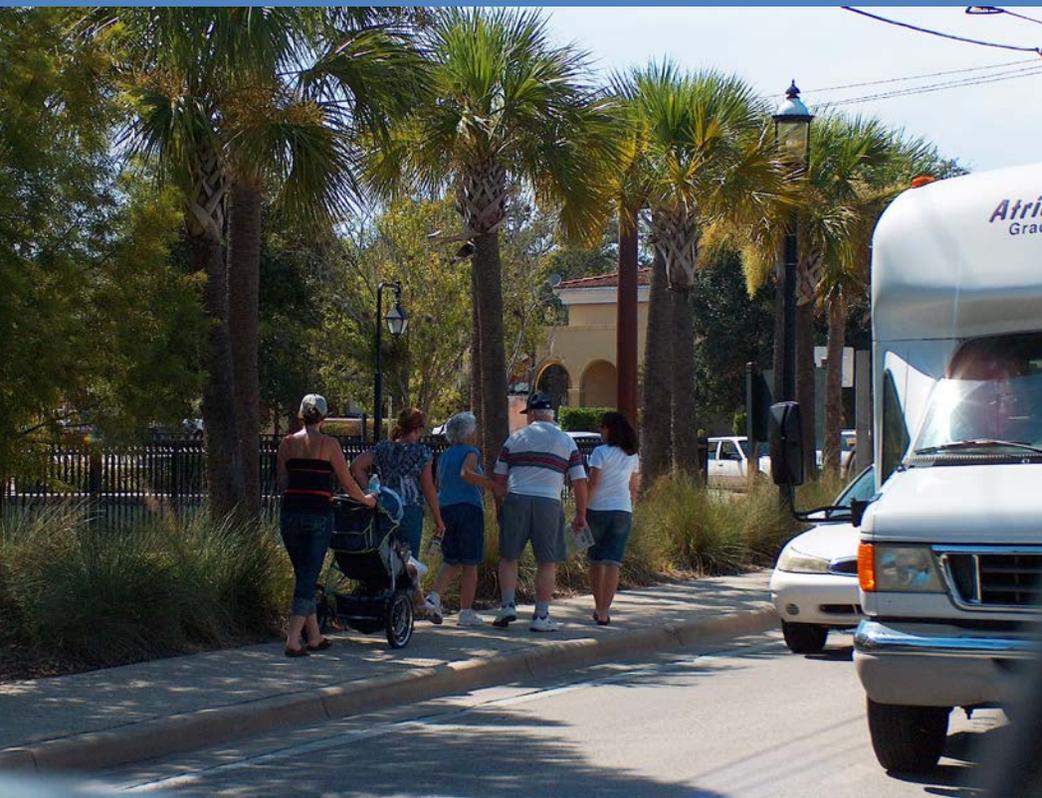




The Florida Bicycle and Pedestrian Partnership Council: 2012/2013 Annual Progress Report



Florida Department of Transportation
October 2013

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Executive Summary

The Florida Bicycle and Pedestrian Partnership Council was formed to provide policy recommendations to the Florida Department of Transportation (FDOT) and its partners on the state's walking, bicycling and trail policies, programs and facilities. The Council's mission is to promote the livability, health and economic benefits of bicycle and pedestrian activity by providing guidance to 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 identifies areas for recommendations and best practices on a yearly basis.

The Council met five times between April 2012 and August 2013. At the conclusion of its fifth meeting the Council approved a set of recommendations, which were organized around four broad policy areas:

- ◆ **Completing the System** – pursue opportunities that contribute to the implementation of bicycle and pedestrian connections
- ◆ **Safety** – focus on and promote bicycle and pedestrian safety through on-going and new initiatives, driver awareness training, and law enforcement training
- ◆ **Cultural Change** – FDOT and its partners should promote the use of design discretion to accommodate bicycle and pedestrian needs and support policies that encourage mode-shift
- ◆ **Health** – FDOT and its partners should promote the State Health Improvement Plan (SHIP) through policies that advance bicycle and pedestrian transportation for school, work, recreation and other purposes

At the conclusion of the final meeting of the year, the Council agreed to keep its focus on these same four areas for 2013/2014. It is anticipated that these topics will be the focal point of Council meeting presentations and recommendations throughout 2013/2014.

Glossary

Coast to Coast Connector

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

Community Traffic Safety Teams (CTSTs)

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

Complete Streets

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

Context Sensitive Design

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

Efficient Transportation Decision Making (ETDM)

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

Federal highway Administration (FHWA)

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

Florida Department of Motor Vehicles (DMV)

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

Florida Greenways and Trails System (FGTS) Plan

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

Florida Greenways and Trails Council

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

Florida Greenways and Trails Priority Network

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

Florida Office of Greenways and Trails Program

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

Florida Greenbook

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

Florida Transportation Plan (FTP)

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

Florida Plans Preparation Manual

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

Human Environment

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

Intermodal

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

Livability

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

Livable Communities

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

Local Comprehensive Plan

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

Memorandum of Agreement (MOA)

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

Metropolitan Planning Organization

An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state, transportation plans and programs in metropolitan areas containing 50,000 or more residents. MPOs are responsible for the development of transportation facilities that will function as an integrated transportation system through the coordination of transportation planning and funding decisions.

Mode Shift

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

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

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

Multimodal

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

Multiuse Trails / Shared Use Paths

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

Pedestrian and Bicycle Strategic Safety Plan (PBSSP)

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

Regional Planning Council

An organization that promotes communication, coordination and collaboration among local governments, metropolitan planning organizations and other local regional authorities on a broad range of regional issues, including transportation and land use planning. There are 11 Regional Planning Councils in Florida.

Right-of-Way (ROW)

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

Secretary's Bicycle/Pedestrian Focused Initiative

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

Strategic Highway Safety Plan (SHSP)

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

State Health Improvement Plan (SHIP)

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

Sustainable Communities

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

Sustainability

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

Traditional Neighborhood Development (TND)

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

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) is a federal program authorized under MAP-21 that provides funding for projects, including on- and off-road bicycle and pedestrian facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and safe routes to school projects. The TAP program replaces funding from

pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them up into a single funding source.

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 convene 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 to 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 took place 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* have been the foundation of 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 lays-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 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 FDEP's 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 and Bicycle Strategic Safety Plan (PBSSP)
- Review and discuss the Council's potential future role in implementing the Pedestrian and Bicycle Strategic Safety Plan (PBSSP)
- 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 Council members. Names indicated with an asterisk (*) denote a current member as of the August 2013 Council

meeting. Names indicated with two asterisks (**) denote an advisor/non-member current as of the August 2013 Council meeting. Members, member alternates and advisors 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
- 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)
- 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
- Vacant, Florida Association of Counties
- Vacant, Transportation Disadvantaged Representative
- Billy Hattaway**, FDOT District One (Advisor/Non-Member)
- Trenda McPherson**, FDOT Safety Office (Advisor/Non-Member)
- Jim Wood**, FDOT Office of Policy Planning (former representative of the Florida Department of Environmental Protection) (Advisor/Non-Member)

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 in August that were further refined into a set of recommendations that cover four broad topic areas of: Completing the System, Safety, Cultural Change, and Health.

Based on input received at the August meeting a final version of the recommendations was approved by the Council. Below are the Council's 2012/2013 recommendations.

Completing the System (CS)

CS1 – FDOT and its partners should pursue opportunities to contribute to full implementation of bicycle and pedestrian connections in all transportation policy and project planning. These opportunities include:

- continuing to ensure that all new transportation corridors, and to the extent possible new and improved facilities within existing corridors, include provision for bicycle and pedestrian facilities.
- working with metropolitan planning organizations (MPOs) and other regional entities to promote the development of bicycle and pedestrian plans.

CS2 – 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 right-of-way (ROW) for separate shared-use paths during all transportation corridor planning, and in the Efficient Transportation Decision-Making (ETDM) process.
- 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 Memoranda of Agreements (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 implementation of Florida Greenways and Trails Priority Network.

CS3 – The Florida Greenways and Trails Council and the Florida Department of Environmental Protection (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, or establish a parallel and equivalent bicycle safety initiative.

S2 – FDOT and its partners, including the Department of Motor Vehicles (DMV) and local governments, should increase their focus on bicycle and pedestrian safety in driver safety awareness and training.

S3 – FDOT and its partners should promote the inclusion of a focus on bicycle and pedestrian safety in law enforcement training.

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 (e.g., 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.
- promote communication between district personnel and local government officials and staff to raise 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 *Florida Greenbook* to create additional guidance for local governments in creating *context sensitive design* and *complete streets* for bicycle and pedestrian purposes.

CC2 – FDOT, its districts, and local governments should work together to develop roadway designs that provide for a safe and accessible bicycle and pedestrian environment consistent with the local government's desired land use and vision.

CC3 – FDOT and DEO should coordinate with MPOs, local governments and other partners to adopt goals and policies that encourage mode-shift to bicycle, pedestrian, transit and other options.

- FDOT should develop "best practices" policies that encourage mode-shift for consideration by local governments in development 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, recreation, and other purposes.

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

Meeting #6: April 24, 2012

This meeting was the sixth 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 Councils' activity since the previous meeting, as well as the identification of areas for potential focus in 2012-2013 provided by the Florida Conflict Resolution Consortium (FCRC) Consensus Center, facilitators for the Council. 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 bicycle 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 discussion illustrated that the three items identified by the Council for consideration as part of the Cultural Change topic have been addressed during this 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. 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 noted that the next meeting would be scheduled in 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.

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 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, which provided an 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 projects would be a 2-year long effort, and the Department would provide regular progress updates at future Council meetings. An update on the Pineda Causeway pilot project in Brevard County was provided by a Council member representing the Florida League of Cities.

Next, a 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 (SHSP), as well as a facilitated discussion relative to the Pedestrian and Bicycle Strategic Safety Plan (PBSSP). 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 noted that there is 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 Pedestrian and Bicycle Strategic Safety Plan’s (PBSSP) 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 and Bicycle Strategic Safety Plan (PBSSP), 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.

Meeting #8: November 29, 2012

The eighth Florida Bicycle and Pedestrian Partnership Council meeting was held at the Betty Easley Conference Center in Tallahassee. The first item on the agenda was a review of the BPPC activities to date. These included 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 regarding the 2012 Florida Greenways and Trails System (FGTS) Plan. This presentation highlighted the Plan's major goals and prioritization process. The presentation closed with a discussion of the Plan's schedule, development, and funding issues.

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 the Ped 101 training, public outreach, the Dangerous by Design study, a video addressing distracted driving, the facilitated meetings around Florida with state and local partners, and a discussion on the training of law enforcement on 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 will 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, 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 Safety Countermeasures 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 Areas Initiative.

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 state statutes. 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, council members were asked 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.

Council members were reminded 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 the Council's 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 finalizing the Council's recommendations and review of the annual report.

The next item on the agenda was a series of presentations that provided updates on several State agency plans. The first presentation was an update on three initiatives within the FDOT Safety Office including the Strategic Highway Safety Plan (SHSP), the Pedestrian and Bicycle Strategic Safety Plan (PBSSP), and Secretary Prasad's Bicycle/Pedestrian Focused Initiative. The second presentation updated the Council on the Florida Greenways and Trails System Plan and the "Coast to Coast Connector," which is a 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 FDOT's Transportation Systems Development Administrator. Council members were given the opportunity to ask questions or provide updates from their organizations 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 legislative update, a presentation was given on the Communities for a Lifetime program and then one on the Safe Mobility for Life program. One aspect of the Communities for a Lifetime program's mission is to ensure that transportation options are available to those who no longer can or should drive. The Safe Mobility for Life program update included linkages to the Communities for a Lifetime program.

Following these presentations was a review and discussion of new potential Council recommendations. Statements drawn from previous Council meetings were presented for review and discussion. Council members were asked to rate many of the statements using an "Initial Acceptability" scale. The initial ratings were compiled during the meeting through a show of hands as a starting point for discussion. These ratings were intended for application as a tool to help identify concerns about the draft statements and to focus efforts on how the statements might be refined. The specific ratings can be located in the meeting minutes on the FDOT website.

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. 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

The tenth Florida Bicycle and Pedestrian Partnership Council meeting was held at the FDOT Headquarters in the Burns Building Auditorium. The goal of the meeting was to wrap-up work the Council undertook as part of its Charge, provide direction for finalizing the Annual Report, and develop ideas for the Council's future work. New Council members Lisa Bacot (representing the Florida Public Transportation Association), Adam Biblo (representing the Florida Department of Economic Opportunity), and Greg Burke (alternate member representing the Florida Metropolitan Planning Organization Advisory Council) were introduced.

The meeting opened with introductions and a briefing on the agenda. Directly following these opening remarks was a recap of the Councils' activity since the previous meeting, as well as the identification of areas for potential focus in 2013-2014.

The next item on the agenda was a series of presentations providing updates on several State agency plans. The first presentation was an update from FDOT's Safety Office on how the Council can support the Department's Bicycle/Pedestrian Focused Initiative. The presentation opened the dialog on how the Council can help support this effort. Three areas were highlighted that the Council may want to consider as part of their efforts to promote bicycle and pedestrian safety: Legislation, Regulation, and Policy; Health Benefits of Biking/Walking; and Pedestrian Safety Action Plans (PSAP).

The second presentation was by the Florida Department of Environmental Protection (FDEP) to update the Council on the cross-state "Coast to Coast Connector" trail, noting what has been completed as well as the "missing" gaps of the trail.

The third presentation was by the Federal Highway Administration (FHWA) on the Transportation Alternatives Program (TAP) from MAP-21 and the new safety tool called Bike/Ped Safe which can be found at www.everyoneisapedestrian.com.

The fourth and final presentation within this agenda topic was by the Florida Department of Health (FDOH) on the relationship between healthy lifestyles and biking/walking, the State Health Improvement Plan (SHIP), the Agency Strategic Plan, and the Statewide Coalition. Florida's surgeon general has declared healthy weight as Florida's biggest health issue.

The next agenda topic was a discussion of questions and/or updates related to legislative issues that Council members wanted to share. Topics discussed were: the Coast to Coast Connector, Vulnerable Road Users, the Aaron Cohen Life Protection Act, and the Mandatory bike-lane law.

The next presentation was by FDOT's Office of Policy Planning on the 2060 Florida Transportation Plan Scorecard. The presentation covered the Scorecard's Indicators related to bicycle and pedestrian issues on the State Highway System with Bicycle and Pedestrian Facilities and Transportation-Related Pedestrian, Bicycle, and Motorcycle Fatalities.

The next presentation was by FDOT's Office of Policy Planning on the U.S. Bicycle Route System. The presentation covered Florida's adoption of a policy on naming U.S. Bike Routes (USBR) within Florida, along with the announcement that Florida will be applying for two USBRs. It was also announced the launching of a webpage on FDOT's website dedicated to Florida's US Bike Routes.

Rafael Montalvo of the Florida Conflict Resolution Consortium (FCRC) Consensus Center then presented the Council's revised recommendations based on input received during the May meeting. The Council rated many of the original recommendations and provided feedback on how they could be modified in the following categories: Completing the System, Safety, Cultural Change, and Health.

The revised recommendations were presented to Council members who were asked to rate the revised set of recommendations using the same "Acceptability" scale from the May meeting. Members' ratings were compiled during the meeting through a show of hands as a starting point for discussion. The ratings were not considered votes, but rather a tool to help identify concerns about the revised recommendations to focus discussion on how the statements might be finalized to help clarify members' level of support for each statement as drafted. The specific ratings can be located in the meeting minutes on the FDOT website.

Mr. Hal Beardall with the FCRC engaged the Council in a discussion on potential focus areas for the 2013/2014 year. After Mr. Beardall's presentation, the Chair asked members for their input on what they feel the Council should focus its efforts on for the following year. The general consensus was that the Council would like to continue with its current focus areas of: Completing the System, Safety, Cultural Change, and Health.

Next on the agenda, Mike Neidhart, with Office of Policy Planning/Gannett Fleming, Inc., provided an overview of the latest updates to the Bicycle and Pedestrian Partnership Council's website, which can be found at (www.FDOTBikePed.org) as well as an update on the revised draft Annual Report.

Before the meeting adjourned, it was noted that the next meeting would be scheduled sometime in November.

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 & Focus Areas

The August 2013 meeting included 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 general consensus was that for 2013/2014 the Council would continue working on the same focus areas as last year, but with an emphasis on a few additional topics, such as:

Completing the System

- Bridges
 - context sensitive projects in urban or downtown areas, with an emphasis on state facilities
 - unique bridge designs include bicycle and pedestrian facilities
- Transit Connections
 - discuss transit, transit users and the connection between transit and bicycle/pedestrian issues
- Greenways & Trails
 - provide input on the effort to close gaps in the greenways and trails system

Safety

- Local Law Enforcement
 - add additional law enforcement representatives to facilitate a better working relationship
 - consider adding a representative of the Community Traffic Safety Teams (CTST)

Cultural Change

- Education of Drivers
 - address the need for a cultural change in drivers' attitude towards bicyclists and pedestrians
 - engage a DMV representative to help address the misunderstanding of traffic laws related to bicyclists and pedestrians and clarify for general public
- Pedestrian Safety Action Plans
 - review good examples
- Legislation, Regulation and Policy
 - help clarify what the definition of a bicycle is
 - help address the disparity in consequences of killing bicyclists (vulnerable road users) and any bias there may be in the law enforcement system
 - engage in the education of the public about vulnerable road users
 - assist in repealing the mandatory bike-lane law
 - promote bicycle and pedestrian training for law enforcement officials
 - advocate for the provision that allows State Transportation Trust Fund dollars can be used on multi-use trails

Health

- Healthy Weight Initiative
 - have partner presentations to learn from each other and discover ways to collaborate, especially on the Healthy Community recognition program
 - promote the healthy weight initiative with agency partners as a way to increase bicycle and walking acceptance (this may also be considered under the Culture Change focus area)
 - promote the health benefits of biking and walking

The Council's 2013/2014 meeting cycle will commence in November 2013. At that meeting the Council will draft 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. 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 continued to focus on four key topics: Completing the System, Safety, Cultural Change, and Health. Working with FDOT and its partners, these recommendations will be carried out in 2013/2014 to aid future bicycle and pedestrian planning efforts.

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