



The Florida Bicycle and Pedestrian Partnership Council Annual Report

November 2013 - December 2014



Florida Department of Transportation
605 Suwannee Street, Tallahassee, FL 32399



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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 transportation 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 FDOT, partner agencies and other stakeholders on policy matters and issues affecting the bicycle and pedestrian transportation needs of the State of Florida. As part of its role, the Council identifies areas for recommendations on a yearly basis.

The Council met five times between November 2013 and December 2014. 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 development of guidance for local governments to provide bicycle and pedestrian facilities in appropriate state and local planning and design manuals and documents
- ◆ **Safety** – promote bicycle and pedestrian safety through Bicycle/Pedestrian Safety Audits, Pedestrian Safety Action Plans (PSAPs), and Bicycle Safety Action Plans (BSAPs)
- ◆ **Cultural Change** – promote comprehensive and coordinated efforts to support the implementation of Complete Streets, along with new and on-going bicycle and pedestrian safety initiatives for prosecutors, law enforcement, and drivers
- ◆ **Health** – promote outreach and coordination with Health Councils, Healthy Communities organizations and Public Health Departments to encourage their participation in bicycle and pedestrian issues

At the conclusion of the final meeting of the year, the Council agreed to keep its focus on these same four areas for 2015. It is anticipated that these topics will be the focal point of Council meeting presentations and recommendations throughout 2015.

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 partner agencies and organizations needed to make and implement these recommendations.

This report details the Florida Bicycle and Pedestrian Partnership Council's activity during their third working-cycle between November 2013 and December 2014—providing a "snapshot" of the Council's activity during this period. It outlines details of the Council's charge, work plan and membership throughout this timeframe. It also includes several appendices that identify past and current members, summarize the five meetings that were held, and identifies key terms within a glossary.

The report also describes the Council's future focus areas in relation to the development, design, implementation, policy recommendations, and regulation of bicycle and pedestrian policies and facilities throughout the state.

Council Contributions

The Council has played an instrumental role in improving bicycle and pedestrian safety and infrastructure. Efforts in which the Council has provided input and feedback on include, but are not limited to:

- Florida Strategic Highway Safety Plan (FSHSP) (Bike/Ped Component)
- Florida Greenways and Trails System (FGTS) Plan
- Limited Access Study Pilot Project on Bridges (s. 316.091, F.S.) – this is a 2-year pilot program to allow bicycles on three separate limited access bridges. FDOT will submit a report of its findings and recommendations to the Governor and Legislature by September 2015.
- Continuation of projects initially funded from Transportation Enhancement dollars
- Establishment of Planning Emphasis Areas (PEA's) for MPO's to incorporate Pedestrian Safety Action Plans (PSAP's) into their planning process
- Bicycle and Pedestrian "TIP" Cards – these are single page (front and back) visor cards for law enforcement officers that include statutory references and summaries of Florida's bicycle and pedestrian laws
- "Roll Call" videos – two 5 minute videos that provide bicycle and pedestrian information to assist law enforcement officers
- Work toward allowing state trust fund dollars to expand funding for trails
- FDOT's Complete Streets Policy

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 FDOT, its transportation 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 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 has developed three annual *Work Plans* (one for 2010/11, one for 2012/2013, and one for 2013/2014) that are organized around the annual activities of the Council. The *Charge* and the *Work Plans* have been the foundation of the Council's efforts.

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; the Council's *Procedures and Guidelines*, a document that describes the consensus process used in the conduct of its meetings; the Council's *Roles and Responsibilities*, a document that describes the roles of members and staff; and a list of the Council's partner organizations.

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 of 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.

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

The bullet points below outline the Council's Work Plan for 2013/2014 as coordinated with the meeting schedule. The December 2014 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.

November 12, 2013 Council Meeting

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

February 12, 2014 Council Meeting

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

June 3, 2014 Council Meeting

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

September 23, 2014 Council Meeting

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

December 10, 2014 Council Meeting

- Review the BPPC charge, procedures, guidelines and website
- Review and receive updates on previous BPPC recommendations
- Receive updates from Agencies and Other Partners
- Review and finalize recommendations for the BPPC Annual Report
- Identify candidate Focus Areas for 2015
- Discuss 2015 meeting calendar

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 2013/2014 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 2013/2014 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 Partner Organizations

The Council is comprised of a diverse set of partner agencies and stakeholder groups that work together to address policy matters and issues affecting the bicycle and pedestrian transportation needs throughout the state. Below, in alphabetical order, are the organizations that comprise the Florida Bicycle and Pedestrian Partnership Council. Appendix 1 includes a complete list of the Council's membership.

- Federal Highway Administration
- Florida Association of Counties
- Florida Bicycle Association
- Florida Department of Economic Opportunity
- Florida Department of Education
- Florida Department of Elder Affairs
- Florida Department of Environmental Protection
- Florida Department of Health
- Florida Department of Highway Safety and Motor Vehicles
- Florida Department of Transportation
- Florida League of Cities
- Florida Public Transportation Association
- Metropolitan Planning Organization Advisory Council
- Pedestrian Representative
- Rails to Trails Conservancy
- Transportation Disadvantaged Representative

Council Recommendations

During the June 3, 2014 and September 23, 2014 meetings 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 into a set of recommendations. Below are the final Council recommendations for the 2013/2014 year. *Italicized* language below preceding a recommendation is offered as background information to clarify the intent of a recommendation.

The recommendations also include references to several state agencies and organizations, such as: the Florida Department of Transportation (FDOT), the Florida Department of Environmental Protection (FDEP), the Florida Department of Economic Opportunity (FDEO), the Florida Department of Health (FDOH), and Metropolitan Planning Organizations (MPO).

Completing the System (CS)

CS1 – *The Florida Bicycle and Pedestrian Partnership Council strongly supports the goals of the Limited Access Bridge Study.*

FDOT should continue to provide opportunities for the Florida Bicycle and Pedestrian Partnership Council (BPPC) to review and comment on the draft report of the Limited Access Bridge Study before the report is finalized for presentation to the Governor and Legislature by September 2015.

CS2 – *FDOT strives to consider bicycle and pedestrian improvements in conjunction with all projects involving improvements to state roads. While some local governments also do so, many do not. Cooperation between local, regional and state entities will help ensure consideration of bicycle and pedestrian improvements in all transportation projects.*

FDOT, MPOs and sister state agencies are encouraged to cooperatively develop guidance for local governments to provide routine accommodation for bicycle and pedestrian facilities with seamless connections to transit where appropriate. Guidance should include consideration of policy, funding, training and be reflected in appropriate state and local planning and design manuals and documents.

Safety (S)

S1 – FDOT, MPOs and local governments should encourage planners and design professionals to conduct Bicycle/Pedestrian Safety Audits prior to project scoping and design for resurfacing and capacity projects along high pedestrian crash corridors and areas near school zones and school bus stops.

S2 – FDOT should establish a future Planning Emphasis Area for Bicycle Safety Action Plans (BSAPs) similar to the current emphasis area on Pedestrian Safety Action Plans (PSAPs).

- S3** – *Several of Florida's demographic, economic and physical characteristics present special challenges related to bicycle and pedestrian safety. These include but may not be limited to high numbers of senior residents and tourists, as well as widespread automobile-dependent development patterns that often provide little accommodation for bicyclists and pedestrians.*

Pedestrian and Bicycle Safety Action Plans should include consideration and evaluation of Florida-specific factors that contribute to bicycle and pedestrian fatality rates, and should be developed in coordination with appropriate stakeholders, including public safety personnel.

Cultural Change (CC)

- CC1** – *The Council recognizes effective development and implementation of bicycle and pedestrian plans and initiatives require coordinated action and support from public and private stakeholders at the local level. Successful examples of such coordinated action have been led by a wide variety of public and private stakeholders, and have focused on a range of issues including community/corridor design, safety, public health, and Safe Routes to Schools. Examples include the Broward Complete Streets Coalition, and the Pinellas and MetroPlan Orlando Pedestrian Safety Action Plans.*

All stakeholders in bicycle and pedestrian issues should promote and support cross-sector, multi-stakeholder coalitions addressing bicycle and pedestrian issues at the local level.

- CC2** – FDOT, FDEP, FDEO and FDOH should develop a comprehensive and coordinated state effort supporting implementation of Complete Streets.
- CC3** – FDOT should evaluate ways to clarify its investment in bicycle and pedestrian facilities that are part of larger transportation projects.
- CC4** – Expand and improve professional training and public education on bicycle and pedestrian issues:
- Expand and improve training resources related to bicycle and pedestrian safety for judges, prosecutors, law enforcement, and road users.
 - Expand and improve public education, including:
 - Using media and social marketing campaigns to promote safety and change in unsafe road user behavior. Consider smaller-scale but more frequent campaigns, and strategies targeted to reach specific communities, including the promotion of mode-shift and use of transit in conjunction with bicycle trips.
 - Deploying SHAPE (Society of Health and Physical Educators) America's and FDOT's Office of Safety bicycle education programs through extra-curricular activities targeting middle and high schools, while continuing the programs currently available at elementary schools.

- Developing a training component for elected officials to learn more about bicycle and pedestrian policy objectives.
- Encourage the insurance industry to establish additional discounts for drivers who complete bicycle and pedestrian safety programs.

CC5 – *The ultimate safety goal is to eliminate all fatalities and serious injuries on Florida’s roadways, consistent with the state’s Strategic Highway Safety Plan (SHSP). Florida’s comprehensive approach to bicycle and pedestrian safety combines education, enforcement, engineering, and emergency medical services (EMS) in a data driven approach to problem resolution and targets all road users.*

Adopt Florida’s comprehensive approach to bicycle and pedestrian safety, “Alert Today Florida,” as a best practice for integrated transportation safety planning and infrastructure.

CC6 – FDOT should evaluate the potential for possible revision or repeal of legislation that requires cyclists to use bicycle lanes, when available.

Health (H)

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

Future Focus Areas

The December 2014 meeting included a discussion of what the Council’s future 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 2015 the Council would continue working on the same focus areas as last year:

- Completing the System
- Safety
- Cultural Change
- Health

While the Council decided to keep the same four focus areas, the consensus was that the overarching theme would be to provide input, through the focus areas, to the updates of both the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS) Plan.

Summary

The Florida Bicycle and Pedestrian Partnership Council was convened to provide policy recommendations to FDOT and its transportation 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 transportation partners, these recommendations will be carried out in 2015 to aid future bicycle and pedestrian planning efforts.

Appendix 1: 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 December 2014 Council meeting. Names indicated with two asterisks (**) denote an advisor/non-member current as of the December 2014 Council meeting. Members, member alternates and advisors are listed below.

- Jim Wood*, Florida Department of Transportation (Chair)
- Becky Afonso*, Florida Bicycle Association
- Lisa Bacot*, Florida Public Transportation Association
- Adam Biblo*, Florida Department of Economic Opportunity
- Samantha Browne*, Florida Dept. of Environmental Protection (Alternate: Doug Alderson)
- Karen Brunelle*, Federal Highway Administration (Alternate: Carl Mikyska)
- Ken Bryan*, Rails to Trails Conservancy
- Timothy Bustos, Florida Bicycle Association
- Julie Dudley*, Florida Department of Health
- Leilani Gruener, Florida Department of Health
- Sue Hann*, Florida League of Cities
- Thomas Hawkins, Florida League of Cities
- Charlie Hood, Florida Department of Education
- Steve Holmes*, Transportation Disadvantaged Representative (Alternate: Karen Somerset)
- Laurie Koburger, Florida Department of Elder Affairs
- Zoe Mansfield, Florida League of Cities
- Heather Murphy*, Pedestrian Representative
- Patricia Northey, Florida Association of Counties
- Carol Pulley, Pedestrian Representative
- Harry Reed*, Metropolitan Planning Organization Advisory Council
- Stephen Slotter*, Florida Department of Elder Affairs (Alternate: Buddy Cloud)
- Cyndi Stevenson*, Florida Association of Counties (Alternate: Andrew Ames)
- M. R. Street, Florida Department of Health
- Tracey Suber*, Florida Department of Education
- Lisa VanderWerf-Hourigan*, Florida Department of Health
- Sarah Ward, Metropolitan Planning Organization Advisory Council
- Major Mark D. Welch*, Florida Department of Highway Safety and Motor Vehicles
- Randy Wells*, Florida League of Cities
- DeWayne Carver**, FDOT Roadway Design Office, State Bicycle/Pedestrian Coordinator
- Billy Hattaway**, FDOT District One, Secretary

- Lora Hollingsworth**, FDOT Safety Office, Chief Safety Officer
- Trenda McPherson**, FDOT Safety Office, State Bicycle/Pedestrian Safety Program Manager

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.

Appendix 2: Council Meeting Summaries

The Council held five meetings between November 2013 and December 2014, which have been detailed in this report to document the Council's progress over the course of the past year. Meetings were held in November of 2013 and February, June, September and December of 2014. 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.

November 12, 2013 Meeting

The November 12, 2013 meeting was 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 of focus in 2013-2014 provided by the Florida Conflict Resolution Consortium (FCRC) Consensus Center, facilitators for the Council. The FCRC provided an overview of the draft 2013-2014 Work Plan based on the focus areas identified by the Council.

Next, the FDOT Roadway Design Office provided an overview of the Limited Access Study Pilot Project on Bridges - a pilot program that allows bicycles on three limited access bridge facilities. Design features were created for bicyclists and pedestrians, and cameras were set up along the bridges to assess behavioral factors. During the discussion of these projects, Council members were briefed on some of the unique aspects of each project; such as special green pavement markings, warning signs, speed limits, and lane widths.

Next, a former charter member of the BPPC provided a presentation on a series of videos that were currently being developed for Law Enforcement that cover bicycle and pedestrian traffic laws, entitled the "Roll Call" video. The videos would include an introduction of the issues, the nature of vehicle/bike/pedestrian crashes, behavior, common violations, laws, and enforcement outcomes. It was noted that two videos would be created, one on bicycle safety and another for pedestrian safety.

Following the presentation, the Florida Department of Health provided a presentation on the Florida Surgeon General's Healthy Weight Initiative, which is examining linkages between health and the built environment. One of the goals of this initiative is to reduce the number of Floridian's who are at an unhealthy weight by five percent. This will be accomplished through the following initiatives: provision of technical assistance on Complete Streets policies, coordination with the Florida Department of Environmental Protection's (FDEP) on Greenways and Trails projects, and encouragement of public participation in the Walking Challenge.

Next, the FDOT Office of Policy Planning provided an update on the status of the Pedestrian & Bicycle Safety Coalition's Legislation, Regulation and Policy subcommittee. Council members were briefed on the work that is currently underway as well as future efforts by the Coalition. FDOT is proposing that State Transportation Trust Fund (STTF) dollars be used to support FDEP's Priority Trails Network. Current law does not provide for this; however, it does not prohibit it either. A key provision of this proposal would be that if STTF dollars are used, then there would have to be a local sponsor. The proposal would also require that the local sponsor/government be the maintaining agency. This proposal can provide an opportunity to have extra money go towards trail projects.

Following this discussion, the Florida Department of Education informed the Council that the Lake County school district has decided to withdraw "Courtesy" busing in Lake County. This proposal has been met with opposition from parents. Since then, Lake County has implemented a "pay to ride" program. They have also adopted local hazardous walking criteria to assess areas that are hazardous for walking to school. And finally, twenty-nine states including Florida participated in a nation-wide survey on the number of drivers that, on average, illegally pass school buses. Data from the survey, entitled the "2013 Stop Arm Violation Survey," showed that Florida ranked second highest in the number of violators of states that participated in the survey, second only to California.

The next item on the agenda was a discussion of the latest updates to the Bicycle and Pedestrian Partnership Council's website, which can be found at (www.FDOTBikePed.org). Council members were informed that they could send their suggestions for highlighting "best practices" to staff for review with the full Council at the next meeting.

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.

February 12, 2014 Meeting

The February 12, 2014 meeting was held at the FDOT Central Office Burns Building Auditorium. The meeting opened with introductions and a briefing on the agenda. Following these opening remarks was a recap of the Councils' activities to-date, as well as the identification of areas of focus in 2013-2014 provided by the Florida Conflict Resolution Consortium (FCRC) Consensus Center, facilitators for the Council.

Next, the FDOT Office of Policy Planning discussed a framework for developing BPPC recommendations for the 2013-2014 Annual Report that could provide a link between the Council's recommendations and implementation. The framework is based around the Council's

role, which is to develop recommendations, organize and categorize subject areas to identify focus areas as a means to promote advocacy while providing guidance for implementation.

The Office of Policy Planning then discussed Pedestrian Safety Action Plans (PSAPs) as a part of a new state Planning Emphasis Area (PEA) that will help address two of the Council's four focus areas: "Safety" and "Cultural Change." MPO's will incorporate the new PEA into the development of their bi-annual Unified Planning Work Program (UPWP) prior to adoption in June. Even though PSAPs are a new state PEA, they are not required planning documents. However, they are useful tools that local communities can use to implement the goals of Florida's Strategic Highway Safety Plan and Florida's Pedestrian and Bicycle Strategic Safety Plan by providing an operational link between safety planning and implementation. The City of Orlando and Pinellas County PSAPs were presented as good practice examples.

Next, the Rails to Trails Conservancy provided a legislative update to the Council. It was noted that the Florida Supreme Court ruled in favor of allowing language for the Florida Water and Land Legacy Campaign to be on the November 2014 ballot, which if approved by voters will allow for more funding for trails and conservation projects. Then the Florida Bicycle Association (FBA) provided an update on the programs FBA is supporting, which include: the Florida Coast-to-Coast Connector trail and the Aaron Cohen Life Protection Act. Next, the Pedestrian Representative on the Council provided updates regarding the Safe Streets Act and the Bicycle and Pedestrian Infrastructure Financing Act. The Joint Use of Public School Facilities (CS/CS/ HB 277) was also discussed.

Following the various legislative updates, state agency updates were provided. The Florida Department of Environmental Protection's (FDEP) Office of Greenways and Trails (OGT) is currently trying to gather more data related to the economics of trails, with a focus on trail use, health impacts, and trail connectivity. The OGT is also focusing on closing the gaps between trail locations listed on the Priority Trails Gap Map. Top Tier projects have been identified, with the list being finalized by March 2014. To help close gaps a \$2.5 million funding cycle was opened to acquire property to build new greenways and trails. The funding cycle runs through April 25, 2014. A new trail guide is now on the FDEP website, which displays the locations of trails throughout Florida, and how these trails can be used, as well as other trail specific information.

The FDOT Office of Policy Planning then provided an update on the on the status of the Coast-to-Coast Connector. The off-road multi-use trail has been identified as a regional priority supported by 11 MPOs across the state. Of the 275 total miles, 200 miles of the trail are either completed or funded for construction. The state was able to advance a segment in Brevard County, and bring an entirely new segment in Volusia County into the FDOT 5-year Work Program. The state is working toward allowing State Transportation Trust Fund (STTF) dollars being used to expand funding for trails. Of the projects that remain, approximately \$66 million is needed to

fund and complete the remaining gaps based on estimates provided by MPOs and local governments.

The next item was an update provided by the Florida Department of Health (FDOH) on the 2014 Chronic Disease Prevention Implementation Plan (CDPIP), which is a component of the State Health Improvement Plan (SHIP). The goal areas of the CDPIP are: (1) Increase the percentage of adults and children who are at a healthy weight, (2) Increase access to resources that promote healthy behaviors, (3) Reduce chronic disease morbidity and mortality, and, (4) Reduce illness, disability, and death related to tobacco use and secondhand smoke exposure. FDOH is moving toward a new structure based around these four goal areas, and they are forming teams to focus on each goal. FDOH is encouraging Council members to participate in these teams. Members can go online to www.preventchronicdisease.org to sign up and get involved. The first two goals tie-in closely with the Council's activities and provide a way to involve the Council in the goals of the CDPIP.

The Florida Department of Education (DOE) provided an update on the rising rate of illegal motorist school bus passing in Florida. It is important to examine cases when vehicles illegally pass busses, since this poses safety issues for children in areas where they are most vulnerable. Florida was the first state to conduct the National Stop-Arm Survey. School bus drivers that participated in the survey reported that a total of 11,684 vehicles illegally passed a school bus in Florida in 2013. Data was gathered and presented to draw attention to this issue via press conferences, public awareness, and law enforcement in an attempt to raise safety awareness.

Next, the FDOT Office of Policy Planning provided an update on the Pedestrian Safety Coalition's coordination of Legislation, Regulation, and Policy. The Legislation, Regulation and Policy team is currently reviewing the TIP card language (small brochures on bicycle and pedestrian laws given to law enforcement officers) and will propose changes to make it easier to understand. Then, the FDOT Roadway Design Office provided a summary of the Safe Streets Summit, which provided an update on the status of the Complete Streets Policy. FDOT has been examining whether Complete Streets Policies exist in Florida, and it has found bits and pieces of legislation but not a complete unified policy. Mr. Carver then discussed the potential to develop a policy for Florida. It will be drafted and brought to the Council by the next meeting, including a discussion on how to move this policy forward.

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.

June 3, 2014 Meeting

The June 3, 2014 meeting was held at the FDOT Central Office Burns Building Auditorium. The meeting opened with introductions and a briefing on the agenda. Following these opening remarks was a recap of the Councils' activities to-date, as well as the identification of areas of focus in 2013-2014 provided by the Florida Conflict Resolution Consortium (FCRC) Consensus Center, facilitators for the Council.

Following the briefing, the FDOT Office of Roadway Design presented the Department's efforts to incorporate Complete Streets into its planning and design process, providing a preview of two potential versions of a draft policy on Complete Streets. Next, the Broward County Metropolitan Planning Organization presented the work they have been doing to implement Complete Streets at the local level in Broward County.

The next item on the agenda was a post legislative session update. The FDOT Office of Policy Planning, the Florida Bicycle Association, and the Rails to Trails Conservancy each provided a summary of legislative activity that occurred during the 2014 Florida Legislative Session.

Next, the Florida Department of Health (FDOH) provided an update and overview of the status of the Coalition's Leadership Meeting and the Chronic Disease Prevention Coalition Summit. The Council was made aware of the Coalition Leadership Meeting and the Chronic Disease Prevention Coalition Summit, both being held in Orlando.

Next, the FDOT Office of Policy Planning provided an update and overview of the status of the Florida Bicycle and Pedestrian TIP cards. The Council was asked to offer comments and recommendations for any potential changes to the cards by June 15th. Following the TIP card update, the FDOT Safety Office provided an update and overview on the status of Florida's Bicycle and Pedestrian Focused Initiative in Florida.

The next item on the agenda was a presentation by the FDOT Office of Policy Planning on the process for updating the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS) Strategic Plan. The FTP is the state's long range transportation for all of Florida; while the SIS Strategic Plan is the policy component on how the Department's policies and guidance for planning and implementing Florida's strategic transportation system. FDOT is currently taking a fresh look at updating these plans. Following the question and answer portion of this item, the FCRC Consensus Center facilitated a discussion around two questions related to Florida's future: (1) What do you see as the major trends or issues that will impact the future of transportation in Florida?, and (2) What significant challenges could make it difficult to address Florida's transportation needs in the future? Members were asked to provide input on these discussion questions.

Next, the FCRC Consensus Center walked Council members through a set of potential recommendations that were prepared by staff. The Council was then presented with a draft list of potential organizations that the Council can transmit their recommendations to at the conclusion of this year's meeting cycle.

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.

September 23, 2014 Meeting

The September 23, 2014 meeting was held at the FDOT Central Office Burns Building Auditorium. The meeting opened with introductions and a briefing on the agenda. Following these opening remarks was a recap of the Councils' activities to-date, as well as the identification of areas of focus in 2013-2014 provided by the Florida Conflict Resolution Consortium (FCRC) Consensus Center, facilitators for the Council.

The next item on the agenda was to address updates from agencies and other partners. The Florida Department of Health (FDOH) provided an update on its activities to-date; along with an update on the upcoming Florida Chronic Disease Prevention Summit, which will be held on October 1st and 2nd, 2014. Several members of the Council will be in attendance, and will be able to participate in the breakout session. FDOH also mentioned that they have received a grant to promote health and physical activity as well as outreach.

FDOT's Office of Policy Planning provided an update on the upcoming Florida Transportation Plan (FTP) Summit which will be held on December 17, 2014, in conjunction with the Automated Vehicle Summit, which will take place on December 15th and 16th, 2014. The Council was also briefed on the Multimodal Transportation Best Practices and Model Element, which focused on a shift from vehicle use to multimodal transportation to complement Florida's growth management efforts.

Next, FDOT's Safety Office provided an update and overview of the status of the Florida Bicycle and Pedestrian TIP cards. They also gave an update on the status of Florida's Bicycle and Pedestrian Focused Initiative, along with providing an update on a new trend of community based events called "Cicolvia's" that are becoming popular in Florida. The Safety Office also mentioned that funds were made available to 15 counties in Florida that had the highest crash rates to conduct "High Visibility Enforcement." Data gathering for this will start on October 1st.

Following the FDOT Safety Office update, the FDOT Office of Roadway Design discussed the Complete Streets Concept being used by FDOT as well as to inform the Council that FDOT's "Complete Streets" Policy was adopted on September 17, 2014.

Next, The Florida Department of Environmental Protection's (FDEP) Office of Greenways and Trails (OGT) provided an update on the status of the Coast-to-Coast Connector, and informed the Council of the Summit being held on October 1, 2014 in Winter Garden, FL. October is Greenways and Trails month, which FDEP highlighted by noting that there are numerous events taking place which will be advertised on the FDEP's online calendar.

The next item on the agenda was a viewing of the "Roll Call" video, provided by Enforcement Engineering, Inc. which identified 5 types of bicycle traffic violations and 6 types of pedestrian traffic violations. Next, the Florida Department of Economic Opportunity (FDEO) presented their perspective and role in the "Complete Streets" Policy, with an emphasis on the agency's role in the implementation of this policy.

FDOT's Traffic Engineering and Operations Office then presented an update on work being done as part of the Safe Mobility for Life Program (in conjunction with the Safe Mobility for Life Coalition), which highlighted improvements that have been made for older drivers, which are beneficial for all drivers.

Next, the Florida Public Transportation Association presented an overview of transit in Florida and touched on the importance of connections with bicyclists and pedestrians. The Council was informed of the upcoming Florida Public Transportation Association Conference in Naples that will be on October 26th through October 28th, 2014.

Rafael Montalvo of the Florida Conflict Resolution Consortium (FCRC) Consensus Center then presented the Council's revised recommendations based on input received during the June meeting. Council members 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 previous 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 Council was informed that the next meeting will take place on December 10, 2014. The Council will finalize its recommendations for incorporation into the Annual Report. The Council will also develop a tentative Work Plan for 2015.

December 10, 2014 Meeting

The December 10, 2014 meeting was held at the FDOT Central Office Burns Building Auditorium. The meeting opened with introductions and a briefing on the agenda. Following these opening remarks was a recap of the Councils' activities to-date, as well as the identification of areas of focus in 2013-2014 provided by the Florida Conflict Resolution Consortium (FCRC) Consensus Center, facilitators for the Council.

The next item on the agenda was an update from FDOT's Office of Policy Planning regarding the U.S. Bike Routes in Florida. Florida now has two U.S. Bike Routes (USBR) - USBR 1 and USBR 90, which encompass over 1,000 miles.

Hal Beardall and Rafael Montalvo of the Florida Conflict Resolution Consortium (FCRC) Consensus Center then reviewed the BPPC's past recommendations from 2011-12 and 2012-13. Overarching themes were discussed based on the review of the previous recommendations. The Council was informed that FDOT will be updating the FTP and SIS plans, which is an opportunity to forward the BPPC's annual recommendations to that planning process.

Next, FDOT's Office of Policy Planning provided an update on the upcoming Florida Transportation Plan (FTP) Summit which will be held on December 17, 2014, in conjunction with the Automated Vehicle Summit, which will take place on December 15th and 16th, 2014.

Then, FDOT's Office of Roadway Design provided an update on behalf of FDOT's Safety Office on Florida's Bicycle and Pedestrian Focused Initiative. The update included an overview of the status of the "Alert Today, Alive Tomorrow" campaign, along with information on the "Alert Today Florida 300" race event. The Council was also briefed on the new community events that are becoming very popular in Florida called "Cicolvia's." The Cicolvia's are being used to promote bicycle and pedestrian mobility and safety awareness.

FDOT's Office of Roadway Design then provided an update related to the implementation efforts of FDOT's new "Complete Streets" policy that was adopted in September 2014. FDOT's Office of Policy Planning also informed the Council that FDOT District One Secretary Billy Hattaway was named Public Official of the Year by Governing Magazine.

FDOT's Office of Policy Planning then provided an update on a guidance document that is currently being developed to aid local governments in the planning and development of trail projects throughout the state. FDOT will be partnering with local governments to provide funding for the planning, design, and construction of trail projects. However, other agencies, either at the state or local level, are required to provide continued maintenance.

Next, the Florida Department of Environmental Protection's (FDEP) Office of Greenways and Trails, provided an update on the status of the Coast-to-Coast Connector, and briefed the Council on

the Summit that was held on October 1, 2014 in Winter Garden, FL. A Leadership Steering Committee has been formed to facilitate the development of a Continuity Plan for the Coast-To-Coast trail, and the first meeting of the Committee will be held in January.

The next item on the agenda was an update from the Florida Department of Economic Opportunity, which presented FDEO's perspective and role in the "Complete Streets" policy, with an emphasis on planning assistance grants for complete streets planning and bicycle and pedestrian mode accommodation.

The Florida Department of Health (FDOH) then provided an update on its activities; along with an update on the Healthiest Weight Champions award designation, noting that the deadline for nominations was extended to December 19, 2014. FDOH has received a grant to promote health and physical activity as well as outreach, and they are interested in highlighting community success stories in order to effectively communicate with the public.

Next, FDOT's Office of Policy Planning provided a review of the draft BPPC Annual Report as well as went over the list of organizations that will receive the Council's recommendations.

Rafael Montalvo of the Florida Conflict Resolution Consortium (FCRC) Consensus Center presented a series of statements that were drawn from notes of previous two 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 the revised draft Council recommendations.

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 previous 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.

Hal Beardall engaged the Council in a discussion of potential focus areas for 2015 by asking members for their input on what they feel the Council should focus its efforts on for the following year. Rafael Montalvo reminded members that given their limited number of meetings, the Council should look at focusing their efforts on a few key areas. The general consensus among members was that they would like to continue with the Council's current focus areas of: Completing the System, Safety, Cultural Change, and Health. In addition to the focus areas there was interest in hearing from each of the Council members at the table on their thoughts for future meeting topics. Council members identified sixteen potential topics, which will be used as a starting point in the development of next year's Work Plan.

The Council then discussed the future quarterly meeting schedule, and was informed that the next meeting will take place on March 10, 2015. The Council will finalize its recommendations for incorporation into the Annual Report. The Council will also develop a tentative Work Plan for 2015.

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>.

Appendix 3: 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 (FDEP)'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.