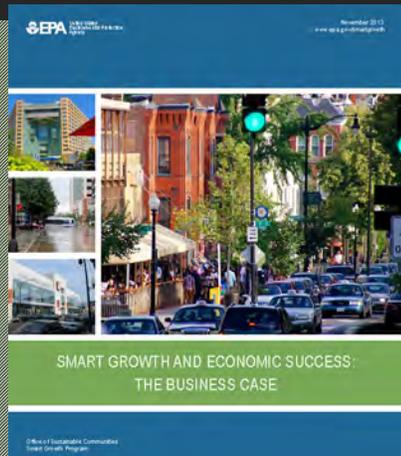
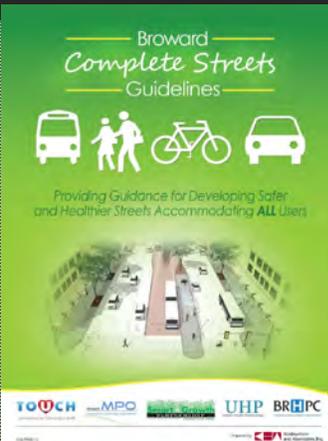
Education & Training



DOT or Multi-Agency Website
providing info on *Complete Streets*

Example Design Guidelines

Education & Training



Education & Training



DOT or Multi-Agency Website
providing info on *Complete Streets*

Technical Assistance - substance & process

Education & Training



DOT or Multi-Agency Website - providing info on
Complete Streets

Resources, References, Links

Education & Training



DOT or Multi-Agency Website
providing info on *Complete Streets*

Recognize Outstanding Examples

Education & Training



Develop Training Modules



Create videos explaining what Complete Streets are & their Benefits



Provide State-Wide Training Opportunities

Education & Training



Develop Training Modules

- ➔ a graduate-level course on planning & design of complete streets
- ➔ an on-line training course for professionals
- ➔ an on-line training course for citizens

Education & Training



- ➔ Make presentations and have displays at various Statewide conferences
- ➔ Develop partnerships with NGOs & other agencies with compatible missions to promote/market complete streets

Education & Training



Examples of potential partners to promote & market complete streets #1



EPA/DOT/HUD Partnership for Sustainable Communities



US Dept of Health & Human Services

Education & Training



Examples of potential partners to promote & market complete streets #2



FHWA



MPOs

Education & Training



San Francisco Bay Area MPO's Complete Streets Webpage

Metropolitan Transportation Commission

Complete Streets

July 2014

March 2013

Complete Streets Design and Engineering Workshops

MTC will join with Bay Area companion management agencies to host workshops in locations around the region. Also Planning & Design and Public Transportation Consulting will present context-sensitive case studies covering the following topics:

- Context-sensitive designs in urban, suburban, rural, commercial, residential and transportation corridors
- Level of service
- Multimodal level of service
- Street networks/classifications
- Intersection treatments
- Barriers to implementation
- Green streets
- Health benefits
- Costs

Participants will learn about tools and strategies to overcome barriers to implement complete streets in a variety of contexts.

Workshop Dates and Locations:

- Wednesday, May 8, 2013**
1-3:30pm
Main Service Workshop
TAM Offices, 750 Linder Street, San Rafael
- [Presentation handout \(PDF\)](#)
- Monday, May 13, 2013**
1-3:30pm
San Francisco - East Bay Workshop
MTC Auditorium, 181 8th Street, Oakland
- [Presentation handout \(PDF\)](#)
- Tuesday, May 14, 2013**
1-3:30pm
Napa - Solano Workshop
Shuman City Hall, 701 Civic Center Blvd., Suisun City
- [Presentation handout \(PDF\)](#)
- Friday, June 7, 2013**
10am-12:30pm
Petaluma - South Bay Workshop
Hosted by the City of San Jose
Committee Meeting Room, W-120
City Hall West Wing, close to 4th Street entrance,
200 E. Santa Clara Street, San Jose
- [Presentation handout \(PDF\)](#)

Education & Training



Space Coast TPO's Complete Streets Webpage

SPACE COAST TPO

Needs to be better - for city or for the best

Complete Streets

Contact: [Georganna Gillette](#) or [Leigh Holt](#)

Complete Streets are designed and operated to enable **safe access for all users**. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street.

[Complete Streets Flyer](#)
[Complete Streets Summary Sheet](#)

The SCTPO's [Complete Streets Evaluation Methodology](#) (26 MB pdf) uses a three step process:

Transportation Plans

- Corridor Planning Studies
- East Central Florida Corridor Task Force
- Malabar Road
- SR A1A
- St. John's Heritage Parkway

Transportation Projects

- Apollo Boulevard
- Babcock Street
- Complete Streets
- Ellis Road
- I-95 Widening
- Pineda Causeway Pilot Project
- US 1
- US 192

Education & Training



Broward County MPO's
Complete Streets
Webpage

Education & Training



Examples of potential partners to promote & market complete streets #3

- ☆ Smart Growth America
- ☆ APA
- ☆ Congress for the New Urbanism
- ☆ Walkable and Livable Communities Institute
- ☆ US Green Building Council
- ☆ ULI

Education & Training



Examples of potential partners to promote & market complete streets #4

- AARP
- State University System of Florida
- University of Miami
- BikeWalkLee

TECHNICAL ASSISTANCE



What to Do & How to Do It?



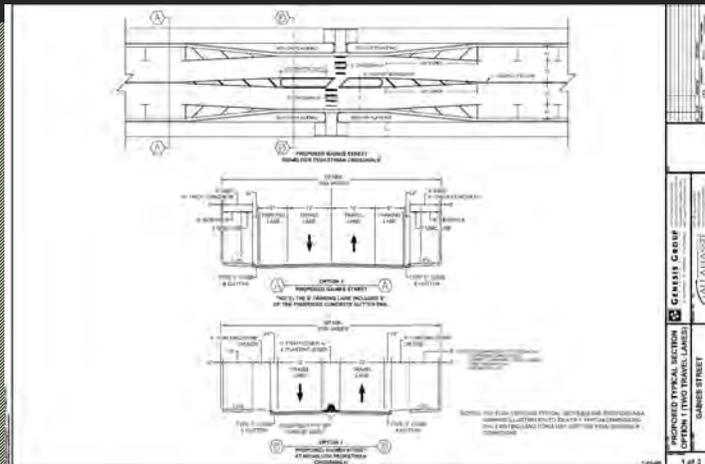
TECHNICAL ASSISTANCE



Establish a protocol for local governments to obtain technical assistance from DOT (& other applicable agencies?)

Attend public hearings/public meetings to support local government efforts

TECHNICAL ASSISTANCE



Gaines Street Typical Section

<http://www.tal.gov.com/gaines/gaines-gst-plan.aspx>

TECHNICAL ASSISTANCE



Birkdale Village, Huntersville, NC
Photo by LandDesign

TECHNICAL ASSISTANCE



Offer opportunity for technical assistance review and input of plans & designs

TECHNICAL ASSISTANCE



Provide technical assistance to NGOs, community groups, and other agencies interested in promoting/facilitating complete streets



Crawfordville, FL, US 319 Corridor Planning. Courtesy, Adam A. Biblo

THE END



Wall Street, Asheville, NC. Courtesy, AA Biblo

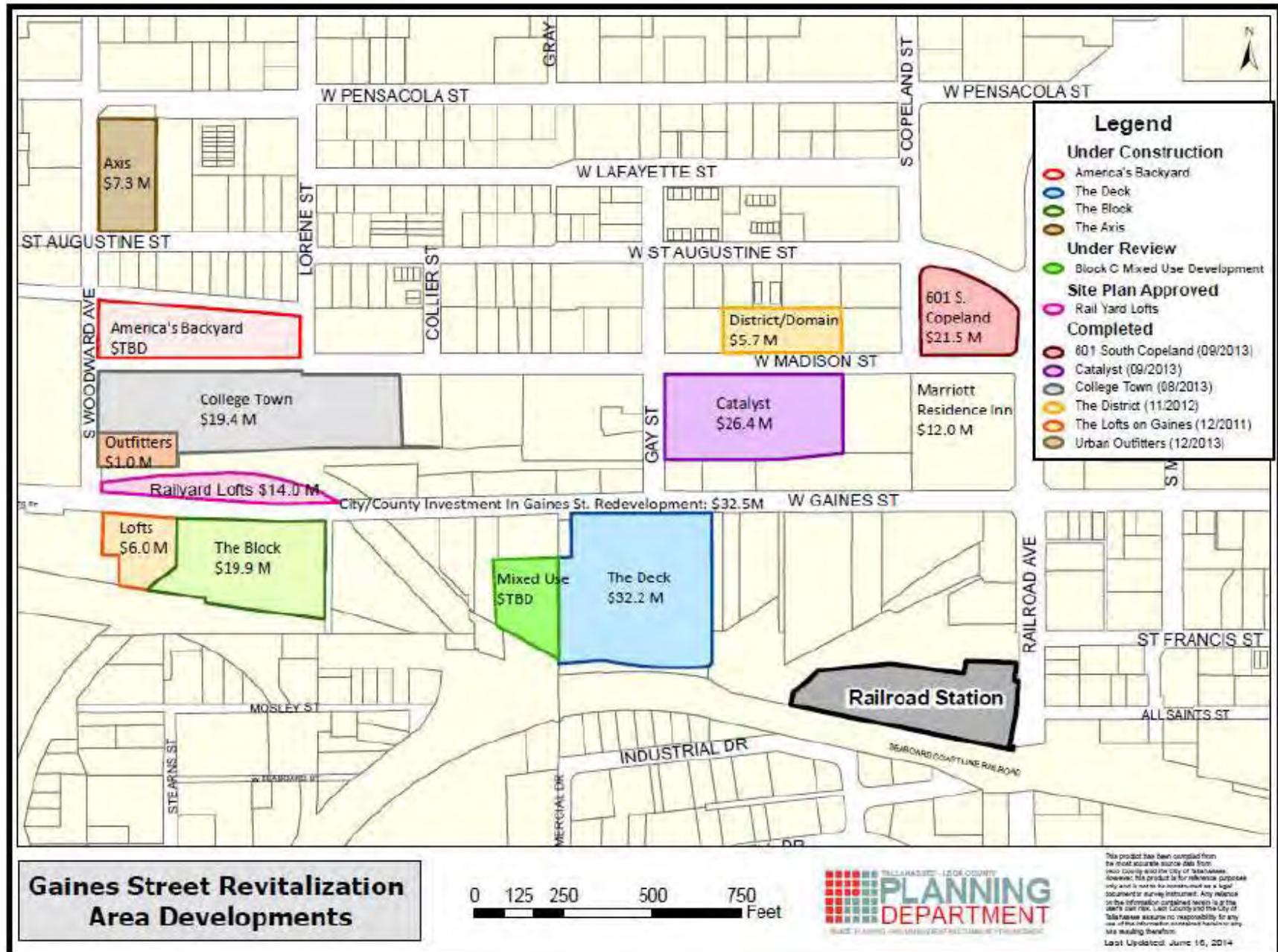
Economic Development Potential of Complete Streets

Gaines Street Corridor, Tallahassee



BEFORE: View of dilapidated building (formerly a nightclub and warehouse for the Capital City Lumber Company) Gaines, Street, Tallahassee, Florida, 2008. Courtesy, Gerald Ensley and State Archives of Florida, *Florida Memory*, <http://floridamemory.com/items/show/17016>

Gaines Street Corridor in Tallahassee



Courtesy, Tallahassee Community Redevelopment Agency, REI Real Estate InSync, and Genesis Group

Gaines Street Corridor, Tallahassee

Private Sector Investment Approx. \$200 + Million



AFTER: Courtesy, Tallahassee Community Redevelopment Agency, REI Real Estate InSync, and Genesis Group

Projected District Capital Improvements

	Square Ft	\$ per Sq. Ft	Estimate
Hotel	150,000	\$425	\$65M +/-
Retail	50,000	\$200	\$10M +/-
Convention	85,000	\$350	\$30M +/-
College of Business	200,000	\$400	\$80M +/-
Dedman School of Hospitality	100,000	\$400	\$40M +/-
Exhibition Renovation	20,000	\$200	\$4M +/-
Basketball Training Facility	60,000	\$200	\$12M +/-
District Infrastructure			\$20M +/-
Total			\$260M +/-

Sistrunk Boulevard, Fort Lauderdale



Courtesy, City of Fort Lauderdale

Sistrunk Boulevard, Fort Lauderdale



Courtesy, City of Fort Lauderdale

- \$15 million spent on infrastructure, lane reduction, traffic calming, undergrounding utilities, more on-street parking, wider sidewalks, decorative streetlights, median and landscape enhancements, and new bus shelters
- Sistrunk Boulevard is in the heart of the Northwest Progresso Flagler Heights CRA in Fort Lauderdale.
- The mission of the CRA is to revitalize and rebuild, restore and renew, and reconnect the present and future to the past.
- Known for art, music, and culture, the Sistrunk Boulevard area was home to Cannonball Adderley, the Victory Theater, and the Windsor Club, where the artists like Duke Ellington and Ray Charles performed. Today, art lovers can visit the newly opened Midtown Commerce Center for regular art shows by local artists. For history buffs, the Eula Johnson House Welcome Center and NAACP Headquarters houses much of Fort Lauderdale Civil Rights history and the African American Research Library covers both art and history.

21st Street, Ybor City, Tampa



Current Conditions. Source, City of Tampa.

21st Street, Ybor City, Tampa



Proposed Improvements. Source, City of Tampa.

22nd Street, Ybor City, Tampa



Current Conditions. Source, City of Tampa

22nd Street, Ybor City, Tampa



Proposed Conditions., Source, City of Tampa.

22nd Street, Ybor City, Tampa



Current Conditions. Source, City of Tampa

22nd Street, Ybor City, Tampa



Proposed Conditions. Source, City of Tampa

Vanderbilt Avenue, Brooklyn, New York



Courtesy, New York City DOT

The Economic Benefits of Sustainable Streets

Better streets mean better business.

Attractive public space and better designed streets are not simply aesthetic or safety improvements. Better streets attract more people and more activity, thus strengthening both communities, the businesses that serve them and the city's economy as a whole.

Street projects that improve safety and design and that welcome pedestrians, cyclists and transit riders see higher retail sales. For example, Brooklyn's Vanderbilt Avenue saw a doubling in retail sales in the three years following installation of bicycle lanes and a tree-lined median, significantly outperforming boroughwide and city-wide trends.

At the intersection of Amsterdam and St. Nicholas Avenues in Harlem, where DOT simplified a difficult intersection with new public space and traffic pattern changes, stores in the area saw sales rise 48%, beating the Manhattan average for the same period and substantially outpacing performance on nearby streets.

Janette Sadiq-Khan, Planning Commissioner for the City of New York

Conclusion: Complete Streets Benefit the Local Economy

- **Dallas residents save an average of \$9,026 annually switching from driving to taking transit**
- **Cleveland residents save an average of \$9,576**
- **Savings from biking, walking, or taking transit instead of driving add up: \$2.3 billion in Chicago & \$19 billion a year in New York City**
- **This money can be kept in the local economy**

Successful *Complete Streets* Planning Should be Corridor Planning

It is not simply conventional transportation planning

- It should address the physical attributes of the street, including: travel lanes for cars, sidewalks, bicycle facilities, and transit facilities
- It should address landscaping/streetscaping & street furnishings
- It should address land uses alongside the street, including development intensity, allowed uses, and appropriate urban design
- It should address infrastructure and public facility design and placement
- It should address signage
- It should consider potential funding sources

It requires commitment and forethought that should be articulated through supporting provisions in the local government's comprehensive plan



Safe Mobility for Life: Benefiting Aging Pedestrians and Bicyclists

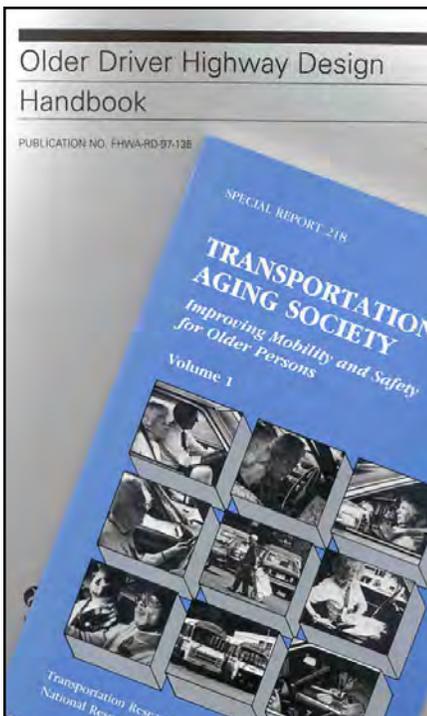
Presented by:

Gail Holley

Florida Dept of Transportation

Florida Bicycle and Pedestrian Partnership Council

September 23, 2014



History Lesson

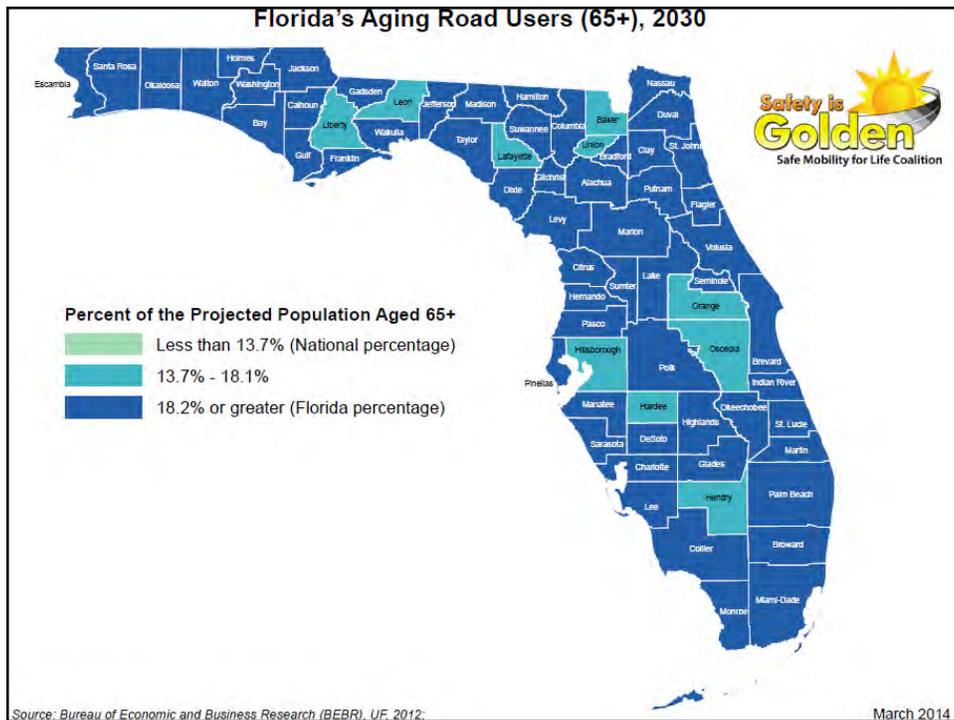
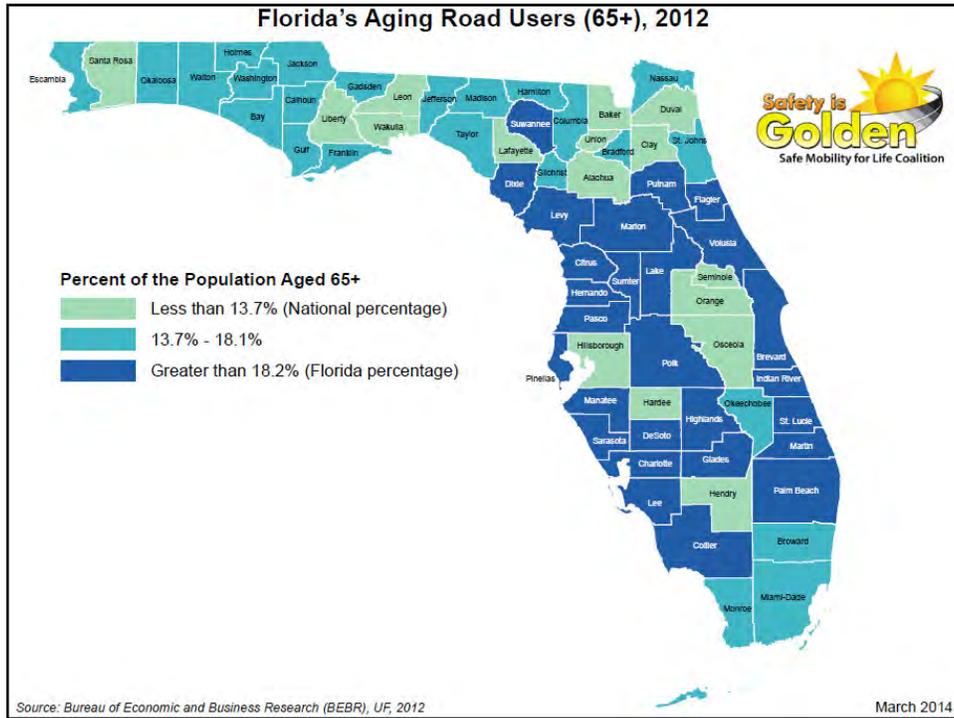
- Transportation Research Board's Special Report 218: Transportation in an Aging Society
- FHWA Older Driver Pilot Program
- FDOT's Elder Road User Program
 - Implemented Roadway Improvements to compensate for age-related changes



Roadway Improvements



**Florida's Population is Aging
Faster than the Rest
of the Nation**



We have a Statewide Coalition Working Together to Improve the Safety, Access, and Mobility of Florida's Aging Population

To Achieve Safe Mobility for Life



- Balance safety and mobility needs of aging Floridians (65 years and older)
- Develop programs and resources for all stakeholders
- Promote a positive, consistent approach to a broad issue
- Change how agencies and organizations work together to address challenges and develop resources





We Developed a Strategic Safety Plan as a Blueprint to Help Reduce Crashes for Florida's Aging Road Users

Florida's Aging Road User Strategic Safety Plan

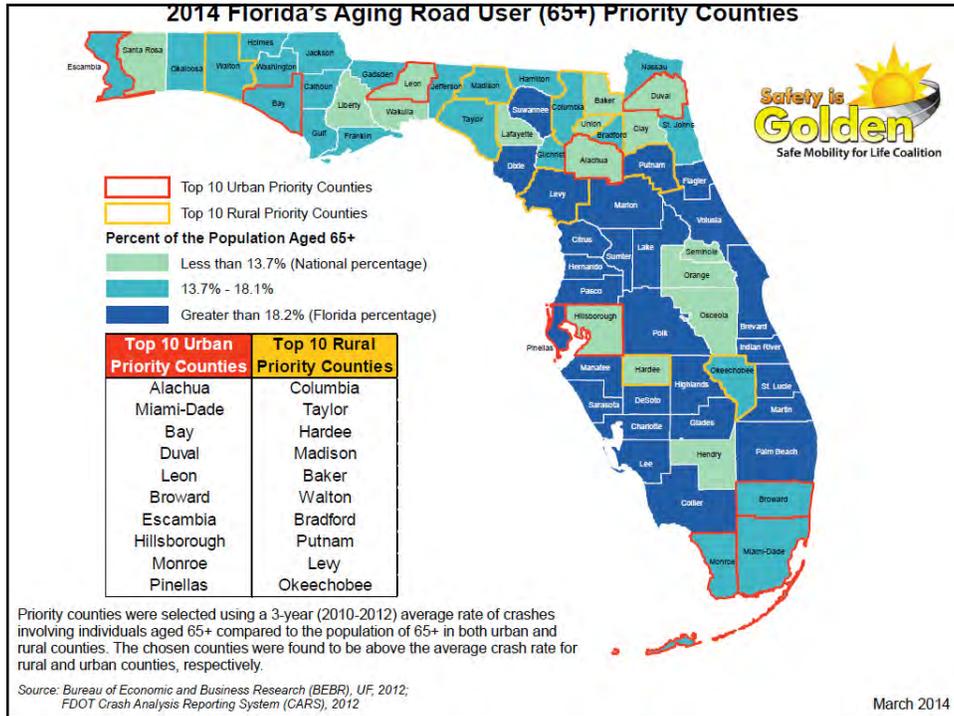
- *Goal:* Reduce fatalities, injuries and crashes by improving the safety, access, and mobility of aging road users
- Comprehensive plan that addresses both safety and mobility issues
- Aligns with the 2060 Florida Transportation Plan
- Ties into Florida's Strategic Highway Safety Plan
 - At Risk Drivers Emphasis Area



Ten Emphasis Areas

- | | |
|--|--|
| <ul style="list-style-type: none"> ▪ Program Management, Evaluation, and Resources ▪ Data Collection and Analysis ▪ Outreach and Education ▪ Advocacy and Policy ▪ Aging in Place | <ul style="list-style-type: none"> ▪ Prevention and Early Recognition ▪ Assessment, Remediation, and Rehabilitation ▪ Licensing and Enforcement ▪ Other Road Users ▪ Transitioning from Driving |
|--|--|





Ten Emphasis Areas

- Program Management, Evaluation, and Resources
- Data Collection and Analysis
- Outreach and Education
- Advocacy and Policy
- Aging in Place
- Prevention and Early Recognition
- Assessment, Remediation, and Rehabilitation
- Licensing and Enforcement
- Other Road Users
- Transitioning from Driving



Other Road Users Emphasis Area

- **Goal:** Promote the **safe mobility** of **aging vulnerable road users** (pedestrians, transit riders, bicyclists and other non-motorized vehicles).
 - **Objective:** Increase **awareness** of the **safety, access, and mobility** needs of aging vulnerable road users **among stakeholders**
 - **Objective:** Identify and **implement** effective **design elements** and **safety countermeasures** to benefit aging vulnerable road users.



How We Are Meeting Our Objectives

- To help increase awareness:
 - Collaborate with Alert Today Alert Tomorrow
 - Parking Lot Safety Tip Card
 - Older Adult Safety Tip Presentation
 - Transit is Golden Safety Event
 - Golf Cart Brochure



How We Are Meeting Our Objectives

- To identify and implement effective design elements and safety countermeasures:

- Human factors research
- FHWA Handbook for Designing Roadways for the Aging Population



Aging in Place Emphasis Area

- **Goal:** Promote and encourage practices that support and enhance aging in place.
 - **Objective:** Increase the number of livable communities in Florida.
 - **Objective:** Improve the transportation environment to better accommodate the safety, access, and mobility of aging road users.



Aging in Place Checklist ✓



Safety is Golden
Safe Mobility for Life Coalition

Aging in Place: It is living in a community with some level of independence in a residence of your choice. This includes having access to services that are needed day to day, while maintaining your independence and quality of life.

Our Aging in Place Checklist

- Step by Step Instructions
- Four Areas to Help Promote Aging In Place
 - Community Design
 - Getting Around
 - Street Safety and Security
 - Support Program and Services
- Will help people determine how well a community meets their mobility needs to successfully age in place.



Aging in Place Checklist ✓









YES NO

Let's get started!



Safety is Golden

Safe Mobility for Life Coalition



Community Design

- **Active Community**
 - Destinations in my town are close enough where I can walk, roll, bike, or take the bus.
- **Design**
 - Parks, community gardens, or other green spaces are a short distance from my home.
- **Comfort and Convenience**
 - Road signs have large, reflective letters and are easy to read.





Getting Around

- **Pedestrian and Bicycle Pathways**

- ☑ **Sidewalks:** Are safe, continuous, accessible, and well-maintained and are easy to travel with assistive devices.
 - ☑ **Pathways:** Allow me to walk or ride a bike between many important destinations.

- **Access to Transit**

- ☑ Provides service to other modes of transportation.

- **Parking**

- ☑ Parking is provided on most streets.



Street Safety and Security

- **Safe Street Crossings**

- ☑ Intersections are safely designed and sufficient lighting at night.

- **Sidewalks**

- ☑ Are accessible and have curb-ramps at all corners.





Street Safety and Security

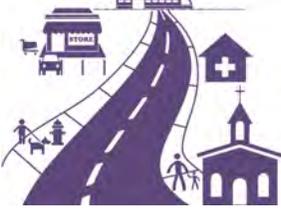
- **Short Block Lengths**
 - Streets are interconnected and have few cul-de-sacs or dead-ends.
- **Security**
 - My community feels safe because:** There are many people out and about.



Support Programs and Services

- **Social Services**
 - My community offers:** Meal delivery and/or congregate meal sites.
- **Housing and Transportation**
 - Aging/older driver safety training, such as CarFit and driver safety courses are available.





Support Programs and Services

- **Health**
 - Exercise and education programs exist to promote physical and mental health.
- **Civic Life**
 - Opportunities for meaningful volunteering and paid work.

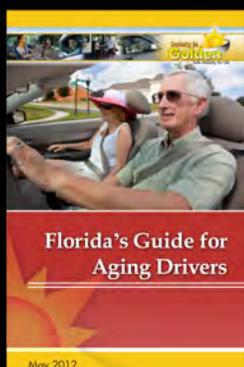


Direct Access to Resources

Web



Print



www.FLSams.org



Together We Can Help Floridians Successfully Stay Safe and Mobile



www.FLsams.org

Gail Holley

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Florida Dept of Transportation
State Traffic Engineering and Operations Office
Email: gail.holley@dot.state.fl.us
Phone: 850-410-5414

www.facebook.com/FloridaSafeMobility



Follow us on Twitter: [@FLSafeMobility](https://twitter.com/FLSafeMobility)



Bicycle and Pedestrian Connections with and to Transit & Status of Public Transit in Florida



Presented By: Lisa M. Bacot, Executive Director
Florida Public Transportation Association



Florida Public Transportation Association (FPTA) Mission

- Our Mission:
 - To continuously support improved public transportation in Florida through advocacy, innovation, education, and partnerships.
- Our Vision:
 - Through the support of innovative public transportation and transit-supported land use, improve the quality of life in Florida.

Page 2





Florida Public Transportation Association Member Agencies

- 32 transit systems operate “fixed route” services in Florida.
- Annual Ridership = 270 million
- Service Area Population = 15.4 mil
- Revenue Miles = 137.7 mil

Page 3



FPTA Benefits

- Develop training programs.
- Educate the State and Federal Government.
- Provide educational public transportation conferences, workshops and seminars.
- Inform members of useful and relevant public transportation information sharing through newsletters, weekly updates, and e-mail communication.

Page 4

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P.O. Box 10168, Tallahassee, FL 32302 | P: 850-878-0855 | F: 850-878-0725



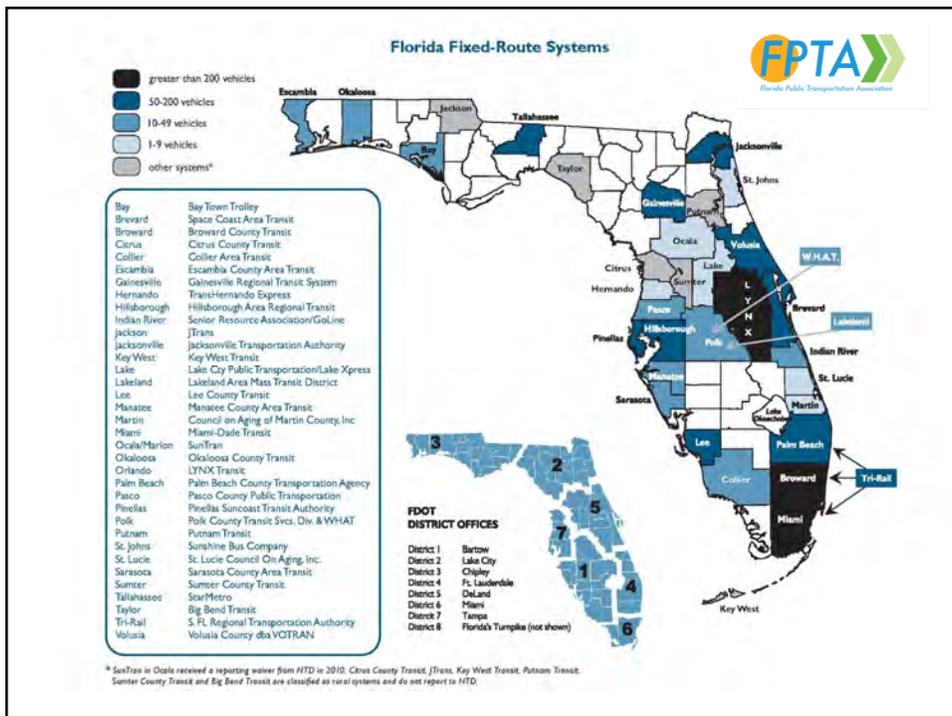
FPTA Benefits, Cont.

- Oversee a Pooled Purchasing Contract.
- Transit Technician Education Program’s Certified Transit Technician Program
- Transit Operator Training Program.
- FPTA Endowment for Florida Students expressing interest in the public transit industry.
- Support a State “Rodeo”, hold several training sessions, conferences, etc. throughout the year.

Page 5

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Recent Transit Research Results

- Individuals outlive their ability to drive by 7-10 years
- Generation Y More Likely to Not Want to Own a Car
- Public Transit Users are Healthier and Live Longer
- Public Transportation Continues to be a Responsible Environmental Choice

Page 7

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Health Benefits of Public Transportation

- Commuting by light rail is linked to weight loss—and light rail commuters are about 80% less likely to become obese over time.
- Traffic accidents decline as public transit usage increases—keeping communities safer. In fact, the fatality rate associated with transportation-related injuries in public transportation is approximately 1/25th that associated with automobiles.
- Over 140 million Americans—about 25 percent of them children—live, work, and play in areas where air quality does not meet national air quality standards. Harmful motor vehicle emissions account for 25% to 51% of air pollutants in these areas.

Page 8

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Health Benefits of Public Transportation

- Communities that are walkable and have access to transit generally have a lower dependence on automobiles and encourage physical activity.
- Studies have found that men who commute to work on public transportation are 44.6% less likely to be overweight or obese due to increased active commuting.

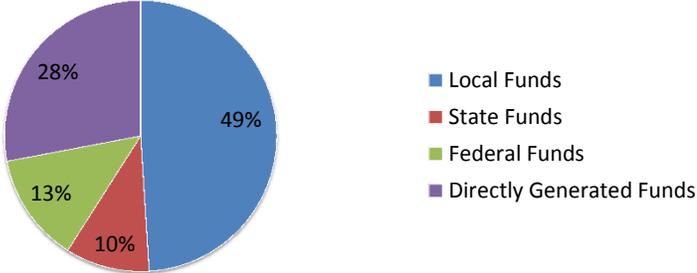
Page 9

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Florida Transit System Funding

Statewide Summary of Operating Funds*



Funding Source	Percentage
Local Funds	49%
State Funds	10%
Federal Funds	13%
Directly Generated Funds	28%

* - As reported to the National Transit Database (2010)

Page 10

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Public Transit Block Grant

- \$83,087,187
 - 15% to the Commission for the Transportation Disadvantaged
- \$70,624,109 allocated to urbanized areas
- Formula = 1/3- County Pop, 1/3- Revenue Miles and 1/3- Passenger Trips



Bicycle and Pedestrian Connections



Bikes on Buses

- Usage has grown
- PSTA – 27,557
- HART- 19,345
- SCAT Brevard- 13,545
- Star Metro- 2,325

Page 13

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Barriers Faced

- Transit is limited
- Service Hours are limited
- Headways are limited
- Shelters are limited
- Sidewalks are limited
- Bike Racks only hold 2-3 bikes on the bus

Page 14

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Florida Public Transportation Association
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www.FloridaTransit.org

www.IM4Transit.org



FLORIDA BICYCLE & PEDESTRIAN PARTNERSHIP COUNCIL MEETING

September 23, 2014

POTENTIAL 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 in response to Council member discussions at the February and June BPPC meetings. Strikethroughs and underlining show changes since the version of the potential recommendations reviewed at the June meeting.

While the draft language reflects staff's attempt to capture the sense of members' discussions at those meetings, much of the language has not been reviewed in its current form by the Council, and these are not yet draft recommendations.

At your meeting on September 23, 2014 members will be asked to review and refine these draft recommendations 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 potential 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 2013/2014 focus areas chosen by the Council:

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

COMPLETING THE SYSTEM (CS)

CS1 - ~~Recommend language to allow state transportation trust funds be eligible for use on trail projects. (Remove - already done)~~

Initial acceptability of potential recommendation as drafted (circle):

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

Comments on rating: _____

CS2 - FDOT should build on the initial lessons learned from the Limited Access Bridge Study and expand the program to other appropriate facilities around the state.

Initial acceptability of potential recommendation as drafted (circle):

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

Comments on rating: _____

CS3 - Develop guidance and incentives for local governments to provide routine accommodation for bicycle and pedestrian facilities. Include consideration of policy guidance, funding and training. This guidance should be reflected in appropriate state and local documents.

Initial acceptability of potential recommendation as drafted (circle):

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

Comments on rating: _____

Other Suggestions on Completing the System?

SAFETY (S)

S1 - Encourage planners and design professionals to conduct Bicycle/Pedestrian Safety Audits prior to project scoping and design for resurfacing and capacity projects along high pedestrian crash corridors.

Initial acceptability of potential recommendation as drafted (circle):

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

Comments on rating: _____

S23 – The Pedestrian Safety Action Plan (PSAP) process should:

- Identify those variables that contribute to fatality rates in Florida, such as population growth, tourists, elderly, and develop countermeasures tailored to address them.
- Include public safety personnel and other appropriate stakeholders in the development of PSAPs.

Initial acceptability of potential recommendation as drafted (circle):

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

Comments on rating: _____

S32 – Establish a ~~new~~ future Planning Emphasis Area for FDOT on Bicycle Safety Action Plans (BSAPs) similar to the current emphasis area of Pedestrian Safety Action Plans (PSAPs).

Initial acceptability of potential recommendation as drafted (circle):

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

Comments on rating: _____

Other Suggestions on Safety?

CULTURAL CHANGE (CC)

CC1 - Promote and support cross-sector, multi-stakeholder coalitions addressing bicycle and pedestrian issues at the local level. These coalitions may focus on, among other topics:

- Development of Pedestrian Safety Action Plans
- Development of Bicycle Safety Action Plans
- Adoption of Complete Streets policies

Initial acceptability of potential recommendation as drafted (circle):

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

Comments on rating: _____

CC2 – Develop a comprehensive and coordinated state policy supporting implementation of Complete Streets.

- Increase coordination with partner agencies to maximize awareness and use of design flexibility provided by FDOT’s Complete Streets policy
- Identify specific strategies to increase coordination
- Conduct or review studies examining the economic impact of Complete Streets and coordinate with partner agencies to increase awareness of positive impacts
- Promote awareness of and advocate for the Broward model as a best practice, and support coordination or mentorship between the Broward MPO (and other entities involved in the Broward effort) and their counterparts elsewhere in the state to develop similar efforts in other parts of Florida

Initial acceptability of potential recommendation as drafted (circle):

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

Comments on rating: _____

~~**CC3** – Require the inclusion of a minimum number of bicycle and pedestrian safety questions on driver’s license examinations.~~

CC3 – FDOT should analyze the means to more clearly identify expenditures on bicycle and pedestrian facilities that are part of larger transportation projects.

Initial acceptability of potential recommendation as drafted (circle):

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

Comments on rating: _____

CC4 – Expand and improve training:

- Providing resources for prosecutors who work on cases related to bicycle and pedestrian safety
- Providing resources for law enforcement officers when interacting with cyclists and pedestrians
- Improving driver education regarding interactions with bicyclists and pedestrians.

Initial acceptability of potential recommendation as drafted (circle):

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

Comments on rating: _____

~~**CC5** – Support legislation closing the gap in penalties between DUI and hit and run convictions. (Remove this topic if already passed.)~~

CC5 – Expand and improve public education:

- Consider media and social marketing campaigns to promote safety and change. Including promotion of mode-shift and use of transit in conjunction with bicycle trips. Consider smaller-scale but more frequent campaigns, and campaigns targeted to specific communities.
- Encourage the insurance industry to establish additional discounts for new drivers who complete bicycle and pedestrian safety programs.
- Develop a bicycle and pedestrian policy component for elected official certification programs.
- Develop bicycle education programs for schools targeting middle and high schools, continuing the programs currently available through Grade 5.

Initial acceptability of potential recommendation as drafted (circle):

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

Comments on rating: _____

CC6 - Support repeal of legislation that requires cyclists to use of bicycle lanes, when available, by cyclists. (Remove this topic if already passed)

Initial acceptability of potential recommendation as drafted (circle):

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

Comments on rating: _____

CC7 - Consider establishing a statewide (on-line?) calendar reflecting, to the degree possible, all bicycle and pedestrian events to serve as a resource for interested residents.

Initial acceptability of potential recommendation as drafted (circle):

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

Comments on rating: _____

Other Suggestions on Cultural Change?

HEALTH (H)

H1 - Promote outreach to and coordination with Health Councils, Healthy Communities organizations and Public Health Departments to encourage their participation in bicycle and pedestrian issues, including participation on local cross-sector, multi-stakeholder coalitions.

Initial acceptability of potential recommendation as drafted (circle):

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

Comments on rating: _____

Other Suggestions on Health?

DRAFT

Florida Bicycle and Pedestrian Partnership Council
Potential Organizations to Transmit the Council's Annual
Report / Recommendations

Potential Organizations

- Florida Association of Counties
- Florida Association of County Engineers and Road Superintendents
- Florida Bicycle Association
- Florida City and County Management Association
- Florida Chamber
- Florida Chapter, American Planning Association
- Florida Community Traffic Safety Teams
- Florida Economic Development Council
- Florida Engineering Society
- Florida League of Cities
- Florida Local Government Coalition
- **Florida Local Health Councils**
- Florida Metropolitan Planning Organization Advisory Council
- Florida Planning and Zoning Association
- Florida Redevelopment Association
- Florida Region, Rails to Trails Conservancy
- Florida Regional Planning Councils Association
- Florida School Boards Association
- Florida Small County Coalition
- Florida Trail Association
- Floridians for Better Transportation
- **AARP, Inc.**
- **America Walks**
- **Better Cities & Towns**
- **Federal Highway Administration; Office of Safety, Pedestrian & Bicycle Safety**
- **Smart Growth America / National Complete Streets Coalition**
- **Walk Friendly Communities**
- Others ???

MEETING EVALUATION FORM

Florida Bicycle and Pedestrian Partnership Council

Tallahassee, Florida
September 23, 2014

Proposed Meeting Objectives

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

WERE THE MEETING OBJECTIVES MET?

• To provide an opportunity for updates from agencies and other partners	5	4	3	2	1
• To receive an update on the development of the “Roll Call” video	5	4	3	2	1
• To review and discuss the Dept. of Economic Opportunity “Complete Streets” Policy	5	4	3	2	1
• To review and discuss implementation of the Safe Mobility for Life Program	5	4	3	2	1
• To review and discuss bicycle and pedestrian connections with and to transit	5	4	3	2	1
• To review and discuss potential BPPC annual recommendations	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)

Bike Florida and the Florida Bicycle Association invite you to attend:

The Economics of Cycling

An examination of the economic benefits of being a cycle-friendly community

Date: Friday, October 24, 2014

Time: 9 a.m. to 12:30 (with optional box lunch)

Registration: Free, with optional box lunch for \$12

Location: Gainesville's Historic Train Station

203 SE Depot Avenue, Gainesville, FL

featuring:

Dale Allen, Florida Greenways and Trails Foundation

The benefits of trails and greenways.

Jose Papa

How Palm Coast became a trail city.

Shawn Webber, Open Streets Gainesville

Cyclovias: When streets are temporarily closed to traffic and turned over to cyclists and walkers.

State Rep. Halsey Beshears, R-Monticello

A Legislators perspective.

Ken Foster, Ride Director, Bike Florida

The untapped potential of cycle tourism in Florida.

Other speakers will discuss:

The business case for investing in cycling: Why the PARC Group developed Nocatee, Florida, as a bike-friendly community.

How communities are using bike-ped amenities to attract millennials and young start-up entrepreneurs.



Attend the morning economic session and stay for our afternoon program: Florida Bike-Ped Safety Summit

For a full listing of events visit: ShareTheRoad.org

SHARE THE ROAD ROAD CELEBRATION OF CYCLING



Gainesville, FL, Oct 24-25, 2014

in conjunction with the
GAINESVILLE CYCLING FESTIVAL

"States and cities are competing for the most mobile generation ever and so the job creators and the innovators are really pushing for these amenities"

*-Bill Nesper,
League of American Bicyclists*

Share The Road
Celebration of Cycling partners

include

City of Gainesville
Gainesville Area Chamber of Commerce
Bob Graham Center for Public Service
at the University of Florida
UF's Innovation Hub
Gainesville Community Redevelopment Center
Gainesville Citizens for Active Transportation
Trek Bicycles.

Bike Florida and the Florida Bicycle Association invite you to attend:

Florida Bike-Ped Safety Summit

Can Florida turn around its reputation as one of the least bike-ped friendly states in America?

Date: Friday, October 24, 2014

Time: 1 - 4 p.m.

Registration: Free and open to the public

Location: Gainesville's Historic Train Station

203 SE Depot Avenue, Gainesville, FL

featuring:

Billy Hattaway, District 1 Secretary, Florida Dept. of Transportation (FDOT)

DeWay Carver, State Bike-Ped Coordinator, Florida Dept. of Transportation

Julie Bond, Senior Researcher, Center for Urban Transportation Research

Chris LeDew, Director, University of Florida Transportation Technology Center

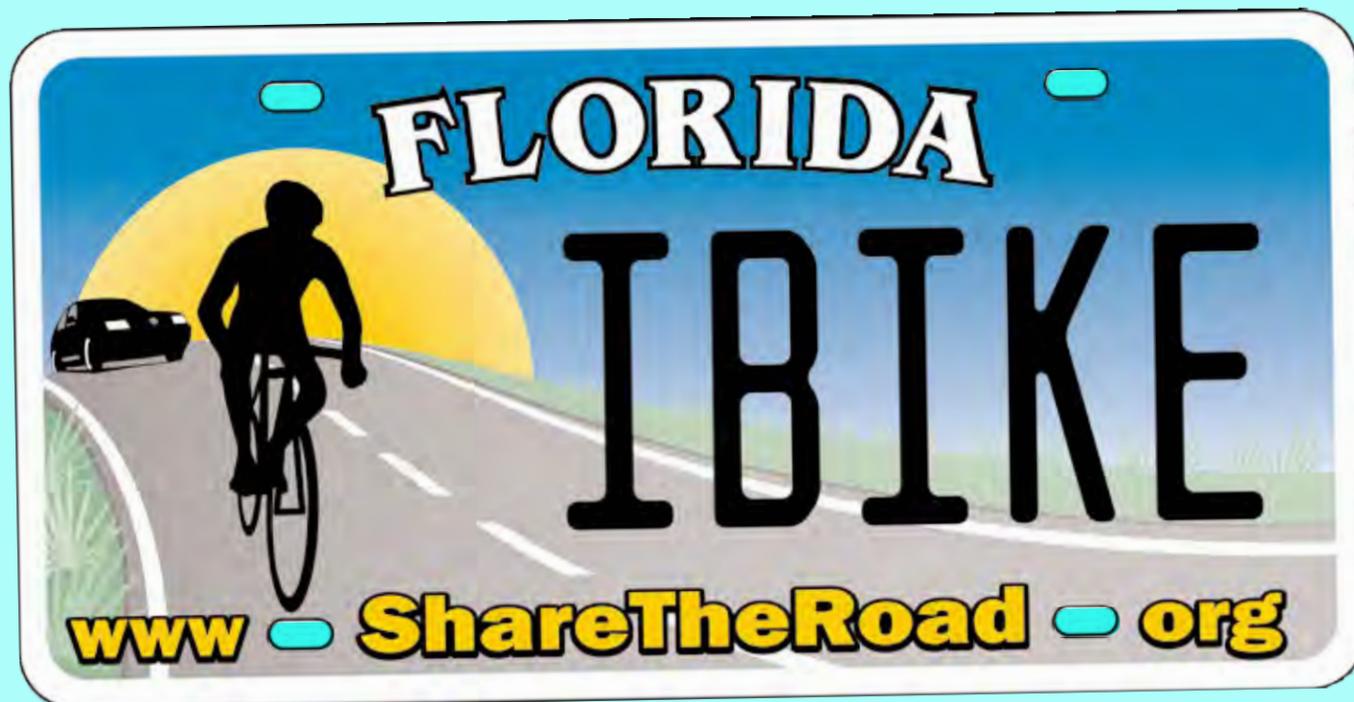
Dr. Ruth Steiner, UF Department of Urban and Regional Planning

John Egberts, Assoc. Director, Florida Traffic and Bicycle Safety Education Program

Moderator: Tim Bustos, Bike Florida Board of Directors and former Executive Director of the Florida Bicycle Association.

Come early and attend the morning session: The Economics of Bicycling 9 a.m. to 12:30 p.m.

Stay later and join in the evening festivities: Bicycle-and-Food-Truck Social with live music, food, family-friendly activities and exhibitions. at Innovation Hub, 747 SW 2nd Avenue, 5:30 - 9:30 p.m.



For a full listing of events visit: ShareTheRoad.org

SHARE THE ROAD CELEBRATION OF CYCLING



Gainesville, FL, Oct 24-25, 2014
in conjunction with the
GAINESVILLE CYCLING FESTIVAL

"We hope to come out of this discussion with some specific policy recommendations for legislative and local government consideration to improve Florida's safety record in regard to cyclists and pedestrians."

- Ron Cunningham
Bike Florida

Share The Road
Celebration of Cycling partners
include

City of Gainesville
Gainesville Area Chamber of Commerce
Bob Graham Center for Public Service
at the University of Florida
UF's Innovation Hub
Gainesville Community Redevelopment Center
Gainesville Citizens for Active Transportation
Trek Bicycles.

Bike Florida and the Florida Bicycle Association invite you to attend the

Second Annual Share The Road Awards Banquet

Date: Saturday, October 25, 2014

Time: 6 - 9 p.m.

Cost: \$45 includes meal, one drink and a free raffle ticket

Location: Paramount Plaza Hotel and Suites
2900 SW 13th Street, Gainesville, FL

Keynote Speaker: T.J. Juskiewicz, director of RAGBRAI (the Register's Annual Great Bicycle Ride Across Iowa), the oldest and most popular cross-state bicycle ride in America.

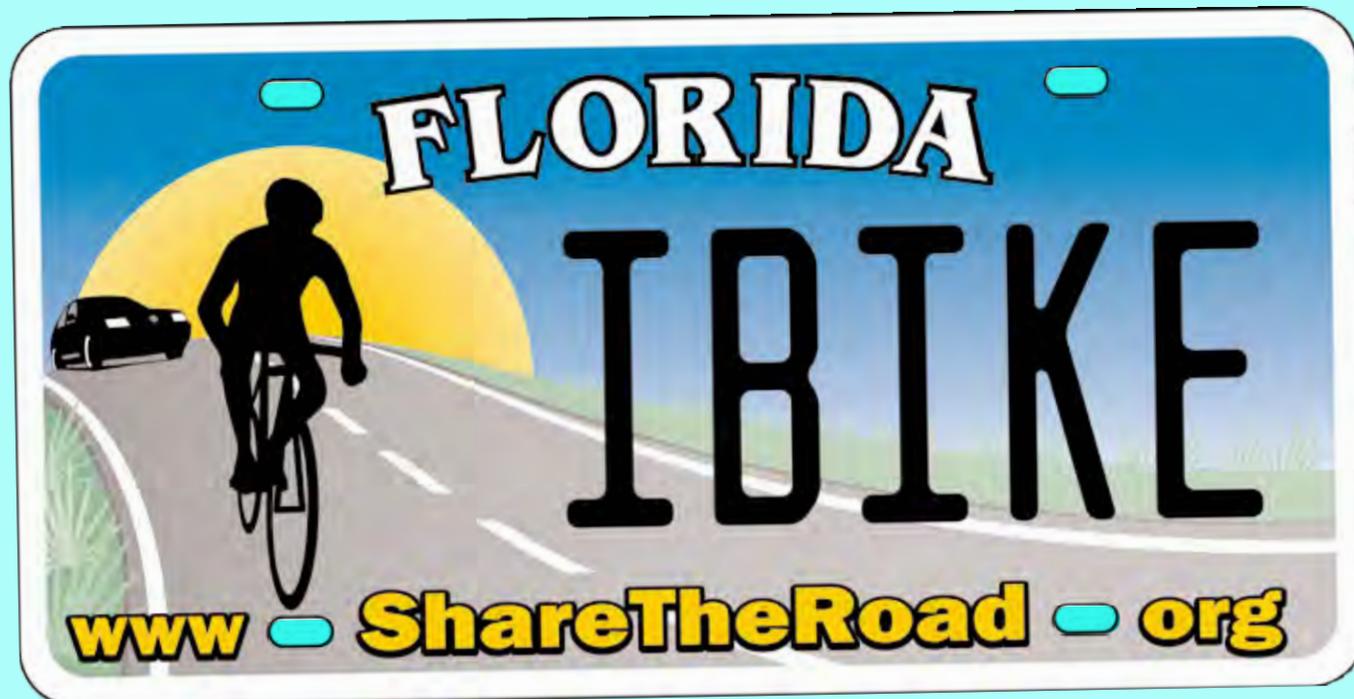
Award Presentation

Annual Share The Road awards to individuals and bicycle clubs that have had a positive impact on Florida cycling

Raffle and Silent Auction

Proceeds to benefit Bike Florida's campaign to restore the sculptures for fallen cyclists.

Enjoy an evening of good food, entertainment, fellowship and a Celebration of Cycling!



For a full listing of events visit: ShareTheRoad.org

SHARE THE ROAD CELEBRATION OF CYCLING



Gainesville, FL, Oct 24-25, 2014
in conjunction with the
GAINESVILLE CYCLING FESTIVAL

"This is a homecoming of sorts for T.J. Before he was lured away by RAGBRAI, T.J. Juskiewicz was director for our very own Bike Florida.

We're looking forward to hearing him talk about America's premier cross-state bicycle tour...and perhaps to reminisce a bit about the good old days of Bike Florida."

- Ron Cunningham

Share The Road
Celebration of Cycling partners
include

City of Gainesville
Gainesville Area Chamber of Commerce
Bob Graham Center for Public Service
at the University of Florida
UF's Innovation Hub
Gainesville Community Redevelopment Center
Gainesville Citizens for Active Transportation
Trek Bicycles.