

REVISED - MEETING AGENDA

Florida Bicycle and Pedestrian Partnership Council

Tallahassee, Florida

June 3, 2014 – 9:00 am to 3:45 pm

Meeting Objectives

- Review and discuss both local and statewide “Complete Streets” policy efforts
- Receive a post legislative update of bicycle and pedestrian related issues
- Provide an opportunity for updates from agencies and other partners
- Introduce and provide feedback to the Florida Transportation Plan and Strategic Intermodal System processes
- Review and discuss potential BPPC annual recommendations
- Review and provide feedback on the list of organizations to transmit the Council’s 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. Review and Discuss Statewide Draft FDOT “Complete Streets” Policy (Completing the System)
- 10:15 a.m. Review and Discuss Broward County “Complete Streets” (Completing the System & Health)
- 11:00 a.m. Break*
- 11:15 a.m. Post Session Legislative Update
- 11:40 a.m. Opportunity for Updates from Agencies and Other Partners
- Department of Health Update (Health)
 - Department of Transportation
 - Office of Policy Planning (Safety & Cultural Change)
 - Safety Office Update (Safety)
- 12:30 p.m. Lunch – Onsite*
- 1:30 p.m. Introduce the Florida Transportation Plan & Strategic Intermodal System Processes (Completing the System)
- 2:15 p.m. Stretch Break*
- 2:25 p.m. Review and Discuss Potential BPPC Annual Recommendations
- 3:15 p.m. Review Draft List of Potential Organizations to Transmit BPPC Recommendations
- 3:25 p.m. Public Comment
- 3:35 p.m. Next Steps
- 3:45 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

Membership List (as of June 3, 2014)

Jim Wood, Florida Department of Transportation (Chair)
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
Ken Bryan, Rails to Trails Conservancy
Timothy Bustos, Florida Bicycle Association (Alternate: Ted Wendler)
Buddy Cloud, Florida Department of Elder Affairs
Leilani Gruener, 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
Cyndi Stevenson, Florida Association of Counties (Alternate: Andrew Ames)
M. R. Street, Florida Department of Health
Tracey Suber, Florida Department of Education
Sarah Ward, Metropolitan Planning Organization Advisory Council
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

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

- Receive an update on post Legislative activities
- Receive updates on other related Agency and Other Partner plans
- Review and discuss Broward County "Complete Streets" – with DOH role (Completing the System & Health)
- Review and Discuss Statewide Draft FDOT "Complete Streets" Policy (Completing the System)
- Review and Discuss Related Department of Economic Opportunity (DEO) "Complete Streets" Policy (Completing the System)
- 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 2014

- Review and discuss Florida DMV Testing & Safety (Safety)
- Review and discuss Florida DEA Communities for a Lifetime Initiative on Senior Zones (Safety & Cultural Change)
- Review and discuss the Safe Mobility for Life Program (Safety)

- Receive and discuss “Roll Call” Project Video – Law Enforcement Awareness and Action (Safety)
- Review and discuss addressing drivers’ attitudes towards bicyclists and pedestrians (Cultural Change and Safety)
- Review and discuss bicycle and pedestrian connections to transit (Completing the System)
- Review and discuss potential Council recommendations for BPPC Annual Report
- Review and discuss Draft Annual Report
- Discuss potential candidate Focus Areas for 2015

MEETING 5 – December 2014

- Refine Council recommendations
- Finalize BPPC Annual Report
- Identify candidate Focus Areas for 2015

Florida Bicycle and Pedestrian Partnership Council
Summary of Meeting
February 12, 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 checked="" type="checkbox"/> Lisa Bacot, Florida Public Transportation Association	<input type="checkbox"/>
<input checked="" type="checkbox"/> Adam Biblo, Florida Dept. of Economic Opportunity	<input type="checkbox"/> Mark Yelland
<input type="checkbox"/> Samantha Browne, Florida Department of Environmental Protection	<input checked="" type="checkbox"/> Doug Alderson
<input checked="" type="checkbox"/> Karen Brunelle, Federal Highway Administration	<input type="checkbox"/> Carl Mikyska
<input checked="" type="checkbox"/> Ken Bryan, Rails to Trails Conservancy	<input type="checkbox"/>
<input type="checkbox"/> Timothy Bustos, Florida Bicycle Association	<input checked="" type="checkbox"/> Laura Hallam
<input checked="" type="checkbox"/> Leilani Gruener, Florida Department of Health	<input type="checkbox"/>
<input checked="" type="checkbox"/> Sue Hann, Florida League of Cities	<input type="checkbox"/>
<input type="checkbox"/> Thomas Hawkins, Florida League of Cities	<input type="checkbox"/>
<input checked="" type="checkbox"/> Charlie Hood, Florida Department of Education	<input type="checkbox"/> Tracey Suber
<input type="checkbox"/> Laurie Koburger, Florida Department of Elder Affairs	<input type="checkbox"/> Marcus Richartz
<input type="checkbox"/> Zoe Mansfield, Florida League of Cities	<input type="checkbox"/>
<input checked="" type="checkbox"/> Patricia Northey, Florida Association of Counties	<input type="checkbox"/>
<input checked="" type="checkbox"/> Heather Murphy, Pedestrian Representative	<input type="checkbox"/>
<input checked="" type="checkbox"/> Cyndi Stevenson, Florida Association of Counties	<input type="checkbox"/> Andrew Ames
<input checked="" type="checkbox"/> M.R. Street, Florida Department of Health	<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 type="checkbox"/> Vacant, Florida Association of Counties	<input checked="" type="checkbox"/>
<input type="checkbox"/> Vacant, Transportation Disadvantaged Representative	<input type="checkbox"/>

Facilitators:

Hal Beardall and Rafael Montalvo (FCRC Consensus Center)

FDOT & Support Staff:

Rob Magee and Melanie Weaver Carr (FDOT Office of Policy Planning); DeWayne Carver (FDOT Roadway Design Office); Tanner Martin (FDOT Systems Planning Office); Gabe Matthews (FDOT Transit Office); Mike Neidhart and Christina Mendoza (FDOT Office of Policy Planning/Gannett Fleming).

Observers:

Felix Delgado (Federal Highway Administration); Lucas Cruse (USF Center for Urban Transportation Research); Maya Buhler and Caitlin Murphy (US Forest Service National Scenic Trail); Randy Wells (Gainesville City Commission).

Meeting Highlights

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

Opening Remarks, Introductions, and Agenda Review

The twelfth Florida Bicycle and Pedestrian Partnership Council meeting commenced at 9:10 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 two alternate Council members Laura Hallam (representing the Florida Bicycle Association), and Doug Alderson (representing the Florida Department of Environmental Protection). He noted that Rob Magee will be retiring in May, and Melanie Weaver Carr will be taking over for him. Also, Heather Murphy will be replacing Carol Pulley as the new Pedestrian representative. 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 Pedestrian Safety Action Plans, current legislative topics affecting bicycle and pedestrian facilities, and updates related to health plans and trails projects. He also examined the Council's previous recommendations from last year. Hal Beardall and Rafael Montalvo of the Florida Conflict Resolution Consortium (FCRC) Consensus Center were then introduced as facilitators of the meeting. Jim also passed out a Transportation Trends and Conditions Guide, and asked the Council members to let staff know if there are any other key statistics that should be included in the future, since this document it is disseminated to a wide audience.

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 November meeting and offer any corrections to Rob Magee. 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 Discussion of Draft BPPC Work Plan

Hal Beardall provided a review and discussion of the Council's draft Work Plan, which features a meeting schedule along with major tasks to be completed at subsequent meetings for the next year. Tasks identified within the Work Plan have been designed to address specific focus areas identified for 2013-2014.

Update on Council's Previous Recommendations

Hal Beardall also provided a review of the Council's recommendations made in November. Each of the elements in the Work Plan were reviewed in relation to addressing the Council's four Focus Areas. These recommendations are geared toward providing a framework for moving recommendations toward implementation at the local level.

Identify and Discuss Framework for Developing BPPC Recommendations for the 2013-2014 Annual Report

Rob Magee, with FDOT's Office of Policy Planning, discussed a way that may help bring the Council's recommendations closer to implementation. The Council's recommendations are incorporated into an Annual Report, but the coordination between the Council's annual reports and implementation has always been a challenge. This framework could provide a link between the Council's recommendations and implementation. The framework is based around the Council's role, which is to develop recommendations, organize and categorize subject areas to identify focus areas as a means to promote advocacy while providing guidance for implementation.

Following Mr. Magee'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:

St. Johns County is a transition county with new development that has recently had an increase in bicycle and pedestrian related fatalities. With these types of safety issues, it is difficult to figure out a solution. We are interested in what other counties are doing to address bicycle and pedestrian safety. Coordination is a problem for us. Maybe this is an area the Council could help with.

Do we have a way to measure how we are doing in relation to addressing safety?

This is definitely something that needs to be addressed.

There is a Partnership for Active Transportation in Washington D.C., and a couple of days ago, it released a federal policy platform on Capitol Hill. The platform calls for an increase in federal investment in walking, biking and trail infrastructure. It aims to develop innovative financing to leverage private resources to stretch limited public dollars and accelerate projects as a means to integrate healthy lifestyle planning into transportation decision-making as well as incorporate active

transportation opportunities into health policies. Rob's presentation helped to clarify how the Partnership's platform coincides with the Council's Focus Areas.

There are multiple agencies and organizations out there that are doing great work, and we are striving to integrate their efforts to make these policies work.

A potential recommendation that the Council may want to consider for the future is:

- Address the coordination and measurability (e.g., best practices) of safety efforts

Review and discuss Pedestrian Safety Action Plans: New State Planning Emphasis Area (Safety and Cultural Change)

To expand upon the safety component, Rob Magee then discussed Pedestrian Safety Action Plans (PSAP's) as part of a new state Planning Emphasis Area (PEA) that will help address two of the Council's four focus areas: "Safety" and "Cultural Change."

Rob noted that MPO's incorporate the new PEA into the development of their bi-annual Unified Planning Work Program (UPWP) prior to adoption in June. Incorporating Pedestrian Safety Action Plans as a PEA into the MPO planning process is a step toward an attempt to reduce the pedestrian fatality rate in Florida, which in 2011 was the highest in the nation. PSAPs are developed by local communities as a means to address pedestrian safety issues. The FHWA prepared a guidebook: "How to Develop a Pedestrian Safety Action Plan" to aid communities in the development of these plans. Rob discussed two noteworthy examples of local PSAP's: Pinellas County and MetroPlan Orlando.

Even though PSAPs are a new state PEA, they are not required planning documents. However, they are useful tools that local communities can use to implement the goals of Florida's Strategic Highway Safety Plan and Florida's Pedestrian and Bicycle Strategic Safety Plan by providing an operational link between safety planning and implementation. The planning process in developing a PSAP consists of: data analysis, problem identification, developing countermeasures, prioritizing actions, and developing strategies for implementation.

Pinellas County's PSAP includes a strategy that involves conducting a Pedestrian Safety Audit prior to project scoping and design for resurfacing and capacity projects along high pedestrian crash corridors. This process of incorporating Pedestrian Safety Audits into the development of a local PSAP is a "best practice," which is not widely used throughout much of Florida.

Next, Rob discussed MetroPlan Orlando's PSAP. Through extensive data analysis, MetroPlan Orlando identified high crash locations in relation to transit and land use, as well as corridor analyses. MetroPlan also identified counter measures for sidewalks, median needs, and lighting needs. MetroPlan Orlando also prioritized areas that would benefit from Road Safety Audits. Both of the PSAPs provide the specificity needed to prioritize projects, which is a recommendation that the MPO's can use in the development of their PSAPs.

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

Member Questions and Comments:

I like the idea of involving public safety personnel during the development of PSAP's. How can we ensure that communities do this?

I think that is part of the process – having them at the table. An important element is to make sure that the right people are part of the process, ensuring all stakeholders are involved, such as fire and emergency response personnel.

The utilization of PSAPs is not just limited to MPO's, correct?

Yes, that is correct. They can be used by (and are useful for) any local jurisdiction.

Is there anything in a PSAP that addresses educational issues? A behavioral safety element seems to be missing. Also, how do we make people aware of safety as related to Florida specifically? When you have tourists visiting, they are not aware of Florida's rules.

This is a very good point. For example, in Europe cars stop when people get into a crosswalk, so they are used to that. When they visit, it is a problem because they expect the cars to stop. There is definitely an educational/ behavioral component that needs to be addressed. You can include behavioral components in a PSAP, like MetroPlan has done.

MPOs vary so much in character -- ours is really big and includes several counties. A local community, such as a single county, may need to do its own plan so local issues can be understood.

The fact that your MPO is multi-county should not dissuade you from working with them. MetroPlan Orlando is a regional 3-county MPO.

The reason you see the MPOs involved in these coalitions is because you want to get broad representative groups to the table – MPOs include representatives from a broad range of interests.

Is bicycle/pedestrian safety an element on the driver's test in Florida?

The Florida Department of Highway Safety and Motor Vehicles, Division of Motorist Services, has added four questions to the driver's test related to bicycle/pedestrian safety.

Will the safety resources and the FHWA guide be posted on the website?

Yes, we will have links posted on the website.

A member suggested that a potential recommendation for the Council include a requirement that a Bicycle/Pedestrian Safety Audit be conducted prior to project scoping and design for resurfacing and capacity projects along high pedestrian crash corridors.

Another recommendation for the Council was related to how PSAPs can/should be funded.

Another recommendation for the Council was related to how bicycle/pedestrian planning should be connected to/with transit planning, including children commuting to/from school.

Some MPO's have developed PSAP's, but there are always questions regarding funding sources. Ultimately the more the MPO's see their cohorts incorporating these plans into their general planning process, the more likely they will see the necessity to set aside funding to create these plans.

Potential recommendations that the Council may want to consider for future are:

- Encourage planners and design professionals conduct Bicycle/Pedestrian Safety Audits prior to project scoping and design for resurfacing and capacity projects along high pedestrian crash corridors
- Recommend the inclusion of public safety personnel in the development of PSAP's

Legislative Update

Mr. Ken Bryan, from the Rails to Trails Conservancy, provided some thoughts on legislative issues that may be of interest to the Council. He noted that the Florida Supreme Court ruled in favor of allowing language for the Florida Water and Land Legacy Campaign to be on the November 2014 ballot, which if approved by voters will allow for more funding for trails and conservation projects. It will provide anywhere from \$500 million to \$800 million per year to be dedicated to these projects for 16 years. Using just 10 percent of this funding could complete the Florida trails system.

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

Member Questions and Comments:

Would the Florida Water and Land Legacy Campaign receive money from Florida's documentary stamp tax? Is it supported due to competition with other transportation projects?

Yes, the campaign would receive money from Florida's documentary stamp tax. There is no answer as to whether it is supported at this point, it depends on what happens during the legislative session.

Following Mr. Bryan's update, Laura Hallam, of the Florida Bicycle Association (FBA), provided an update on the programs the FBA is supporting, which include: the Florida Coast-to-Coast Connector trail and the Aaron Cohen Life Protection Act. The Florida Coast-to-Coast Connector is a 275-mile continuous off-road multi-use trail that runs from Titusville to St. Petersburg, and is steadily gaining momentum this year. The Aaron Cohen Life Protection Act aims at changing Florida law so that leaving the scene of an accident carries substantial consequences. This is in an attempt to reduce the loss of life on Florida roadways due to hit and run accidents. It will also officially define "bicyclists, pedestrians, and motorcyclists" as Vulnerable Road Users.

Following Ms. Hallam's update, Heather Murphy, the Pedestrian Representative on the Council, gave an update regarding the Safe Streets Act and the Bicycle and Pedestrian Infrastructure Financing Act. The Safe Streets Act will ensure that Complete Streets policies are implemented throughout the country. The Bicycle and Pedestrian Infrastructure Financing Act creates a new federal credit assistance program that allows communities to take advantage of low-cost financing for bicycle and pedestrian safety projects. The CS/CS/HB 277: Joint Use of Public School Facilities was also discussed. This bill authorizes local school boards to enter into joint-use agreements or adopt public access policies to provide safe places for kids to play by providing liability coverage.

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

Member Questions and Comments:

No questions or comments made.

Updates related to Agency and Other Partner Plans

Implementation of FDEP's Florida Greenways and Trails System Plan (Completing the System)

Doug Alderson, Assistant Bureau Chief of the Office of Greenways and Trails (OGT) in the Florida Department of Environmental Protection, provided an update and overview of the status of greenways and trails in Florida. The Office is currently trying to gather more data related to the economics of trails, with a focus on trail use, health impacts, and trail connectivity. The OGT is also focusing on closing the gaps between trail locations. After mapping all existing and potential trail opportunities in 2012, the OGT held six public workshops to develop a priority trails network. The OGT created a Priority Trails Gap Map to identify the locations of undeveloped and un-acquired segments within the priority trails network. Top Tier projects have been identified and the list should be finalized in March 2014. To close gaps a \$2.5 million funding cycle was opened to acquire property to build new greenways and trails. The funding cycle runs through April 25, 2014. A new trail guide is now on the DEP website, which displays the locations of trails throughout Florida, and how these trails can be used, as well as other trail-specific information.

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

Member Questions and Comments:

Does the website include an inventory of trails? Do they include characteristics for types of use like biking, hiking, etc.? Also, is length included?

Yes, length is included. The trails can be viewed on the website, and they include use characteristics.

How often will you all be reviewing the priority status of the trails?

At least every three years. We will also be keeping track of trails in the interim years.

St. Johns County has a 6 mile corridor project that is currently in the acquisition phase -- does that mean we must wait 3 years to get that trail into the process?

You may qualify for the acquisition cycle and may not need to wait.

Jim Wood then updated the council on the status of the Florida Coast to Coast Connector. The off-road multi-use trail has been identified as a regional priority. Of the 275 total miles, 200 miles of the trail are either completed or funded for construction. The state was able to advance a segment in Brevard County, and bring an entirely new segment in Volusia County into the FDOT 5-year work program. There is currently about \$35 million in the FDOT work program for this project, for 2013 thru 2019. Much of the state funding comes from federal dollars, which will only fund projects that fall within a highway corridor. Therefore the state is working toward allowing state trust fund dollars to expand funding for trails. Of the projects that remain, approximately \$66 million is needed to fund and complete the remaining gaps based on estimates provided by MPOs and local governments.

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

Member Questions and Comments:

It was suggested that the Council recommend language to allow state transportation trust funds be eligible for use on trail projects. The Florida MPOAC supports this language. It may be appropriate for the Council to reinforce this position.

A potential recommendation that the Council may want to consider for future is:

- Recommend language to allow state transportation trust funds be eligible for use on trail projects

2014 Chronic Disease Prevention Implementation Plan (Health)

M.R. Street, from the Florida Department of Health (DOH), provided an update on the 2014 Chronic Disease Prevention Implementation Plan (CDPIP), which is a component of the State Health Improvement Plan (SHIP). The goal areas of the CDPIP are:

1. Increase the percentage of adults and children who are at a healthy weight
2. Increase access to resources that promote healthy behaviors
3. Reduce chronic disease morbidity and mortality
4. Reduce illness, disability, and death related to tobacco use and secondhand smoke exposure

The DOH is moving toward a new structure based around these four goal areas, and they are forming teams to focus on each goal. The DOH is encouraging Council members to participate in these teams. Members can go online to preventchronicdisease.org to sign up and get involved. The first two goals tie-in closely with the Council's activities and provide a way to involve the Council in the goals of the CDPIP.

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

Member Questions and Comments:

Is the State Health Improvement Plan (SHIP) just an initiative for public health units?

No, the State Health Improvement Plan (SHIP) goes far beyond the Florida DOH, as does the CDPIP. The SHIP includes hospitals, Florida Blue Cross Blue Shield, Walgreens, schools, etc. All different sectors of the community, both public and private, are involved.

Measuring accessibility to bicycling and walking facilities by calculating the percentage of the people that live within a mile would be a great way to target and identify infrastructure issues.

That's a great point because one-mile is the radius for walkability to health facilities. GIS data can be used to analyze the accessibility to these facilities.

We are currently starting to reexamine the Florida Transportation Plan (FTP) – Florida's long range transportation plan. This topic could be a great way for the Council to get involved in addressing bicycle and pedestrian issues in relation to their impacts on health. This is something to consider for the future.

When considering health and income levels and determining that one to two miles is a walkable distance, can we also consider the concept of affordable quality of life. Where through planning can we show how families could feasibly reduce their dependence to one car per household as opposed to three or four vehicles? Is that part of the policy planning process?

We are dealing with a new dynamic that may be a short term or long term trend, that will contemplate these types of things; these are issues that will need to be addressed as we move forward.

Rising Rate of Illegal Motorist School Bus Passing (Safety & Cultural Change)

Charlie Hood, from the Florida Department of Education, provided an update on the rising rate of illegal motorist school bus passing in Florida. Very few kids are killed on, or near, school buses. However, it is important to examine those cases when vehicles do illegally pass busses, since this poses safety issues for children in areas where they are most vulnerable. Florida was the first state to conduct the National Stop-Arm Survey. Last year 11,620 school bus drivers participated in this survey, which represents about 80% of the public school buses in Florida. The school bus drivers that participated reported that a total of 11,684 vehicles illegally passed a school bus in Florida in 2013. Data was gathered and presented to draw attention to this issue via press conferences, public awareness, law enforcement, etc., in an attempt to raise safety concerns.

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

Member Questions and Comments:

Do you recommend something of the Council as far as a change in the law?

The Florida Department of Education can't make any policy changes, but in terms of recommendations, I would recommend raising fines to change motorist behavior.

There is a potential for using cameras to make people more aware of problems like this. The criteria for issuing a ticket/citation must be redefined, as opposed to requiring a police officer to be on scene in order for the charge to be made.

Have you looked at the number of tickets issued for illegally passing a school bus?

No, we haven't looked at that data, but it would be good to do so.

We probably should put more questions on the driving test as related to the rules of not passing school buses. I think this could improve driver behavior. I think it is important to look into incorporating questions like this on the driver's test. Maybe we could get something going with the Florida AAA as far as raising awareness for school bus safety.

Is there a formal education process for children to go through, or is there any recommendation that we can make? We need to have an educational process to affect behavior change.

Yes, schools are required to teach children on how to safely enter/exit a school bus.

How many bus incidents happen close to a school? Could the school crossing guards have some role?

Fortunately, the absolute numbers of incidents are low.

Potential recommendations that the Council may want to consider for the future are:

- Raising fines to change motorist behavior
- Instituting the use of cameras

- Redefine the criteria for being able to issue a ticket/citation, as opposed to requiring a police officer to be on scene in order for the charge to be made
- Include question(s) on the driving test related to the rules of not passing school buses

Pedestrian & Bicycle Safety Coalition's Coordination of Legislation, Regulation and Policy (Cultural Change)

Melanie Weaver Carr, with FDOT's Office of Policy Planning, discussed the Pedestrian & Bicycle Safety Coalition's Coordination of Legislation, Regulation and Policy. She stated that the current language of Florida's Bicycle and Pedestrian Laws is very confusing. The TIP card that summarizes Florida's bicycle and pedestrian laws, for instance, is itself very complicated. This committee is currently going reviewing the laws to make the TIP card easier to understand.

Report on Safe Streets Summit (Safety)

DeWayne Carver, from the FDOT Roadway Design Office, provided a summary of the Safe Streets Summit, which was held in Tampa with over 40 elected officials in attendance. The Summit provided an update on the status of Complete Streets Policy implementation. Complete Streets Policies are rapidly being adopted throughout the country. FDOT has been examining whether Complete Streets Policies exist in Florida, and it has found bits and pieces of legislation but not a complete unified policy. Mr. Carver then discussed the potential to develop a policy for Florida. It will be drafted and brought to the Council by the next meeting, including a discussion on how to move this policy forward.

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

Member Questions and Comments:

The "Healthy Weight Community Champion Recognition Program" highlights communities for their policies developed to combat obesity. One of the questions in the eligibility form for this award asks if jurisdictions have adopted a Complete Streets approach to support walking and biking infrastructure or have incorporated standards that encompass aspects of Complete Streets.

I have also been approached by organizations like the League of American Wheelman who have a Safe Streets Program.

Yes the League of American Wheelman functions under the title of the League of American Bicyclists, and they have a bronze, silver, and gold rating for safe streets.

Following questions and comments related to Ms. Carr's and Mr. Carver's updates, Rob Magee, who is retiring in May, was honored for his distinguished service to the Council.

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

Mr. Beardall reminded members that the next meeting will be scheduled sometime in late spring 2014 based on the draft Work Plan discussed earlier today. He also reminded members of their role

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

Based on member comments, staff will undertake the following actions:

- Revise the draft Work Plan based on the identified topics, and
- Set date for next meeting 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 2:45 pm.

DRAFT

APPENDIX A: Meeting Evaluation Summary
Florida Bicycle and Pedestrian Partnership Council
12th Council Meeting
 Tallahassee, Florida

February 12, 2014 – 9:00 am to 2:45 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 and update on Council’s previous recommendations	10	0	1	0	0	4.8
To identify and discuss possible framework for developing BPPC recommendations for the 2013-14 Annual Report	8	3	0	0	0	4.7
To review and discuss Pedestrian Safety Action Plans	9	2	0	0	0	4.8
To receive updates on related Agency and Other Partner Plans	9	2	0	0	0	4.8
To receive an update on Legislative activities	9	2	0	0	0	4.8
<u>MEETING ORGANIZATION</u>						
Background and agenda packet were helpful	10	1	0	0	0	4.9
Presentations were effective and informative	9	2	0	0	0	4.8
Plenary discussion format was effective	9	2	0	0	0	4.8
Facilitator guided participant efforts effective	10	0	1	0	0	4.8
Participation was balanced	11	0	0	0	0	5.0

What Did You Like Best About the Meeting?

- Collaborative opportunities
- Framework update was great – will be very helpful moving forward
- Interaction among members
- Learned new information. Furthered my understanding of what other council members and their organizations are doing that may affect bike-ped issues
- Variety of topics and good discussion
- Interactive discussions; hearing from council members
- Collaboration and updates on other related program areas

What Could Be Improved?

- Lots of legislative information – would be helpful to have a handout and an overview of these with status/bill #'s/general information
- More concrete “products” (policy recommendations to the legislature for instance)
- Getting to actions is challenging. Takes too long. Idea comes up today but it’s three or four months before we see it again. So much time has gone by we are forced to revisit the issues.

Other Comments (use the back if necessary)

- Look forward to driver education and testing presentation from DMV at future meeting

DRAFT

Complete Streets at Florida DOT

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



We were doing complete streets, before complete streets were cool! But...

- But who knows about it?
- 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



Enter the Complete Streets movement...

- A grass-roots effort to provide more inclusive street design
 - Bicyclists
 - Pedestrians
 - Transit
- Reaction to perception of “automobile-oriented” planning and design
- Related but different efforts include livable communities, New Urbanism, transit oriented design
- How did Florida DOT miss this boat? (Boats are not normally included in Complete Streets design, BTW.)

Complete Streets Policies are heavy on...



- Vision and intent: clearly describe the intent to create livable, walkable streets
- Inclusivity: A vision for ALL streets to be complete streets (what does this mean?)
- Accountability: Methods and practices to measure how well and often complete streets are actually being built
- Funding: Clear specification about how much money will be spent on complete streets

Complete Streets are light on...

- Design Guidance – this must be considered the “easy” part
- Integration with land use planning
- Understanding of context
- Only 50% of a complete street is within the ROW



Compared to FDOT's current policies, we 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 begins to address land use side
- CSS Policy directs use of TDLC where appropriate

Common weak point is CONTEXT

- Neither FDOT nor Complete Streets 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

Crafting an 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



T1



T2



T3



T4



T5



T6

Draft Policy

- To promote safety, health, and economic development in the State of Florida, the Florida Department of Transportation will provide a context-appropriate transportation system serving the needs of all users, including but not limited to transit, pedestrians, cyclists, motorists, and freight. Such provision shall be known as the Complete Streets Initiative. The Department's Complete Streets serve users of all ages and physical abilities, using a variety of different transportation modes serving a variety of trip purposes while maintaining the safety and mobility of the transportation system. The Department specifically recognizes that Complete Streets are context-sensitive and require transportation system design appropriate to local land development patterns and urban form. In particular, roadway design, landscaping, and operations will reflect context to be considered a Complete Street.
- The Complete Streets program will be integrated into the Department's planning, design and operational phases in the development of state roads and highways and interfaces with transportation systems maintained by local governments. FDOT will coordinate with local governments and MPOs as needed to provide Complete Streets throughout the state of Florida. FDOT will apply Complete Streets concepts to new corridor and capacity projects as well as RRR and resurfacing projects. The initiative will be supported in various manuals, handbooks and guidance documents which govern transportation facilities planning and design processes.

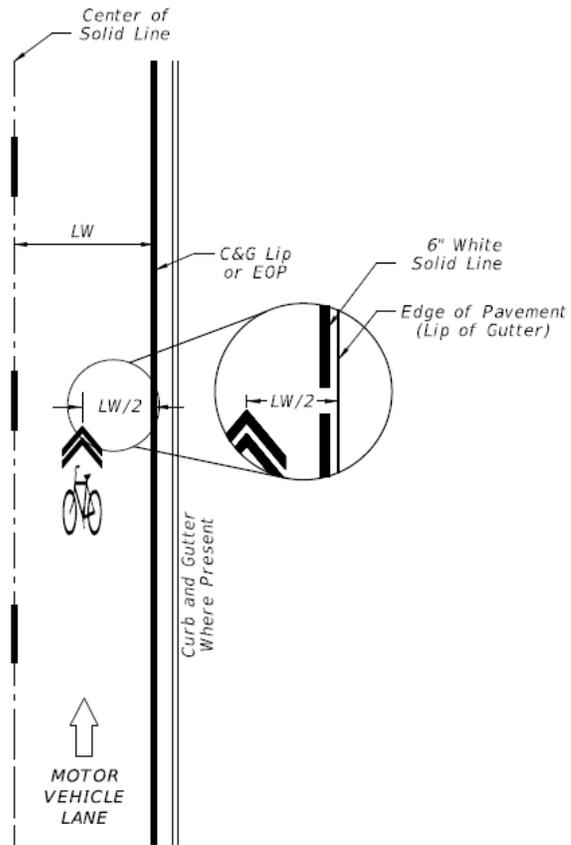
- To promote safety, health, and economic development Florida, the Department will routinely plan, design, and operate a context-appropriate system of Complete Streets. While maintaining safety and mobility, Complete Streets serve the transportation needs of all users, including but not limited to:
 - Transit riders
 - Pedestrians
 - Cyclists
 - Motorists
 - Freight handlers
 - Travelers of all ages
 - Travelers of all physical abilities
 - Travelers of all purposes

Revised Guidance

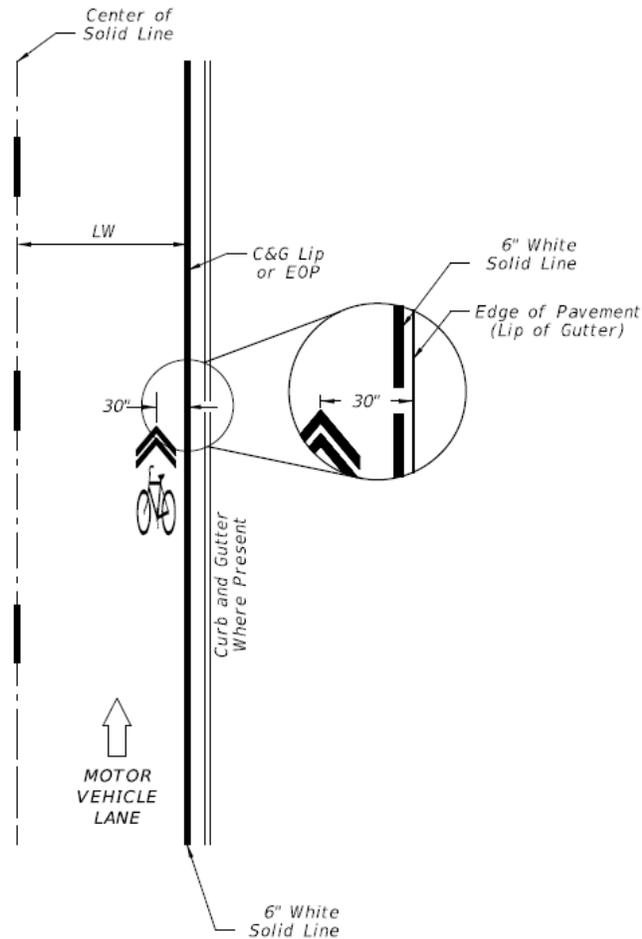
- Shared Lane Marking Placement
- Bicycle lane minimum and recommended widths
- Recommended width based on travel speed
- New facility type – Buffered Bike Lane
- New flexibility on travel lane widths – 11' acceptable in most conditions now

Shared Lane Markings

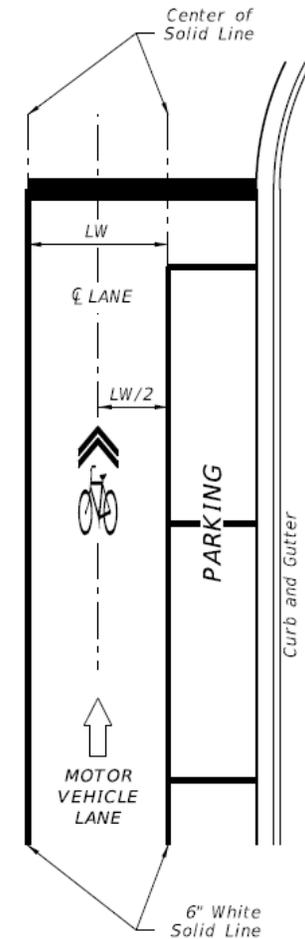
SHARED LANE MARKINGS



SCENARIO #1
 $LW < 14'$



SCENARIO #2
 $LW \geq 14'$

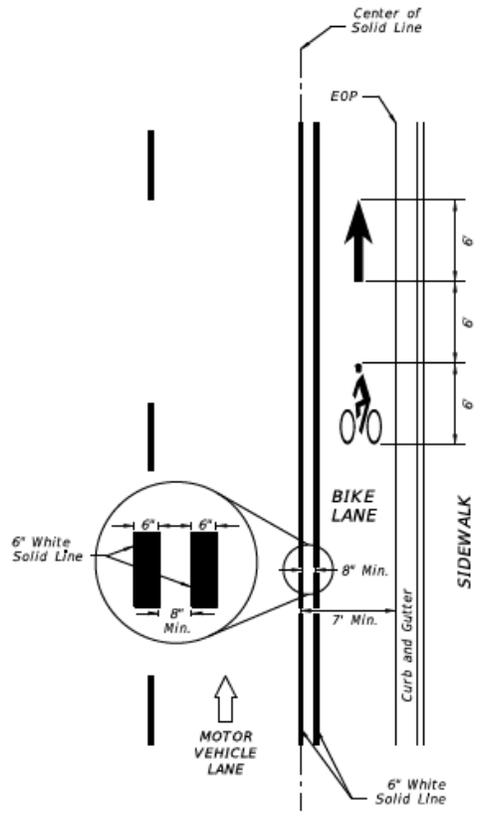


SCENARIO #3
ADJACENT TO PARKING

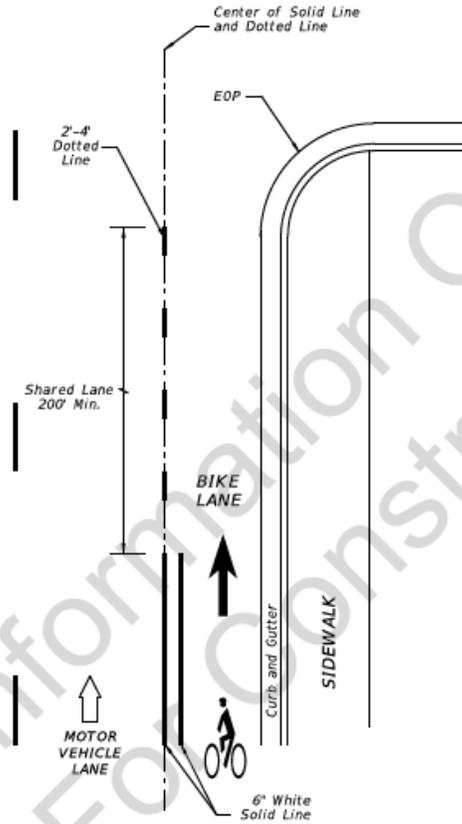
Bicycle Lanes

- 5' minimum width/7' minimum if adjacent to on-street parking
- 6' recommended width for 45 mph or greater
- 6' minimum or 7' buffered on any 6-lane roadway

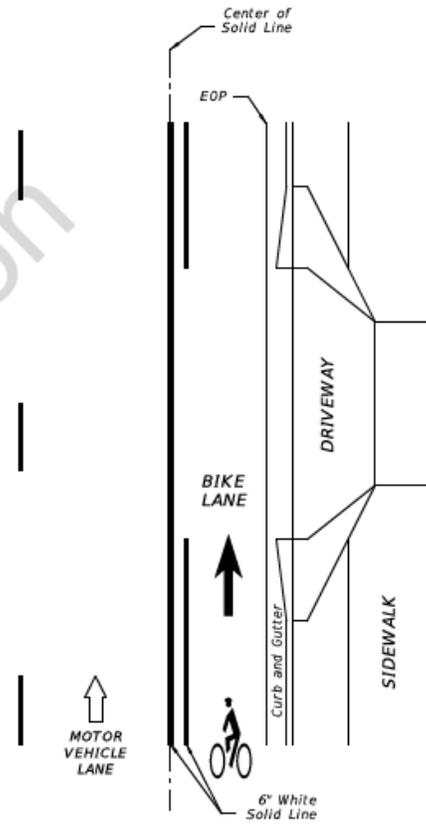
Buffered Bike Lane



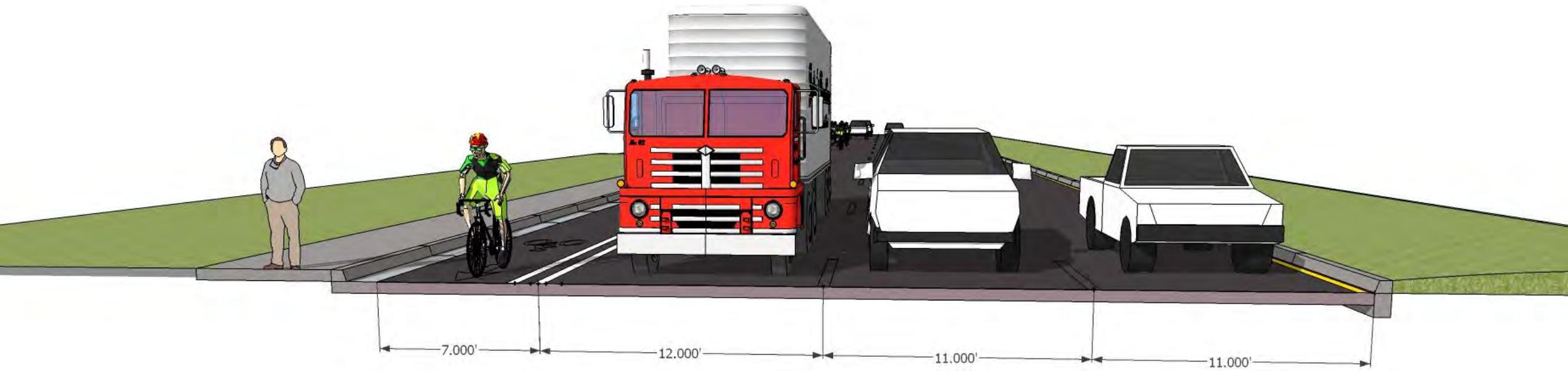
STANDARD BUFFERED BIKE LANE DETAIL

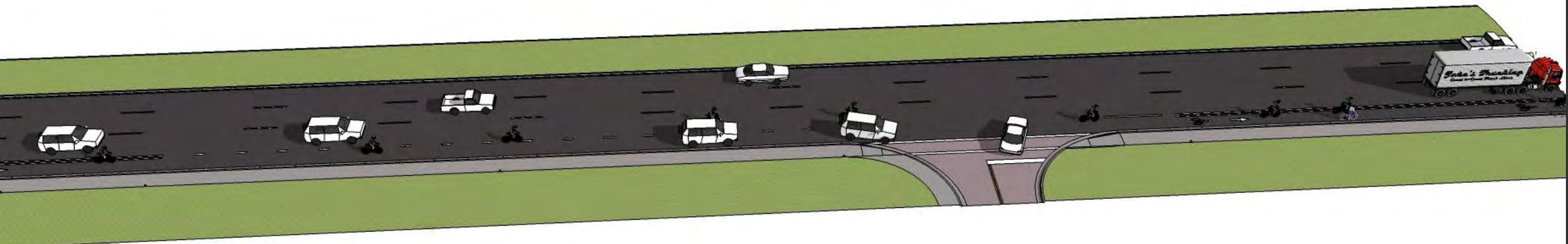


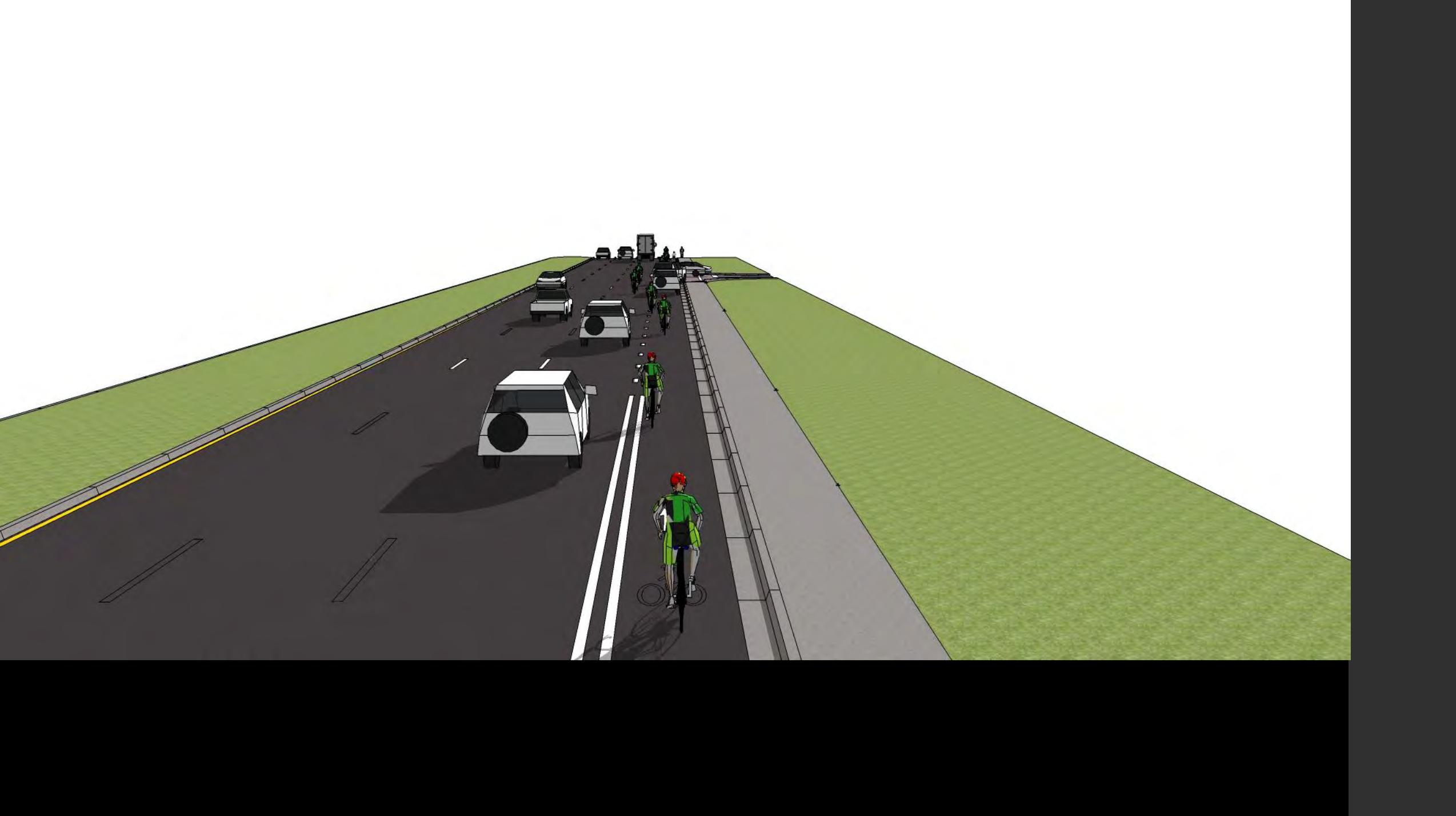
BUFFERED BIKE LANE DETAIL APPROACH TO INTERSECTIONS

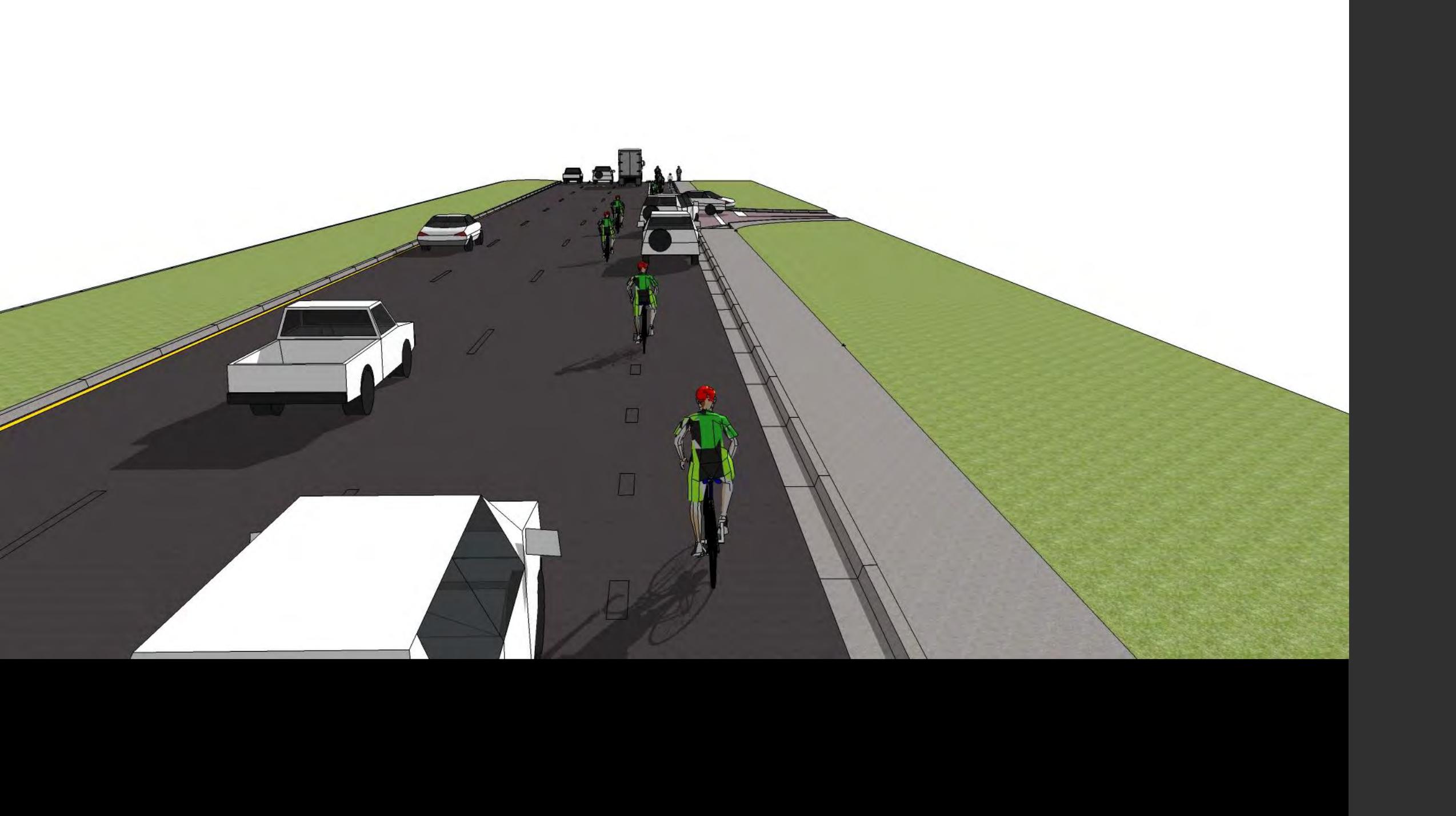


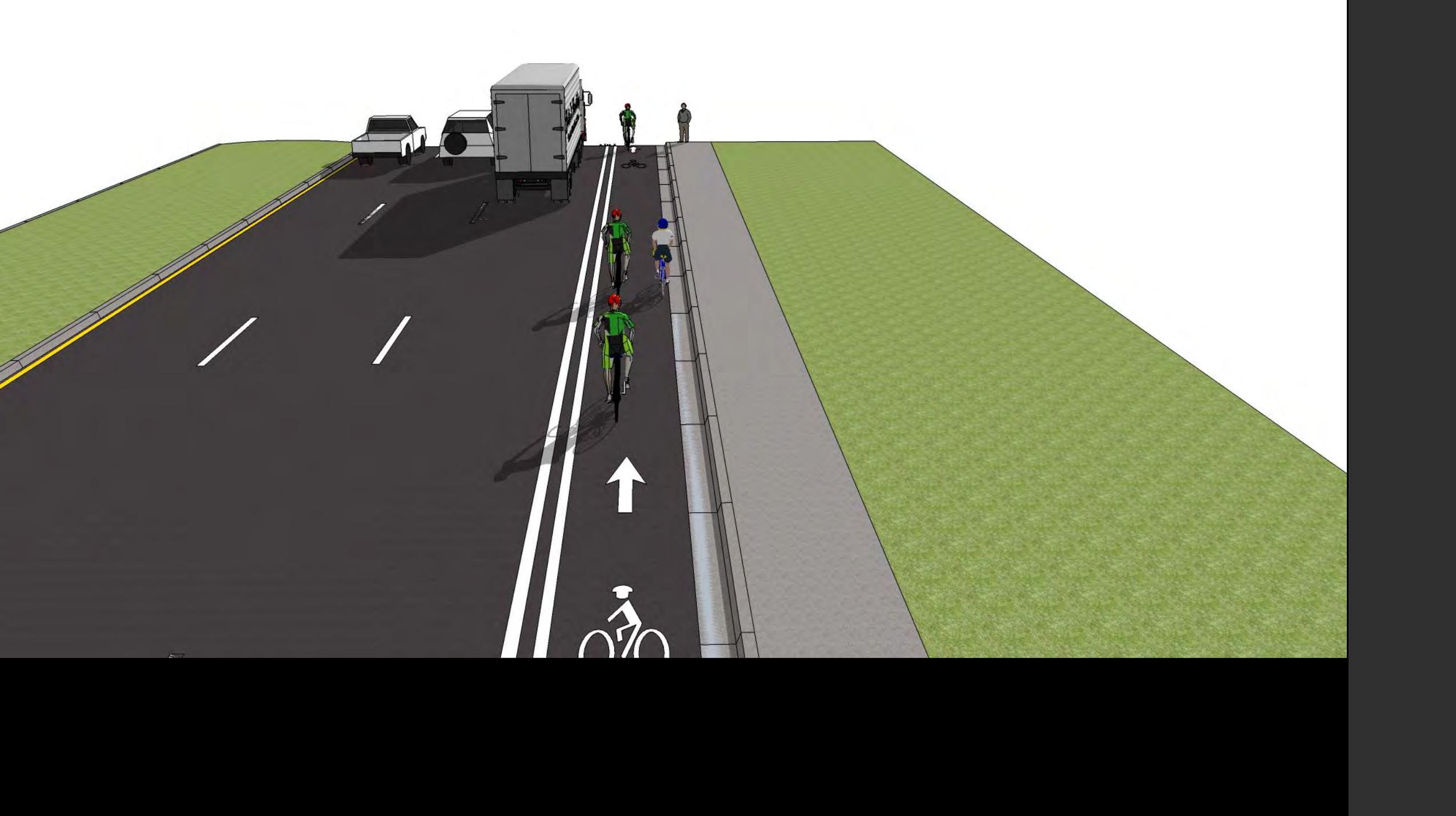
BUFFERED BIKE LANE DETAIL APPROACH TO MINOR DRIVEWAYS







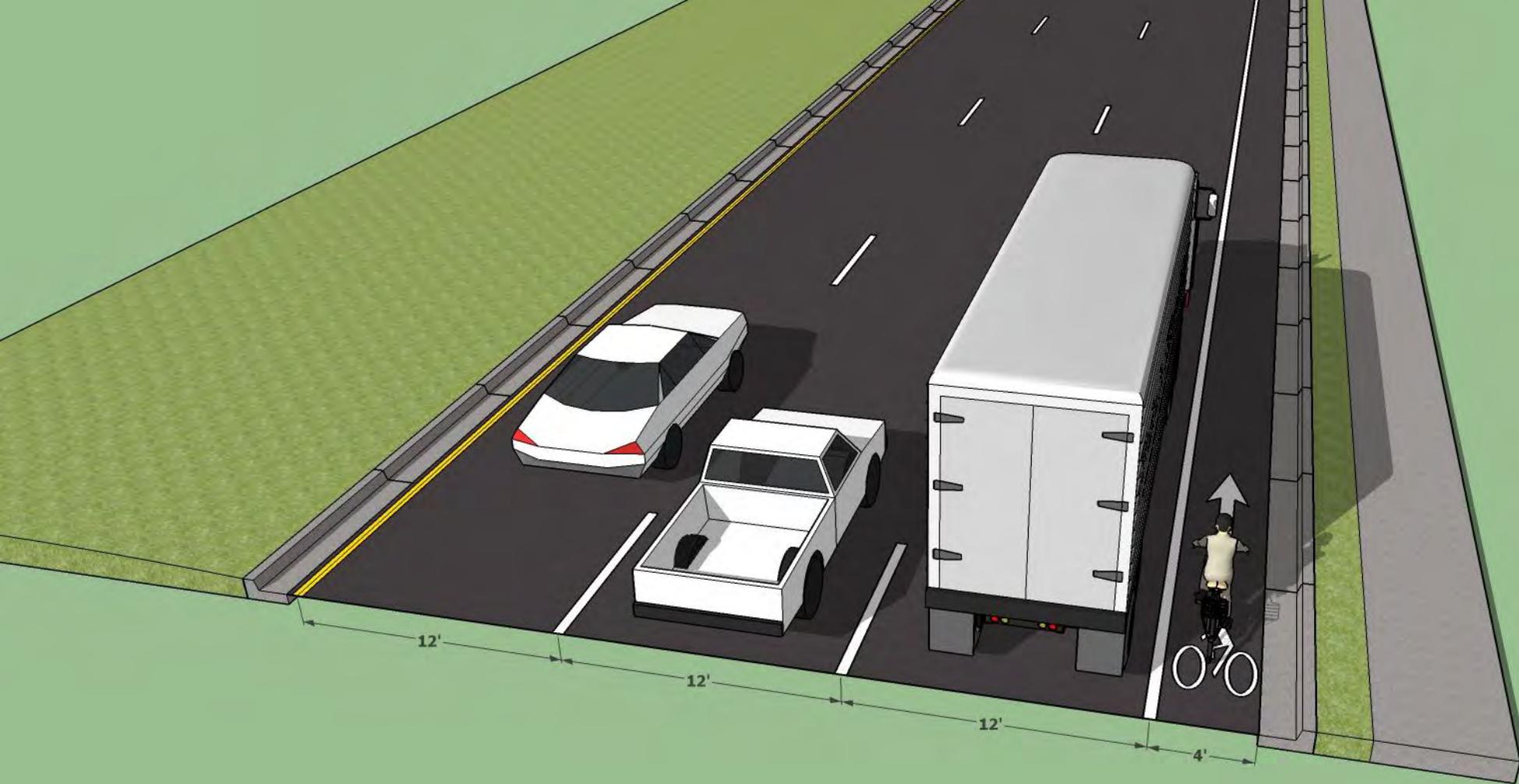




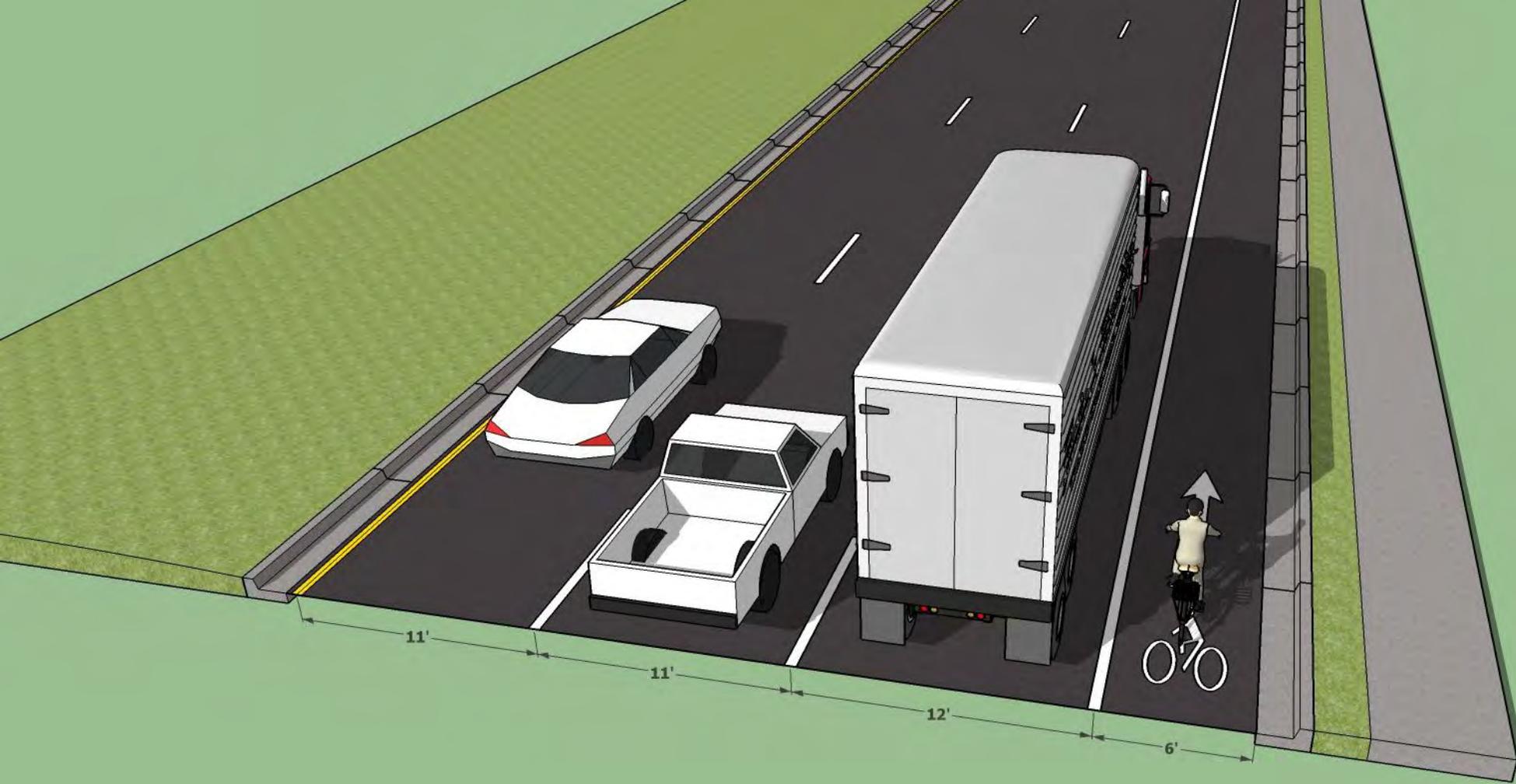


Lane Width Flexibility

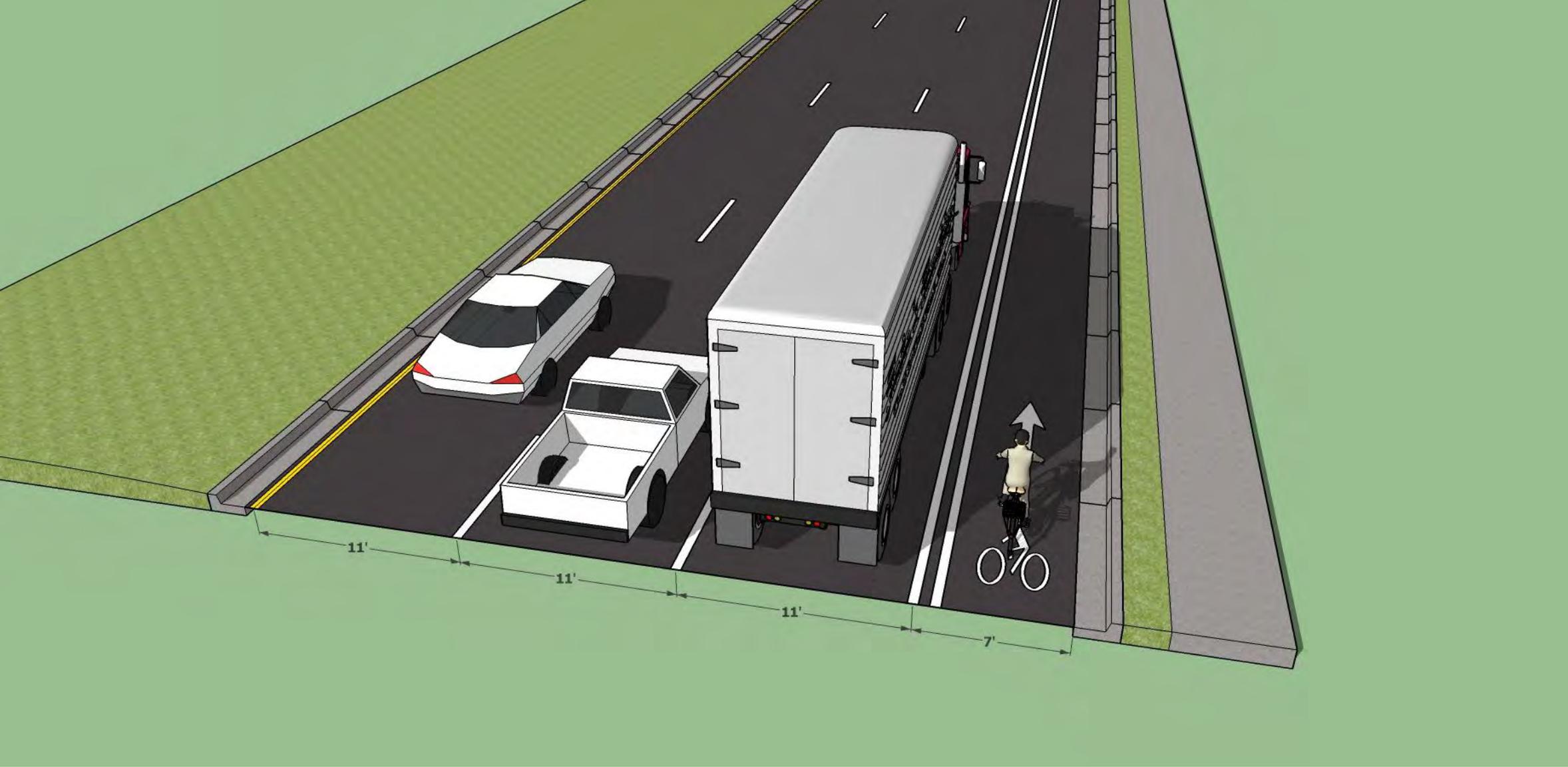
- Retrofit existing roads for narrower travel lanes and wider bike lanes
- Allows more options for bike lane applications



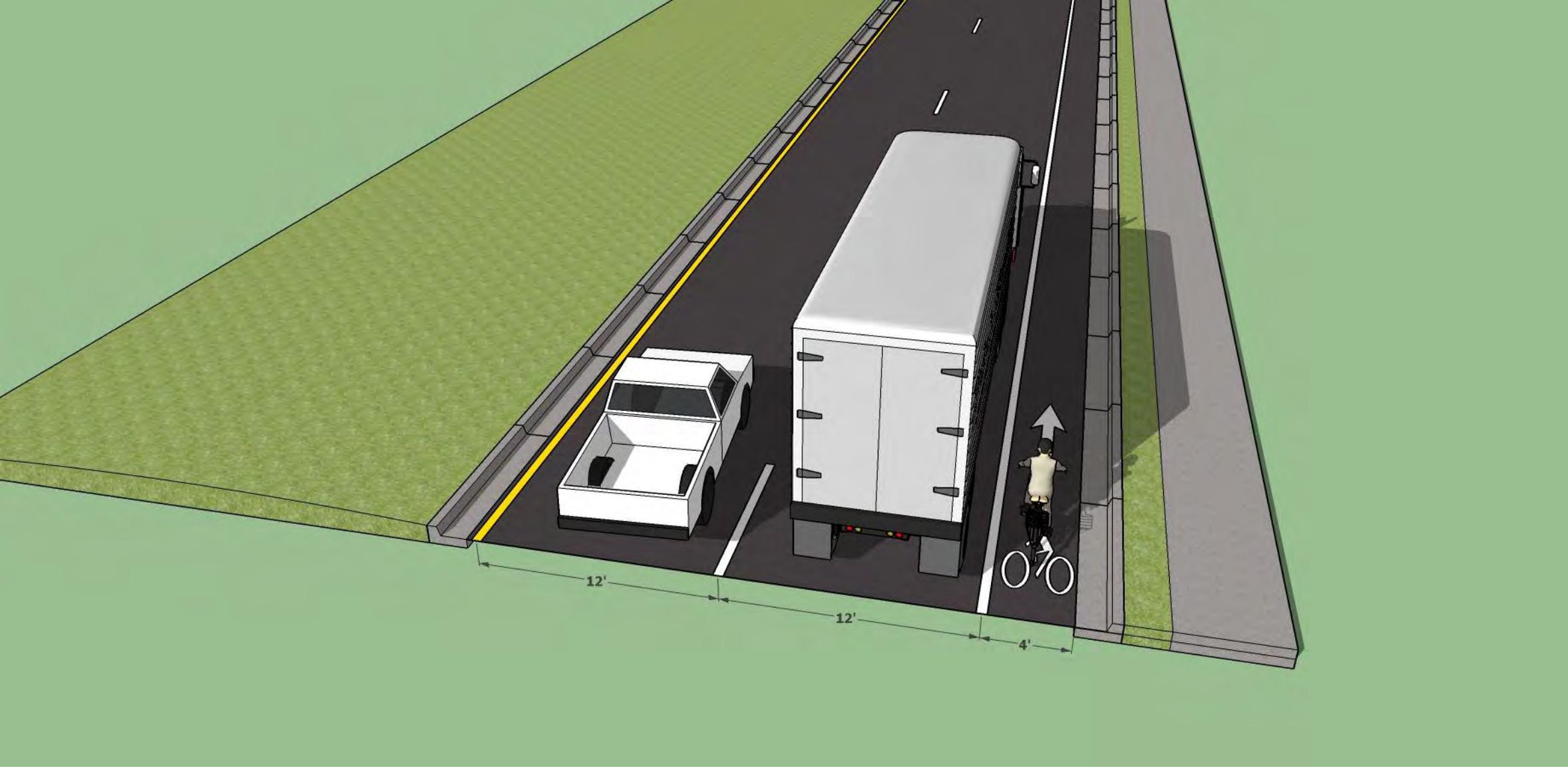
Current Standard – Max Travel Lane Width,
Minimum Bicycle Lane Width



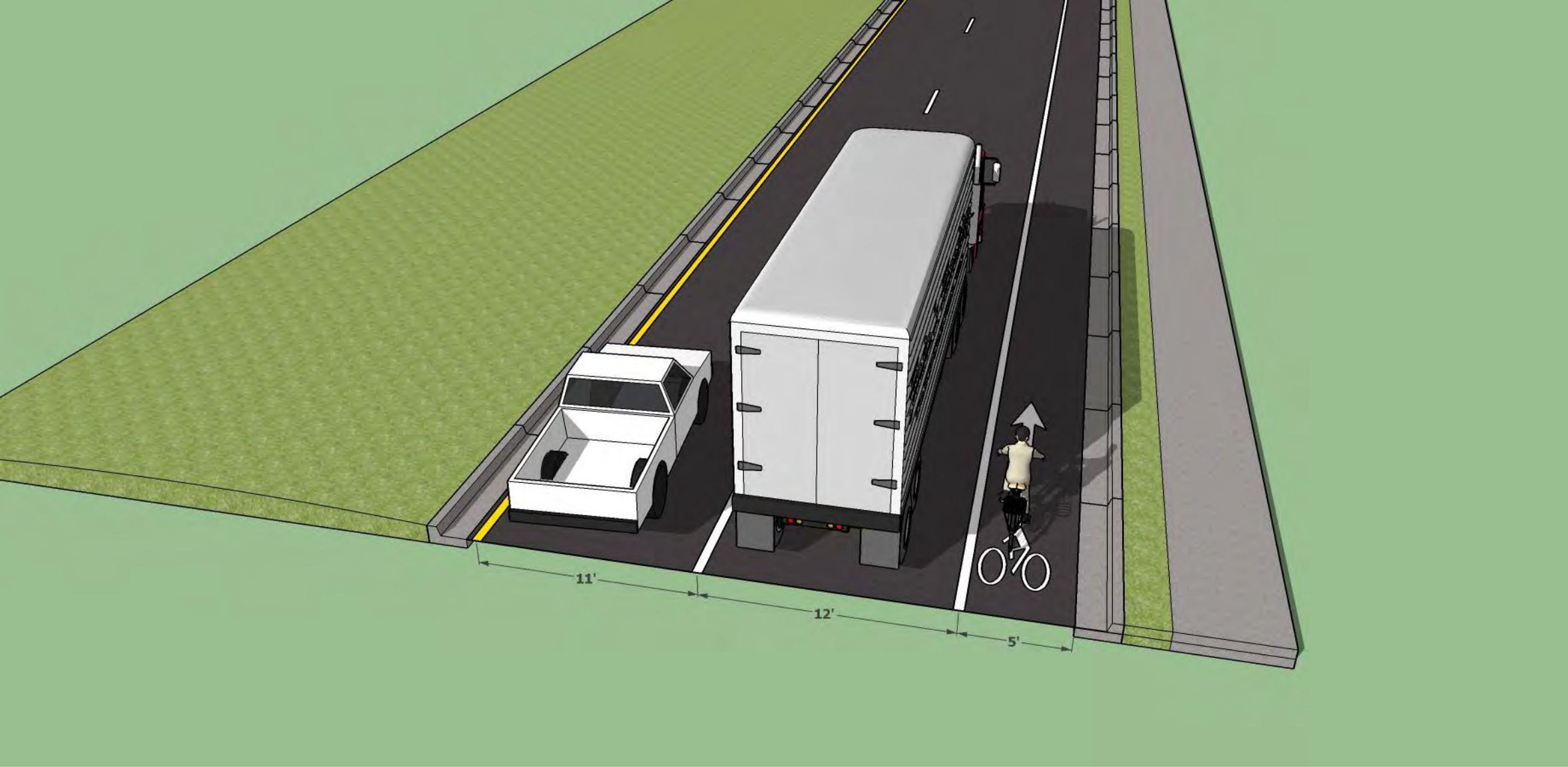
6L 40 mph or greater – >10% Trucks



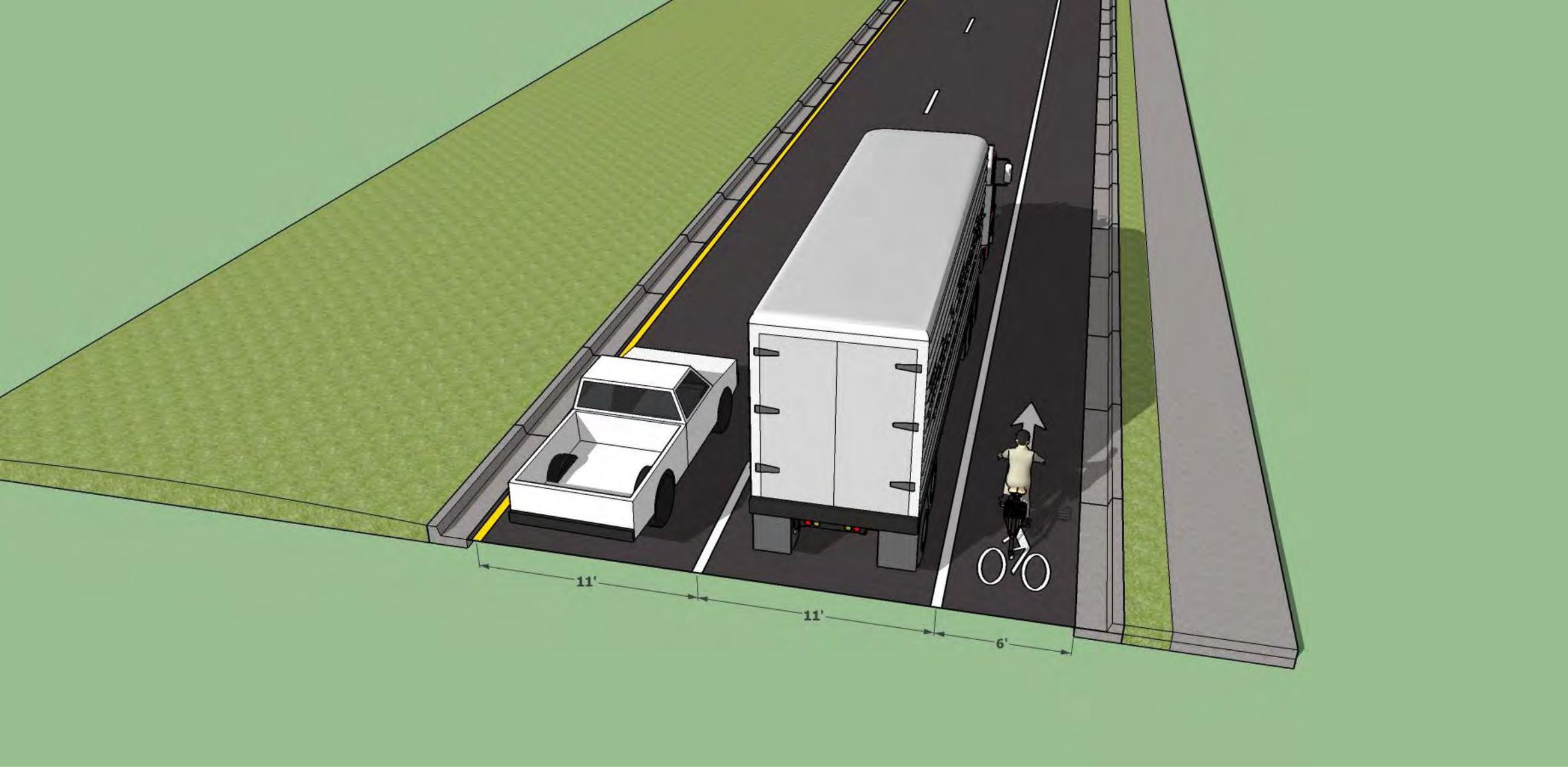
6L 40 mph or greater –10% or less Trucks



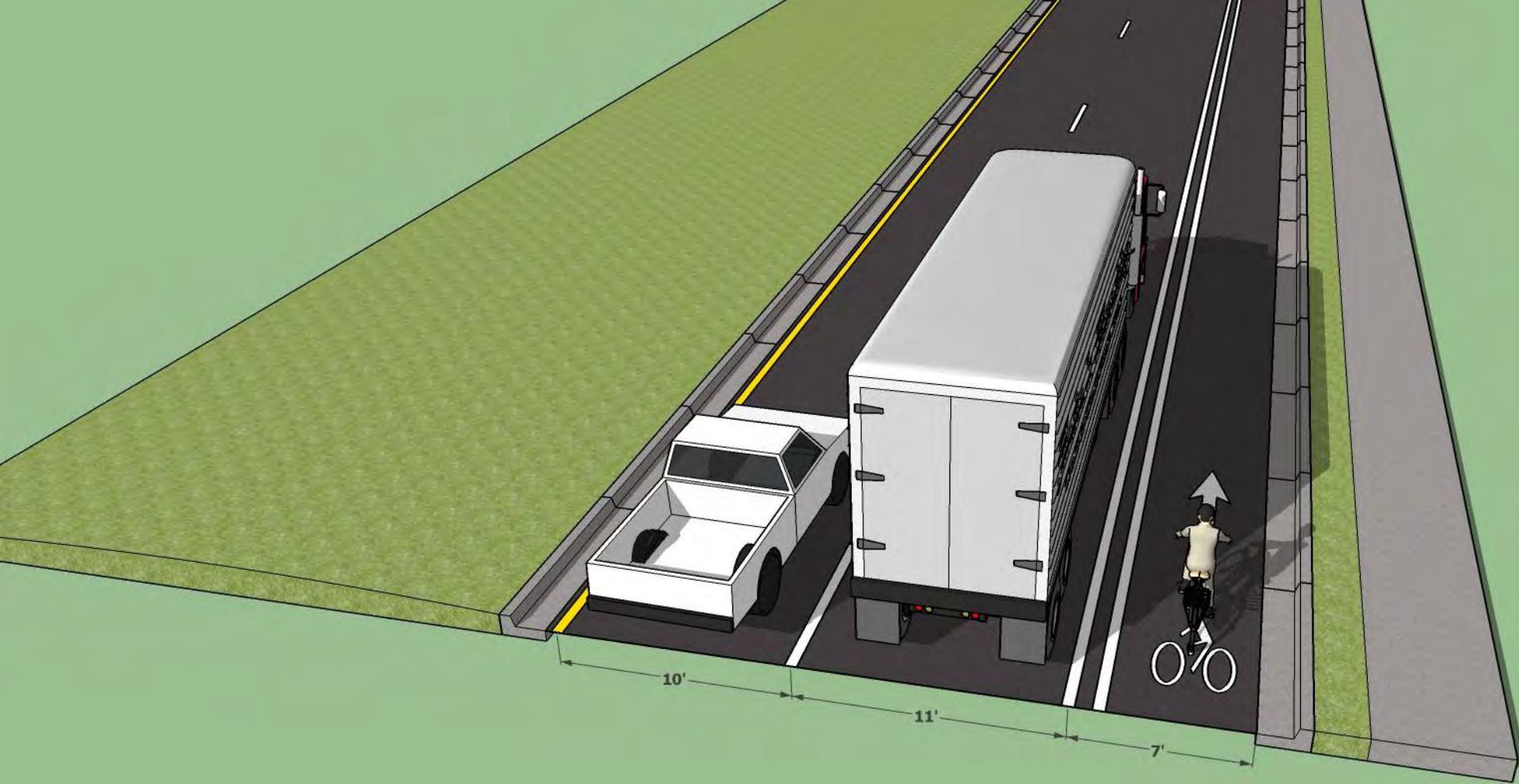
4L Standard today 12/12/4



4L 40 mph or less, trucks <10%— 5' minimum width
bike lane ok



4L 45 or more mph and/or trucks greater than 10%



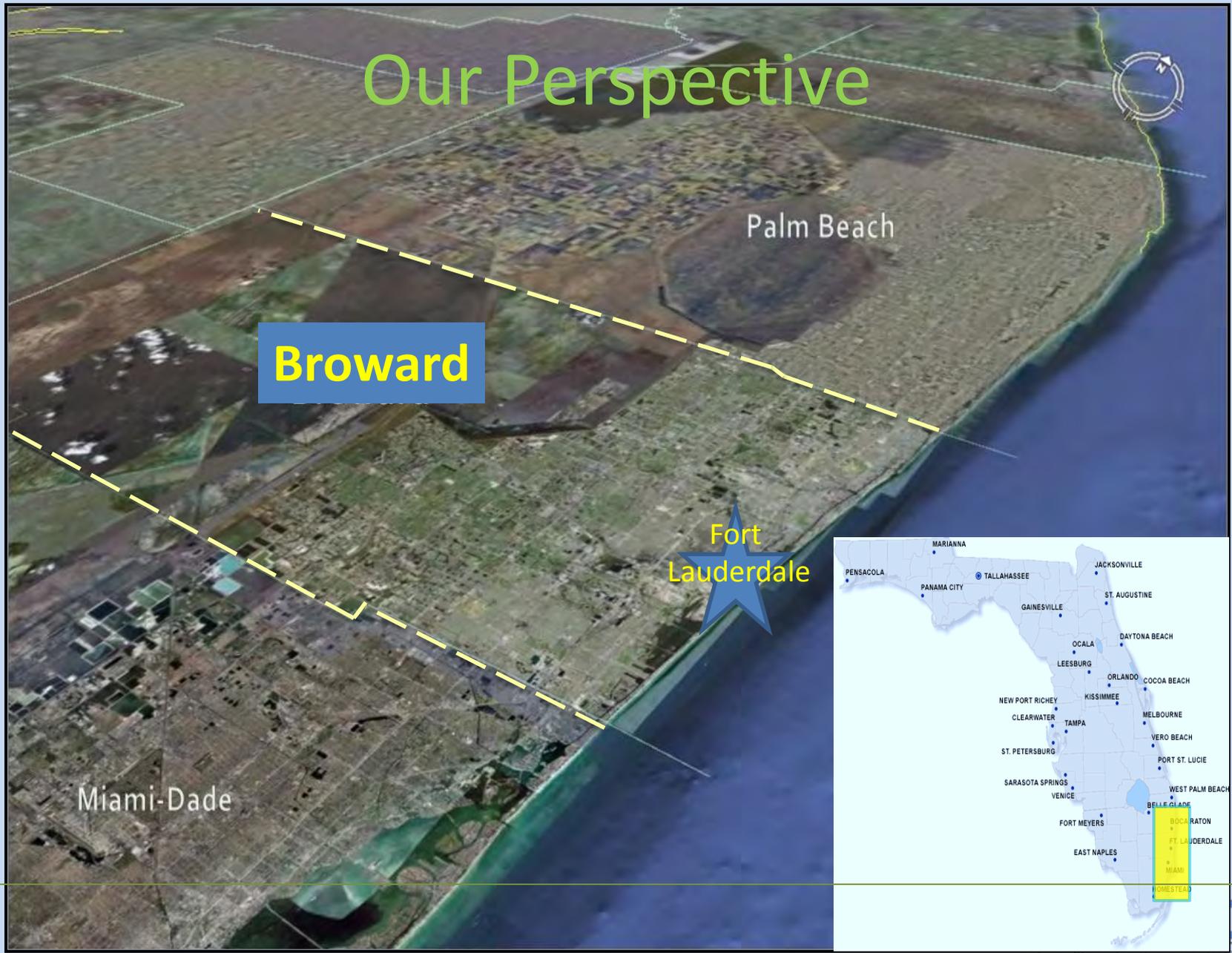
4L 40 mph or less and trucks <10%

Broward MPO Complete Streets Initiative and Mobility Program

June 3, 2014



Our Perspective



Broward

**Fort
Lauderdale**



Broward Metropolitan Planning Organization



Fort Lauderdale Skyline

Who governs the Broward MPO?



38 Member Board:

- 14 - Largest Cities (Census population).
- 3 - County Commissioners.
- 1 - School Board.
- 1 - South Florida Regional Transportation Authority
- 19 – Alternates – voting rights when others are absent.

Two (2) Advisory Boards:

- Technical Coordinating Committee (TCC).
- Community Involvement Roundtable (CIR).

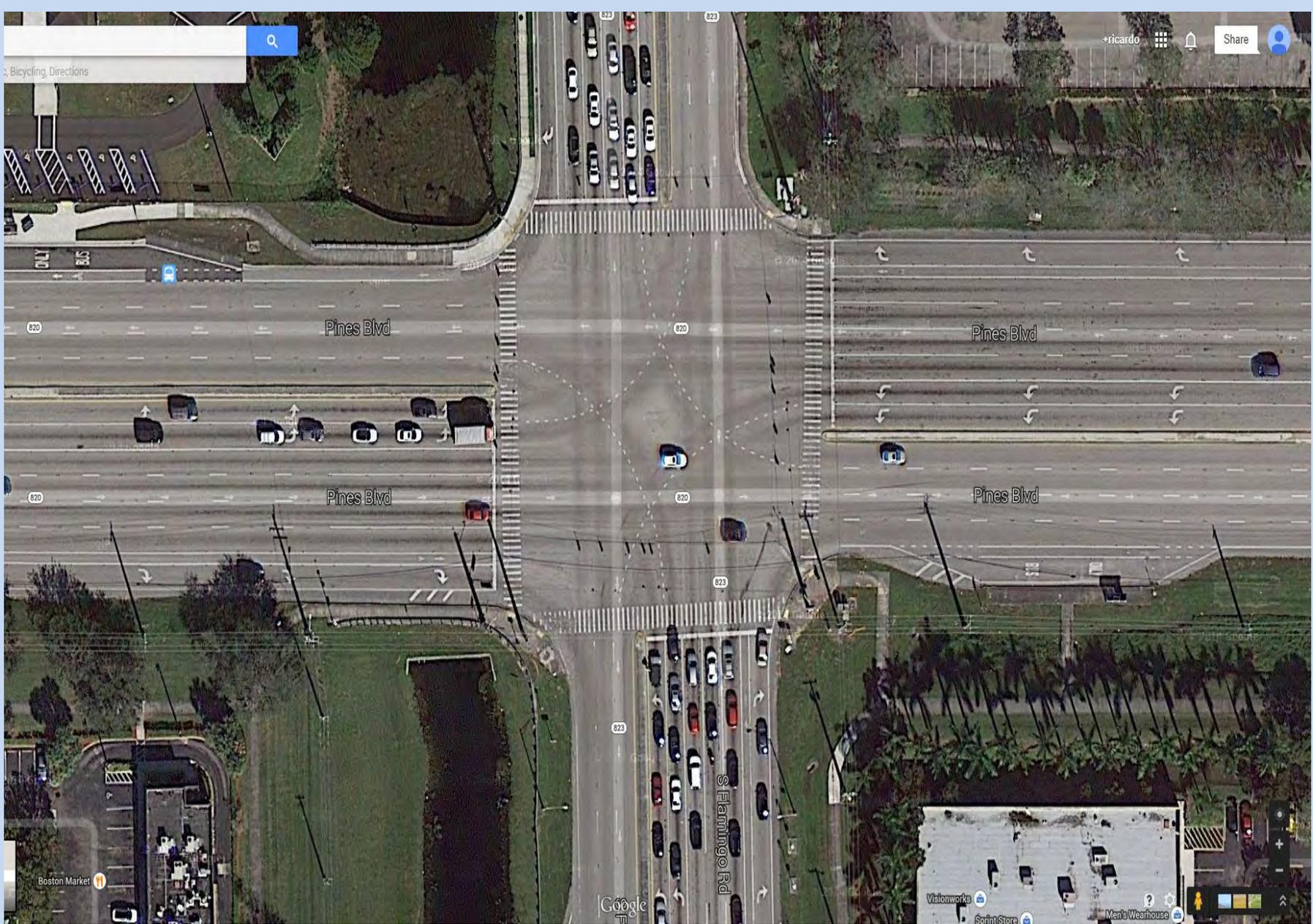
Why Complete Streets

2035 “Transformation” Long Range Transportation Plan - Mission

promote the safe, secure, and efficient movement of people and goods by providing balanced transportation choices that support superior mobility through improvements in all modes with a focus on mass transit

Why Complete Streets

- Address conditions created by auto-centric roadway designs
- New emphasis - “moving people”
- Safer, healthier transportation environment for all users



Complete Streets-Phase I

- Formed the Broward MPO Complete Streets Technical Advisory Committee
- Developed the Broward Complete Streets Guidelines
- Endorsed by the Broward MPO Board on July 2012

Complete Streets – Phase II

- Developed a Model Policy
- Developed a Model Plan Framework
- Selected a Multi-Modal Level of Service (MMLOS) tool

Outcome

- City of Deerfield Beach
 - Developed and adopted the Deerfield Complete Streets Guidelines
- City of Fort Lauderdale
 - Developed a Complete Streets Manual
 - Developed a Complete Streets Policy
 - Recognized as third-best in the nation by the National Complete Streets Coalition
- City of Pompano Beach
 - Adopted Complete Streets Guidelines
- City of Hollywood
 - Passed a Resolution expressing commitment to Complete Streets Policies and Practices

Outcome cont.

- Broward County Government
 - Amended the Broward County Land Development Code
 - Amended the Broward County Land Use Plan
 - Amended the Transportation Element of the County's Comprehensive Plan
 - Modify the County's Minimum Engineering Standards

Other on-going efforts

- City of Miramar
 - Preparing action plan to Implement Complete Streets
- City of Sunrise
 - Preparing Complete Streets Resolution
 - Considering adopting the CS guidelines by reference
- City of Hallandale Beach
 - Developing a Complete Streets Implementation Plan

Complete Streets – Phase III

- Educational Opportunities/Training
- Technical Assistance
 - Policy and Plan Framework Support
 - Walking Audits
- Development of evaluation measures

Educational Opportunities

- City of Fort Lauderdale Complete Streets Training – December 10, 2013
- Safe Streets Summit – January 31, 2014
- Implementing Complete Streets – John LaPlante – March 5, 2014
- Let's Go Biking Event – March 29, 2014

Safe Streets Summit

- The Safe Street Summit was held on January 31, 2014.
- VIP bike ride
- The event explored the safety, health, and economic benefits of streets designed for all users. Presentations included:
 - The Return on Investing in Complete Streets
 - Human Toll of Car-Oriented Streets & What We Can Do to Increase Safety
 - Creating Lifelong Communities that Empower Independence Beyond the Car
- The event also included a VIP Bike Ride and technical session on Making Complete Streets a Reality

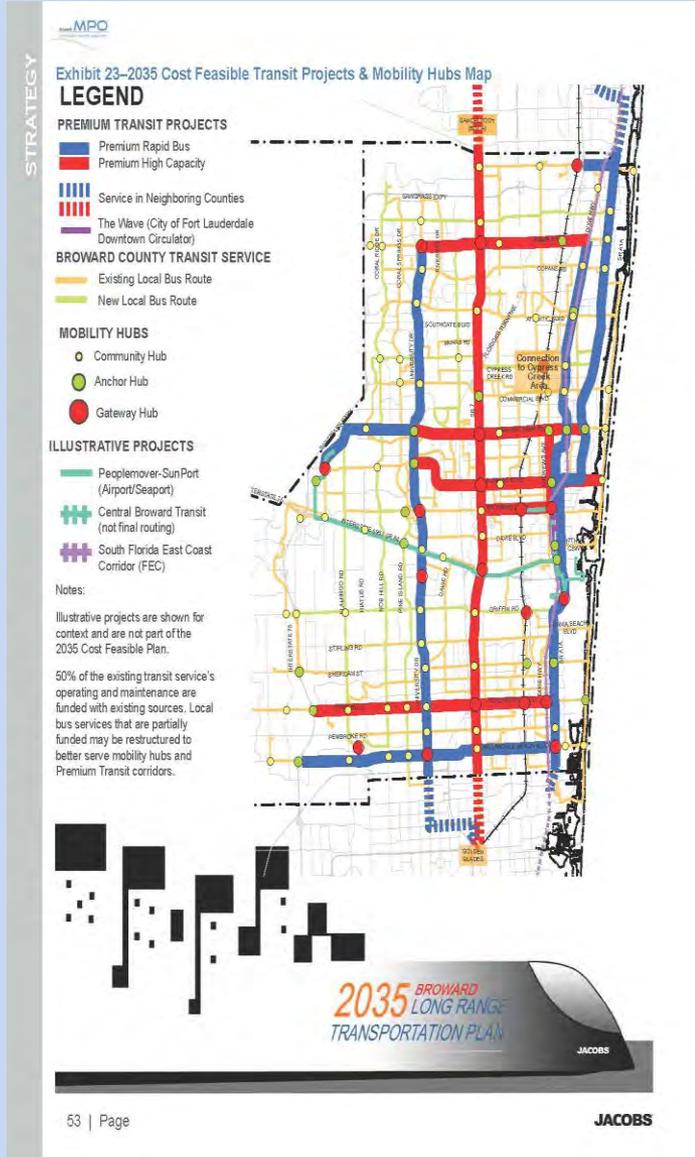
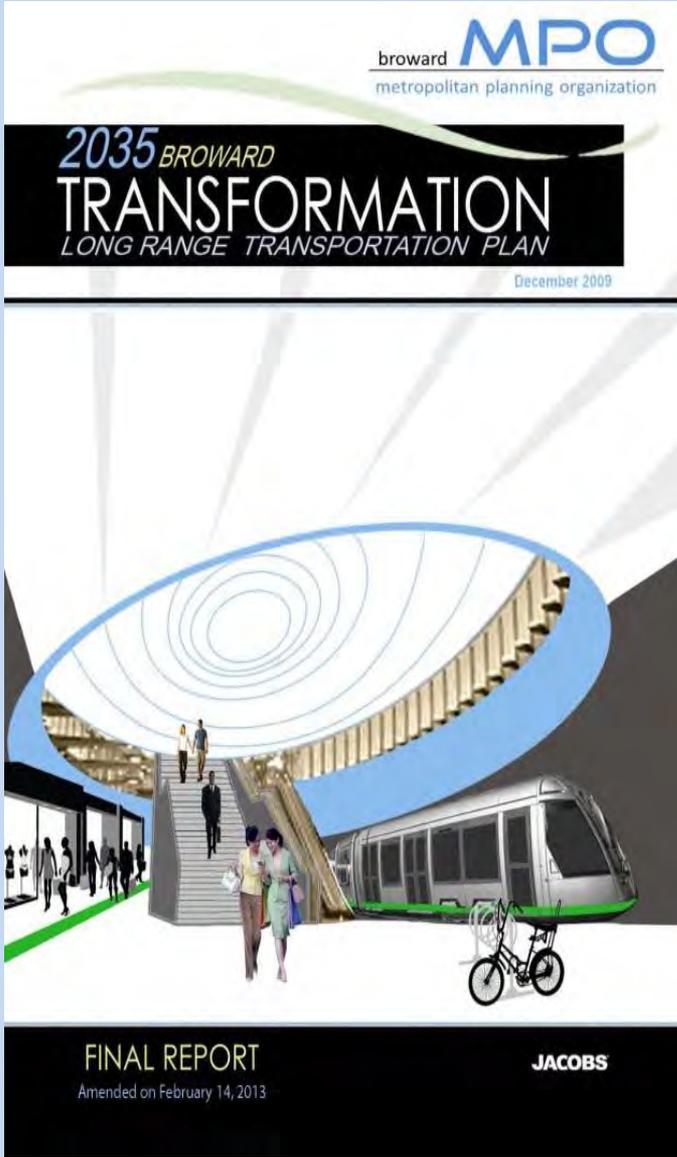
Safe Streets Summit



Broward MPO Mobility Program

“Completing the Streets”

2035 LRTP



Process

- Provide FDOT a prioritized list of projects
- FDOT reviews projects for feasibility and determines costs
- Meet with stake holders (local governments) to develop collectively a preferred solution, agree on type of facility.
- Project gets incorporated into the FDOT work program and MPO Transportation Improvement Program for funding

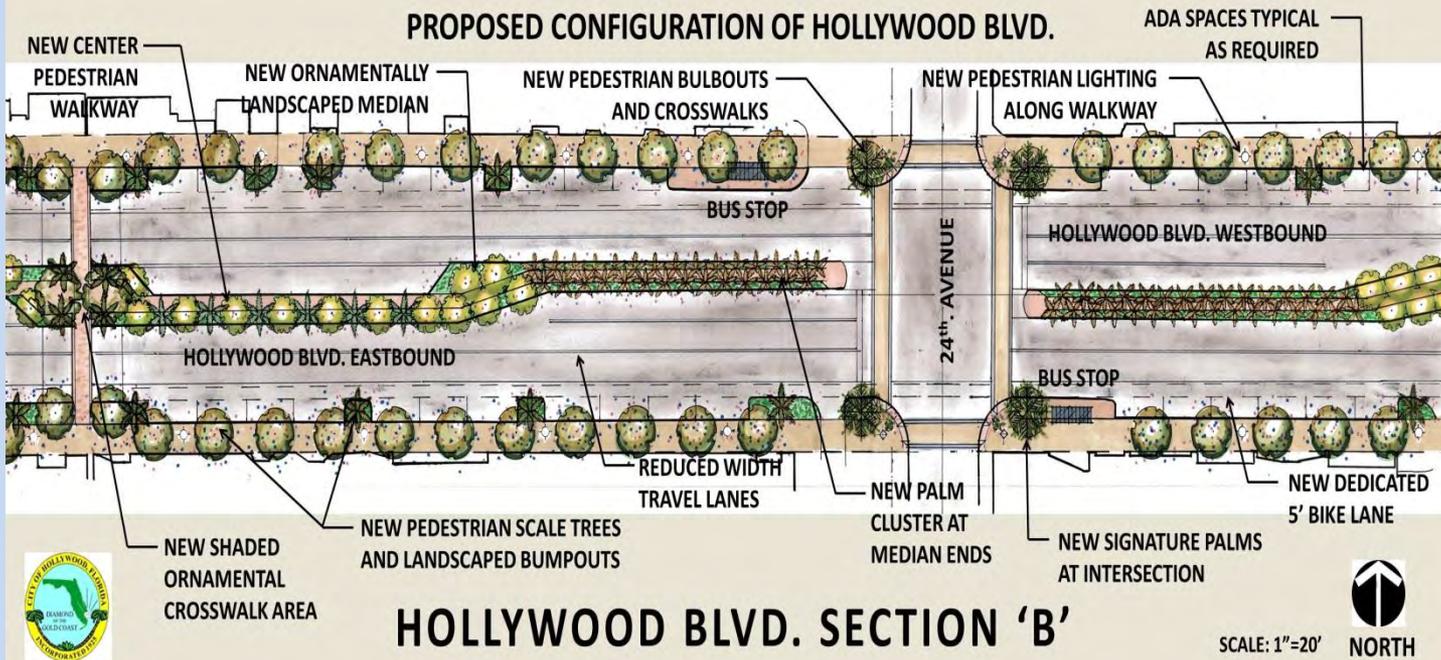
Local Responsibilities

- Public outreach and vetting
- Political support
- Funding for additional elements not included in the program.

EXISTING CONFIGURATION OF HOLLYWOOD BLVD.



PROPOSED CONFIGURATION OF HOLLYWOOD BLVD.



Phase I

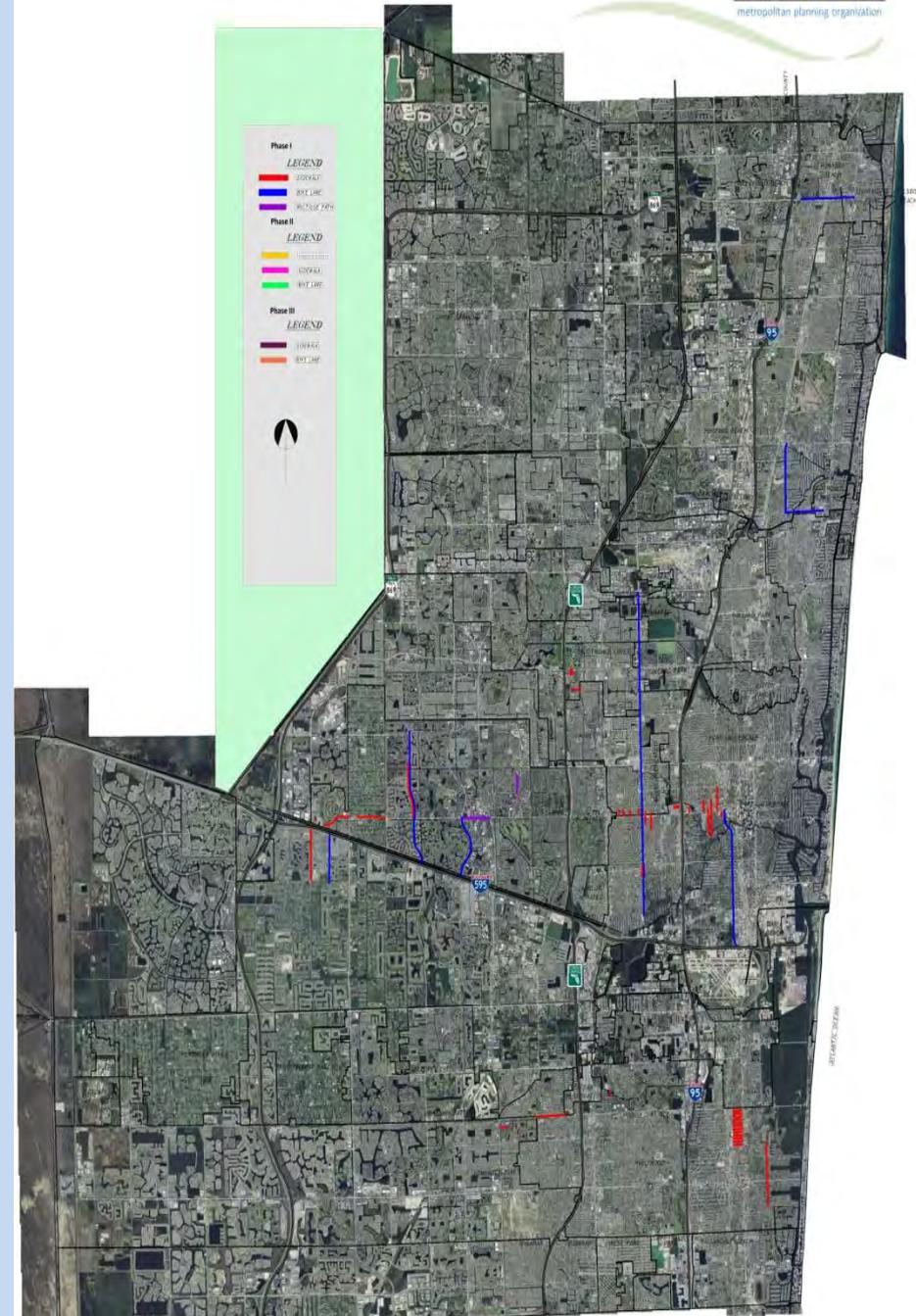


Sidewalk



Bike Lane

	Sidewalk	Bike Lane	Total
Number	23	15	38
Miles	7.6	36.4	44
Cost	3M	12.5M	15.5 M



Phase II

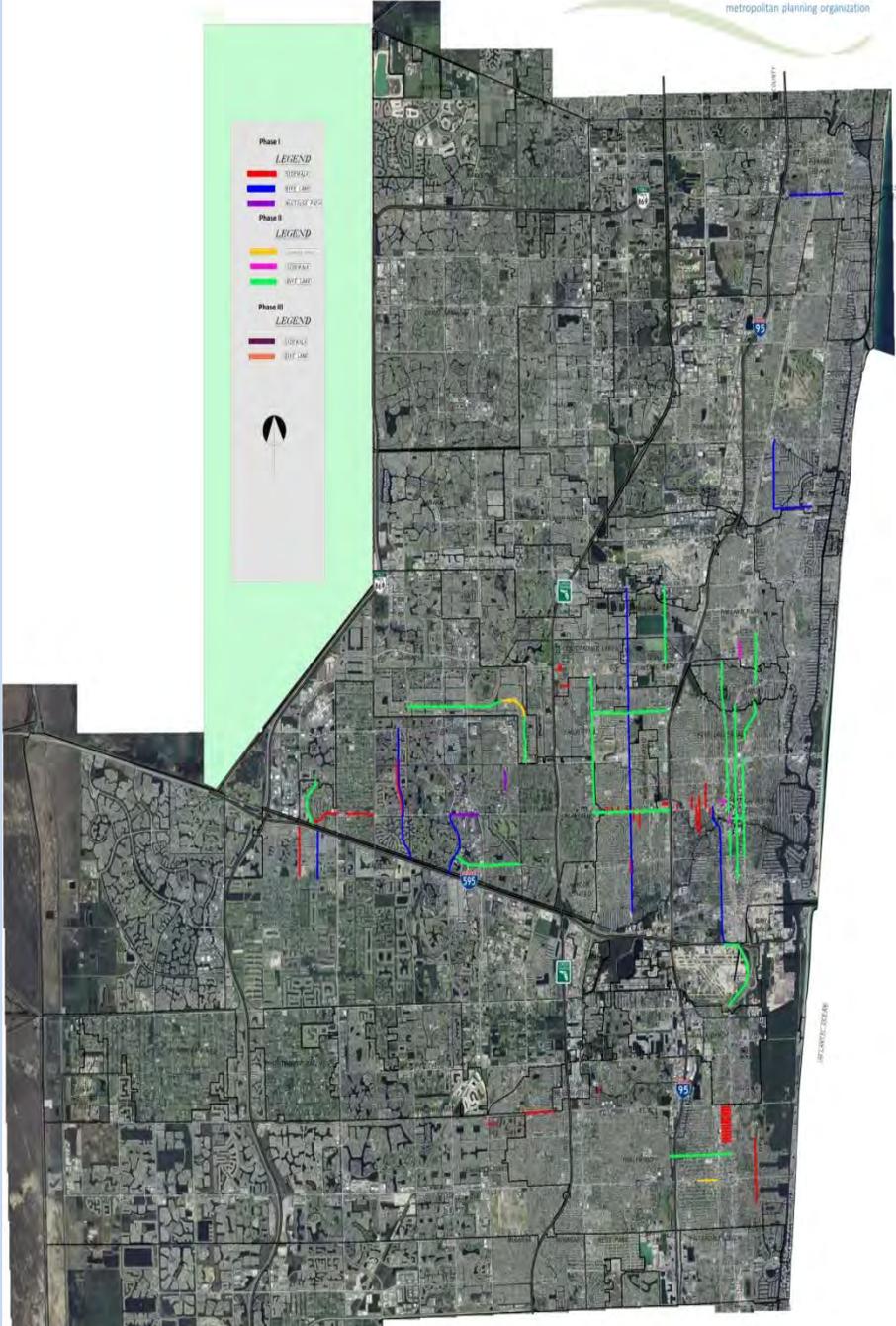


Sidewalk



Bike Lane

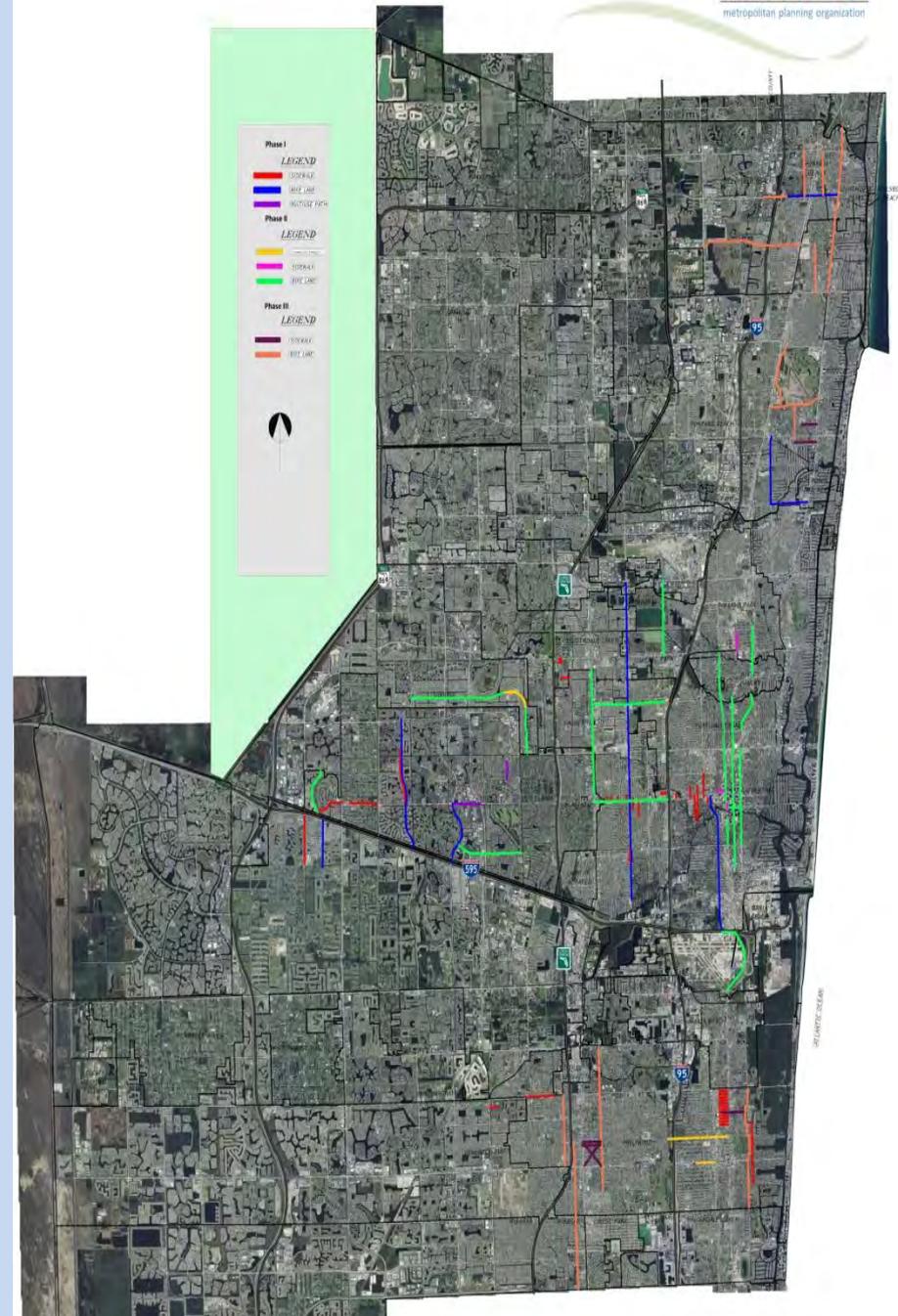
	Sidewalk	Bike Lane	Total
Number	3	22	25
Miles	1.2	34.5	35.7
Cost	1M	61.8M	62.8 M



Phase III

- Sidewalk
- Bike Lane

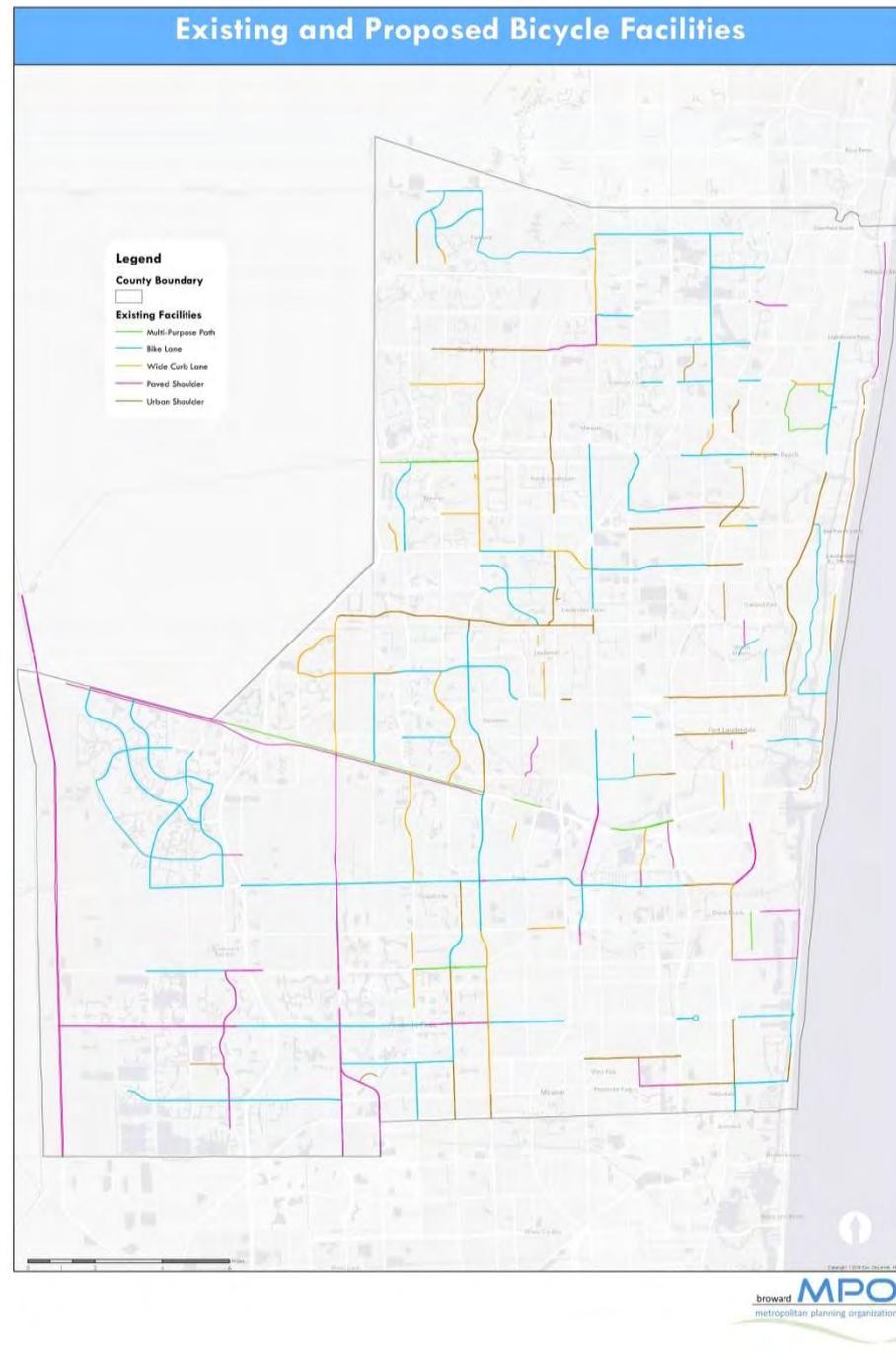
	Sidewalk	Bike Lane	Total
Number	7	15	22
Miles	1.8	23.8	25.6
Cost	2M	20M	22M



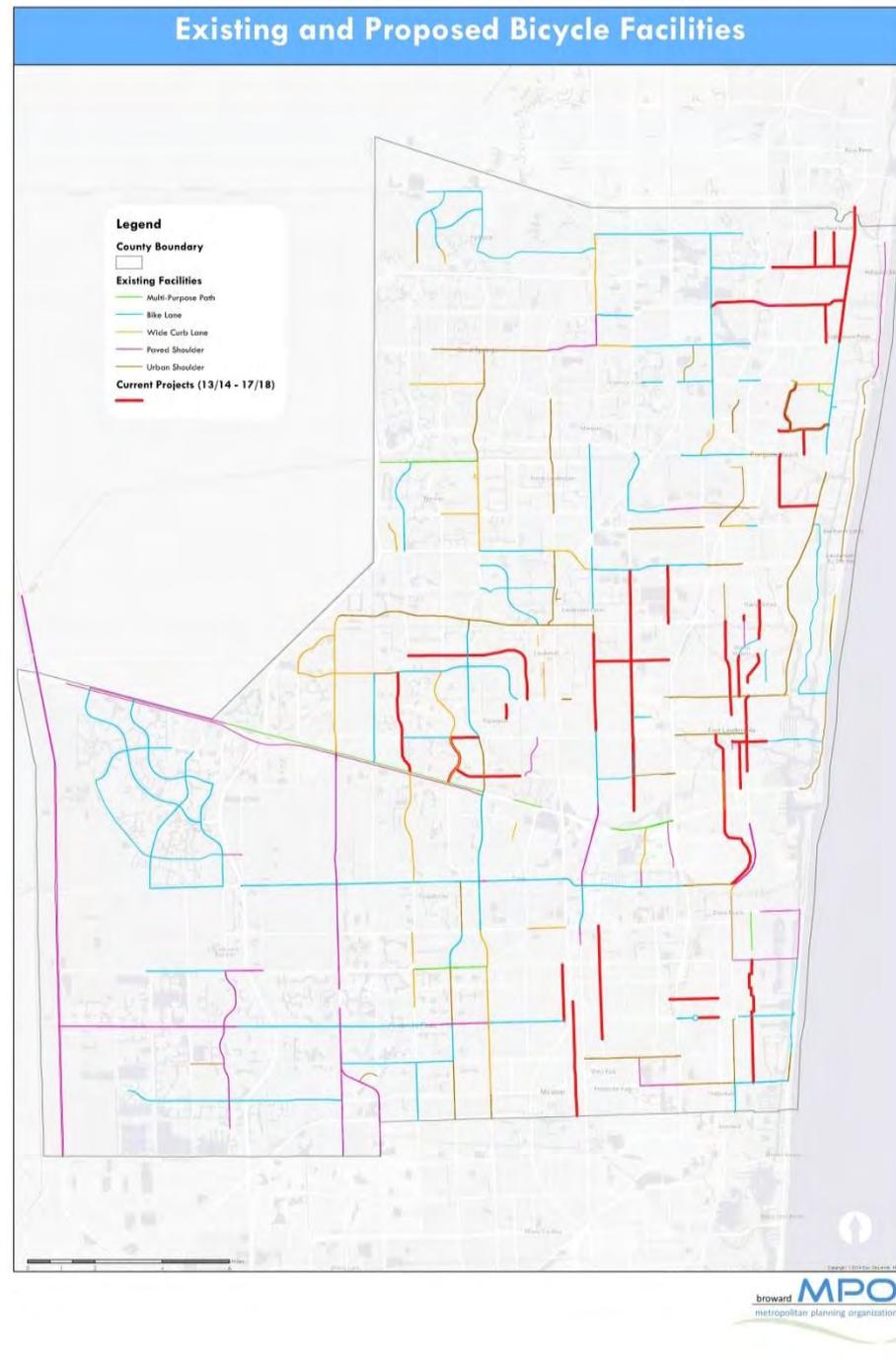
All Phases

	Sidewalk	Bike Lane	Total
Number	33	52	85
Miles	10.6	94.7	105.3
Cost	6M	94.3M	100.3 M

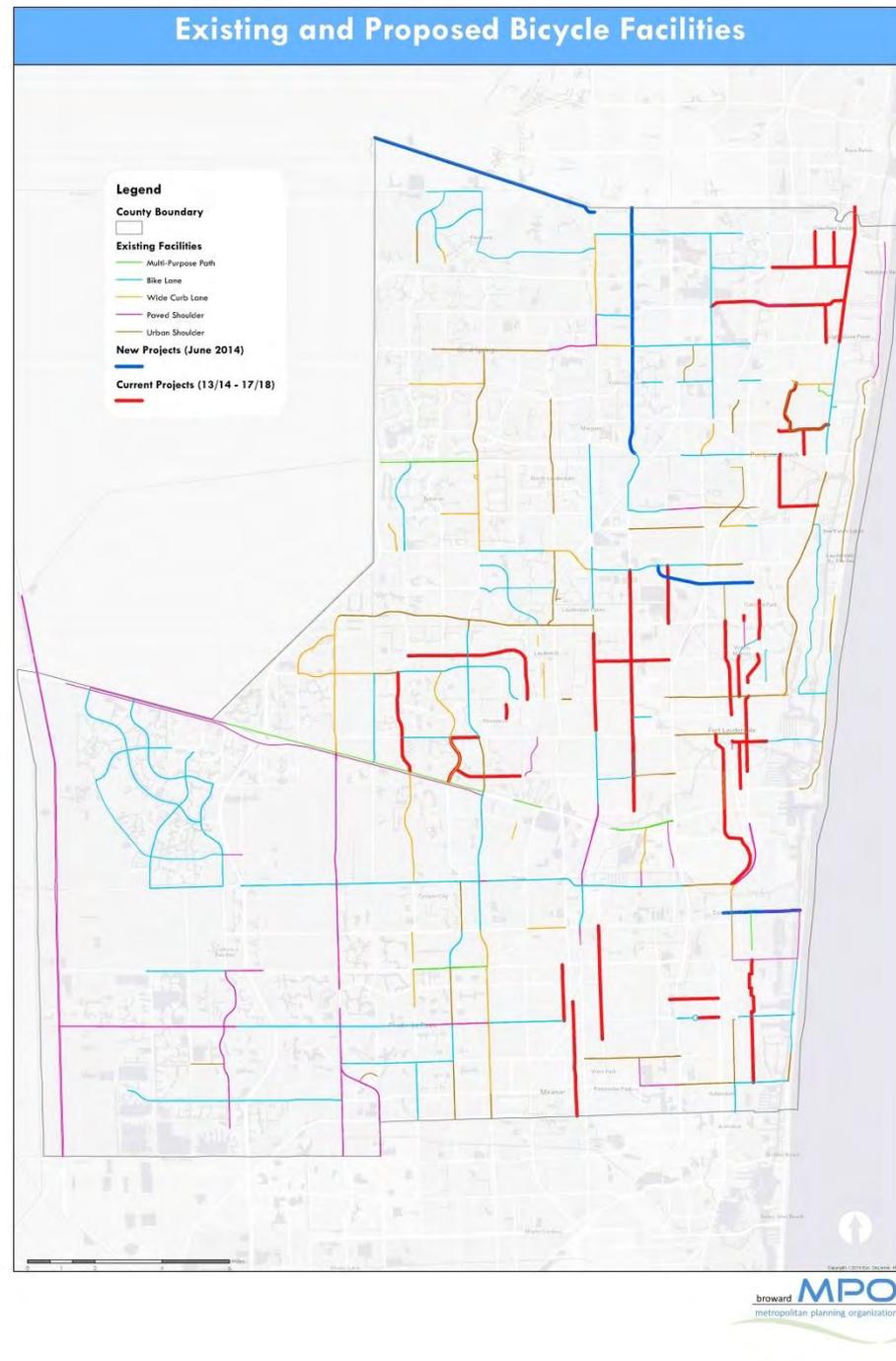
150 Miles



150 Miles
+ 94 Miles



150 Miles
+ 94 Miles
+ 18 Miles
262 Miles



Future Efforts

- Continue providing technical assistance and training
- Continue Mobility Program
 - Formalize process for the 2040 LRTP
 - Streamline for greater efficiency
- Develop Pedestrian Safety Action Plan
- Network-wide analysis of Complete Streets Projects – road diets

Broward Metropolitan Planning Organization

Ricardo Gutierrez

Transportation Planner

954-876-0044

gutierrezr@browardMPO.org

Visit our website at www.browardMPO.org

Florida Bicycle Laws Synopsis



316.003 (2) Bicycle – Every vehicle propelled solely by human power and every ~~motorized~~ motorized bicycle

316.003 (21) Motor Vehicle – a self-propelled vehicle, but not including any bicycle, motorized scooter or moped

316.003 (75) Vehicle – Every device including a bicycle, in, upon, or by which any person or property is or may be transported or drawn upon a highway

316.074 Obedience to required traffic control devices – a bicyclist shall obey the instructions of any official traffic control device

316.075 Traffic control signal devices
(~~delete~~, See Pedestrian Laws)

316.081 Driving on right side of roadway Vehicles or bicycles proceeding at less than normal speed of traffic shall be driven as far right as practicable except when overtaking and passing another vehicle; preparing for a left turn, avoiding an obstacle, or upon a roadway designated for one-way traffic (definition of a vehicle includes “every device, in, upon or by which any person or property may be transported or drawn upon a highway”)

316.083 Overtaking and passing — Driver overtaking a bicycle must pass bicycle at a safe distance not less than 3 feet

316.084 When overtaking on the right is permitted— the vehicle or bicycle overtaken is making a left turn, on a street with unobstructed pavement not occupied by parked vehicles of sufficient width for two or more lines of moving traffic in each direction, or a one-way street

316.085 Overtaking, passing and changing lanes - No vehicle or bicycle shall be driven to the left side of the center of the roadway unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing

316.091 Limited access facilities; interstate highways-No person shall operate a bicycle or other human powered vehicle on the roadway or shoulder of a limited access highway or bridge unless official signs and a designated bicycle lane indicate use is permitted

316.123 Vehicle or bicycle entering stop or yield intersection– Shall stop at marked stop line, but if none, before entering the crosswalk or, if none, then where the driver has a view of approaching traffic on the intersecting roadway before entering the intersection (possibly delete, marginally related to bicycle use)

316.125 Vehicle entering highway from private road or driveway or emerging from alley, driveway or building — (See Pedestrian Laws) (~~delete~~)

316.130 (15) Pedestrians, traffic – A driver of a vehicle or bicycle ~~S~~shall exercise due care to avoid colliding with any pedestrian or human-powered vehicle (keep or delete, duplicative of Pedestrian Synopsis?)

316.151 Required position and method of turning at intersections by vehicles and bicycles

316.151 (1)(a) Right turn – Both the approach and a right turn shall be made as close as practicable to the right-hand curb or roadway edge

316.151 (1)(b) Left turn – A person riding a bicycle is entitled to the full use of the turn lane

Florida Bicycle Laws Synopsis



316.151 (1)(c) A bicyclist may also complete a left turn in two steps by staying close to the right curb, with caution proceeding across the intersecting roadway and then turn left close to the far curb or roadway edge

316.155 When signal required—Signal of intent to turn right or left must be given continuously during the last 100 feet, except a bicyclist need not give arm signal continuously

316.157 Method of giving hand and arm signals

Signals given from the left side, except that a bicyclist may extend the right arm horizontally for a right turn

316.183 & 316.185 Unlawful speed & Special hazards

Speed shall be controlled to avoid colliding with any person, vehicle, or other conveyance or object. Vehicles should be driven at an appropriately reduced speed to avoid collision when: any special hazard exists with respect to pedestrians or other traffic or by reason of weather or highway conditions

316.1925 Careless driving—Drive a bicycle in careful and prudent manner, having regard for the width, grade, curves, corners, traffic, and all other circumstances, so as not to endanger the life, limb, or property of any person

316.193 Unlawful to operate any vehicle or bicycle while under the influence of alcohol or drugs

316.1936 Unlawful to possess an open alcoholic beverage while operating a vehicle, bicycle or as a passenger

Florida Bicycle Laws Synopsis



316.1995 No ~~use of a motor to drive a~~ motorized bicycles or vehicles on sidewalk or bicycle path

316.2065 Bicycle regulations

316.2065 (1) Human powered vehicles have all rights and duties applicable to any other vehicle, except as noted

316.2065 (2) Bicycles must have a permanent and regular seat

316.2065 (3)(a) Not carry more persons than designed or equipped

316.2065 (3)(d) Rider or passenger under 16 must wear helmet

316.2065 (4) May not attach bicycle or rider to any other vehicle except for a trailer designed for such attachment

316.2065 (5)(a) Bicycles traveling at less than the normal speed of traffic shall ride in the lane marked for bicycle use or as far right as practicable except: when overtaking another vehicle proceeding in the same direction, preparing for a left turn, or when reasonably necessary to avoid any condition or potential conflict, ~~including a substandard width lane, which makes it unsafe to continue along the right hand curb or edge or within a bicycle lane. For purposes of this subsection, a "substandard width lane" is a lane that is too narrow for a bicycle and another vehicle to travel safely side by side within the lane(delete ?)~~

316.2065 (5)(b) May ride near the left-hand curb or edge on a one-way highway with two or more marked traffic lanes

316.2065 (6) May not ride more than two abreast, and may do so only within a path or roadway set aside for the exclusive use of bicycles single lane and, if traveling at less than normal traffic speed, when it does not impede traffic

316.2065 (7) Use between sunset and sunrise, a bicycle shall be equipped with white lamp on front and red reflector and lamp on rear, additional lighting permitted

316.2065 (8) No parent or guardian of any minor may authorize or knowingly permit the violation of this section

316.2065 (9) Rider on a sidewalk or crosswalk must observe the duties applicable to a pedestrian

316.2065 (10) Rider on a sidewalk or crosswalk shall yield to pedestrians and give an audible signal before overtaking

316.2065 (11) No roller skates, coaster, toy vehicle, or similar device may go upon any ~~on~~ roadway except while crossing on a crosswalk

Florida Bicycle Laws Synopsis



316.2065 (13) Shall be equipped with a brake or brakes

316.2065 (14) Retail bicycles sold must have an identifying number permanently stamped or cast on its frame

316.2065 (15) A person ~~May~~ may not rent or lease any bicycle to a child under 16 years unless the child possesses a bicycle helmet or lessor provides one

316.2065 (18) Failure to wear a helmet or failure of parent or guardian to prevent a child from riding without helmet may not be considered evidence of negligence

316.2065 (19) May not issue citations to persons on private property, except parts open to the public for

316.2397 Bicycle lights may flash and shall not display a red or blue light visible from directly in front

316.304 Wearing of headsets-No wearing a headset, headphone, or other listening device, other than a hearing aid or a headset in conjunction with a cellular telephone that only provides sound through one ear and allows surrounding sounds to be heard

Disclaimer: Statutes cited above are abbreviated.

Complete Florida Statutes text can be found here: <http://www.leg.state.fl.us/Statutes>
(Title XXIII, Chapter 316)

Printed May 2013

Florida Pedestrian Laws Synopsis



Definitions

~~316.003 (6) Crosswalk (definition) (delete)~~

~~**316.003 (6)(a) Unmarked Crosswalk** – an unmarked part of the roadway at the edge of an intersection occupied by pedestrians for crossing the roadway between intersection sidewalks or right-of-way. That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway, measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway.~~

~~**316.003 (6)(b) Marked Crosswalk** – a marked part of the roadway at the edge of an intersection occupied by pedestrians for crossing the roadway between intersection sidewalks or right-of-way. Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.~~

~~**316.003 (47) Sidewalk (definition)** That portion of a street intended for use by pedestrians between the curbline, or the lateral line, of a located adjacent to the roadway and the adjacent property lines between the curb and the property line, intended for use by pedestrians.~~

~~**316.075 Traffic control signal devices – traffic lights and signals must conform to the uniform system of traffic control devices adopted by the Department of Transportation (Delete, may be unnecessary)**~~

~~**316.075 (1)(a) Green indication** — Motor vehicles shall yield the right-of-way to other vehicles and pedestrians lawfully within the intersection or an adjacent marked or unmarked crosswalk~~

~~**316.075 (1)(b) Steady yellow indication** — No pedestrian shall start to cross the roadway within a marked or unmarked crosswalk~~

~~**316.075 (1)(c) Steady red indication** — Vehicles shall stop before entering the crosswalk. After stopping on red, a driver making a permitted right turn and when making a permitted right turn must stop and yield to pedestrians crossing as directed by the signal. Pedestrians shall not enter the roadway on red, unless otherwise directed by a pedestrian signal~~

316.123 Vehicle entering stop or yield intersection _

Drivers shall stop at marked stop line, but if none, before entering the crosswalk or, if none, then where the driver has a view of approaching traffic on the intersecting roadway before entering the intersection

316.125 Vehicle entering highway from private road or driveway or emerging from alley, driveway or building _

Vehicles shall stop prior to driving onto a sidewalk or onto the sidewalk area extending across the alley, building entrance, road or driveway, and shall yield to all vehicles and pedestrians which are so close thereto as to constitute an immediate hazard

Florida Pedestrian Laws Synopsis



316.130 (1) and (2) Pedestrian regulations – Pedestrians shall obey crosswalk signals, traffic signs, and traffic lights unless otherwise directed by a police officer

~~316.130 (1) Obey traffic control devices unless otherwise directed by a police officer~~

~~316.130 (2) Shall be subject to traffic control signals at intersections, but at all other places pedestrians shall be accorded the privileges and be subject to the restrictions stated in this chapter~~

~~316.130 (3) No walking on roadway where sidewalks are provided, unless required by other circumstances~~
Walking shall be confined to sidewalks or on paved shoulders where provided

~~316.130 (4) Walk on the left side of the roadway~~ facing traffic where sidewalks are not provided

~~316.130 (5) No standing in the roadway to solicit a ride, employment, or business~~

~~316.130 (6) No soliciting the watching or guarding of any vehicle parked on a~~ street or highway ~~roadway~~

~~316.130 (7) Driver shall stop and yield, and stop if need be to yield, to a pedestrian in a crosswalk when the pedestrian is upon the half of~~ within the roadway upon which the vehicle is traveling or is approaching so closely from the opposite half ~~direction~~ of the roadway so as to be in pose a danger to a pedestrian walking within the crosswalk

~~316.130 (8) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield~~

~~316.130 (9) No passing any vehicle stopped at any crosswalk to permit a pedestrian to cross~~ the roadway

~~316.130 (10) Pedestrians crossing at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield~~ the right-of-way to all vehicles

~~316.130 (11) Between adjacent intersections at which traffic control signals are in operation, pedestrians shall not cross at any place except in a marked crosswalk~~ (no jaywalking)

~~316.130 (12) No pedestrian shall, e~~ Except in a marked crosswalk, pedestrians shall cross an intersection roadway only within a marked crosswalk ~~at any other place than by a route at right angles to the curb or by the shortest route to the opposite curb~~

~~316.130 (13) Pedestrians shall move walk,~~ whenever practicable, upon the right half of crosswalks in the direction they are traveling (Delete?)

~~316.130 (14) No pedestrian shall cross a roadway intersection diagonally unless authorized by traffic~~ signs and pedestrian control devices

~~316.130 (15) Drivers shall exercise due care to avoid colliding with any pedestrian or any person~~ propelling operating a human-powered vehicle

~~316.130 (16) Pedestrians shall obey railroad grade crossing and bridge signals, and shall not pass beyond~~ a lowered gate, bridge signal or barrier while in operation

~~316.130 (17) No jumping or diving from a publicly owned bridge (Delete?)~~

~~316.130 (18) No pedestrians shall walk on guardrails limited access facilities or ramps~~ designed to limit vehicular access to through traffic on a street or highway

Florida Pedestrian Laws Synopsis



316.1301 Traffic regulations to assist blind persons

316.1301 (1) Only a blind person may carry a white cane or walking stick in a raised or extended position

316.1301 (2) Drivers shall stop and avoid injuring pedestrians crossing a public street or highway guided by a guide dog or carrying a white cane or walking stick in a raised or extended position ~~a white cane or walking stick~~

316.1303 Traffic regulations to assist mobility-impaired persons

316.1303 (1) Drivers shall stop and take precautions necessary to avoid injuring mobility-impaired pedestrians ~~in the process of~~ crossing a public street or highway with the assistance of a service animal, walker, crutch, orthopedic cane, or wheelchair

316.1303 (2) A person in a Mmotorized wheelchair may leave the sidewalk and use the roadway to avoid an obstruction ~~potential conflict~~

316.1305 No fishing from bridges where posted (Delete?)

316.1575 Pedestrians shall obey ~~Obedience to~~ traffic control devices at railroad-highway grade crossings

316.1945 No person shall stopping, standing, or parking a vehicle on a sidewalk, bicycle lane or path, or within ~~on a crosswalk, or on a bicycle path~~

316.1995 No vehicle may be driving upon a sidewalk or bicycle path

316.2045 No person shall ~~O~~obstruction, restrain or impede the free and normal use of motor vehicles on any public street, highway, or road ~~of public streets~~

316.2061 Stop when traffic obstructed

No driver shall enter, block or obstruct ~~enter~~ an intersection or a marked crosswalk unless there is sufficient space on the other side of the intersection or crosswalk to accommodate the vehicle ~~the driver is operating without obstructing~~ which shall not interfere with the passage of other vehicles or pedestrians, notwithstanding any traffic control signal indication to proceed

Disclaimer: Statutes cited above are abbreviated.

Complete Florida Statutes text can be found here: <http://www.leg.state.fl.us/Statutes> (Title XXIII, Chapter 316)

For safety tips and more information, please visit:
www.AlertTodayFlorida.com

Florida's Bicycle/Pedestrian Focused Initiative



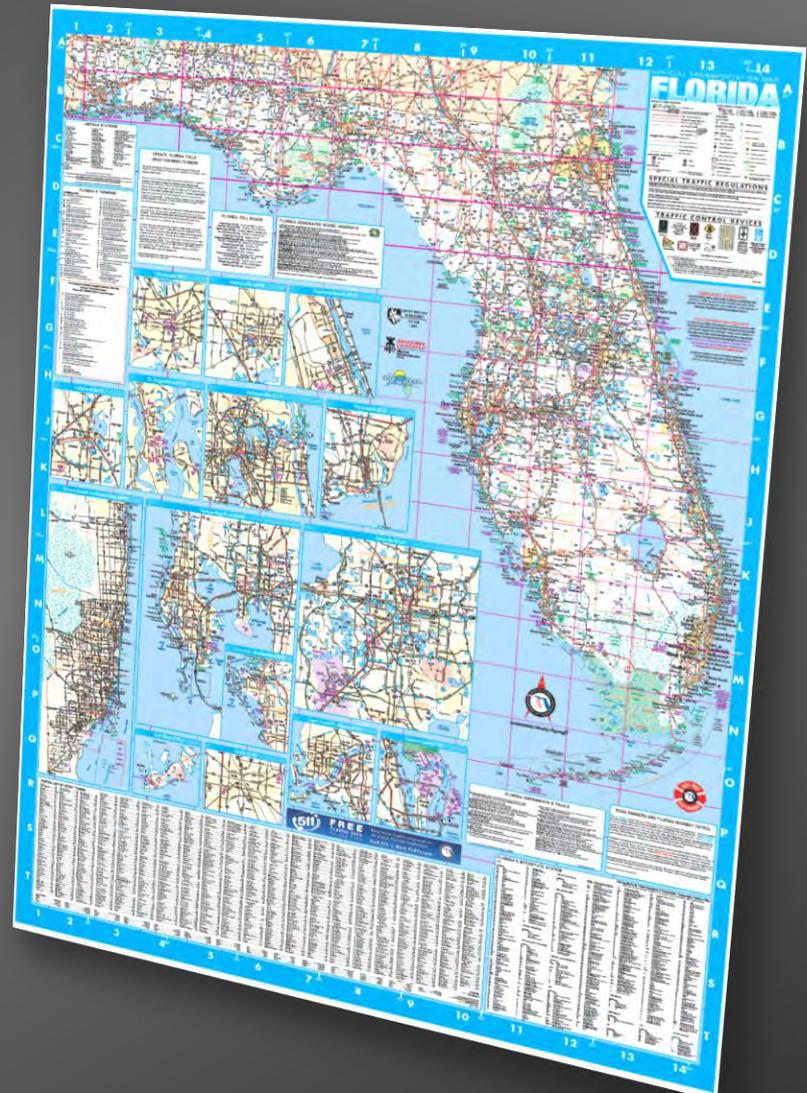
Trenda McPherson
State Bicycle/Pedestrian Safety Program Manager
Florida Department of Transportation

June 2014 – Bicycle Pedestrian Partnership Council Update

Road Map



- ⌘ Program Update
- ⌘ Recent Reports
- ⌘ Moving the Needle
- ⌘ Increasing Awareness
- ⌘ Boldly Moving Forward





Program Update

“We cannot seek achievement for ourselves and forget about progress and prosperity for our community. Our ambitions must be broad enough to include the aspirations and needs of others...”

Cesar Chavez

Team Florida



The “Focused Initiative Leadership Team” directs the program.

CTST’s and Bike/Ped Coordinators are our greatest opportunity to create positive change at the local level. Without the local layer, the program will not be effective.

District Champions. This team is our link to the Districts, keeping our “One DOT” focus.

Florida’s Pedestrian and Bicycle Safety Coalition is a diverse group of partners charged with implementation of the Pedestrian and Bicycle Strategic Safety Plan (PBSSP).

What Makes This Team Work?



Working together as a TEAM

This coalition knows that **EVERYONE** is a Pedestrian! And **EVERYONE** should have a role in problem resolution

What's OUR role?

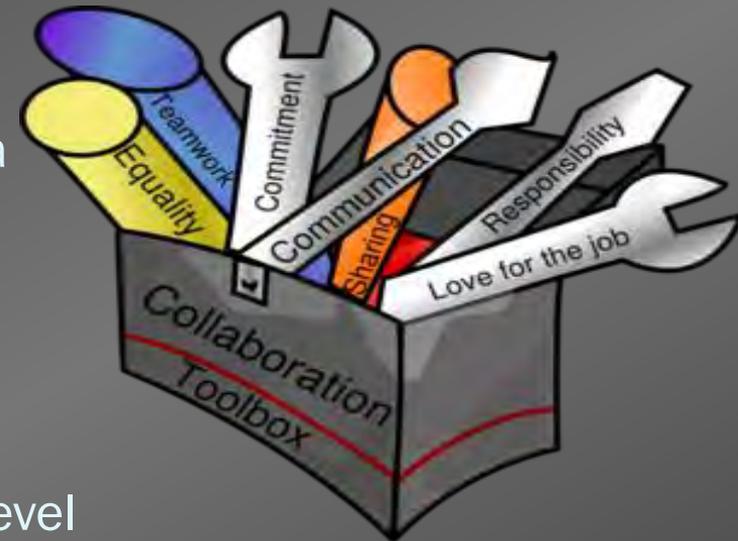
Communicating the message

Coordinating Activities at the grass roots level

Collaborating with Partners

Focusing Engineering to include Ped/Bike Attributes

We ARE making a difference...one pedestrian and one bicyclist at a time!



Goals



Florida's Bicycle Pedestrian Focused Initiative:

- Initial Goal = Increase Awareness by 5% Annually
- Accomplished 59% Increase Between 2012 and 2013

SHSP Vulnerable Road Users:

- 5% Annual Decrease in Fatalities and Serious Injuries
- Includes Motorcycles/Pedestrians/Bicyclists
- Most recent data reported was prior to campaign roll out

Focusing Resources



Education



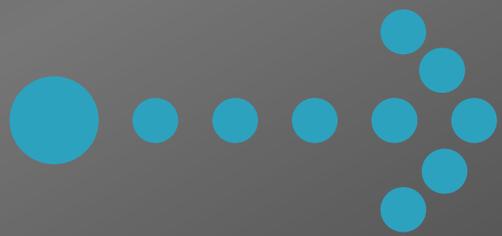
Enforcement



Engineering



EMS



How?



- ∞ By Implementing Statewide Communications and Strategic Plans
 - To Educate all Road Users and Increase Awareness

- ∞ By Increasing High Visibility Enforcement Efforts in Priority Areas
 - Providing High Visibility Enforcement Funding to Support Positive Behavior Change

- ∞ By Engaging Local Government
 - Providing Training to support countermeasures such as Designing for Pedestrian Safety, Complete Streets, Pedestrian Safety Action Plans, and Effective Engineering Treatments



Recent Reports

"If there is no struggle, there is no progress."

Frederick Douglass

Hot off the Press



Dangerous By Design: New Report to be Released May 20, 2014

Data through 2012 still reflects Florida as the highest in the nation

“We know Florida is making positive progress and that will be reflected in the report.”

Stefanie Seskin, Deputy Director, Complete Streets Coalition, Smart Growth America

Bicycle Friendly States:

Florida moved up from our ranking of 31st to 28th between 2013 and 2014.

Governors Highway Safety Association News Release: March 2014

Reversal in Three Year Uptick in Pedestrian Fatalities: For the first time since 2009, the number of pedestrians killed on US Roadways is declining.

Note: In comparing the first six months of 2012 to the first six months of 2013, Florida (-55) and California (-37) had the largest decreases in pedestrian fatalities.



Moving the Needle

“Education is for improving the lives of others and for leaving your community and world better than you found it.”

Marian Wright Edelman

Florida Crash Statistics



Per the Department of Highway Safety and Motor Vehicles Traffic Crash Statistics Summary 2012 (Statewide Data)

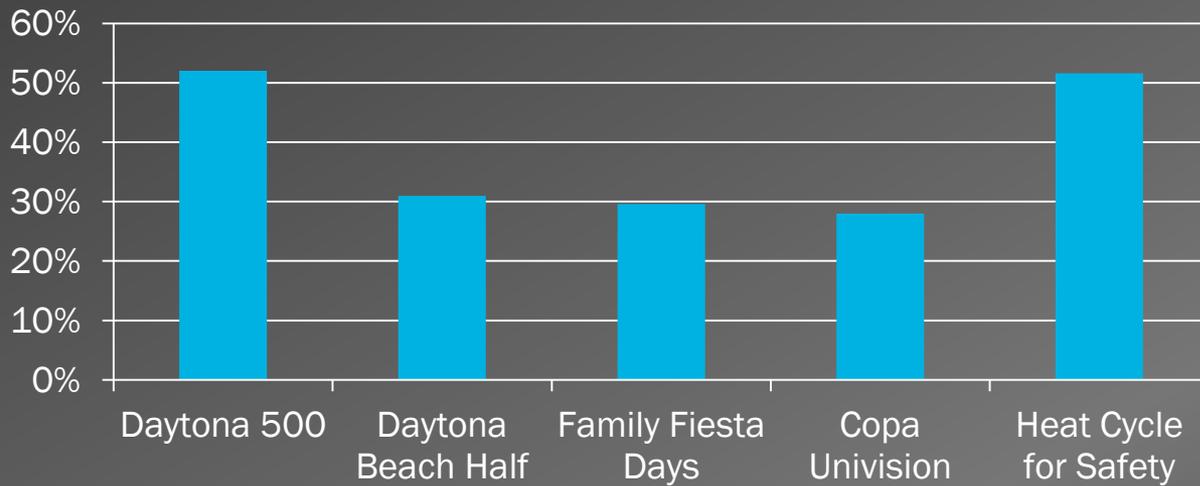
Category	2010	2011	2012	Percent Change	3 Year Average
Pedestrian Crashes	7,290	7,039	8,258	17.32%	7,167
Pedestrians Killed	499	497	473	-4.83%	490
Pedestrians Injured	7,894	6,194	7,413	19.68%	7,167
Bicycle Crashes	4,925	5,013	6,425	28.17%	5,454
Bicycle Riders Killed	76	120	116	-3.33%	104
Bicycle Riders Injured	4,600	4,632	6,058	30.79%	5,096

**Note 2010 and 2011 are prior to the implementation of the Alert Today Alive Tomorrow Program. Program began roll out in August 2012.

Alert Today-Alive Tomorrow Media Evaluation



Have seen the messages

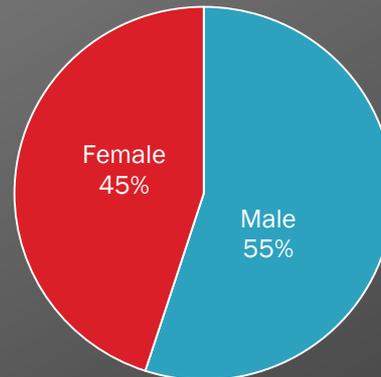


38% average success rate
50% cumulative rate (takes into account # of surveys at each event)

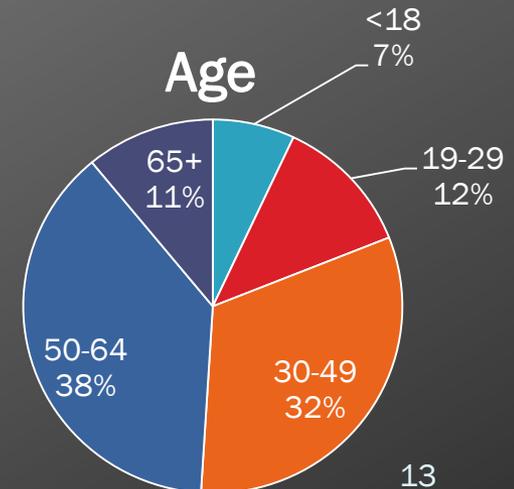
Q. When you saw the message were you aware that the campaign was for pedestrian safety?

A. 59 % of respondents said **YES**

Gender



Age





Increasing Awareness

“The ultimate value of life depends upon awareness and the power of contemplation rather than upon mere survival.”

Aristotle

Social Media



SAFETY DOESN'T HAPPEN BY ACCIDENT.



Alert Today Florida
★★★★★ (3 ratings)
89 likes · 7 talking about this

Update Page Info Liked Following

Government Organization
"Alert Today, Alive Tomorrow. Safety Doesn't Happen by Accident" is a reminder for all roadway users to pay attention and follow the rules of the road.



89

Promote Page

See Your Ad Here

Florida Department of Transportation is seeking input from the



FDOT session on U.S. 90 safety study set
http://www.pnj.com/article/20140402/NEWS01/304020023/FDOT-session-on-U-S-90-safety-study-set?gcheck=1&nclck_check=1

Boost Post

Recent Launched

YOUR APPS MORE



RECOMMENDED GAMES MORE



Nikki Sanders Scott likes Christy Stringer's post.

Kristin Dixon Yarbrough commented on her own link: "Brian Yarbrough thought you'd like this."

Kristin Dixon Yarbrough shared a link.

Kelly Butler commented on Carl Dodson's link: "Carl, this is..."

MORE FRIENDS (0)

Turn on chat to see who's Search

Targeting Behavior



Public Service Announcements Targeting Specific Audiences:

<http://www.alerttodayflorida.com/atat.html#>

Alert Today Alive Tomorrow Television PSA (English and Spanish)

Driver 65+ “Change” Radio PSA’s (English and Spanish)

“Guilt” Radio Radio PSA (English and Spanish)

Driver 20-24 “Jason” Radio PSA (English and Spanish)

<http://www.alerttodayflorida.com/foolish.html>

One Foolish Act – Impaired Driving Television PSA (Bicyclist)

One Foolish Act – Impaired Driving Television PSA (Pedestrian)

Culture Shift — Current Ciclovía



First Friday Festival in downtown Panama City (Monthly)

Gallery Night in the Seville Quarter – Pensacola (Monthly)

Miami Critical Mass Bike Ride – The Last Friday of Each Month

Miami Beach Bike Ride – Monthly on Saturday Mornings

Ybor City 7th Avenue Closed to Motorists Nightly on Weekends

Culture Shift - Tentative Ciclovía



Gainesville

West Palm
Beach

Tampa

Tallahassee

Orlando

Making Positive Strides — D1



High Visibility Enforcement
Communication
Engineering Treatments



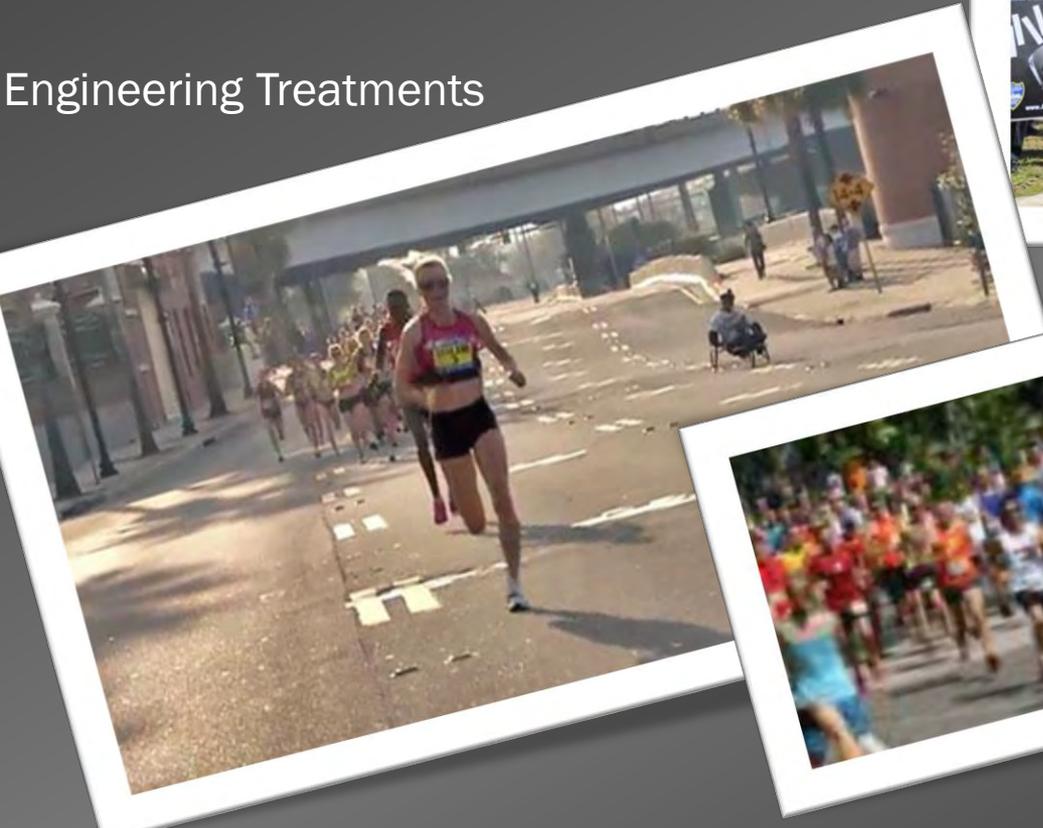
Making Positive Strides – D2



High Visibility Enforcement

Communication

Engineering Treatments



Making Positive Strides — D3



ALWAYS STOP ON RED

SAFETY DOESN'T HAPPEN BY ACCIDENT
www.AlertTodayFlorida.com

- When approaching a signalized intersection you should **ALWAYS** be prepared to **STOP** on **RED**. Whenever you see a **red ball** OR **red arrow** it means that you **MUST** come to a complete stop before moving into the crosswalk or intersection.
- After stopping, you may turn **RIGHT** on a **red ball** or **red arrow** **ONLY** if the way is clear of pedestrians, cars or bicyclists and there is no sign posted that prohibits a right turn.
- ALWAYS** remember you are sharing the road with other vulnerable road users, who don't have the safety of a vehicle to protect them in a crash. **ALWAYS** be alert and prepared to stop for pedestrians or bicyclists along the roadway.
- PEDESTRIANS: BE ALERT** and **PAY ATTENTION** to cars and bicyclists before you enter the street/intersection.
- Cross **ONLY** in a marked crosswalk when you see the "walking man" on the countdown pedestrian signal indicating pedestrians may safely cross the street.

Section 316.072(1)(c), Florida Statutes: Steady red — Vehicles shall stop before entering the crosswalk. After stopping on red, a driver making a permitted right turn must yield to pedestrians crossing as directed by the signal. Pedestrians shall not enter the roadway on red, unless otherwise directed by a pedestrian signal.

SAFE MOBILITY FOR LIFE
www.SafeAndMobileSeniors.org



Ped/Bike Enforcement
Communication
Engineering Treatments



Making Positive Strides — D4



NE 3rd Street between NE 3rd Avenue and Federal Highway



High Visibility Enforcement

Communication

Engineering Treatments

EMS

Making Positive Strides — D5



High Visibility Enforcement

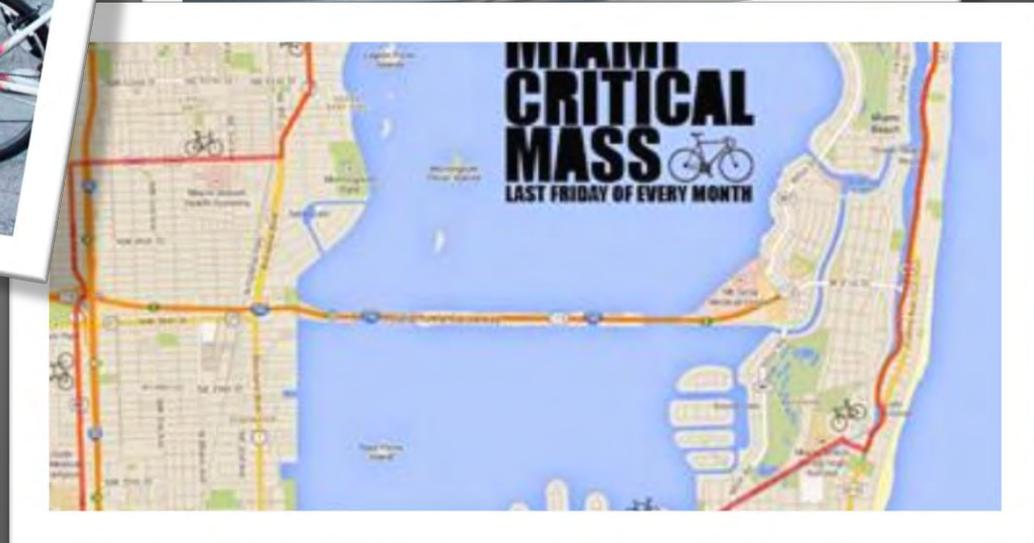
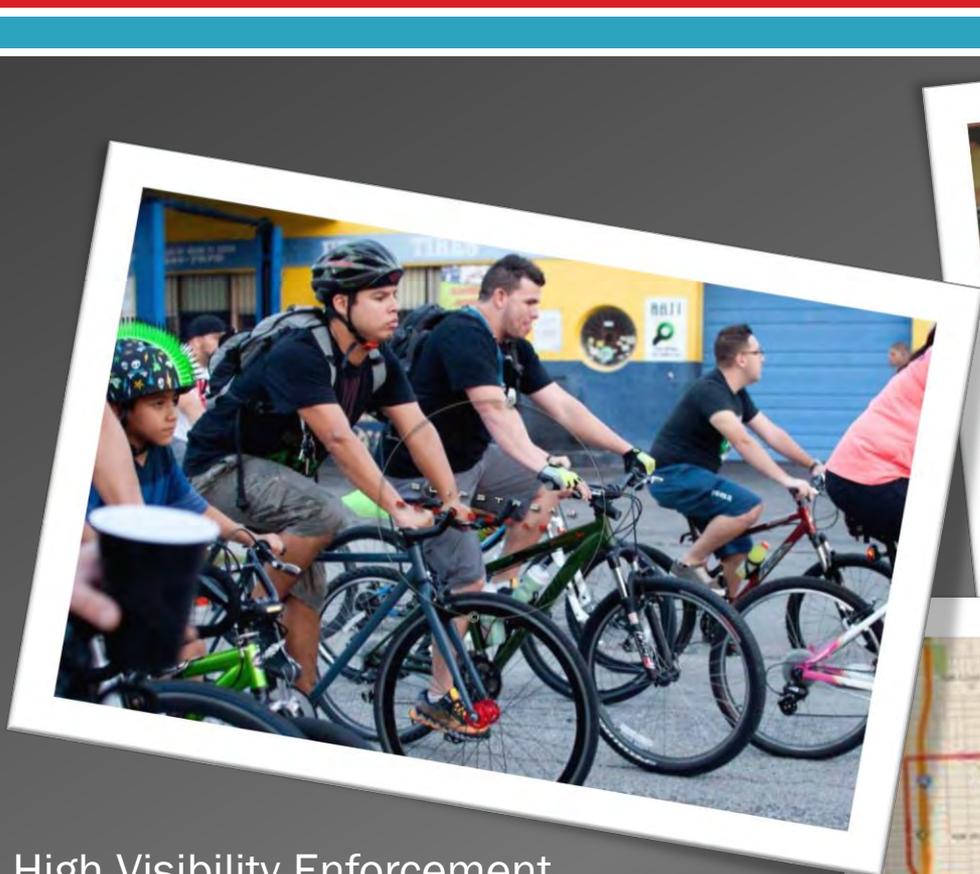
Communication

Engineering Treatments

EMS



Making Positive Strides — D6



High Visibility Enforcement

Communication

Engineering Treatments

Making Positive Strides – D7



High Visibility Enforcement

Communication

Engineering Treatments

Sports Marketing



American Airlines Arena – Miami Heat Playoffs



Engaging the Audience



Miami Heat Cycle For Safety – April 5, 2014

FINAL CHA 107
TUE, MAR 4 MIA
THU, MAR 6 MIA
SUN, MAR 9 MIA

AT SPURS THURSDAY AT 7:30PM WATCH IT ON FOX SUN SPORTS

HEAT CYCLE FOR SAFETY
SATURDAY, APRIL 5TH AT 9AM
REGISTER NOW FOR YOUR FREE GIFT BAG
FIRST 500 RECEIVE A FREE YOUTH HEAT HELMET!

SINGLE GAME TICKETS
BUY NOW

HEAT Cycle for Safety
Whether you're a seasoned cycling veteran or just learning how to ride, bicycle safety is more important now than ever. We want you to join Coach SPO, the HEAT Champions, and Starlin for the first ever HEAT Cycle For Safety presented by the Florida Department of Transportation. We'll have a lot of fun teaching best practices for bicycle safety, while trying a real life good use on a 4-mile bike ride down Biscayne Boulevard. So bring your whole family, and let's cycle for safety. Register here.

WIN AND PLAY ON THE COURT.
ENTER HERE

VIDEOS NEWS PROMOS SOCIAL FORUMS POLL



Personalizing the Message



SAFETY DOESN'T HAPPEN BY ACCIDENT.

www.AlertTodayFlorida.com

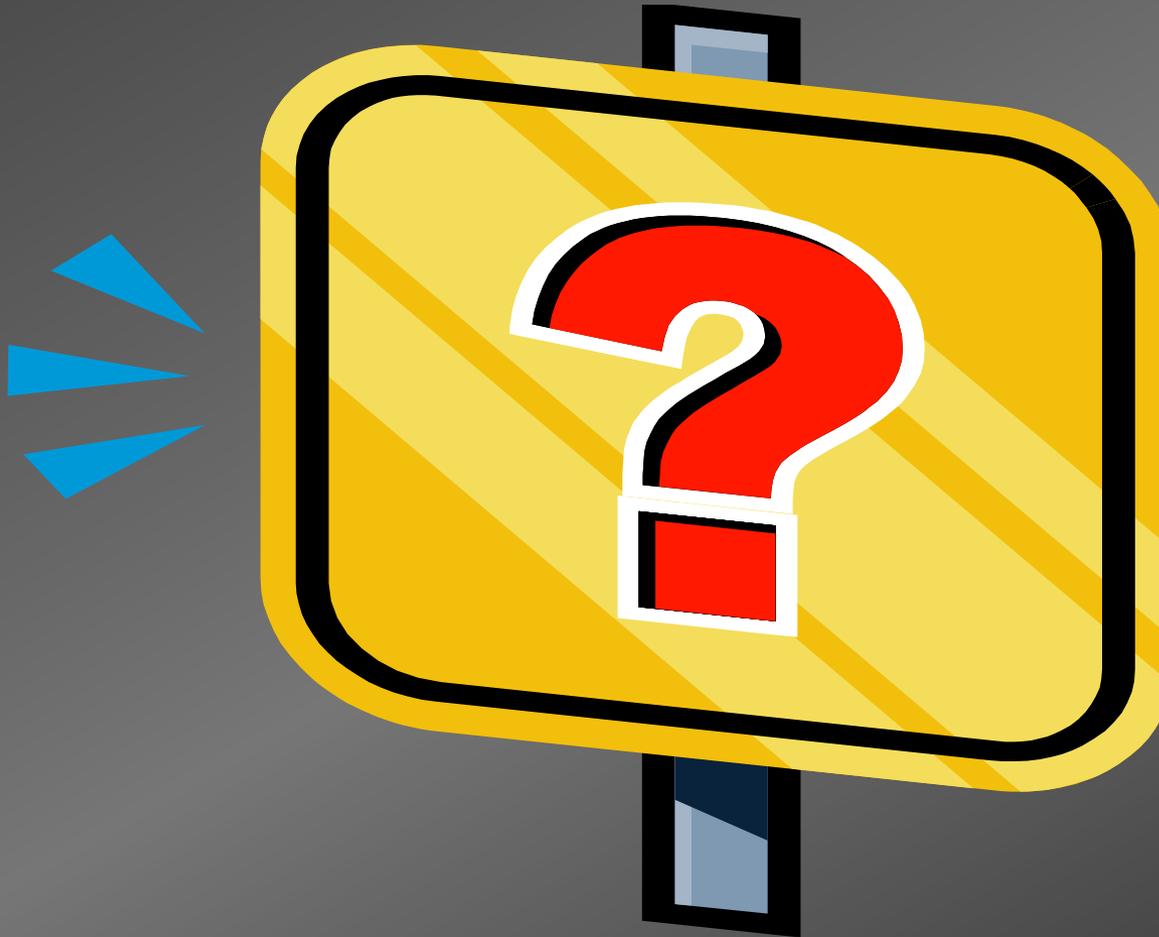
Funded by the Florida Department of Transportation

Scott Lagasse, Jr. - Racing with values, tradition, and results
Branding with Purpose!

Added Value



Questions





Florida Department of
TRANSPORTATION

Florida Transportation Plan (FTP) and Strategic Intermodal System (SIS) Strategic Plan Updates

April 3, 2014

**Jim Wood
Director, Office of Policy Planning**

What Is the Florida Transportation Plan?

- Florida's long range transportation plan
- A plan for all of Florida
- Provides policy guidance for all transportation partners
- Provides policy framework for expenditure of state and federal transportation funds



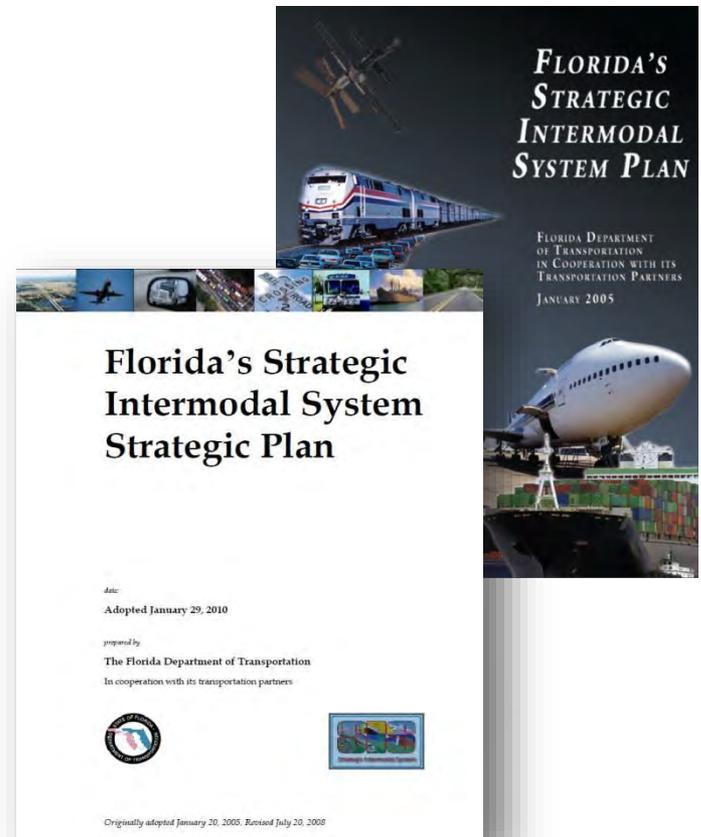
2060 Florida Transportation Plan Goal Areas

- **Economic competitiveness**
- **Quality of life**
- **Environmental stewardship**
- **Safety and security**
- **Maintenance and operations**
- **Mobility and connectivity**



What is the SIS Strategic Plan?

- **Policies and guidance for planning and implementing Florida's Strategic Intermodal System**
 - Designation criteria
 - Needs assessment
 - Prioritization process
 - Finance strategy
- **Developed by FDOT in consultation with statewide, regional and local partners**



Looking Ahead: Statewide Plan Updates



Florida's Strategic Intermodal System Strategic Plan

Both to be updated by end of 2015



date:
Adopted January 29, 2010

prepared by
The Florida Department of Transportation
In cooperation with its transportation partners



Originally adopted January 20, 2005, Revised July 20, 2008

The New FTP and SIS Plans: Initial Thinking

- **Taking a fresh look for a comprehensive update**
- **Issues to consider and integrate:**
 - Future changes in Florida's demographics, economy, and travel demand
 - Future changes in transportation technology
 - Regional and community visions for future growth and development
 - Future Corridors planning process
 - MAP-21 provisions regarding statewide planning and performance-based planning

Statewide Transportation Plans and Programs

FLORIDA TRANSPORTATION PLAN

Strategic Intermodal System (SIS) Strategic Plan

Modal and Other Systems Plans

HIGHWAY	RAIL	SEAPORT	AIR & SPACE	FREIGHT	OTHER
<ul style="list-style-type: none">• SIS Highway Component• Strategic Highway Safety Plan	<ul style="list-style-type: none">• Rail System Plan	<ul style="list-style-type: none">• Seaport and Waterway System Plan	<ul style="list-style-type: none">• Aviation System Plan• Spaceport Master Plan	<ul style="list-style-type: none">• Freight Mobility & Trade Plan	<ul style="list-style-type: none">• Transit Programs• Bicycle & Pedestrian Programs

Passenger and Freight Mobility

The New FTP and SIS Plans: Initial Thinking



The New FTP and SIS Plan: Initial Thinking

The VISION

Consider Alternative Futures for Florida Transportation



Determine Common Issues Among All Futures



The Goals and Objectives



Florida Department of
TRANSPORTATION

Hearing From You...

BPPC POTENTIAL 2014 RECOMMENDATION TOPICS

DRAFT 5-26-2014

This document contains potential recommendation topics for BPPC consideration and further development during 2014. The topics were developed by BPPC facilitators and staff based on member discussion at the November 2013 and February 2014 BPPC meetings. They have not been reviewed in their current form by the BPPC, and do not yet constitute draft recommendations.

COMPLETING THE SYSTEM (CS)

- CS1** – Recommend language to allow state transportation trust funds be eligible for use on trail projects.
- CS2** – Build on the lessons learned from the Limited Access Bridge Study and expand the program to other appropriate facilities around the state.

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.
- S2** – Establish a new Planning Emphasis Area on Bicycle Safety.
- S3** – Recommend the inclusion of public safety personnel in the development of Pedestrian Safety Action Plans (PSAPs).

CULTURAL CHANGE (CC)

- CC1** – Promote and support cross-sectoral, 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
 - Adoption of Complete Streets policies
- CC2** – Develop a comprehensive and coordinated state policy supporting implementation of Complete Streets.
- CC3** – Require the inclusion of a minimum number of bicycle and pedestrian safety questions on drivers license examinations.

CC4 – Expand and improve training on bicycle safety:

- 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

CC5 – Support legislation closing the gap in penalties between DUI and hit-and-run convictions. *(May already have been addressed)*

CC6 – Support repeal of legislation that makes mandatory the use of bicycle lanes, when available, by cyclists. *(May already have been addressed)*

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.

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 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
- Others ???

BPPC Future Meetings for 2014 Calendar Form

NAME: _____

Check those dates for which you have a conflict and cannot attend

September:

WEEK OF September 1	Mon Sept 1 Labor Day	Tues. Sept 2	Wed. Sept 3	Thurs. Sept 4	Fri. Sept 5
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WEEK OF September 8	Mon Sept 8	Tues. Sept 9	Wed. Sept 10	Thurs. Sept 11	Fri. Sept 12
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WEEK OF September 15	Mon Sept 15	Tues. Sept 16	Wed. Sept 17	Thurs. Sept 18	Fri. Sept 19
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WEEK OF September 22	Mon Sept 22	Tues. Sept 23	Wed. Sept 24	Thurs. Sept 25	Fri. Sept 26
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WEEK OF September 29	Mon Sept 29	Tues. Sept 30	Wed. Oct 1	Thurs. Oct 2	Fri. Oct 3
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December

WEEK OF December 1	Mon Dec 1	Tues. Dec 2	Wed. Dec 3	Thurs. Dec 4	Fri. Dec 5
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WEEK OF December 8	Mon Dec 8	Tues. Dec 9	Wed. Dec 10	Thurs. Dec 11	Fri. Dec 12
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WEEK OF December 15	Mon Dec 15 FAV Summit	Tues. Dec 16 FAV Summit	Wed. Dec 17	Thurs. Dec 18	Fri. Dec 19
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MEETING EVALUATION FORM

Florida Bicycle and Pedestrian Partnership Council

Tallahassee, Florida

June 3, 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 receive a post legislative update of bicycle and pedestrian related issues	5	4	3	2	1
• To provide an opportunity for updates from agencies and other partners	5	4	3	2	1
• To review and discuss both local and statewide “Complete Streets” policy efforts	5	4	3	2	1
• To introduce and provide feedback to the Florida Transportation Plan and Strategic Intermodal System processes	5	4	3	2	1
• To review and discuss potential BPPC annual recommendations	5	4	3	2	1
• To review and provide feedback on the list of organizations to transmit the Council’s 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)