

MEETING AGENDA

Florida Bicycle and Pedestrian Partnership Council 10th Council Meeting

Tallahassee, Florida

August 22, 2013 – 9:00 am to 4:30 pm

Meeting Objectives

- Receive updates on FDOT's Safety Initiatives and the Future Role of the BPPC
- Receive updates on other related Agency plans
- Receive presentation on the 2060 FTP Scorecard
- Review and refine draft recommendations
- Identify candidate focus areas for 2013-2014
- Review and discuss use of the Council Website to promote best practices
- Review draft Annual Report

Meeting Agenda

- 9:00 a.m. Welcome and Introductions
- 9:10 a.m. Recap of BPPC Activities To-Date
- 9:15 a.m. Updates on FDOT's Safety Initiatives
- 10:00 a.m. Updates on Related Agency Plans
- Coast to Coast Connector
 - Transportation Alternatives Program
 - Department of Health
- 10:45 a.m. Break**
- 11:00 a.m. Legislative Update
- 11:15 a.m. Presentation on Bicycle & Pedestrian Elements of the 2060 FTP Scorecard
- 11:40 a.m. U.S. Bicycle Route System
- 12:00 p.m. Lunch - Onsite**
- 1:00 p.m. Review and Refinement of Recommendations
- 2:45 p.m. Identification of Candidate Focus Areas for 2013-2014
- 3:15 p.m. Break**
- 3:30 p.m. Review of Best Practices Tool on Website and New Additions
- 3:50 p.m. Review Draft Annual Report
- 4:10 p.m. Public Comment
- 4:20 p.m. Next Steps
- 4:30 p.m. Adjourn

Florida Bicycle and Pedestrian Partnership Council

Charge

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

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

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

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

Florida Bicycle and Pedestrian Partnership Council

Roles & Responsibilities

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

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

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

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

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

Florida Bicycle and Pedestrian Partnership Council

Procedures & Guidelines

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

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

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

Florida Bicycle and Pedestrian Partnership Council

2012-2013 Work Plan (August 22, 2013)

MEETING 1 – APRIL 24, 2012

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

MEETING 2 – SEPTEMBER 12, 2012

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

MEETING 3 – NOVEMBER 29, 2012

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

MEETING 4 – May 1, 2013

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

MEETING 5 – August 22, 2013

- Receive updates on FDOT's Safety Initiatives and the Future Role of the BPPC
- Receive updates on other related Agency plans
- Receive presentation on the 2060 FTP Scorecard
- Review and refine draft recommendations
- Identify candidate focus areas for 2013-2014
- Review and discuss use of the Council Website to promote best practices
- Review draft Annual Report

Florida Bicycle and Pedestrian Partnership Council

Membership List (as of August 22, 2013)

Bob Romig, 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)
Leilani Gruener, Florida Department of Health
Sue Hann, Florida League of Cities
Billy Hattaway, Florida Department of Transportation, District Representative
Thomas Hawkins, Florida League of Cities
Charlie Hood, Florida Department of Education (Alternate: Tracey Suber)
Laurie Koburger, Florida Department of Elder Affairs (Alternate: Marcus Richartz)
Trenda McPherson, Florida Department of Transportation, Safety Office
Zoe Mansfield, Florida League of Cities
Patricia Northey, Florida Association of Counties
Carol Pulley, Pedestrian Representative
Cyndi Stevenson, Florida Association of Counties (Alternate: Andrew Ames)
M. R. Street, Florida Department of Health
Sarah Ward, Metropolitan Planning Organization Advisory Council
Major Mark D. Welch, Florida Department of Highway Safety and Motor Vehicles
Vacant, Florida Association of Counties
Vacant, Transportation Disadvantaged Representative

Florida Bicycle and Pedestrian Partnership Council
Summary of Meeting
May 1, 2013

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

<i>Council Member, Organization</i>	<i>Designee (if applicable)</i>
<input checked="" type="checkbox"/> Bob Romig, FDOT (Chair)	<input type="checkbox"/>
<input type="checkbox"/> Samantha Browne, Florida Department of Environmental Protection	<input checked="" type="checkbox"/> Robin Birdsong
<input checked="" type="checkbox"/> Karen Brunelle, Federal Highway Administration	<input type="checkbox"/> Carl Mikyska
<input type="checkbox"/> Ken Bryan, Rails to Trails Conservancy	<input type="checkbox"/>
<input checked="" type="checkbox"/> Timothy Bustos, Florida Bicycle Association	<input type="checkbox"/> Ted Wendler
<input type="checkbox"/> Leilani Gruener, Florida Department of Health	<input type="checkbox"/>
<input checked="" type="checkbox"/> Jeannette Hallock-Solomon, Florida Dept. of Economic Opportunity	<input type="checkbox"/>
<input type="checkbox"/> Sue Hann, Florida League of Cities	<input type="checkbox"/>
<input checked="" type="checkbox"/> Billy Hattaway, FDOT District Representative	<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 checked="" type="checkbox"/> Laurie Koburger, Florida Department of Elder Affairs	<input type="checkbox"/> Marcus Richartz
<input checked="" type="checkbox"/> Trenda McPherson, FDOT Safety Office	<input type="checkbox"/>
<input checked="" type="checkbox"/> Zoe Mansfield, Florida League of Cities	<input type="checkbox"/>
<input type="checkbox"/> Patricia Northey, Florida Association of Counties	<input type="checkbox"/>
<input checked="" type="checkbox"/> Carol Pulley, Pedestrian Representative	<input type="checkbox"/>
<input checked="" type="checkbox"/> Cyndi Stevenson, Florida Association of Counties	<input type="checkbox"/> Andrew Ames
<input type="checkbox"/> M.R. Street, Florida Department of Health	<input type="checkbox"/>
<input checked="" type="checkbox"/> Sarah Ward, Metropolitan Planning Organization Advisory Council	<input type="checkbox"/>
<input type="checkbox"/> Major Mark Welch, Florida Dept. of Highway Safety and Motor Vehicles	<input type="checkbox"/>
<input checked="" type="checkbox"/> Jim Wood, FDOT Office of Policy Planning	<input type="checkbox"/>
<input type="checkbox"/> Vacant, Florida Association of Counties	<input type="checkbox"/>
<input type="checkbox"/> Vacant, Florida Public Transportation Association	<input type="checkbox"/>
<input type="checkbox"/> Vacant, Transportation Disadvantaged Representative	<input type="checkbox"/>

Facilitators:

Hal Beardall and Rafael Montalvo (FCRC Consensus Center)

FDOT & Support Staff:

Melanie Weaver Carr, Rob Magee, and Paula San Gregorio (FDOT Office of Policy Planning); and Mike Neidhart (FDOT Office of Policy Planning/Gannett Fleming)

Observers:

Buddy Cloud, Florida Department of Elder Affairs; Lori Fields, Federal Highway Administration; Gabe Matthews, Florida Department of Transportation; Heather Murphy, Safe Routes to School National Partnership; Henry Stevenson, Citizen

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 ninth Florida Bicycle and Pedestrian Partnership Council meeting commenced at 9:10 AM at the FDOT Headquarters in the Burns Building Auditorium. Bob Romig, State Transportation Development Administrator, welcomed the Council members and thanked them for their participation.

Bob introduced Jim Wood (former Council member with the Florida Department of Environmental Protection), as the new Director of FDOT's Office of Policy Planning (OPP), the position formerly held by Kathy Neill. Bob also introduced FDOT District 1 Secretary Billy Hattaway.

Bob reiterated the "push-pull" nature of the Council - in that FDOT gains information and different perspectives on bicycling and pedestrian issues, while simultaneously Council members take what they learn back to their respective partner agencies and organizations.

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

Recap of BPPC Activities To-Date

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

- The Council's Charge
 - Develop policy recommendation to bicycle and pedestrian partners
 - Provide advice and input on bicycle and pedestrian issues
 - Support identification and promotion of best practices
 - Provide an opportunity to exchange and understand policy information
- The Council's Role and Responsibilities

- Reviewed the Council's Recommendations including those for:
 - Investment Priorities
 - Performance Measures
 - Safety
 - Coordination
 - Funding
- Reviewed the Council's focus areas:
 - Contributions to Connecting the System
 - Safety
 - Cultural Change
 - Health
- The Council's next Meeting will focus on
 - Refine the Draft Recommendations
 - Review the Draft Annual Report

Updates on FDOT's Safety Initiatives

Ms. Trenda McPherson, FDOT Safety Office, provided an update on three initiatives being spearheaded by FDOT's Safety Office: the Strategic Highway Safety Plan, the Pedestrian Bicycle Strategic Safety Plan, and Secretary Prasad's Pedestrian and Bicycle Focused Initiative.

Following Ms. McPherson'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:

Do we have data on per capita crash rates in rural areas?

Yes, we do. There are pockets of crashes in rural areas, but the top 10 locations are still the same ones we have already identified. We are also looking at urban vs. rural vs. suburban areas. The population crash saturation rate is what drives the determination of the worst counties for crashes.

How many people are involved with the Coalition?

There are 36 members on the Coalition. The top ten areas are the focus of the Coalition, but we continue to work on safety issues throughout the entire state. We are also re-defining the bike/ped program within FDOT by hiring bike/ped coordinators in each of the FDOT district along with developing common job descriptions/responsibilities.

Sometimes bicyclists and pedestrians are impaired. Are you collecting information on this group as well?

Not yet since it is a small percentage of crashes. At a statewide level it is a challenge to get data on this. We have to rely on national data from the National Highway Traffic Safety Administration (NHTSA) and extrapolate to the state-level for Florida.

Can you describe how you collected your data?

We sent teams out to 12 to 14 sites for a week to observe people's behavior. We saw similar behavior at each of the sites – behavior was fairly consistent across areas.

The problem with focusing on fatalities is that while they are the most serious, they are also few in absolute numbers. Non-fatal crashes are a better indicator of crash problems, and may be a better indicator of the types of counter measures that should be employed. We need to find a way to get better data. One estimate is that only 10% of crashes are reported.

We need to understand why bicyclists ride the way they do – we need video/pictures.

We are looking at opportunities to conduct naturalistic bicyclist studies. We are also providing training for law enforcement on how to properly report bicycle/pedestrian type crashes.

Don't overlook cities and counties; they are able to publicize safety messages and safety events.

Is anyone looking at parking lot designs? Sometimes there isn't a safe way to get from a store to your vehicle. Perhaps we could look at developing a recommendation on this. There are designs out there that are good.

Most parking lots are on private property, so FDOT can only provide recommendations/suggestions, but this is a good idea.

Most law enforcement officers don't understand the information we need to analyze safety issues, so we will be engaging in an educational effort with law enforcement officials.

Mr. Beardall reminded members to keep this in mind on how to incorporate the Council into the Implementation process. This will be raised at your next meeting as well as be thinking about the Council's role for the next year.

The Safety Office will present at your next meeting a presentation on data availability, along with highlights of our awareness campaign.

Updates on Other State Agency Plans

Florida Department of Environmental Protection

Ms. Robin Birdsong, Florida Department of Environmental Protection, provided an update on the Florida Greenways and Trails System Plan (2013-2017) and the "Coast to Coast Connector." Ms. Birdsong highlighted that the red segments on the "Coast to Coast Connector" map illustrate the gaps that are needed to complete the "Coast to Coast Connector." Ms. Birdsong stated that a final prioritized list of projects will be finalized by December 2013.

Following Ms. Birdsong'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:

Are you involved with legislative efforts to promote these efforts?

Yes, we are with providing information to the legislature on the "Coast to Coast Connector."

The "Coast to Coast Connector" is planned to run from Pinellas to Brevard, and will connect several existing trails (connects 11 counties, which includes 5 MPOs). About 75 percent of the "Coast to Coast Connector" either already exists or currently funded. So what remains is what has been proposed to the legislature -- \$50 million to close the remaining gaps. The largest remaining gap is in the Whitlahoochee and Van Fleet areas.

We can include a copy of the "Coast to Coast Connector" map on the Council's webpage.

Florida Department of Health

Ms. M.R. Street, with the Florida Department of Health, stated that they have submitted a proposal to expand the focus of the Bureau of Chronic Disease Prevention's Strategic Prevention Program. The Department of Health would like to include more partners to address pedestrian and bicycle issues along with dealing with healthy weight issues. Florida's surgeon general has declared healthy weight as Florida's biggest health issue. Anything that relates to attaining healthy weight will have a high level of support from our department.

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:

We can include a link to the Florida Department of Health's Chronic Disease Prevention's Strategic Prevention Program on the Council's webpage.

State and Federal Legislative Updates

Bob Romig asked Council members if they had any questions and/or updates related to legislative issues they would like to share. (Note: responses from staff are indicated in *italics*.)

The "Coast to Coast Connector" project passed both houses in the Florida Legislature, but still needs to be approved by the Governor. We are hopeful that this will be approved since projects like this can have a significant economic return on investment.

Previous governors have used "means testing" to assess whether a project is part of a state agency's proposal or plan, or whether it came from the legislature. Is the "Coast to Coast Connector" part of an agency plan?

Yes, this project is part of FDEPs plan.

There is a proposed bill in the Florida legislature (HB 7127) that would allow FDOT to support multi-use trail sponsorship agreements.

Presentation on Communities for a Lifetime

Mr. Buddy Cloud, with the Florida Department of Elder Affairs, gave a presentation on the "Communities for a Lifetime" program. The presentation covered the program's mission, which is to provide transportation to those who no longer can or should drive. The program's focus areas are: health and wellness, senior employment, intergenerational volunteers, transportation and housing.

Following Mr. Cloud'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:

Land development patterns create severe mobility issues for those that cannot drive. People need to be able to travel outside of their home for life sustaining functions without the need to drive a car. We need to look at our land development patterns so we can re-develop our existing

infrastructure based on land development patterns that are supportive of sidewalk connectivity, bicycling paths and transit.

Presentation on Safe Mobility for Life

Ms. Melanie Weaver-Carr, with the Florida Department of Transportation, gave a brief update on the “Safe Mobility for Life” program. The update covered the linkages between the “Safe Mobility for Life” and the “Communities for a Lifetime” programs.

Review and Discuss New Potential Council Recommendations

Rafael Montalvo of the Florida Conflict Resolution Consortium (FCRC) Consensus Center presented a series of statements that were drawn principally from notes of previous Council meetings—statements related to developing policy guidance, recommendations, or comments to appropriate entities involved in bicycle and pedestrian issues, which were used as the basis for further Council discussion and for development of draft Council recommendations.

Council members were asked to rate the statements using an “Initial Acceptability” scale that ranged from 1 to 3, with 3 representing “I can support this as is” (from “wholehearted support” to “I can live with this”), 2 representing “I can support this, but would like to see the following changes...”, and 1 representing “I cannot support this unless serious concern(s) are addressed as follows....”

Members’ initial ratings were compiled during the meeting through a show of hands as a starting point for discussion. It is important to note the ratings were not votes, but rather a tool to help identify concerns about the draft statements and to focus discussion on how the statements might be refined. The ratings also help clarify members’ level of support for each statement as originally drafted. At future meetings, members will be asked to identify possible recommendations related to topics under review at the conclusion of each discussion. The following section presents members’ ratings of each item, where applicable, and summarizes members’ comments.

COMPLETING THE SYSTEM (CS)

CS 1 - FDEP should consider local government support and the availability of local matching resources when prioritizing projects as part of the update to the Florida Greenways and Trails program.

Initial Acceptability Rating	3	2	1
No. of Members	6	8	0

Comments and suggestions on draft policy statement based on initial rating:

- Good idea to consider local match availability, but that could be a hindrance for some communities that don’t have resources. Would be concerned about using it as the only criterion.
- Rails to Trails program includes the idea that communities left behind that don’t have resources would benefit most. Make sure that ROW and in-kind services, as well as regional resources are considered in “local match.” Concerned about the weight of the criterion. Ultimately, it is about how the formula works.

- Terminology - use "implementation" and "system." Also, is this about the upfront monetary match, or the long-term commitment to maintenance? Both are equally important. For Rural Areas of Critical Economic Concern, that may be especially difficult.
- Might be nice to make linkage to the Florida Greenways and Trails Council here. Need to focus on prioritizing projects identified through the "gap analysis."
- This seems to be about establishing a "spine" network. Local governments have a lot of trails and investments beyond that at the local level. Part of the criterion might be the investment in connecting the local community to this "spine" network.
- For format purposes, "FDEP should consider the following: [include bullets for each of the items mentioned in the recommendation]."

CS 2 - FDOT should pursue opportunities to contribute to full implementation of the Florida Greenways and Trails program in all policy and project planning.

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

Initial Acceptability Rating	3	2	1
No. of Members	8	6	0

Comments and suggestions on draft policy statement based on initial rating:

- Identify opportunities for expansion of the limited access pilot projects to contribute to implementation of the Florida Greenways and Trails Plan.
- FDOT and FDEP should consider the development of inter-agency MOAs to promote cooperation in the implementation of the Florida Greenways and Trails Plan.
- Should be addressed not just to FDEP, but to FDOT and the Florida Greenways and Trails Council. Also, perhaps add the word - "processes" to the first bullet?
- First bullet, clarify whether reference is to road corridors or trail corridors. If road corridors, perhaps the recommendation to FDOT should be at the top, with the contribution to closing the gaps as a bullet underneath.
- Second bullet, not sure who would be identifying opportunities. Clarify.
- Add some coordination with MPOs in the third bullet. Especially if MOUs contemplated, a lot of the federal funding will go through the MPOs.

- Agree we need reference to MPOs when talking about MOUs. Also, we need to address maintaining the system.
- Could be RTAs.
- Talks about contributing to full implementation, then talks about corridors, projects. This is already FDOT policy.
- One way to revise is to look at where corridor planning can look at separate shared-use paths.
- The focus should be the “priority network” of the Florida Greenways and Trails System Plan. Goal is to close the gaps within the priority network.
- Tie to ETDM? Trigger when looking at resurfacing projects?
- There is more that we need to say, beyond the Florida Greenways and Trails System Plan, about completing the system.
- Using the words “all policy and project planning” goes beyond completing the system. Focus on completing the system.
- Would like to clarify the objective – yes, we should be focusing on completing the system, but that doesn’t mean we should always be adding separated paths.
- Perhaps focus the consideration of separate shared-use paths on strategically important facilities. On the other hand, always consider during ROW planning.
- As part of our state-wide initiative, one of the challenges we have to deal with is to determine what treatments are most effective, and then educate the bike community about that.
- The planning process, at least related to MPOs and local governments, really needs to work on developing bicycle/pedestrian plans. Need to encourage local governments that don’t have plans to create them.
- Again, our focus is the priority network, which will be updated regularly. Our focus is on closing the gaps in the priority network. (The revised language in this item should reflect that.)
- “Strategically consider bike and pedestrian mobility for all new state and local corridors.”

SAFETY (S)

S 1 - FDOT should expand the focus of Florida's pedestrian safety campaign to include bicycles.

Initial Acceptability Rating	3	2	1
No. of Members	8	2	0

Comments and suggestions on draft policy statement based on initial rating:

- Already planned – late fall or so. May not be worth keeping as an item.
- Bike community may want to be more directly involved in developing this message.
- Like it as a support statement.
- Look at local law enforcement. Recommend to local governments? If so, need a separate recommendation that they consider funding training and safety strategies.

S 2 - FDOT should increase its focus on driver safety awareness and training.

Initial Acceptability Rating	3	2	1
No. of Members	7	4	0

Comments and suggestions on draft policy statement based on initial rating:

- This is also in the works.
- University of Florida materials still exist - should be in all middle and high schools.
- At first, concerned about some degree of redundancy, but may actually be helpful.
- FDMV would like to bring back more frequent testing. Driver education is one of our priority issues for this year. If this keeps showing up in different groups, helps people realize there is a problem.
- Through training helps drivers understand why cyclists behave the way they do. Examples of debris in the road, or situations where 3 feet may not be enough room.
- We really need to be focused on the policy. The Safety Coalition is addressing much of the detail.
- Is it appropriate for this group’s report to recognize and support the work of the Safety Coalition?
- Fortunate to have the support of the current FDOT Secretary. May be useful to develop a statement supportive at the policy level for future secretaries.
- Right now, wording is very broad. Add “as it pertains to bicycle and pedestrian safety.”

CULTURAL CHANGE (CC)

CC 1 - FDOT should develop a “champions” program (speakers’ bureau?) for design discretion, including uniform informational presentations and materials, to promote awareness and use of the availability of design discretion.

Initial Acceptability Rating	3	2	1
No. of Members	3	5	0

Comments and suggestions on draft policy statement based on initial rating:

- Under way already - new statewide bicycle/pedestrian coordinator position - District 1 Secretary has developed a presentation that has been delivered to all key FDOT engineers throughout the state
- Related to cultural change within FDOT
- Need to make that point clearer to general public
- Need to share with local governments and other audiences
- Clarify in introductory language to the section the intent of this item
- Consider combining with the CC 2 below
- Clarify what “design discretion” means - we know but may need to be clearer - what options are available and where it applies

CC 2 - FDOT districts should promote communication between district traffic operations personnel, engineers and local government planners and officials to promote awareness of available design discretion.

Initial Acceptability Rating	3	2	1
No. of Members	7	4	0

Comments and suggestions on draft policy statement based on initial rating:

- Related to CC 1 above
- Add public health representatives or at least consider public health in the design
- Clarify that discretion is aimed at bike and pedestrian
- Don't let design guidelines stymie projects
- We should focus on the policy rather than be specific as to who should do it - that is the purpose of the Coalition
- This language helps us understand - rather than shut us down, expressing support of the idea

CC 3 - FDOT should coordinate design discretion guidelines with the statewide school design committee.

Initial Acceptability Rating	3	2	1
No. of Members	6	5	0

Comments and suggestions on draft policy statement based on initial rating:

- Interface between school site and transportation system are often difficult - operational guidelines and design can help address
- Design discretion goes to flexibility
- Concern about schools relate to siting and design requirements for minimum acreages
- Schools get pushed outside of communities
- They can create transportation or traffic problems with school siting - need to coordinate and address as part of siting
- Concurrency has been gutted - is now optional
- Encourage availability of school buses to reduce congestion around schools - large high school parking lots encourage student driving
- This puts the burden on FDOT - needs to be joint coordination - rephrase to coordinate the guidelines from each group
- Many schools are located on local roads with the impacts of congestion borne by surrounding communities - some kids not allowed to walk or bike even if facilities are available, parents would still drive them - schools don't have to come to local community to coordinate
- Should promote walking school buses
- If we do a better job integrating facilities this can reduce conflicts - examples of area where most kids bike or walk to school

- Citizens and commissioners need to engage in school siting early in the review process

CC 4 - FDOT should create a catalogue of road contexts for use in creating context sensitive designs and in the exercise of design discretion.

Initial Acceptability Rating	3	2	1
No. of Members	3	10	0

Comments and suggestions on draft policy statement based on initial rating:

- Built environment creates the context, not the road
- Change “exercise” to “application of”
- Does road design include local roads or just state roads?
- What is the definition of road context?
- Need to consider the built environment, not just the road
- State roads built at a different scale
- The *Traditional Neighborhood Development* chapter of the “Florida Greenbook” provides guidance to engineers to consider context in design – intent is providing guidance on what should be done
- Looking at more than just state roads – applies to counties and cities as well
- Educational issue, cultural change beyond just one FDOT district
- Develop additional guidance for how to apply context

CC 5 - FDOT should adopt goals and policies that encourage mode-shift to bicycle and pedestrian transportation.

Initial Acceptability Rating	3	2	1
No. of Members	10	4	0

Comments and suggestions on draft policy statement based on initial rating:

- Coordinate with local governments to include bike-ped language to affect cultural change
- Clarify what mode shift means
- Changing the percentage of trips made by car to other modes
- Multi-modal is important to complete trips by alternative modes – recognize the full trip
- Bike-transit connection for example – racks on buses limited to two bikes – other states allow racks for more bikes
- Individual transit agencies make that decision – can raise the issue at transit/district meeting next month
- Other transit system from around the country offer racks that can accommodate three bikes without impacting safety
- Level of specificity in addressing multi-modal issues may be at a strategy level – here the policy statement is broader to allow communities to address their needs

CC 6 - FDOT should consider revising modal definitions to include new and emerging modalities of travel (examples include segways, electric “golf carts” used for transportation, etc.)

Initial Acceptability Rating	3	2	1
No. of Members	2	4	6

Comments and suggestions on draft policy statement based on initial rating:

- This gets away from our purpose
- Effort last year by industry to change the definitions to allow a broader range of vehicles on bike/ped facilities - electric vehicles can cause conflicts on bike/ped facilities since they are faster and quieter
- Federal law prohibits electric vehicles on bike/ped facilities built with federal dollars, except for personal ADA accommodations

Other Suggestions (Cultural Change)

- FDOT should coordinate with local governments to adopt policies that encourage mode-shift. FDOT could provide best practices policies for the Transportation Element in local government Comprehensive Plans.
- The Council should have a policy recommending local governments and citizen advisory boards should encourage bicycling in their communities. Then offer examples for how this can be accomplished.
- Use the term bicycle “challenges” rather than “rodeos”

HEALTH (H)

H 1 - FDOT should consider the health implications of state transportation policy and decisions.

Initial Acceptability Rating	3	2	1
No. of Members	0	12	6

Comments and suggestions on draft policy statement based on initial rating:

- Need to tie this to the State Health Improvement Plan - Council partners should support the plan through policies and decisions that advance bike and ped use for school, work and recreation
- Communications issue - need to reinforce the value of investing in bike/ped facilities and the connection between health and transportation
- Bike/ped crashes are the biggest threat to school age children - it’s a public health issue
- There are certain social cost to transportation decisions - FDOT can help facilitate this discussion - joint effort with the Florida Department of Health to discuss Complete Streets
- The draft recommendation/statement is too broad - it needs more how and where

Other Suggestions (Health)

- Traffic engineers are trained for one mode (motor vehicles) – they need to be trained on multiple modes – part of Cultural Change – include in professional training
- Cultural Change – we need change in community behavior
- Public needs to see the benefit and then they will begin to accept change – most of Florida built during the era of the car

Review of Best Practices Tool on Website and Potential New Additions

Mike Neidhart, with Gannett Fleming, Inc., provided an overview of the latest updates to the Bicycle and Pedestrian Partnership Council's website, including a discussion of FDOT's website undergoing a complete re-design. The new re-designed website (www.FDOTBikePed.org) would complete within the next few weeks. Council members should send their suggestions for highlighting "best practices" to Rob Magee (BPPC project coordinator) for review with the full Council at the next meeting.

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

Member Comments:

Why are we changing the best practices section on our website?

The change was made so that we could organize the material consistent with the Council's focus areas of: Contributions to Connecting the System, Safety, Cultural Change, and Health.

We should include links to public service announcements (PSAs), such as the PSAs that the Safety Office presented at today's meeting.

We should also provide links to bicycle and pedestrian maps and other bicycle and pedestrian related planning efforts and/or websites.

Please send any ideas you have for the Council's website to Rob Magee for review with the full Council at the next meeting.

Introduce Proposed Format for BPPC Annual Report

Mr. Neidhart provided an overview on the proposed draft of the Council's Annual Report. Following Mr. Neidhart's presentation, members were asked if there were any items needing additional clarification. (Note: responses from staff are indicated in *italics*.)

Member Comments:

We should include a section that highlights successes of the Council's previous recommendations.

Highlights of the Council's previous recommendations can be included near the front of the report, with detailed information included in an appendix. We can also mention that success comes from effective collaboration between federal, state and local partners – each with a shared responsibility – in creating our successes.

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 asked Council members to please complete and submit the evaluation form in their folder and include any clarifying comments. He emphasized the importance of the ratings and comments for staff and the Chair in planning future meetings. The evaluations would be compiled and included in the Council's Annual Report as well.

Mr. Beardall reminded members that staff will use input from today's meeting to re-draft the Council's statements for review at their next meeting as potential recommendations for the Council's Annual Report.

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

Meeting Evaluation Survey

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

Adjourn

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

APPENDIX A: Meeting Evaluation Summary
Florida Bicycle and Pedestrian Partnership Council
9th Council Meeting
 Tallahassee, Florida

May 1, 2013 – 9:00 am to 3:35 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 updates on FDOT’s Safety Initiatives	5	2	1	0	0	4.5
To receive updates on other related State Agency Plans	5	1	2	0	0	4.4
To review and discuss potential Council recommendations for the BPPC annual report	7	0	1	0	0	4.8
To review and discuss use of the Council Website to promote best practices for bicycle and pedestrian safety and design	4	2	2	0	0	4.3
<u>MEETING ORGANIZATION</u>						
Background and agenda packet were helpful	8	0	0	0	0	5.0
Presentations were effective and informative	5	3	0	0	0	4.6
Plenary discussion format was effective	6	2	0	0	0	4.8
Facilitator guided participant efforts effective (1 = “6”)	8	0	0	0	0	5.0
Participation was balanced	6	1	1	0	0	4.6

What Did You Like Best About the Meeting?

- Information sharing
- Opportunities for collaboration
- Comfortable setting, Felt that there was really great interest and participation

What Could Be Improved?

- More emphasis on specific action items
- Presentations were an issue only because there was no video or sound

Other Comments (use the back if necessary)

- Great job!

Florida's Bicycle/Pedestrian Focused Initiative

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

Purpose



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

Florida's Pedestrian and Bicycle Strategic Safety Plan (PBSSP)



∞ The PBSSP has seven Emphasis Areas :

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

BPPC Support



- ∞ How do you “fit in” to the initiative and the overall safety focus of the Department?
 - Legislation, Regulation, and Policy
 - Health Benefits of Biking/Walking
 - Pedestrian Safety Action Plans

Legislation, Regulation, and Policy



- ∞ Educate the Legislature and support legislative initiatives to improve pedestrian and bicycle related laws
- ∞ Promote and encourage the implementation of local ordinances that improve pedestrian and bicycle related regulations
- ∞ Promote and encourage the implementation of local ordinances that improve pedestrian and bicycle access and facilities



Health Benefits of Biking/Walking

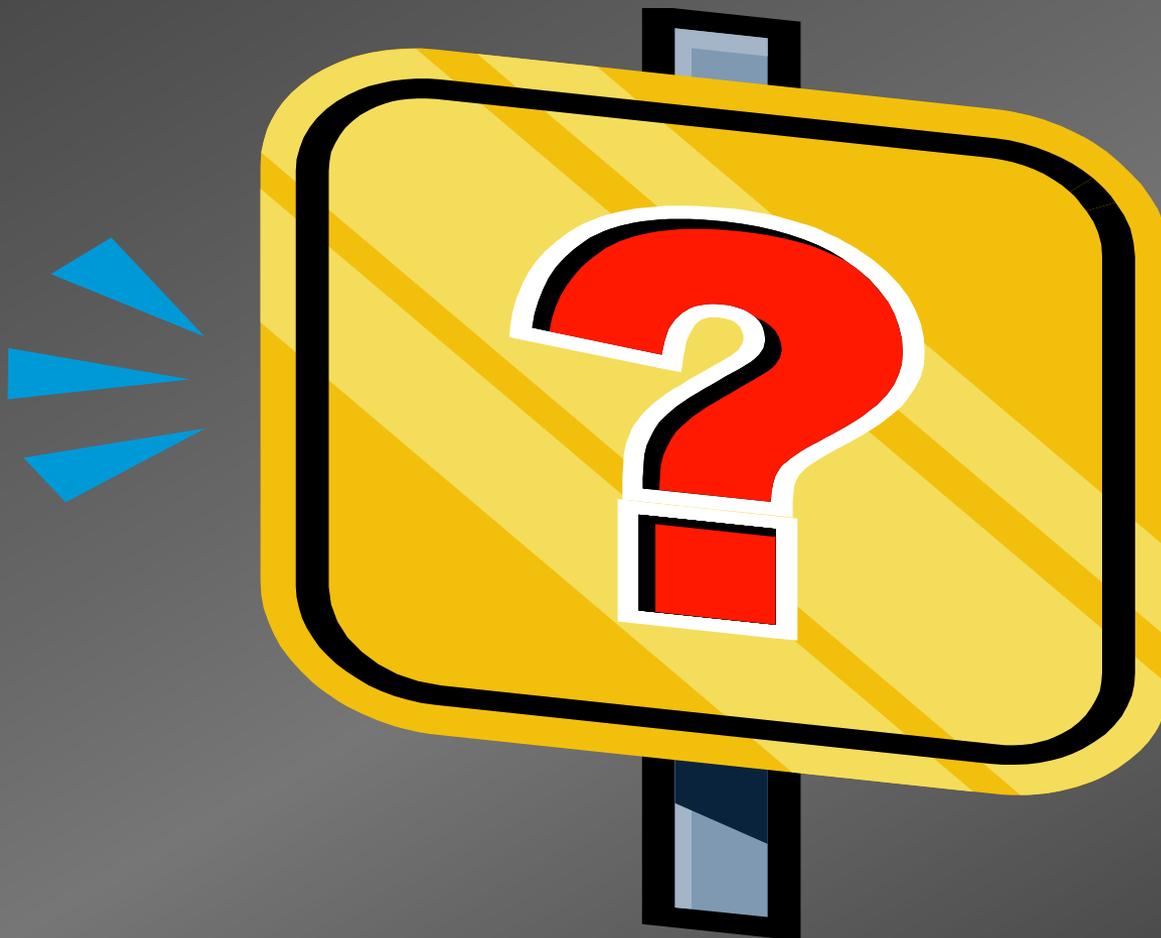
- ∞ Department of Transportation
 - Safe Routes to School
 - Pedestrian and Bicycle Safety Coalition
- ∞ University of Florida
 - Ped/Bike Resource Center
 - Florida School Crossing Guard Training Program
 - Florida Traffic and Bicycle Safety Education Program
- ∞ Department of Health
 - Office of Injury Prevention
 - Emergency Medical Services for Children

Pedestrian Safety Action Plans



- ∞ Promote the linkage of state, local, and regional safety plans to increase coordination between stakeholders
- ∞ Identify jurisdictions without a PSAP or with outdated PSAPs, then work with them to create/update
- ∞ Support stakeholders with current plans that have an emphasis on pedestrian and bicycle safety
- ∞ Include non traditional partners such as city and county law enforcement, trauma centers, health departments, school districts, fire departments, emergency medical service providers, alliances on aging, etc. in your PSAPs

Questions



316.003 (6) Crosswalk (definition)

316.003 (6)(a) 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) 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 between the curblineline, or the lateral line, of a roadway and the adjacent property lines, intended for use by pedestrians.

316.075 Traffic control signal devices

316.075 (1)(a) Green — Vehicles shall yield the right-of-way to other vehicles and pedestrians lawfully within the intersection or an adjacent crosswalk

316.075 (1)(b) Steady yellow — No pedestrian shall start to cross the roadway

316.075 (1)(c) 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

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



www.alerttodayflorida.com



www.dot.state.fl.us/safety

Funded by FDOT



www.cutr.usf.edu

316.130 Pedestrian regulations

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

316.130 (4) Walk on the left side of the roadway 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 roadway

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

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

316.130 (10) Pedestrians crossing at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield to 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

316.130 (12) No pedestrian shall, except in a marked crosswalk, cross a roadway 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, whenever practicable, upon the right half of crosswalks

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

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

316.130 (16) Pedestrians shall obey railroad grade crossing and bridge signals, not pass beyond gate or barrier

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

316.130 (18) No pedestrians on limited access facilities or ramps

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 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) Motorized wheelchair may use the roadway to avoid a potential conflict

316.1305 No fishing from bridges where posted

316.1575 Obedience to traffic control devices at railroad-highway grade crossings

316.1945 No stopping, standing, or parking on a sidewalk, on a crosswalk, or on a bicycle path

316.1995 No driving upon sidewalk or bicycle path

316.2045 Obstruction of public streets

316.2061 Stop when traffic obstructed

No driver shall 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 the passage of other vehicles or pedestrians, notwithstanding any traffic control signal indication to proceed

Disclaimer: refer to original laws for complete text
<http://www.leg.state.fl.us/Statutes>
 (Title XXIII, Chapter 316)

316.074 Obedience to required traffic control devices

316.075 Traffic control signal devices

(See Pedestrian Laws on other side)

316.081 Driving on right side of roadway Vehicles 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

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

316.084 When overtaking on the right is permitted — the vehicle overtaken is making a left turn, 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 No vehicle 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 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

316.125 Vehicle entering highway from private road or driveway or emerging from alley, driveway or building — *(See Pedestrian Laws on other side)*

316.130 (15) Shall exercise due care to avoid colliding with any pedestrian or human-powered vehicle

316.151 Required position and method of turning at intersections

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

316.151 (1)(c) A bicyclist may also complete a left turn in two steps

316.155 When signal required—Signal of intent to turn 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 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 while under the influence of alcohol or drugs

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

316.1995 No use of a motor to drive a vehicle 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

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 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 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 on roadway except while crossing on a crosswalk

316.2065 (12) Section not applicable to a “play street”

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

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

316.2065 (15) May not rent or lease to a child under 16 years unless 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 vehicles

316.2397 Bicycle lights may flash

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: refer to original laws for complete text
<http://www.leg.state.fl.us/Statutes>
 (Title XXIII, Chapter 316)



2060 Florida Transportation Plan Scorecard

Bicycle and Pedestrian Partnership Council
August 2013

Brian Watts
Florida Department of Transportation



Impetus for the 2060 FTP Scorecard

- 2060 FTP recommended that FDOT develop and regularly update a statewide transportation scorecard
- Purpose
 - Share transportation system performance information
 - Report progress toward 2060 FTP implementation with transportation partners and public

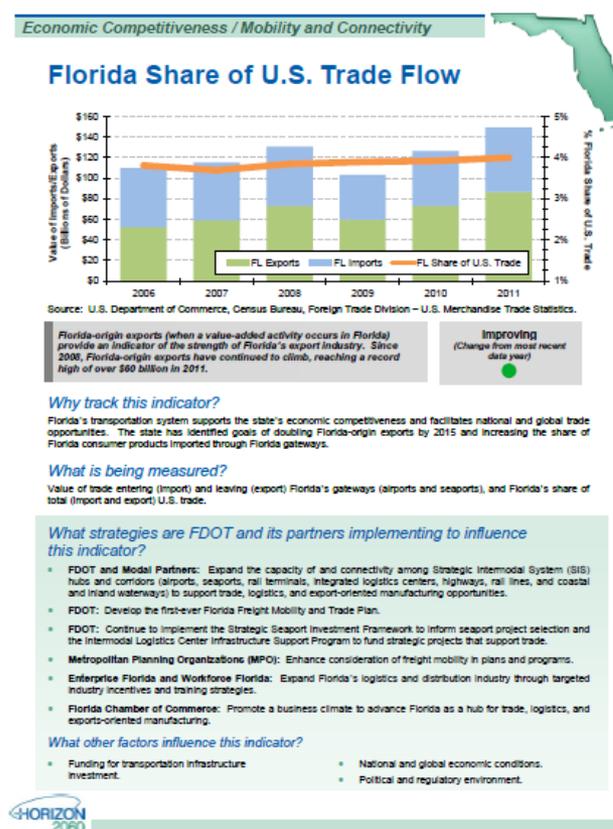
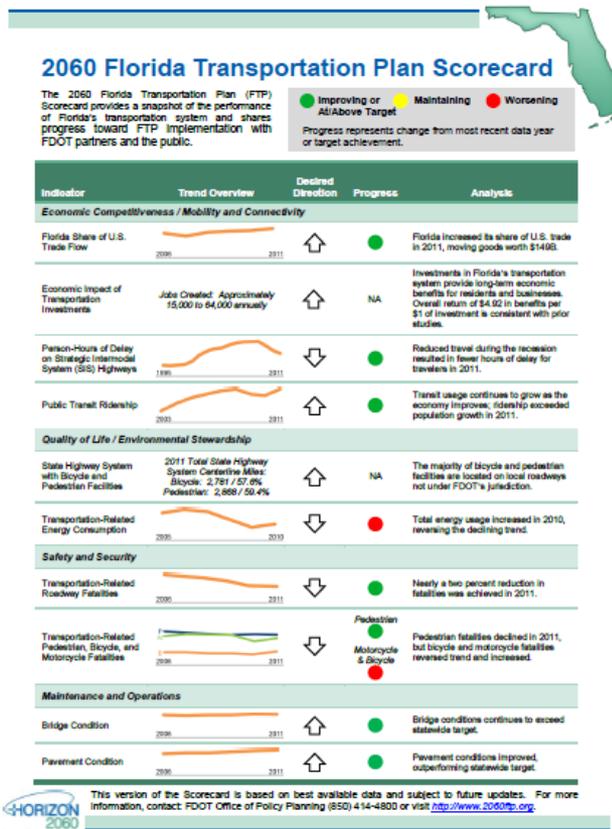


Indicators

- 10 multimodal indicators are mapped to FTP goals
- Selected based on:
 - Relevance to the FTP goals
 - Data availability
 - Indicators already codified in state statute or tracked by FDOT for other performance reports
- FDOT may expand number of indicators over time

Scorecard Elements

- Scorecard is a snapshot
- More detail is shown for each indicator as 1-page primers



Scorecard Components

- Trend overview
 - Represents most recent available data (generally last five years)



- Progress
 - Change from most recent data year or target achievement



- Desired Direction

- Increase 
- Decrease 

- Analysis

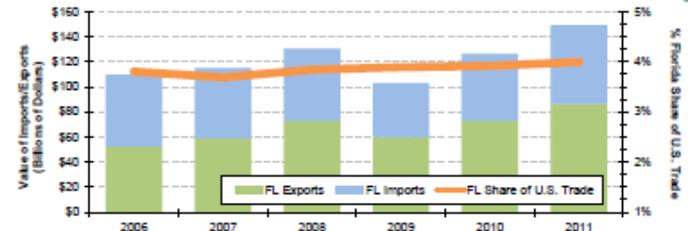
- Brief description of performance information

Individual Primer Components

- Diagram illustrates general trend
- Short narrative describes:
 - Why indicator is important;
 - What is being measured;
 - Highlights of actions that FDOT and its partners are taking to impact performance
 - Other factors that influence performance of the indicator that are outside direct control of FDOT and partners

Economic Competitiveness / Mobility and Connectivity

Florida Share of U.S. Trade Flow



Source: U.S. Department of Commerce, Census Bureau, Foreign Trade Division – U.S. Merchandise Trade Statistics.

Florida-origin exports (when a value-added activity occurs in Florida) provide an indicator of the strength of Florida's export industry. Since 2008, Florida-origin exports have continued to climb, reaching a record high of over \$60 billion in 2011.

Improving
(Change from most recent data year)

Why track this indicator?

Florida's transportation system supports the state's economic competitiveness and facilitates national and global trade opportunities. The state has identified goals of doubling Florida-origin exports by 2015 and increasing the share of Florida consumer products imported through Florida gateways.

What is being measured?

Value of trade entering (import) and leaving (export) Florida's gateways (airports and seaports), and Florida's share of total (import and export) U.S. trade.

What strategies are FDOT and its partners implementing to influence this indicator?

- FDOT and Modal Partners: Expand the capacity of and connectivity among Strategic Intermodal System (SIS) hubs and corridors (airports, seaports, rail terminals, integrated logistics centers, highways, rail lines, and coastal and inland waterways) to support trade, logistics, and export-oriented manufacturing opportunities.
- FDOT: Develop the first-ever Florida Freight Mobility and Trade Plan.
- FDOT: Continue to implement the Strategic Seaport Investment Framework to inform seaport project selection and the Intermodal Logistics Center Infrastructure Support Program to fund strategic projects that support trade.
- Metropolitan Planning Organizations (MPO): Enhance consideration of freight mobility in plans and programs.
- Enterprise Florida and Workforce Florida: Expand Florida's logistics and distribution industry through targeted industry incentives and training strategies.
- Florida Chamber of Commerce: Promote a business climate to advance Florida as a hub for trade, logistics, and export-oriented manufacturing.

What other factors influence this indicator?

- Funding for transportation infrastructure investment.
- National and global economic conditions.
- Political and regulatory environment.

Goals & Indicators

ECONOMIC COMPETITIVENESS / MOBILITY AND CONNECTIVITY

**Florida Share of
U.S. Trade Flow**

**Economic Impact of
Transportation
Investments**

**Person-Hours of
Delay on Strategic
Intermodal System
(SIS) Highways**

**Public Transit
Ridership**

QUALITY OF LIFE / ENVIRONMENTAL STEWARDSHIP

**State Highway
System with Bicycle
and Pedestrian
Facilities**

**Transportation-
Related Energy
Consumption**

SAFETY AND SECURITY

**Transportation-Related
Roadway Fatalities**

**Transportation-Related
Pedestrian, Bicycle,
and Motorcycle
Fatalities**

MAINTENANCE AND OPERATIONS

Bridge Condition

Pavement Condition

State Highway System with Bicycle and Pedestrian Facilities

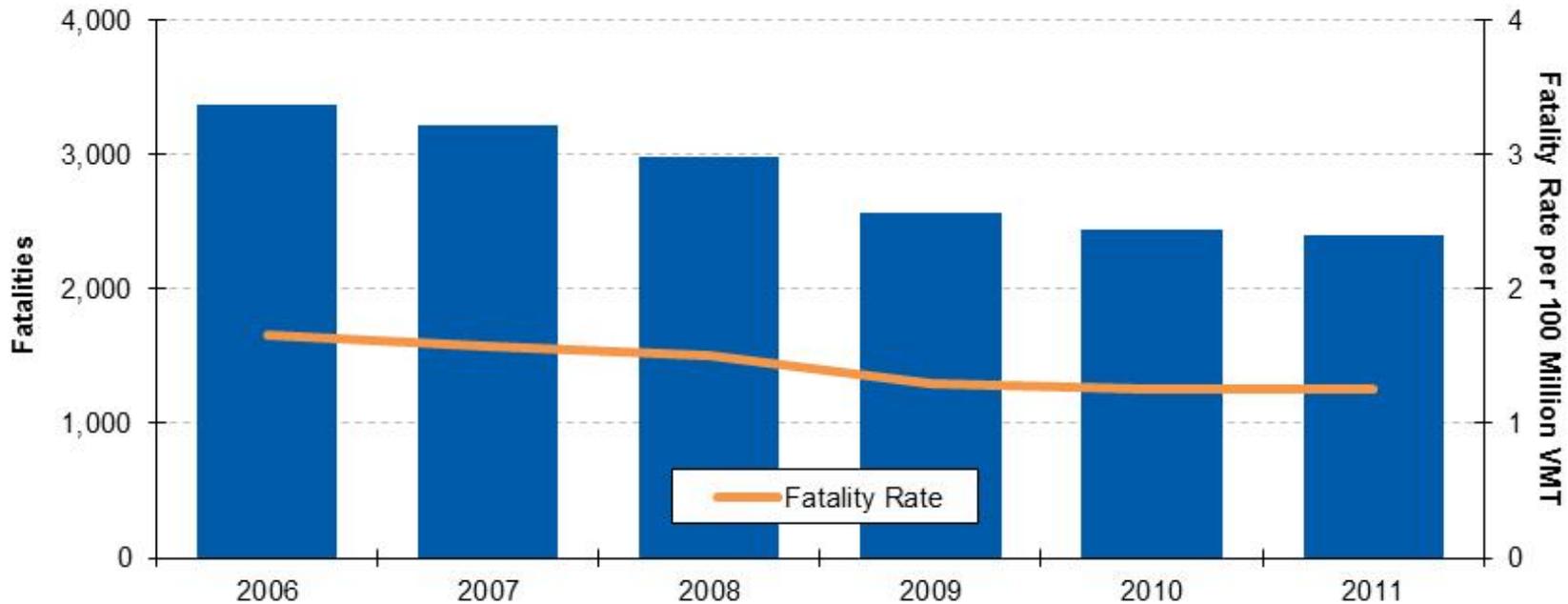
Bicyclist and Pedestrian Facilities	State Highway System Centerline Miles (2011)	Percent of State Highway System With Facilities (2011)
Bicycle	2,781	57.6%
Pedestrian	2,868	59.4%

NA
(Change from most recent data year)

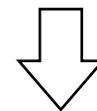
 Desired Direction

The majority of bicycle and pedestrian facilities are located on local roadways not under FDOT's jurisdiction.

Transportation-Related Roadway Fatalities



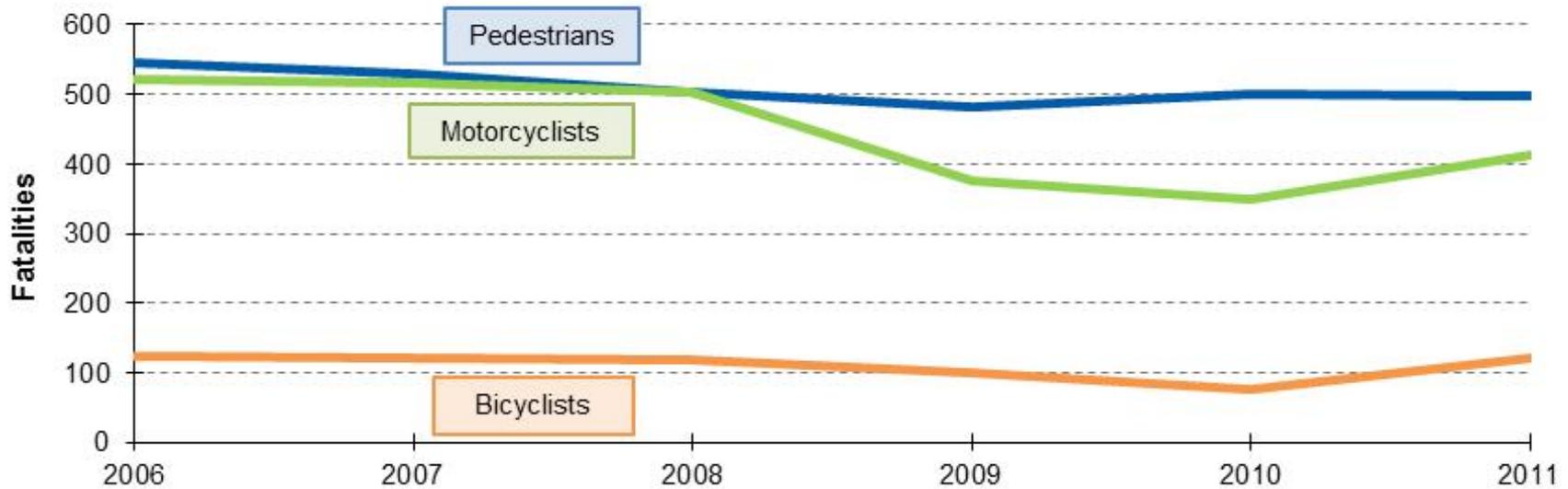
Improving
(Change from most recent data year)



Desired
Direction

Nearly a two percent reduction in fatalities was achieved in 2011.

Transportation-Related Pedestrian, Bicycle, and Motorcycle Fatalities



● Improving – Pedestrians
(Change from most recent data year)



● Worsening – Motorcyclists; Bicyclists
(Change from most recent data year)

Pedestrian fatalities declined in 2011, but bicycle and motorcycle fatalities reversed trend and increased.

Next Steps: Progress Tracking

- Encourage partner agencies to:
 - Review progress
 - Document actions taken toward FTP implementation
- Update statewide transportation scorecard as part of next FTP update

FTP Scorecard

Questions?

2060 Florida Transportation Plan Scorecard

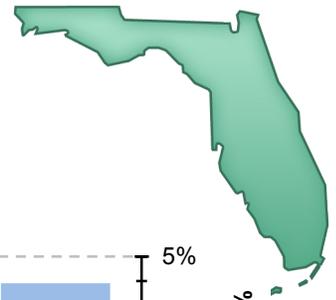


The 2060 Florida Transportation Plan (FTP) Scorecard provides a snapshot of the performance of Florida's transportation system and shares progress toward FTP implementation with FDOT partners and the public.

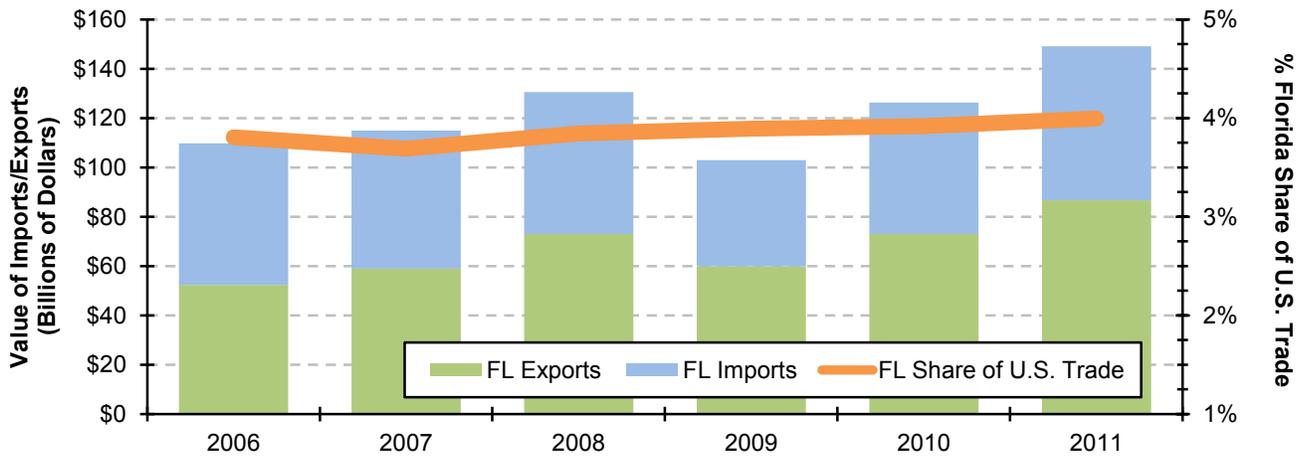
● **Improving or At/Above Target**
● **Maintaining**
● **Worsening**

Progress represents change from most recent data year or target achievement.

Indicator	Trend Overview	Desired Direction	Progress	Analysis
Economic Competitiveness / Mobility and Connectivity				
Florida Share of U.S. Trade Flow		↑	●	Florida increased its share of U.S. trade in 2011, moving goods worth \$149B.
Economic Impact of Transportation Investments	<i>Jobs Created: Approximately 15,000 to 64,000 annually</i>	↑	NA	Investments in Florida's transportation system provide long-term economic benefits for residents and businesses. Overall return of \$4.92 in benefits per \$1 of investment is consistent with prior studies.
Person-Hours of Delay on Strategic Intermodal System (SIS) Highways		↓	●	Reduced travel during the recession resulted in fewer hours of delay for travelers in 2011.
Public Transit Ridership		↑	●	Transit usage continues to grow as the economy improves; ridership exceeded population growth in 2011.
Quality of Life / Environmental Stewardship				
State Highway System with Bicycle and Pedestrian Facilities	<i>2011 Total State Highway System Centerline Miles: Bicycle: 2,781 / 57.6% Pedestrian: 2,868 / 59.4%</i>	↑	NA	The majority of bicycle and pedestrian facilities are located on local roadways not under FDOT's jurisdiction.
Transportation-Related Energy Consumption		↓	●	Total energy usage increased in 2010, reversing the declining trend.
Safety and Security				
Transportation-Related Roadway Fatalities		↓	●	Nearly a two percent reduction in fatalities was achieved in 2011.
Transportation-Related Pedestrian, Bicycle, and Motorcycle Fatalities		↓	Pedestrian ● Motorcycle & Bicycle ●	Pedestrian fatalities declined in 2011, but bicycle and motorcycle fatalities reversed trend and increased.
Maintenance and Operations				
Bridge Condition		↑	●	Bridge conditions continues to exceed statewide target.
Pavement Condition		↑	●	Pavement conditions improved, outperforming statewide target.



Florida Share of U.S. Trade Flow



Source: U.S. Department of Commerce, Census Bureau, Foreign Trade Division – U.S. Merchandise Trade Statistics.

Florida-origin exports (when a value-added activity occurs in Florida) provide an indicator of the strength of Florida’s export industry. Since 2008, Florida-origin exports have continued to climb, reaching a record high of over \$60 billion in 2011.

Improving
(Change from most recent data year)

Why track this indicator?

Florida’s transportation system supports the state’s economic competitiveness and facilitates national and global trade opportunities. The state has identified goals of doubling Florida-origin exports by 2015 and increasing the share of Florida consumer products imported through Florida gateways.

What is being measured?

Value of trade entering (import) and leaving (export) Florida’s gateways (airports and seaports), and Florida’s share of total (import and export) U.S. trade.

What strategies are FDOT and its partners implementing to influence this indicator?

- **FDOT and Modal Partners:** Expand the capacity of and connectivity among Strategic Intermodal System (SIS) hubs and corridors (airports, seaports, rail terminals, integrated logistics centers, highways, rail lines, and coastal and inland waterways) to support trade, logistics, and export-oriented manufacturing opportunities.
- **FDOT:** Develop the first-ever Florida Freight Mobility and Trade Plan.
- **FDOT:** Continue to implement the Strategic Seaport Investment Framework to inform seaport project selection and the Intermodal Logistics Center Infrastructure Support Program to fund strategic projects that support trade.
- **Metropolitan Planning Organizations (MPO):** Enhance consideration of freight mobility in plans and programs.
- **Enterprise Florida and Workforce Florida:** Expand Florida’s logistics and distribution industry through targeted industry incentives and training strategies.
- **Florida Chamber of Commerce:** Promote a business climate to advance Florida as a hub for trade, logistics, and exports-oriented manufacturing.

What other factors influence this indicator?

- Funding for transportation infrastructure investment.
- National and global economic conditions.
- Political and regulatory environment.



Economic Impact of Transportation Investments

Impacts of FDOT's Five Year Work Program	
Jobs Created	Approximately 15,000 to 64,000 annually from 2008 through 2038
Contribution to Florida's Economy	Every dollar invested yields \$4.92 in economic benefits

Source: Economic Impacts of Florida's Transportation Investments: A Macroeconomic Analysis (September 2009).

NA
(Change from most recent data year)

Why track this indicator?

Investment in Florida's transportation system positively impacts the state's economy and competitive position, providing an efficient supply chain for businesses and improving reliability for travelers.

What is being measured?

Economic benefits of FDOT's Five Year Work Program for highway, rail, seaport, and transit investments covering fiscal years 2008/2009 through 2012/2013. Analysis includes a 30-year period.

What strategies are FDOT and its partners implementing to influence this indicator?

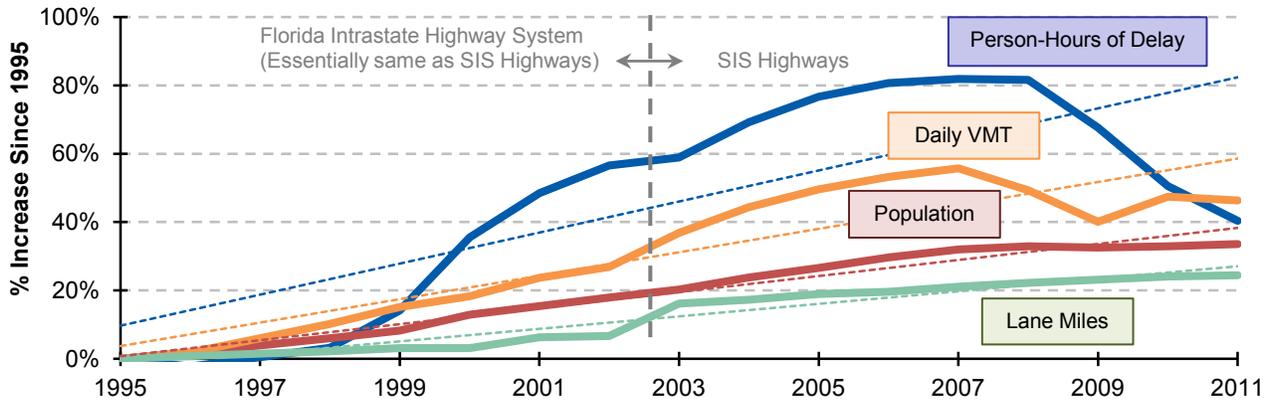
- **FDOT:** Develop a methodology to estimate the return on investment for modal and multimodal programs and projects.
- **FDOT:** Continue to invest in the transportation facilities critical to the state's economy through the Strategic Intermodal System (SIS).
- **Regional Planning Councils:** Implement the state's 11 Comprehensive Economic Development Strategies that identify specific transportation and other strategies to support each region's economic vitality.
- **Department of Economic Opportunity:** Implement the five-year Florida Strategic Plan for Economic Development and encourage transportation strategies supportive of the state's economic development goals.
- **Chambers of Commerce and Industry Associations:** Advocate for transportation infrastructure investments to sustain and create jobs, support businesses, and facilitate trade.

What other factors influence this indicator?

- National and global economic conditions.
- Transportation construction costs.
- Available funding for transportation.



Person-Hours of Delay on Strategic Intermodal System (SIS) Highways



Source: FDOT, Transportation Statistics Office, 2011 Source Book.

Person-hours of delay are sensitive to changes in the amount of travel, known as vehicle miles of travel (VMT). Because of lower economic activity, VMT has declined, resulting in fewer person-hours of delay. As economic conditions improve, VMT and person-hour of delay are likely to resume an upward growth trend.

Improving
(Change from most recent data year)

Why track this indicator?

Travel delay impacts Florida's economic competitiveness and quality of life for residents, visitors, and businesses.

What is being measured?

Person-hours of delay reflect the difference between reasonable approximations of travel time under uncongested conditions and estimated travel time that accounts for congestion.

What strategies are FDOT and its partners implementing to influence this indicator?

- **FDOT:** Target investments in the Strategic Intermodal System to address critical bottlenecks and connectivity gaps.
- **FDOT and Modal Partners:** Implement capacity improvements at Florida's commercial service airports, commuter and intercity passenger rail systems, freight rail systems, deepwater seaports, waterways, spaceports, and other intermodal facilities.
- **FDOT:** Continue to implement the Transportation Systems Management and Operations Program to optimize the performance of multimodal infrastructure. Strategies include real-time traffic data, freeway and ramp management, advanced traffic control systems, work zone management, freight management, and transit operations.
- **FDOT, Department of Economic Opportunity, and Enterprise Florida:** Work together to improve the efficiency and connectivity of the supply chain serving Florida businesses.

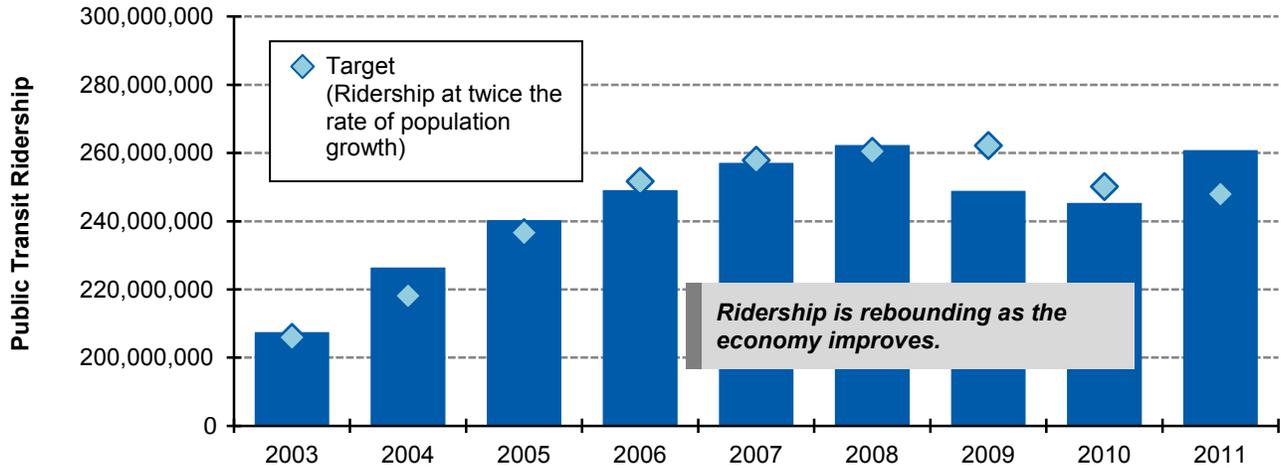
What other factors influence this indicator?

- Population levels and changes in population.
- Amount of vehicle miles traveled (VMT) and changes in VMT.
- Amount of capacity (lane miles).
- Economic conditions.

Note: Delay is calculated using a three-year moving average. The Strategic Intermodal System (SIS) is a statewide network of high-priority transportation facilities critical for statewide and interregional travel and commerce. Currently, alternative methods of calculating delay are being explored by FDOT's Transportation Statistics Office.



Public Transit Ridership



Source: FDOT, Transit Office.

Improving
(Target achieved)

Why track this indicator?

Transit offers additional mobility and access to places in Florida where residents and visitors live, learn, work, and play.

What is being measured?

Ridership represents total passenger trips for all transit systems in Florida. The Department's goal is to increase transit ridership at twice the average rate of population growth.

What strategies are FDOT and its partners implementing to influence this indicator?

- **FDOT.** Support the expansion of transit service offerings to attract ridership, including commuter travel. For example, FDOT supports investment in SunRail, a commuter rail transit project that will run along a 61-mile stretch of existing freight rail tracks to DeLand, through Orlando and downtown Kissimmee to Poinciana.
- **FDOT.** Continue to fund, promote, and offer technical assistance to the state's 35 fixed-route transit systems.
- **FDOT and Transit Agencies.** Implement pilot projects, such as transit in managed lanes, bus rapid transit, and commuter rail to provide commute options in congested corridors.
- **Cities/Counties and Transit Agencies.** Provide a range of transit service offerings, such as on-demand door-to-door service for qualified persons and fixed route transit options to urban and rural residents.
- **Commission for the Transportation Disadvantaged and Transit Agencies.** Coordinate transportation services for persons who, because of disability, age, or income, are unable to transport themselves.

What other factors influence this indicator?

- Economic conditions.
- Population density.
- Automobile ownership.
- Parking availability.
- Fuel costs.
- Land use patterns.
- Traffic congestion.

Note: Annual passenger trips as recorded in the National Transit Database.



State Highway System with Bicycle and Pedestrian Facilities

Bicyclist and Pedestrian Facilities	State Highway System Centerline Miles (2011)	Percent of State Highway System With Facilities (2011)
Bicycle	2,781	57.6%
Pedestrian	2,868	59.4%

Source: FDOT, Transportation Statistics Office, 2011 Source Book.

NA
(Change from most recent data year)

Why track this indicator?

Providing active transportation alternatives expands travel choices and contributes to quality of life.

What is being measured?

Centerline miles (total miles of road without regard to number of lanes) on Florida’s urban non-limited access (e.g., Turnpike or Interstate Routes) State Highway System with sidewalks and/or shared pathways available to the walking public.

What strategies are FDOT and its partners implementing to influence this indicator?

- **FDOT:** Continue policy to incorporate bicycle lanes or paved shoulders on state roadway construction (new or reconstruction) projects.
- **FDOT and Cities/Counties:** Install shared lane markings, known as sharrows, identifying where bicycles can use the full lane on a roadway. Sharrows visibly alert bicyclists where to ride and tell motorists where cars and bicycles can travel side-by-side safely.
- **FDOT and Cities/Counties:** Coordinate bicycle planning to promote the connectivity of facilities along the State Highway System and other public roads.
- **FDOT and Department of Environmental Protection:** Locate, designate, and map bicycle paths in the state.
- **Department of Environmental Protection:** Coordinate recreational trail planning to promote facility connectivity along the State Highway System in harmony with Florida’s greenways and trails system.
- **Bicycle and Pedestrian Partnership Council:** Focus recommendations around the policy areas of bicycle and pedestrian system connectivity, safety, cultural changes, and health.

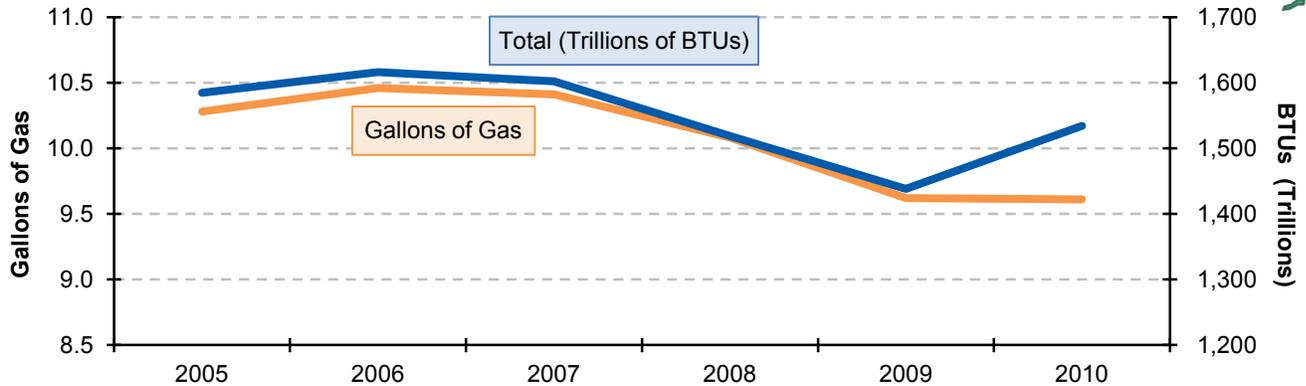
What other factors influence this indicator?

- Design limitation.
- Available right-of-way.
- Resource availability.

*Note: Bicycle and pedestrian facilities include the following:
 Paved outside shoulders allow for bicyclists and pedestrians to use the outside of roadway.
 Bicycle lanes and bicycle slots are marked on-road facilities (not separated from the roadway).
 Sidewalks can be either adjacent to the roadway or separated by a barrier (e.g., grass strip).
 Shared paths are off-road (separated from the roadway) and can be used by bicyclists and pedestrians.*



Transportation-Related Energy Consumption



Source: U.S. Energy Information Administration, State Energy Data System.
 Source: Florida Department of Revenue.

Worsening
 (Change from most recent data year)

Why track this indicator?

Energy efficiency reduces costs, improves economic competitiveness, and contributes to a healthier environment.

What is being measured?

Total and per capita consumption of transportation-related energy consumed by all modes in Florida in British Thermal Units (BTUs), a unit commonly used to measure the energy content of fuels; total taxable gallons of gasoline (including both motor fuel and diesel) sold per fiscal year.

What strategies are FDOT and its partners implementing to influence this indicator?

- **FDOT and Modal Partners:** Reduce delay and improve the operational performance of Strategic Intermodal System (SIS) facilities.
- **FDOT and Modal Partners:** Enhance the energy efficiency of airports, passenger and freight rail, seaports, and intermodal facilities.
- **Department of Management Services:** Increase the fuel efficiency of the state’s motor vehicle fleet.
- **Department of Agriculture and Consumer Services, Office of Energy:** Develop a statewide energy policy and administer grants to improve energy efficiency (e.g., upgrading transportation signaling systems).
- **Regional Visioning Partnerships (e.g., myregion.org, OneBay, First Coast Vision, Heartland 2060, Seven50, and others):** Develop regional visions and action plans that integrate community, environmental, and land use choices with transportation decision-making to achieve desired outcomes, such as reduced growth in vehicle miles traveled (VMT) and energy efficiency.
- **Clean Cities Coalitions:** Work to encourage the use of alternative fuel vehicles and supporting infrastructure to achieve better fuel efficiency.

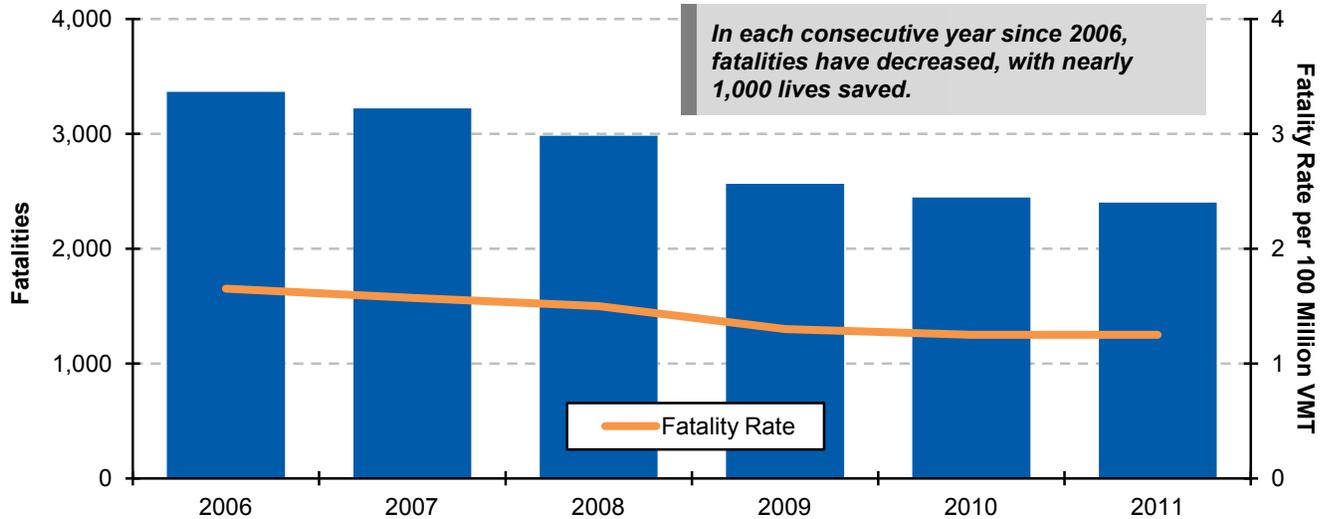
What other factors influence this indicator?

- Fuel costs and fuel economy.
- Changes in vehicle miles traveled (VMT).
- Alternative fuel passenger and freight vehicles.
- Transit (bus, rail), bike and pedestrian, ridesharing, teleworking, and other commuter options.

Note: Transportation sector energy uses includes natural gas and petroleum consumed by motor vehicles, rail, airplanes, and marine vessels.



Transportation-Related Roadway Fatalities



Source: Florida Department of Highway Safety and Motor Vehicles.

Improving
(Change from most recent data year)

Why track this indicator?

Transportation safety is among the state's highest commitments to its residents and visitors.

What is being measured?

Total fatalities on all public roads and fatalities on all public roads per 100 million vehicle miles traveled (VMT).

What strategies are FDOT and its partners implementing to influence this indicator?

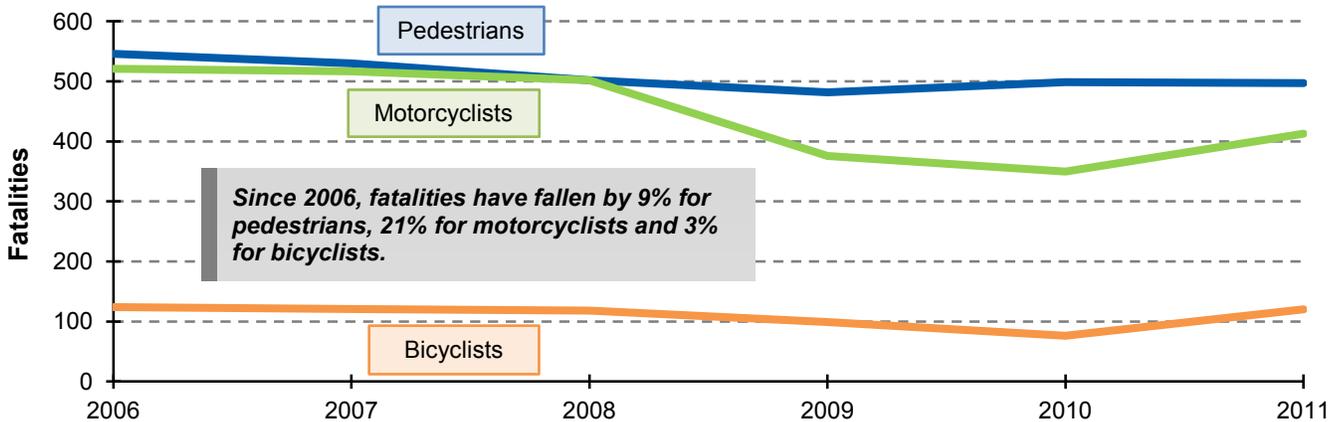
- **FDOT:** Collaborate with Florida's 12 major safety agencies and organizations through engineering, enforcement, education, and emergency management to make progress toward a five percent annual reduction in the rate of traffic related fatalities and serious injuries.
- **FDOT:** Work with Florida's safety partners to strategically concentrate resources in eight emphasis areas: aggressive driving; intersection crashes; vulnerable road users (pedestrians, bicyclists, and motorcyclists); lane departure crashes; impaired driving; aging road users and teens; distracted driving; and traffic data.
- **Metropolitan Planning Organizations:** Address transportation safety in regional long-range transportation plans.
- **Florida Highway Patrol:** Use targeted enforcement to address problem areas like driving under the influence, seat belt violations, and aggressive driving (e.g., speeding, improper passing, disregarding traffic controls).

What other factors influence this indicator?

- Individual driver skill, impairment, or behavior.
- Vehicle age and condition.
- Seat belt usage.
- Weather.
- Changes in vehicle miles traveled (VMT).



Transportation-Related Pedestrian, Bicycle, and Motorcycle Fatalities



Source: Florida Department of Highway Safety and Motor Vehicles.

Why track this indicator?

Pedestrians, bicyclists, and motorcyclists are among Florida’s most vulnerable road users. Florida’s fatality rates for these users are some of the highest in the nation.

What is being measured?

Total fatalities on all public roads and fatalities per 100 million vehicle miles traveled (VMT) for pedestrians, bicyclists, and motorcyclists.

Improving: Pedestrians
(Change from most recent data year)



Worsening: Motorcyclists
Bicyclists
(Change from most recent data year)



What strategies are FDOT and its partners implementing to influence this indicator?

- **FDOT:** Continue to implement the Comprehensive Motorcycle Safety Program using a data-driven approach to improve motorcycle safety.
- **FDOT and Interdisciplinary Partners:** Establish dedicated bicycle and pedestrian safety champions at each FDOT District to focus on implementing and coordinating engineering, enforcement, education, and emergency services.
- **FDOT and University of Florida:** Continue the Pedestrian/Bicycling Safety Resource Center to educate about pedestrian and bicycle safety.

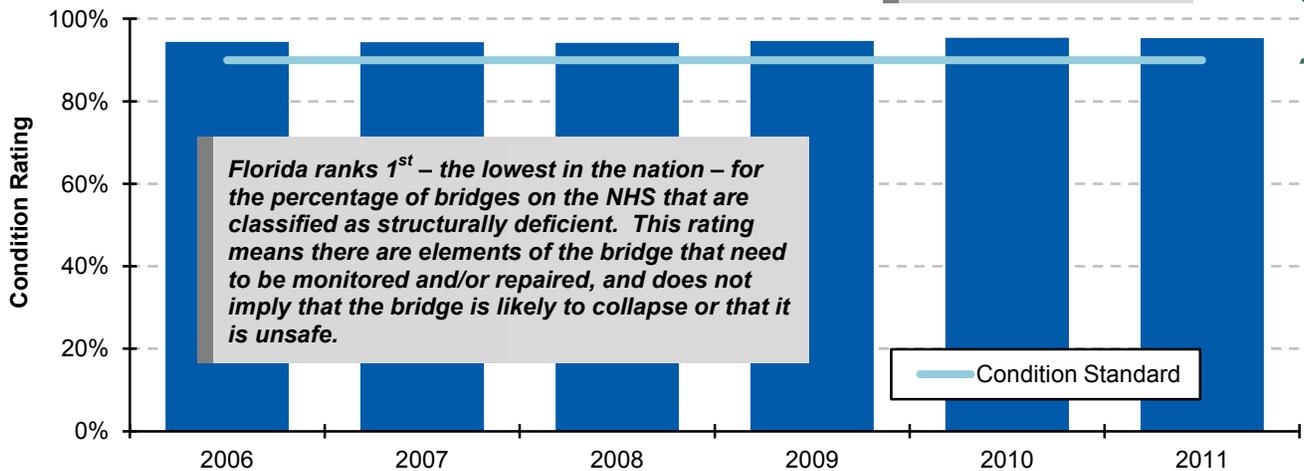
What other factors influence this indicator?

- Violation of traffic laws (e.g., pedestrian crossings at noncrosswalk locations, yielding right-of-way to bicyclists, etc.).
- Individual driver, bicyclist, and pedestrian skill, impairment, or behavior.
- Loose sand, gravel, water, oil, dip, or object on road.
- Use of protective helmets.
- Motorcycle malfunction.



Bridge Condition

For over a decade, FDOT has exceeded its condition standard.



Florida ranks 1st – the lowest in the nation – for the percentage of bridges on the NHS that are classified as structurally deficient. This rating means there are elements of the bridge that need to be monitored and/or repaired, and does not imply that the bridge is likely to collapse or that it is unsafe.

Source: FDOT, Office of Maintenance.

Maintaining
(Target achieved)

Why track this indicator?

Keeping Florida’s bridges in good condition is critical to the safe mobility of people and goods. It is required by state statute, and is a good practice for local government and other facility owners.

What is being measured?

Bridge condition on the State Highway System is measured using the National Bridge Inventory condition ratings, which range from 0 (failed) to 9 (excellent). FDOT’s standard is to achieve a rating of 6 (satisfactory) or higher on 90 percent of state-owned bridges.

What strategies are FDOT and its partners implementing to influence this indicator?

- **FDOT:** Inspect bridges across the state (including those owned by cities, counties, and expressway authorities) every two years, and program work for state-owned bridges in FDOT’s Five Year Work Program to help bridges last longer.
- **FDOT:** Program repair or replacement of state-owned bridges within six years when a bridge becomes classified as structurally deficient and/or is posted for weight restrictions.
- **FDOT:** Permit and route overweight/oversize vehicles to minimize negative impacts of these vehicles or loads to bridges, and protect motorists from potential damages caused by them.
- **FDOT and Cities/Counties/Authorities:** Administer programs that provide local aid for replacement of non-state-owned bridges.
- **Florida Highway Patrol:** Enforce commercial vehicle size and weight laws to reduce the illegal operation of vehicles that exceed weight limits.

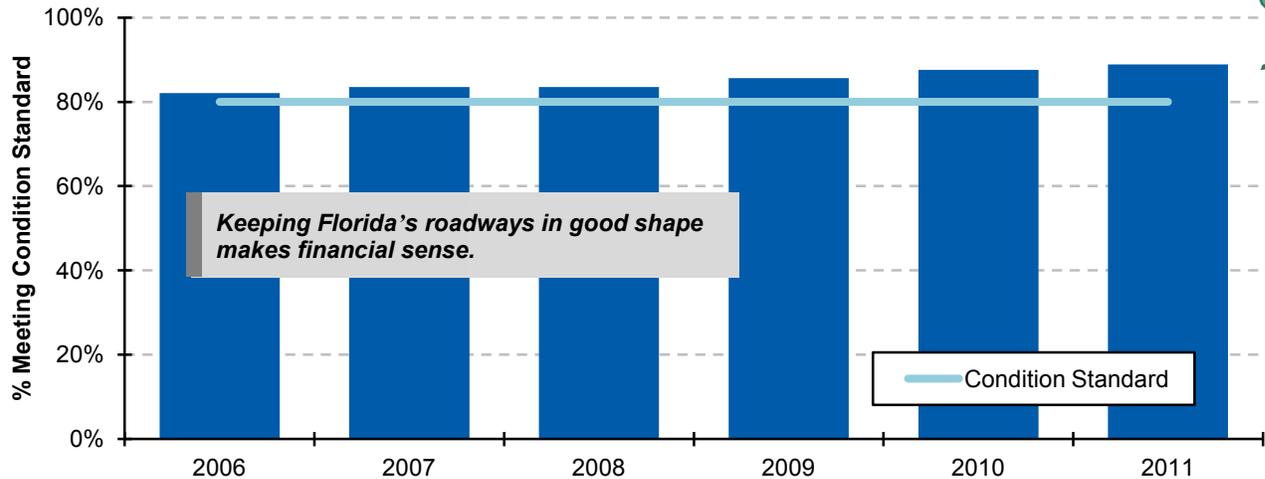
What other factors influence this indicator?

- Environmental effects (e.g., inclement weather, water infiltration, saltwater).
- Impacts from vehicles, barges, and ships that crash into bridge structures.
- Design and construction quality.

Note: Florida statute 334.046(4) requires “Ensuring that 90 percent of department-maintained bridges meet department standards” (<http://www.leg.state.fl.us/Statutes/>).



Road Condition



Source: FDOT, Pavement Management Office.

Improving
(Target achieved)

Why track this indicator?

Wear and tear from constant usage has a negative impact on pavement condition. Proactively maintaining roadways not only extends the useful life of pavement, but also improves performance, creating a more cost-effective and pleasant driving experience. It is required by state statute, and is a good practice for local government and other facility owners.

What is being measured?

Pavement on the State Highway System are evaluated using a Pavement Condition Rating scale, which ranges from 0 (failed) to 10 (excellent). FDOT's standard is to achieve a rating of 6.5 or higher on 80 percent of State Highway System pavement.

What strategies are FDOT and its partners implementing to influence this indicator?

- **FDOT:** Survey roadways annually and prioritize pavement work in the Five Year Work Program.
- **FDOT:** Provide technical assistance to cities and counties to guide them in conducting pavement condition surveys and ratings and using these data to improve pavement condition.
- **Florida Highway Patrol:** Enforce commercial vehicle size and weight laws to protect pavement from excessive damage.

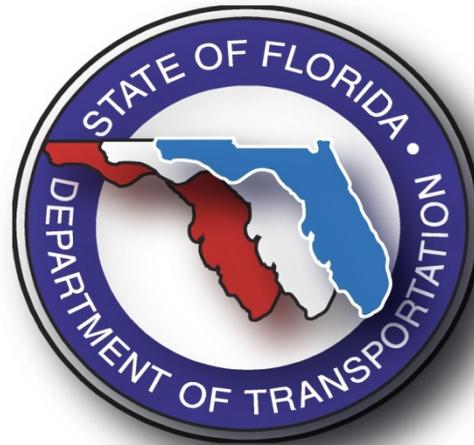
What other factors influence this indicator?

- Environmental effects (e.g., inclement weather, water infiltration).
- Design and construction quality.

Note: Florida statute 334.046(4) requires "Ensuring that 80 percent of the pavement on the State Highway System meets department standards" (<http://www.leg.state.fl.us/Statutes/>).

Note: An exception to FDOT's standard is that a ride rating between 5.5 and 6.4 is considered non-deficient (or meeting Department standards) on roadways with a posted speed of 45 miles per hour or less.

U.S. Bicycle Route System



Florida Bicycle and Pedestrian Partnership Council

August 22, 2013

Today's Presentation

- ◆ History of USBRS
- ◆ Michigan Example
- ◆ Key Florida Actions to Date
- ◆ Next Steps



History of USBR

- ◆ U.S. Numbered Highways – 1926
- ◆ Interstate Highway System Numbering – 1957
- ◆ Purpose and Policy U.S. Numbered Bicycle Routes Adopted – 1979

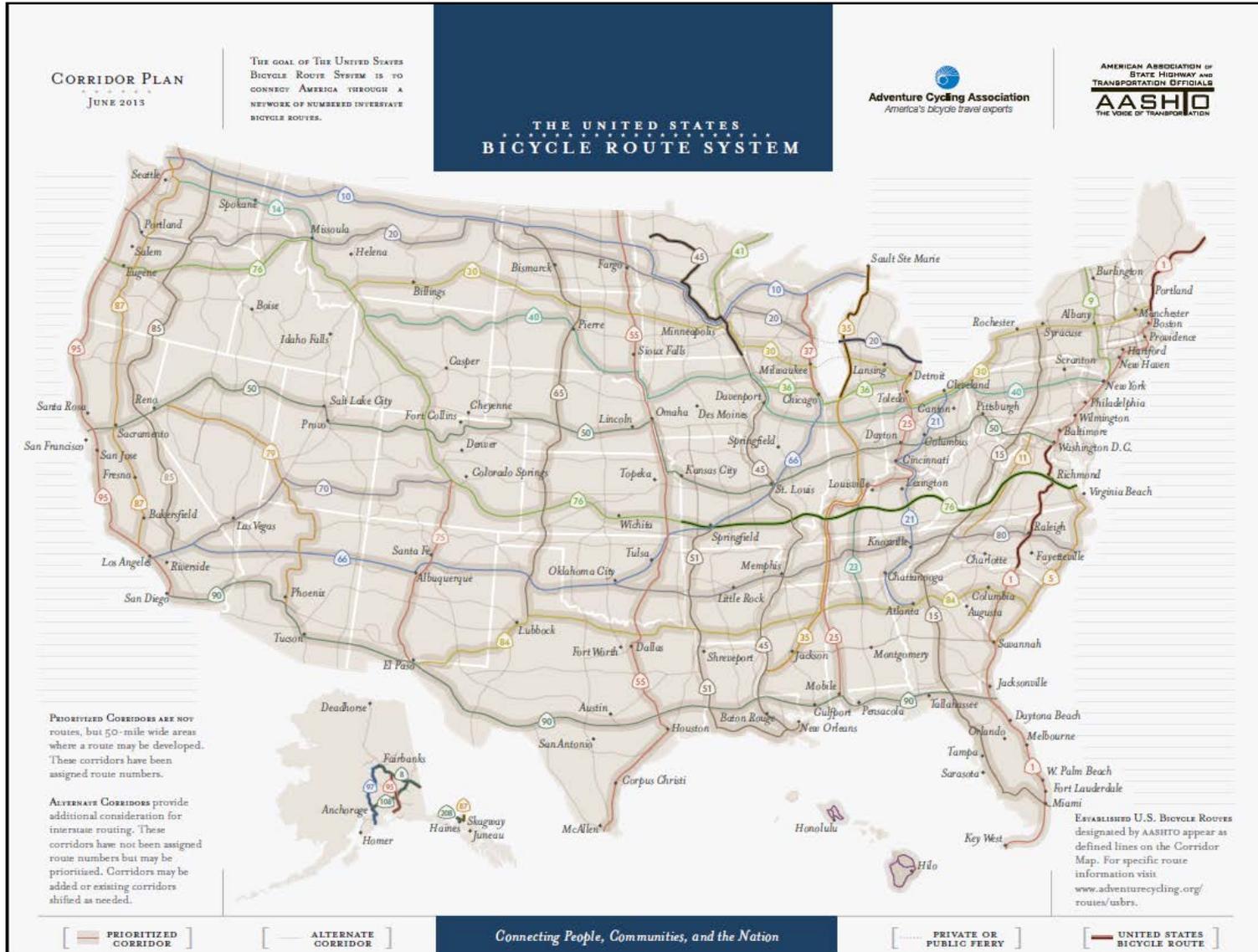


History of USBR

- ◆ First U.S. Bicycle Route Designations – 1982
- ◆ AASHTO Task Force on U.S. Bicycle Routes – 2003
- ◆ National Corridor Plan endorsed – 2008
- ◆ Next U.S. Bicycle Route Designations – 2010
- ◆ To Date – 10 routes in 9 states (Alaska, Kentucky, Illinois, Maine, Michigan, Minnesota, New Hampshire, North Carolina, Virginia)



USBR Corridor Plan



Michigan Example



Michigan Example

- ◆ Two years to designate USBR 35
- ◆ 124 page application
 - ✓ 47 pages of maps
 - ✓ 5 pages of turn-by-turn directions
 - ✓ 46 local agency resolutions of support
 - ✓ Letter from Indiana DOT acknowledging route connection at state line
- ◆ While some portions of route are signed, users should not rely solely on signs for navigating
- ◆ . . . aid to long-distance touring bicyclists who are comfortable riding with traffic



Key Florida Actions to Date

- ◆ FDOT adopts Policy on US Numbered Bicycle Routes – 2011
- ◆ FDOT Plans Preparation Manual includes criteria for selecting routes within the USBRS corridors (Chapter 8, Section, 8.4.6.1) – 2012
- ◆ FDOT announces intention to apply for USBR 1 and USBR 90 designations within two years – 2013



Key Florida Actions to Date

U.S. NUMBERED BICYCLE ROUTES

It is the policy of the Florida Department of Transportation (FDOT) to establish components of the United States Bicycle Route (US BR) system in Florida, intended to connect with routes being established in Georgia and Alabama. In carrying out this policy, the FDOT will:

- Comply with the “Purpose and Policy U.S. Numbered Bicycle Routes” of the American Association of State Highway and Transportation Officials; and
- Encourage other state agencies, regional planning councils, metropolitan planning agencies, local governments, bicycling interest groups, and managers of bicycle facilities to contribute towards the assessment and identification of routes for designation as a US Bicycle Route.

The initial four 50-mile wide corridors that will be considered for establishment of US Bicycle Routes in Florida are:

- US BR 90, which follows US 90 from Pensacola to St. Augustine;
- US BR 1, which follows US 1 from Nassau County to Key West;
- US BR 15, which follows Florida’s Gulf Coast from Madison County to Miami; and
- Alternate US BR CFG, which follows the route of the Marjorie Harris Carr Cross Florida Greenway from Daytona Beach to Tampa Bay.

Other United States Bicycle Routes may be established. Related information including criteria for designation of routes in Florida will be maintained and available in the FDOT ***Plans Preparation Manual, Topic No. 625-000-007.***



Next Steps

- ◆ Announce Florida USBR initiative
- ◆ Launch Web page
- ◆ Seek resolutions of support
- ◆ Seek resolutions for alternative routes to U.S. Highway 1 and U.S. Highway 90



Questions?



FLORIDA BICYCLE AND PEDESTRIAN PARTNERSHIP COUNCIL

10th COUNCIL MEETING August 22, 2013

DRAFT RECOMMENDATIONS WORKSHEET

Introduction

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

The language below has been developed by staff in response to Council member discussion of the starting point document reviewed at the May 1, 2013 meeting. The language in that document in turn had been based on Council discussions at BPPC Meetings 6, 7 and 8. Please note that the May 1 version of the draft, together with notes of member discussion and ratings of each draft recommendation are included in the summary of the May 1 meeting for comparison.

At your meeting on August 22, 2013 members will be asked to review and refine these draft recommendations further, and indicate whether, as refined during the meeting, they are acceptable as Council recommendations emerging from members' deliberations to-date.

Instructions

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

Initial Acceptability scale:

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

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

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

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

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

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

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

Completing the System (CS)

CS1 – FDOT, in partnership with the Florida Greenways and Trails Council, should pursue opportunities to contribute to full implementation of the Florida Greenways and Trails Priority Network in all transportation policy and project planning. These opportunities include:

- consideration of additional ROW for separate shared-use paths during all transportation corridor planning, and in the ETDM process.
- continuing to ensure that all new transportation corridors, and to the extent possible new facilities within existing corridors, include provision for bicycle and/or (as appropriate) pedestrian facilities.
- identifying opportunities for expansion of the limited access pilot [projects] to contribute to implementation of the Florida Greenways and Trails Priority Network.
- considering the development of inter-agency MOAs to promote cooperation in the implementation of the Florida Greenways and Trails Priority Network.
- working with MPOs and other regional entities to promote the development of bicycle and pedestrian plans.

Initial acceptability of potential recommendation as drafted (circle):

3	2	1
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Comments on rating: _____

CS2 – The Florida Greenways and Trails Council and FDEP should consider local government support and the availability of local matching resources (including in-kind, maintenance and ROW contributions) as one criterion when prioritizing projects as part of the update to the Florida Greenways and Trails program.

Initial acceptability of potential recommendation as drafted (circle):

3	2	1
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Comments on rating: _____

Other Suggestions?

Safety (S)

S1 – FDOT and its partners should expand the focus of Florida's pedestrian safety campaign to include bicycles.

Initial acceptability of potential recommendation as drafted (circle):

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

Comments on rating: _____

S2 – FDOT and its partners should increase their focus on driver safety awareness and training as it pertains to bicycle and pedestrian safety.

Initial acceptability of potential recommendation as drafted (circle):

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

Comments on rating: _____

Other Suggestions?

Cultural Change (CC)

CC1 – FDOT and its partners should take measures to promote awareness and use of design discretion available in FDOT guidelines for accommodating bicycle and pedestrian needs in the design and construction of transportation facilities, including:

- development of a “champions” program (speakers’ bureau?) for design discretion, including uniform informational presentations and materials and a range of speakers, to promote awareness and use of the availability of design discretion for bicycle and pedestrian purposes.
- working with FDOT districts should promote communication between district traffic operations personnel, engineers and local government planners and officials to promote awareness of available design discretion for bicycle and pedestrian purposes..
- coordination with the Statewide School Design Committee to develop or enhance design guidelines for bicycle and pedestrian facilities that support schools.
- build upon the Traditional Neighborhood Development Chapter in the Greenbook to create additional guidance for local governments in creating *context sensitive design* and *complete streets* for bicycle and pedestrian purposes.

Initial acceptability of potential recommendation as drafted (circle):

3	2	1
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Comments on rating: _____

CC2 – FDOT and DEO should coordinate with MPOs, local governments and other partners to adopt goals and policies that encourage mode-shift to bicycle and pedestrian transportation.

- FDOT should develop "best practices" policies that encourage mode shift for consideration by local governments in development of the Transportation Element of their comprehensive plans.

Initial acceptability of potential recommendation as drafted (circle):

3	2	1
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Comments on rating: _____

Other Suggestions?

Health (H)

H1 – FDOT and its partners should support the State Health Improvement Plan (SHIP) through policies that advance bicycle and pedestrian transportation for school, work and recreation.

Initial acceptability of potential recommendation as drafted (circle):

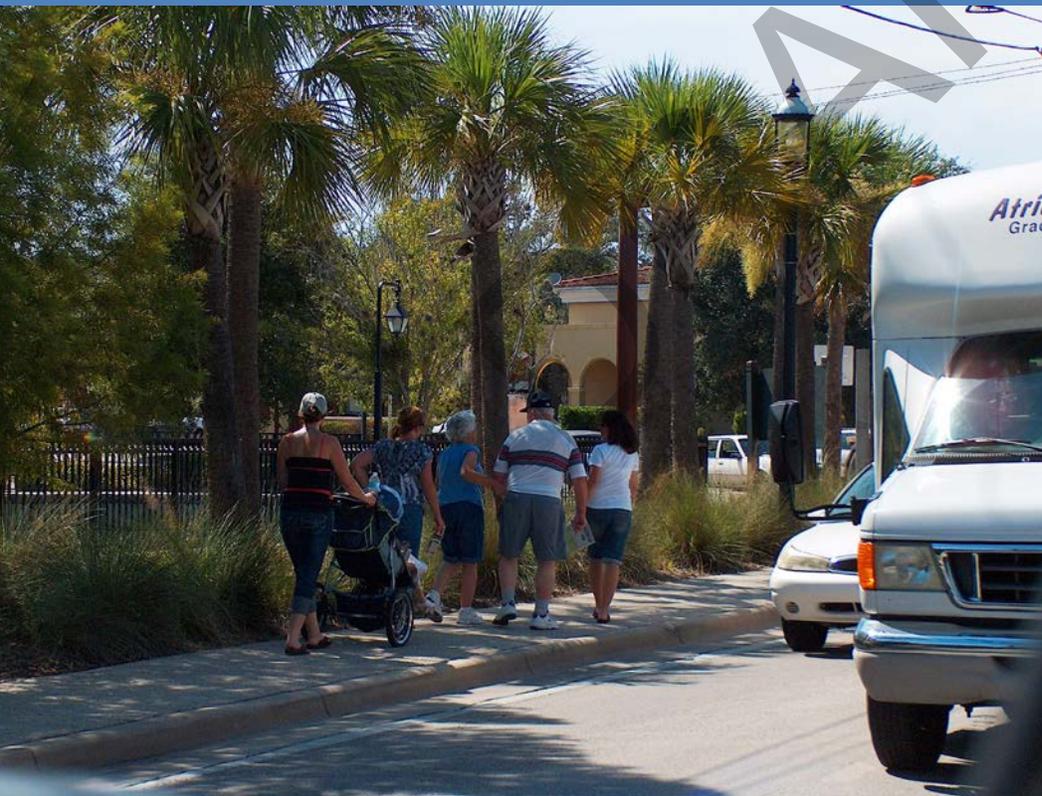
3	2	1
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Comments on rating: _____

Other Suggestions?



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



Florida Department of Transportation
DRAFT - August 2013

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Executive Summary

An Executive Summary will be prepared and inserted into the Annual Report after the Council's August meeting.

DRAFT

Introduction

In April 2010 the Florida Department of Transportation (FDOT) announced the establishment of a statewide initiative on bicycle and pedestrian mobility. The Florida Bicycle and Pedestrian Partnership Council was convened to make policy recommendations to FDOT and its transportation partners throughout Florida on the state's walking, bicycling and trail policies, programs and facilities. The Council's mission is to assemble the many different partners needed to make and implement these recommendations.

This report details the Florida Bicycle and Pedestrian Partnership Council's activity during their second year between April 2012 and August 2013—providing a "snapshot" of the Council's activity over the past year. It outlines details of the Council's charge, work plan and membership throughout this timeframe, and summarizes the five meetings that were held over the past year.

The report also describes future roles for the Council to play in the development, design, implementation, and regulation of bicycle and pedestrian policies and facilities throughout the state, and policy recommendations to-date.

Florida Bicycle and Pedestrian Partnership Council: Overview

The Florida Bicycle and Pedestrian Partnership Council's overarching mission is promote the livability, health and economic benefits of bicycle and pedestrian activity by providing 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 first meeting of the Council was convened on June 28, 2010. One of the first items the Council discussed and took action on was the adoption of its *Charge*—a description of the Council's role and responsibilities in making Florida and its communities more pedestrian and bicycle friendly. In addition to the *Charge*, the Council developed two annual *Work Plans* (one for 2010/11 and another for 2012/2013) that organized the annual activities of the Council. The *Charge* and the *Work Plans* were the foundation for the Council's efforts.

As part of this Overview, the following sub-sections include a description of the Council's *Charge*, a document that explains the Council's duties; the Council's *Work Plan*, a document that laid-out the meeting schedule and planned actions for the Council throughout the year; and a list of the Council's collective membership over the course of the past year.

Council Charge

An initial version of a *Charge* was presented for review and comment at the Council's first meeting in 2010. This version was accepted by the Council, with minor modifications, at its second meeting. At the Council's fifth meeting in November 2011, members reviewed, refined

and accepted a revised *Charge* that more fully reflected the nature and scope Council activities, as those had evolved during the preceding year. In September 2012 the Council made a few additional minor modifications reflective of bicycle and pedestrian mobility and safety.

Below is the revised *Charge* that emerged from the September 2012 meeting. For reference, the original charge has been placed in the Appendix.

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.

Council Work Plan & Schedule

The bullet points below outline the Council's Work Plan (for meetings 6 through 10 during 2012/2013) as coordinated with the meeting schedule. The tenth meeting concluded the work of the Council's year-long effort in preparing an Annual Report, as well as identifying focus areas for the coming year.

April 24, 2012 – 6th Council Meeting

- Review activities to-date, including Council Charge and Recommendations
- Review and discuss proposed 2012-2013 Work Plan
- Review and provide input on proposed candidate projects to meet requirements for bicycles on limited access bridges
- Review and identify future opportunities for input to the Strategic Highway Safety Plan Update
- Review and provide initial input to FDEPs 2012 Florida Greenways and Trails Plan Update
- Identify potential cultural change topics for 2012-2013 recommendation development

September 12, 2012 – 7th Council Meeting

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

November 29, 2012 – 8th Council Meeting

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

May 1, 2013 – 9th Council Meeting

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

August 22, 2013 – 10th Council Meeting

- Receive updates on FDOT's Safety Initiatives
- Receive updates on other related State Agency plans
- Receive presentation on the 2060 FTP Scorecard
- Review and refine draft recommendations
- Review and discuss use of the Council Website to promote best practices
- Review draft Annual Report
- Identify candidate focus areas for 2013-2014

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

Council Procedures & Guidelines

The Council in 2011 approved a set of procedures and guidelines for the conduct of its meetings, which are the same procedures and guidelines that were used during the Council's 2012/2013 meeting cycle. Below are the Council's "Procedures and Guidelines."

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

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

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

Council Roles & Responsibilities

The Council in 2011 approved a set of roles and responsibilities for the Council members, which are the same roles and responsibilities that were used during the Council's 2012/2013 meeting cycle. Below are the Council's "Procedures and Guidelines."

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

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

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

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

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

Council Membership

The Council's membership evolved throughout the course of the year, as certain members became unable to continue their participation, while other members were added to the Council. Additionally, not all members were able to attend each meeting; therefore, designated persons from within the absentees' respective organizations attended in lieu of the specific Council member. Names indicated with an asterisk (*) denote a current member as of the August 2013 Council meeting. Members and their alternates are listed below.

- Bob Romig*, Florida Department of Transportation (Chair)
- Major Timothy Ashley, Florida Department of Highway Safety and Motor Vehicles (Alternate: Chief Grady Carrick)
- 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)
- Jesus Gomez, Florida Public Transportation Association
- Leilani Gruener*, Florida Department of Health
- Jeannette Hallock-Solomon, Florida Department of Economic Opportunity
- Sue Hann*, Florida League of Cities
- Billy Hattaway*, Florida Department of Transportation, District Representative
- Thomas Hawkins*, Florida League of Cities
- Charlie Hood*, Florida Department of Education (Alternate: Tracey Suber)
- Joey Hoover, Florida Association of Counties
- Richard Hopkins, Florida Department of Health
- Laurie Koburger*, Florida Department of Elder Affairs (Alternate: Marcus Richartz)
- Trenda McPherson*, Florida Department of Transportation, Safety Office
- Zoe Mansfield*, Florida League of Cities
- Kathleen Neill, Florida Department of Transportation
- Patricia Northey*, Florida Association of Counties
- Carol Pulley*, Pedestrian Representative
- Max Rothman, Transportation Disadvantaged Representative
- Cyndi Stevenson*, Florida Association of Counties (Alternate: Andrew Ames)
- M. R. Street*, Florida Department of Health
- Sarah Ward, Metropolitan Planning Organization Advisory Council
- Major Mark D. Welch*, Florida Department of Highway Safety and Motor Vehicles
- Jim Wood*, Florida Department of Transportation, Office of Policy Planning (former representative of the Florida Department of Environmental Protection)
- Vacant, Florida Association of Counties
- Vacant, Transportation Disadvantaged Representative

Each member of the Council brings a special perspective by representing critical demographics, constituencies, and partner agencies. The Council's membership, dedicated participation, and contributions are critical to the success of the Partnership Council's efforts.

Council Recommendations

During the May 2013 meeting, Council members were presented with an initial set of policy guidance statements, which were drawn from previous Council discussions. Members provided feedback on these statements, which were then refined by the Council in a subsequent discussion into a set of recommendations that cover four broad topic areas of: Completing the System, Safety, Cultural Change, and Health. An overarching theme of these four topic areas was that _____.

Based on input that will be received at the August meeting a final version of the recommendations is expected to be approved by the Council. Below are the Council's 2012/2013 preliminary draft recommendations – as drafted by staff. **Based on input received at the August meeting a final version will be inserted into the Annual Report.**

Completing the System (CS)

CS1 – FDOT, in partnership with the Florida Greenways and Trails Council, should pursue opportunities to contribute to full implementation of the Florida Greenways and Trails Priority Network in all transportation policy and project planning. These opportunities include:

- consideration of additional ROW for separate shared-use paths during all transportation corridor planning, and in the ETDM process.
- continuing to ensure that all new transportation corridors, and to the extent possible new facilities within existing corridors, include provision for bicycle and/or (as appropriate) pedestrian facilities.
- identifying opportunities for expansion of the limited access pilot [projects] to contribute to implementation of the Florida Greenways and Trails Priority Network.
- considering the development of inter-agency MOAs to promote cooperation in the implementation of the Florida Greenways and Trails Priority Network.
- working with MPOs and other regional entities to promote the development of bicycle and pedestrian plans.

CS2 – The Florida Greenways and Trails Council and FDEP should consider local government support and the availability of local matching resources (including in-kind, maintenance and ROW contributions) as one criterion when prioritizing projects as part of the update to the Florida Greenways and Trails program.

Safety (S)

S1 – FDOT and its partners should expand the focus of Florida's pedestrian safety campaign to include bicycles.

S2 – FDOT and its partners should increase their focus on driver safety awareness and training as it pertains to bicycle and pedestrian safety.

Cultural Change (CC)

CC1 – FDOT and its partners should take measures to promote awareness and use of design discretion available in FDOT guidelines for accommodating bicycle and pedestrian needs in the design and construction of transportation facilities, including:

- development of a “champions” program (speakers’ bureau?) for design discretion, including uniform informational presentations and materials and a range of speakers, to promote awareness and use of the availability of design discretion for bicycle and pedestrian purposes.
- working with FDOT districts should promote communication between district traffic operations personnel, engineers and local government planners and officials to promote awareness of available design discretion for bicycle and pedestrian purposes..
- coordination with the Statewide School Design Committee to develop or enhance design guidelines for bicycle and pedestrian facilities that support schools.
- build upon the Traditional Neighborhood Development Chapter in the Greenbook to create additional guidance for local governments in creating context sensitive design and complete streets for bicycle and pedestrian purposes.

CC2 – FDOT and DEO should coordinate with MPOs, local governments and other partners to adopt goals and policies that encourage mode-shift to bicycle and pedestrian transportation.

- FDOT should develop “best practices” policies that encourage mode shift for consideration by local governments in development of the Transportation Element of their comprehensive plans.

Health (H)

H1 – FDOT and its partners should support the State Health Improvement Plan (SHIP) through policies that advance bicycle and pedestrian transportation for school, work and recreation.

Summary of Meetings

The Council held five meetings (labeled meetings #6 through #10) between April 2012 and August 2013, which have been detailed in this report to document the Council’s progress over the course of the past year. Meetings were held in April, September and November of 2012 and May and August of 2013. Meetings took place in Tallahassee and were typically full-day meetings. Attendees aside from Council Members included one or more facilitators, FDOT staff

members, and observers from planning organizations, additional state partner agencies, and relevant stakeholders.

Meeting #6: April 24, 2012

This meeting was the sixth official meeting of the Council, held at the FDOT Central Office Burns Building Auditorium. The meeting opened with introductions and a briefing on the agenda. Directly following these opening remarks was a recap of the Council's activity since the previous meeting, as well as the identification of areas for potential focus in 2012-2013 provided by Florida Conflict Resolution Consortium (FCRC) Consensus Center. The FCRC provided an overview of the draft 2012-2013 Work Plan based on the focus areas identified by the Council at its November 2011 meeting.

An overview of the revised website for the Bicycle and Pedestrian Partnership Council was provided and Council members were able to provide feedback with regard to the new format. Following presentation of the website, a Council member representing the Rails to Trails Conservancy provided an update on the 2012 Florida legislative session and discussed new adjustments to bicyclist regulations. This presentation also provided a briefing on the "All Aboard Florida" program, a proposed high-speed rail connection between Orlando and Miami backed by private investment.

FDOT's Office of Policy Planning then provided the Council with an update on the multi-year federal reauthorization bills moving through the U.S. Congress. This presentation was followed by FDOT's Office of Design, with a presentation on the status of the a pilot program that will allow bicycles on limited access facilities by assessing three urban areas using criteria specified in statute.

Next, FDOT's Safety Office provided a presentation on bicycle/pedestrian activities in the State Safety Office. The presentation included a briefing on the update of the Florida Strategic Highway Safety Plan (SHSP) and covered the Bicycle/Pedestrian Focused Initiative led by FDOT District 1 Secretary.

This presentation was succeeded by a discussion on Florida's "Pedestrian Safety Program" led by a member of FDOT's Safety Office. This presentation expressed the Safety Office's interest in having a member of the Council as a participant in the development of a 3-year Strategic Safety Pedestrian Plan that will be part of the SHSP, as well as additional partners who are supportive of bicycle/pedestrian safety. Finally, the Safety Office provided an update on their schedule of activities, stressing the importance of obtaining the Council's input within a specific timeframe and gave a brief presentation regarding activities of the Office of Injury Prevention.

Next, the Florida Department of Environmental Protection (FDEP) provided the Council with a presentation on the update of the 2012 FDEP Florida Greenways and Trails Plan, distributed a handout on the 2012 Plan, and requested feedback.

The final presentation at the April meeting was given by a member of the FCRC Center, who explained that the three items identified by the Council for consideration as part of the Cultural Change discussion were already addressed in the meeting: improvement of utilization; encouragement of private sector investment, and distracted driving. It was also noted that facilitators and staff would develop an updated Work Plan to address the focus areas identified by the Council in November 2011. The updated Work Plan would reflect the schedule for Council input to the SHSP and FDEP plan updates, suggest a sequence of presentations and discussions to address the Cultural Change topics, and include an opportunity to discuss the connection between bicycle and pedestrian issues and public health.

Finally, the Council requested any final public comments and determined that the next meeting be scheduled for September 2012. It was announced that the timing and topics for the meeting would be coordinated with the FDEP and the FDOT Safety Office to provide timely opportunities for Council input to the Greenways and Trails Plan and the Strategic Highway Safety Plan updates. Members were asked to fill out evaluation forms and thanked for their participation prior to meeting adjournment.

Meeting #7: September 12, 2012

The seventh Council meeting took place in the FDOT Central Office Burns Building Auditorium. The meeting began with introductions, an overview of the agenda, and a review of the April meeting summary. Opening statements were followed by the provision of an update on the Council's activities. It was noted that this meeting's agenda would focus on "Contributions to Connecting the System" and "Safety." It was also noted that the Council's next meeting would focus on recommendations for Contributions to Connecting the System and Safety, as well as Cultural Change (which includes three sub-topics of: Encourage Private Investment, Distracted Driving, and Encourage Utilization of Existing Facilities).

The first presentation by FDOT's Office of Policy Planning, provided a brief update on the three candidate Pilot Projects that will allow bicycles on limited access bridges located at the Pineda Causeway, Aventura, and Miami Beach/Miami. It was noted that the pilot would be a 2-year long effort, and the Department would provide regular progress updates at future Council meetings. A brief update on the Pineda Causeway pilot project in Brevard County was provided by a Council member from the Florida League of Cities.

Next, a brief presentation regarding updates to the Council's website was given and members were able to provide feedback regarding updates to the site. Also, FDOT's Office of Policy

Planning provided the Council with an update on the recently passed two-year federal reauthorization entitled *Moving Ahead for Progress in the 21st Century Act* (MAP-21) and the impact this law will have on bicycle and pedestrian programs in Florida.

Following these presentations, a roundtable discussion of pedestrian and bicycle safety issues was facilitated. The roundtable began first with a brief presentation led by the FDOT Safety Office, which updated members on the Safety Office's Strategic Highway Safety Plan, as well as a presentation and a facilitated discussion relative to the Pedestrian Strategic Safety Plan. The new "Bicycle/Pedestrian Focused Initiative" to improve bicycle and pedestrian safety throughout Florida focusing on the top ten counties for bicycle and pedestrian crashes was also discussed.

The roundtable discussion then shifted focus to bicycle and pedestrian safety issues - the same facilitated discussion that the Safety Office used throughout the State during its safety listening sessions in August of 2012. A series of questions designed by the Safety Office was asked as a way to facilitate an interactive discussion on safety. It was noted that the theme of responses was a lack of education for how motorists should interact with bicyclists and pedestrians. The effectiveness of various programs and practices were discussed both generally and in terms of elements including emergency response and senior mobility and safety. Feedback from the roundtable was incorporated into the Bicycle/Pedestrian Strategic Safety Plan's analysis, findings, and summary report.

Following the conclusion of the roundtable discussion, the final presentation by the Florida Department of Environmental Protection provided the Council with an update of the 2012 FDEP Florida Greenways and Trails System Plan, covering Plan's draft goals, linkages between the Plan and other planning efforts, the establishment of priorities to guide resources, developing a framework for "closing the gaps," along with a review of a series of draft maps.

At the conclusion of the meeting, members were asked for any additional comments and it was noted that the next meeting would be scheduled for November 2012. This meeting would include the following topics for potential recommendations for the 2012/2013 Annual Report: the Safety Office's Strategic Highway Safety Plan (SHSP), the Pedestrian Strategic Safety Plan (PSSP), and the Draft 2012 FDEP Florida Greenways and Trails System Plan. It was also noted that the Council's next meeting will also include a discussion on: design discretion for using the Florida Greenbook and the Florida Plans Preparation Manual; initial recommendations for 2 of the 4 Work Plan topics: Connecting the System and Cultural Change; update on the three pilot projects; and best Practices for items that can be added to the website. Members were then asked to complete evaluation forms and thanked for their participation prior to meeting adjournment.

Meeting #8: November 29, 2012

The eighth Florida Bicycle and Pedestrian Partnership Council meeting was held at the FDOT Headquarters in the Betty Easley Conference Center. The first item on the agenda was a review of the BPPC activities to date. These include a review of the Council's charge, role, responsibilities, recommendations, and a review of the Work Plan for 2012-2013. Following the review, members were asked for comments and clarification. The meeting then included ten presentations. Council members were given the opportunity to provide feedback at the end of each presentation.

The first presentation was made by Mr. Jim Wood of the Florida Department of Environmental Protection about the 2012 Florida Greenways and Trails System (FGTS) Plan. This presentation included the major goals and the Plan's prioritization process. The presentation closed with a schedule of the next steps of the Plan's development and funding decreases.

The second presentation was given by Ms. Trenda McPherson of the FDOT Safety Office on the Strategic Highway Safety Plan (SHSP). The final version will be available on the website and in print in December 2012. Ms. McPherson also provided an update on the Florida Bicycle/Pedestrian Focused Initiative, including Ped 101 training, public outreach, the Dangerous by Design study, a video addressing distracted driving, additional facilitated meetings around Florida with state and local partners, and training of law enforcement about enforcement of existing laws.

The third presentation was given by Ms. Mary Anne Koos from the FDOT Office of Design on the implementation of the three pilot projects that allow bicyclists on limited access bridges. These projects include the Pineda Causeway, the William Lehman Causeway, and the Julia Tuttle Causeway.

The fourth presentation was given by Mr. Billy Hattaway, the FDOT District 1 Secretary on Secretary Prasad's Bicycle/Pedestrian Focused Initiative. Specific issues covered included land use issues, school board policies, and the development of the Florida Greenbook.

The fifth presentation was given by Ms. Karen Brunelle from the Federal Highway Administration on a program started in 2008 to develop and implement measures promoting pedestrian and bicycle safety. During the presentation, Ms. Brunelle also discussed Florida's FHWA Pedestrian Safety Focus.

The sixth presentation was given by Ms. Jeannette Hallock-Solomon from the Department of Economic Opportunity on Complete Streets in Florida. This included examples of Complete Street Policies which go beyond Chapter 163, F.S. Considerations within the policy examples in the presentation included: beautification, context sensitive design, demographics density and

modal plan integration. Also, discussed was the partnership with the Manatee County Health Department for the development of a Complete Streets Policy in the Manatee County Comprehensive Plan.

The next four presentations were given by speakers from the Florida Department of Health. The seventh presentation was given by Ms. Leilani Gruener on the Injury Prevention program. Included in this presentation was information on the Injury Prevention Strategic Plans and the Bike Helmet Promotion Program.

The eighth presentation was given by Ms. Lauren Berlow on the Bureau of Chronic Disease Prevention's Communities Putting Prevention to Work and the Community Walking School bus intervention programs.

The ninth presentation was given by Ms. Street on the ACHIEVE Program which provides strategies and tools for communities to address and prevent chronic diseases. Ms. Street also discussed the Chronic Disease Prevention State Plan and Collaborative Action Plan, which helps organize the implementation of state-wide initiatives that include biking and pedestrian issues.

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

Following the presentations, Mr. Montalvo asked council members to review the recap of their recommendations from the previous annual report and the list of focus areas for the year. Staff members will develop initial draft recommendations based on this and previous meetings for review and refinement at the next meeting. Council members were asked to provide additional ideas, suggestions and comments.

Mr. Beardall reminded the Council members that their Charge included supporting bicycle and pedestrian advocates in identifying and promoting best practices. This included opportunities for pedestrian and bicycle advocates to exchange ideas and understand policy information.

Meeting #9: May 1, 2013

The ninth Florida Bicycle and Pedestrian Partnership Council meeting was held at the FDOT Headquarters in the Burns Building Auditorium. The first item on the agenda was the introduction of Jim Wood as the new Director of FDOT's Office of Policy Planning. Next a recap of BPPC activities to date was given, including a review of the Council's charge and role and

responsibilities. The focus of the next meeting will be on the draft recommendations and draft annual report.

The next item on the agenda was several presentations providing updates on several State agency plans. The first presentation was an update on three initiatives of the FDOT Safety Office including the Strategic Highway Safety Plan, the Pedestrian Bicycle Strategic Safety Plan, and Secretary Prasad's Pedestrian and Bicycle Focused Initiative. The second presentation updated the Council on the Florida Greenways and Trails System Plan and the "Coast to Coast Connector," which is planned set of trails that will run from Pinellas County to Brevard County. The third presentation updated the Council on the expansion of the focus of the Bureau of Chronic Disease Prevention's Strategic Prevention Program to include more partners to address pedestrian and bicycle issues as they deal with healthy weight issues. Florida's surgeon general has declared healthy weight as Florida's biggest health issue.

The next item on the agenda was an update of State and Federal Legislative updates by Bob Romig. Council members were given the opportunity to ask any questions or give any updates related to legislative issues. The "Coast to Coast Connector" was passed by both houses in the Florida Legislature, but still needs approval from the Governor. There is a proposed bill in the Florida Legislature (HB 7127) that would allow FDOT to support multi-use trail sponsorship agreements.

Following the legislature update, two presentations were given on the Communities for a Lifetime program and the Safe Mobility for Life program. The Communities for a Lifetime program's mission is to provide transportation to those who no longer can or should drive. The Safe Mobility for Life update included linkages to the Communities for a Lifetime program.

Following these presentations was a review and discussion of new potential Council recommendations. Council members were asked to rate a series of statements on a scale of 1 to 3 with 3 representing "I can support this as is," 2 representing "I can support this, but I would like to see the following changes," and 1 representing "I cannot support this unless serious concern(s) are addressed as follows.

The next item on the agenda was a review of the Best Practices Tool on the website and potential new additions. The new website ([www.FDOT BikePed.org](http://www.FDOTBikePed.org)) should be completed within the next few weeks. Council members should send any suggestions for highlighting "best practices" to Rob Magee for review with the full Council at the next meeting. Following this presentation, the proposed format for the BPPC Annual Report was presented.

An opportunity was given to members of the public to offer comments or suggestions for the Council to consider, but no public comments were offered. Council members were asked to complete and submit the evaluation form presented earlier in the meeting. These evaluations

will be compiled and included in the Council's Annual Report. Input from this meeting will be used to re-draft the Council's statements for review at the next meeting as potential recommendations for the Annual Report.

Meeting #10: August 22, 2013

A summary of the Council's tenth meeting will be inserted into the Annual Report after the August meeting.

Additional Meeting Materials

For additional information regarding the presentations, materials, and summaries, please reference the Bicycle and Pedestrian Partnership Council's website located at: <http://www.FDOTBikePed.org>.

Future Role

The August 2013 meeting will include a discussion of what the Council's future role and focus areas should be for the coming year. Based on input from members—reflective of the Council's charge—the consensus of the Council was that for the 2013/2014 year the areas of focus would be:

-
-
-
-

The Council's 2013/2014 meeting cycle will commence in the fall of 2013. At that meeting the Council will develop a new annual Work Plan for the coming year, which will detail the coming year's meeting and general topic areas of discussion, reflective of the Council's focus areas.

Summary

The Florida Bicycle and Pedestrian Partnership Council was convened to provide policy recommendations to FDOT and its partners on the state's walking, bicycling and trail facilities. The Council's five meetings throughout the year covered a variety of topics relevant to bicycle and pedestrian planning, which helped to generate ideas for further Council discussion and ultimately produced an evolving set of recommendations throughout the year. At each meeting, Council members were given opportunities to voice opinions, raise specific issues, and contribute towards the dissemination of bicycle and pedestrian related information as part of a forum of critical stakeholders and community members.

Throughout the Council's year-long effort, the Council developed a set of recommendations that focused on _____ that will provide maximum benefits to the greatest number of users. Working with FDOT and its partners, these recommendations will be carried out in 2013/2014 to aid future bicycle and pedestrian planning efforts.

It is anticipated that the next Council meeting, entering into 2013/2014, will emphasize the following topics, identified at the August 2013 meeting: _____; _____; and _____.

DRAFT

Appendix – Council’s Original Charge

The FDOT has established a standing statewide “Partnership Council” on bicycle and pedestrian mobility. The Council includes key agency representatives and external stakeholders. The Council will provide guidance to the Department and its partner agencies on policy matters affecting the bicycle and pedestrian transportation needs of the State of Florida.

The FDOT Bicycle and Pedestrian Partnership Council duties also include facilitating increased coordination and collaboration by advising the Department on all statewide transportation planning and safety activities, including the Florida Transportation Plan (FTP). The Council will also report annually on the status towards making Florida and its communities more pedestrian and bicycle friendly. The Council will review and provide policy recommendations or comments, as appropriate, on issues and reports including but not limited to:

Design:

- FDOT’s *Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways* (commonly known as the “Florida Greenbook”)¹
- FDOT’s Plans Preparation Manual and Design Standards
- Revisions to Traffic Engineering Manual regarding pedestrian crosswalks, use of countdown signals, rapid flashing beacons and pedestrian hybrid signals

Planning:

- Identify best practices for local communities (e.g., land development codes, school siting), metropolitan planning organizations (MPOs), and regional planning councils (RPCs) to enhance bicycle and pedestrian mobility through planning and design criteria and practices.
- FDOT plans (Strategic Intermodal Systems plan, 2060 FTP) and partner plans (e.g., local comprehensive plans, MPOs, RPCs)
- Department of Community Affairs growth management rules

Safety:

- Strategic Highway Safety Plan and vulnerable road users (e.g., pedestrians, cyclists)
- Safety Office Programs (School Crossing Guard, Safe Routes to School, Florida Traffic and Bicycle Safety Education, Pedestrian Safety Resource Center)
- Highway Safety Grant Program

¹ Partnership Council recommendations or comments on the “Florida Greenbook” will be made to the Greenbook Advisory Committee (which is charged in F.S. 336.045 with developing “uniform minimum standards and criteria for the design, construction, and maintenance of all public streets, roads, highways, bridges, sidewalks, curbs and curb ramps, crosswalks, where feasible, bicycle ways, underpasses, and overpasses used by the public for vehicular and pedestrian traffic”).

Measures and Data:

- Identify opportunities for incorporating other data into planning and decision making (e.g., bicycle and pedestrian injury data, exposure to risk)
- Identify performance measures for improving access and reducing accidents

Programs and Funding:

- Review of Pedestrian & Bicycle Program, Transit Office, and Rail Office procedures and programs
- Establish policies for use of existing funds such as Statewide Transportation Enhancements
- Review and make recommendations for encouraging consistency with and securing funding opportunities from federal initiatives to promote more livable communities and well connected walking and bicycling networks

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MEETING EVALUATION FORM

**Florida Bicycle and Pedestrian Partnership Council
10th Council Meeting
Tallahassee, Florida**

Proposed Meeting Objectives

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

WERE THE MEETING OBJECTIVES MET?

• To receive updates on FDOT’s Safety Initiatives and Future Role of the BPPC	5	4	3	2	1
• To receive updates on other related State Agency Plans	5	4	3	2	1
• To receive presentations on the 2060 FTP Scorecard and the U.S. Bicycle Route System	5	4	3	2	1
• To review and refine Council recommendations for the BPPC annual report	5	4	3	2	1
• To identify candidate focus areas for 2013-14	5	4	3	2	1
• To review and discuss use of the Council Website to promote best practices	5	4	3	2	1
• To review draft illustration of the Annual Report	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)