



Bicycle and Pedestrian Partnership Council Meeting

FDOT Auditorium, Tallahassee
March 1, 2018 9:00 a.m. – 4:00 p.m.

<i>Council Member, Organization</i>	<i>Designee (if applicable)</i>
<input checked="" type="checkbox"/> Carmen Monroy (Chair), Florida Department of Transportation	<input type="checkbox"/>
<input checked="" type="checkbox"/> Becky Afonso, Florida Bicycle Association	<input type="checkbox"/>
<input checked="" type="checkbox"/> Traey Aittama, Florida Department of Elder Affairs	<input checked="" type="checkbox"/> Peter Cohen
<input checked="" type="checkbox"/> Lisa Bacot, Florida Public Transportation Association	<input type="checkbox"/>
<input checked="" type="checkbox"/> Elise Batchelor, Florida Department of Highway Safety and Motor Vehicles	<input checked="" type="checkbox"/> Taaka D. Fields
<input checked="" type="checkbox"/> Scot Benton, Bicycle House	<input checked="" type="checkbox"/> Michael Resnick
<input checked="" type="checkbox"/> Adam Biblo, Florida Department of Economic Opportunity	<input checked="" type="checkbox"/> Jennie Leigh Copps
<input type="checkbox"/> Annie Bowman, Gulf Winds Track Club	<input type="checkbox"/>
<input type="checkbox"/> Monesia Brown, Walmart	
<input checked="" type="checkbox"/> Samantha Browne, Florida Department of Environmental Protection	<input type="checkbox"/>
<input type="checkbox"/> Karen Brunelle, Florida Highway Administration	<input checked="" type="checkbox"/> David Hawk
<input checked="" type="checkbox"/> Ken Bryan, Rails to Trails Conservancy	<input type="checkbox"/>
<input type="checkbox"/> Thomas Culligan, Publix Supermarkets	<input type="checkbox"/>
<input type="checkbox"/> Warren Davis, CareerSource Florida	<input type="checkbox"/>
<input type="checkbox"/> Amanda Day, Pedestrian Representative	<input type="checkbox"/>
<input type="checkbox"/> Bryan Desloge, Florida Association of Counties	<input type="checkbox"/>
<input checked="" type="checkbox"/> Kwentin Eastberg, Florida Regional Council Association	<input type="checkbox"/>
<input type="checkbox"/> Curtis Hart, Florida Homebuilders Association	<input type="checkbox"/>
<input checked="" type="checkbox"/> Herb Hiller, St. Johns River-to-Sea Loop Alliance	<input type="checkbox"/>
<input type="checkbox"/> Steven Holmes, Transportation Disadvantaged Representative	<input type="checkbox"/>
<input type="checkbox"/> Jerrie Lindsey, Florida Fish and Wildlife Conservation Commission	<input type="checkbox"/>
<input checked="" type="checkbox"/> Karen Loewen, Cycling Savvy	<input type="checkbox"/>
<input checked="" type="checkbox"/> Carl Mikyska, Metropolitan Planning Organization Advisory Council	<input checked="" type="checkbox"/> Peter Buchwald
<input checked="" type="checkbox"/> Harmon Payne, Citizen Cycling Advocate	<input type="checkbox"/>
<input checked="" type="checkbox"/> Joanna Price, Visit Florida	<input type="checkbox"/>
<input type="checkbox"/> Shamarial Roberson, Florida Department of Health	<input checked="" type="checkbox"/> Ernie Bradley
<input checked="" type="checkbox"/> Tracy Suber, Florida Department of Education	<input type="checkbox"/>
<input checked="" type="checkbox"/> Michael Sykes, Millennial Representative	<input type="checkbox"/>
<input type="checkbox"/> Ronnie Wood, Florida Main Street Program	<input type="checkbox"/>
<input type="checkbox"/> Gil Ziffer, Florida League of Cities	<input type="checkbox"/>

FDOT Support Staff and Advisors

Melanie Weaver Carr (FDOT Office of Policy Planning); Dana Reiding (FDOT Office of Policy Planning); Samantha Parks (FDOT Office of Policy Planning); Erika Thompson (FDOT Office of Policy Planning); Jim Wood (FDOT Office of Chief Planner); Trenda McPherson (FDOT Safety Office); Paula San Gregorio (FDOT Office of Policy Planning); Lora Hollingsworth (FDOT Safety Office); Robin Birdsong (FDOT Systems Implementation Office); DeWayne Carver (FDOT Roadway Design Office); Mary O'Brien (FDOT Roadway Design Office); Danny Shopf (Cambridge Systematics); Ashley Killough (Cambridge Systematics).

Meeting Highlights

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

Welcome and Introductions

Melanie Weaver Carr welcomed the Council members and thanked them for their participation. She reminded members that March is Florida Bicycle Month. Melanie led the members through introductions and provided an overview of the agenda.

Public comment

Members of the public present:

- Cosby Hayes – Hayes Mural Works
- Tony Lombardo – Havana Main Street

No public comment was offered.

2017 Annual Report Update

Melanie led the Council through a review of the 2017 Annual Report. Council members provided the following comments on the 2017 Annual Report:

- How does the implementation of the FTP support the four focus areas?
 - The report is a summary of what happened in 2017. Part of this group's activity involved identifying these focus areas as an effort to support the goals of the FTP.
- Are we carrying these three recommendations forward in our 2018 work plan?
 - The Council will discuss the 2018 work plan and next steps going forward in the next item on the agenda.
 - The Council started with a very formal structure and has transitioned to a structure more conducive to member sharing and networking. As the Council continues to open the circle, it may benefit from a more structured approach to meetings.
 - The Council has developed an implementation plan but has not made significant progress achieving the actions outlined in the implementation plan. The Council would like to focus more on implementation in the future.
 - This Council helps to support the new FTP Goal of More Transportation Choices.
- One of the most valuable aspects of this group is the feedback FDOT gets from this group. This is one of the best ways to get bicycle and pedestrian stakeholders together to hear about what is important to them.
 - A good example is the Council contributed to the development of FDOT's Complete Streets policy.

Melanie asked members to review the Related Terminology in Appendix B to identify other terms that should be included. She asked that all comments on the Annual Report be submitted to her by March 9, 2018.

2018 Work Plan

Melanie led the Council through a review of the 2018 Work Plan. Council members provided the following comments on the 2018 Work Plan:

- A question was posed regarding the layout and format of the work plan, if it is working or if it should be adjusted. Council members provided the following comments:
 - This layout is working regarding the focus areas.
 - How are we measuring?
 - The focus areas make working with the Florida Department of Health easier and it is working well.
 - It was suggested to use more equitable language in all focus areas, especially regarding equal access.

Health - Promote outreach and coordination with partners to encourage their participation in bicycle and pedestrian issues

- Currently, the Health Focus Area does not specifically reference health. Consider highlighting the Florida Department of Health as a specific partner.
- Strengthen the language to include terms such as quality of life and community partnerships.
- Health is critical element of this plan but at some point, it becomes a glass ceiling. In other parts of the world, bicycling is looked at specifically as a mode of transportation, not as a form of recreation.
 - We should include Health as a Focus Area but we should be aware of this fact.
 - Health is a good “hook” for Americans to embrace bicycle activity. Once they discover the bicycle, they will discover all of the other benefits in addition to a healthier lifestyle such as transportation.
- This is not just health, it is health in the built environment.
 - Consider adding an action item of promoting active transportation to support health in the built environment.
 - It was encouraged that the Health Focus Area should not just be about being healthy but more connected to the health benefits of bicycling and walking.
- Consider efficacy and efficiency of the Council’s actions and report on performance in the Annual Report.
- Education is a big element of promoting health related to bicycle and pedestrian activity.

Completing the System – Pursue opportunities that contribute to the development of guidance for local governments on providing bicycle and pedestrian facilities for us in appropriate design manuals and documents.

- The titles/topics are good, but the descriptions are very watered down. We can do better.
- What do we want the system to be? We need to have a goal for a complete system so we know what we are working towards.
- The larger facilities will be taken on at a statewide level. The connectivity to the system will be the responsibility of the locals.
- Can we host the BPPC meeting related to Completing the System at the September 5, 2018 meeting? The FRCA Meeting is being held during the week of June 6, 2018 and some members with a greater interest in the Completing the System topic would be unavailable for that discussion if the meeting is not moved.

Cultural Change – Promote comprehensive and coordinated efforts to support the implantation of Complete Streets, as well as on-going bicycle and pedestrian safety initiatives.

- For cultural change to be effective, bicycling and pedestrian needs should be more important and

- more convenient than other modes.
- How do we incentivize the cultural change?
 - Micro banks are financing small businesses along trails and trail towns in rural areas. This is creating economic activity in these rural areas while preserving the rural identify.
 - NPR held a podcast on trail towns and their benefits.
 - Can we incorporate economic activity in one or all of these focus areas?
- Is there anything this Council can do to encourage grocery stores to locate in areas that are considered food deserts?
 - The Florida Department of Health has a food access coordinator that supports grocery stores in rural and poor areas.
 - FDOT has done a good job implementing Complete Streets policies and now it is time to encourage complete neighborhoods that include better access to goods and services that support “Complete Communities”. It is important to educate communities on the meaning and benefits of Complete Streets.
- It is important to host public forums related to bicycle and pedestrian activity to educate/inform and engage the public.
 - Educate/inform the public about the issues and the Council and its responsibilities.
 - The Council does not necessarily have to do this but there should be an element of public outreach related to the activities of this Council.

Facilitated Discussion: Cultural Change

Danny Shopf, Cambridge Systematics, led a facilitated discussion on the Cultural Change Focus area of the Work Plan to further refine the goals and objectives of the focus area and relevant action items for the Council. Below are ideas and suggestions from the Council during the discussion. Danny asked Council members the following questions (*questions in italics*). Council members had the subsequent questions and comments:

What do we mean by Cultural Change?

- Cultural change starts with the understanding of the Council’s purpose and our tasks/goals.
 - Focus on interagency understanding and knowing where we all fit.
- A shift from vehicles as a primary mode to alternative transportation choices and active transportation.
- Cultural change is needed for both state agencies and the public.
 - The emphasis should be on the public.
- A shift in community/neighborhood design for access to needs (doctors, food, employment, etc.), through a variety of transportation choices.
- Creative use of resources.
- Educate/inform the public that bicycling is also a mode of transportation/commuting and not just for recreation.
- Shift in mindset/outlook/view of how and why people use bicycle and pedestrian resources.
- Bicyclists need to be respected and encouraged both as commuters and recreational users.
- The idea of “People First” resonated with Council to spark cultural change.
 - Put people before automobiles.

Are we comfortable with the Council’s definition of Cultural Change? (Promote comprehensive and coordinated efforts to support the implementation of Complete Streets, as well as on-going bicycle and

pedestrian safety initiatives).

- “People first” resonates more than Complete Streets, at least to the public perspective.
 - Reference people first in the definition rather than Complete Streets.
 - The public might not understand what a complete street is.
 - It may be more clear to the public to use “the right street in the right place” rather than the term Complete Streets.
- Education for both state agencies and the public.
 - Focused on Complete Streets.
- The Communities for a Lifetime program is a statewide program administered by the Florida Department of Elder Affairs that aims to make all communities a safe and nurturing place for people of all ages, especially older adults.
 - The state has a partnership with AARP.
 - Florida has 19 designated Age-friendly communities with a goal to get to 30. Tallahassee is an age-friendly community.
 - The program is concentrated on the eight domains of livability developed by the World Health Organization (outdoor spaces and buildings, transportation, housing, social participation, respect and social inclusion, civic participation and employment, communication and information, and community and health services).
- There is more than the engineering component of Complete Streets. How do we make Complete Streets as important to the public as it is to us?
 - Complete Streets are not just streets, but also involves the community, neighborhood, schools, etc.
 - Consider incorporating active transportation into communities and development plans.
- State level and public level have different definitions.
 - We need to make this definition more accessible to the public.
 - We should use terminology such as walking and bicycling rather than technical terminology.
 - Everyone walks and has the right to get where they are going safely.
- Public buy-in is needed to promote cultural change.
 - How can we incentivize the use of bicycle and pedestrian modes?
- For cultural change at the state level, the state priority needs to shift toward the bicycle and pedestrian modes.

How can the Council Promote and Implement Cultural Change? (Short-Term Actions - what can we do in 2018?)

- Educate/inform the public about how transportation facilities are funded and make it clear that investments in bicycle and pedestrian facilities can help relieve traffic on roadway facilities.
 - All transportation is subsidized to some extent. Taxes on gasoline, for example, are not the only funding source for roadway maintenance and improvements.
 - Regarding Transportation Alternatives Program spending, Florida is #2 in the nation.
- Educate/inform the public on the health and economic benefits of designing our communities with bicycle and pedestrian choices in mind.
- Cultural change will help drive changes to laws that are currently more motorist geared.
- Create incentives for walking and bicycling.
 - Not necessarily monetary.

- Having adequate infrastructure for safety and accessibility could provide for incentive to use other transportation modes.
- Encourage communities to make needed connections between modes and highlight those which exist and are successful.
- Encourage connections between communities, highlight successful connections and identify communities in which connections are needed.
- Identify key opportunities to disseminate the message of bicycle and pedestrian efforts;
 - Involve the Safe Routes to School program from FDOT.
 - Focus on promoting walking and bicycling at media events, especially during walk and bike months.
 - Get elected officials involved.
- Review existing Complete Streets definition/promotional information.
 - Ensure it is accessible and understandable to the public.
- Cross train planners and engineers as there is generally an information and ideology gap between the two professions.
- Change the mindset that a parking spot is good if it is far away because it encourages you to walk and is better for your health.
- PACE bike share discounts for state agencies to encourage ridership in downtown Tallahassee.
- Create partnership with retailers to build infrastructure that encourages bicycling and walking.
 - Educate retailers on the economic benefits of bicycling and walking.
- Collection and identification of best practices at both the state and local levels.
- The Florida Department of Health developed their Statewide Health Improvement Plan (SHIP) with input provided by the Bicycle Pedestrian Partnership Council through their membership on the Council.
 - Is there an opportunity for everyone to take back actions from this Council to their own organizations and agencies?
- It is important to include rural health needs and rural needs in general.
 - The culture is different between rural and urban areas and each has different needs and requirements.
- Metropolitan Planning Organization Advisory Council (MPOAC) has bicycle and pedestrian and Complete Streets best practices to share.
- Host an annual Bicycle and Pedestrian Conference.
- Begin work on a 2019 conference/summit focused on informing the public on the willingness of government to facilitate safe multimodal transportation.
- Identify local stakeholders and champions that can support education.

Community Aesthetic Features

Jeremy Fletcher, FDOT, discussed the Community Aesthetic Features (CAE) program within FDOT. His presentation included the process of applying to install a community aesthetic feature within FDOT right of way. Jeremy also discussed the types of community aesthetic features, public art and local ID markers, and the forms of each (stand alone or affixed). Each type and form has specific requirements regarding content, size and location. Over 200 CAEs have been installed in Florida over five years.

Presentation can be found [here](#).

Questions and/or Comments from the Council:

- Are these owned by the city/county?
 - Yes, they are owned by local entities but installed on FDOT right of way.
- When a powerline is on FDOT right of way, who approves the structure under the power line? Utility company or FDOT?
 - A site plan is submitted for these and they are handled on a case by case basis.
 - Depending on the situation, approval has to be obtained by the utility company.
- This relates directly to complete neighborhoods and the Council would like to hear more information on this topic.
 - This topic could be incorporated in an annual conference.

Pace Hybrid Dockless Bike Share Program

V Christiansen, Zagster, presented on the Pace Bike Share program. Zagster, which is the company over Pace, has been in the bike share business for 10 years and has more than 200 bike shares in 35 states with 170,000 riders. V discussed what makes Pace unique. Pace has no membership fees, high-quality bikes, freedom to start and stop at any public rack and numerous partner opportunities with communities and businesses.

Presentation can be found [here](#).

Questions and/or Comments from the Council:

- Is there an option for users that do not have a smart phone?
 - PACE is working on a pilot program to use a SMS keypad code instead of the smartphone app.

Bicycle and Pedestrian Counters Update

Steve Bentz, FDOT, provided a follow-up presentation to the Council regarding bicycle and pedestrian counters. At a previous Council meeting, it was reported that there were no counters in the state. Steve was happy to report that one counter has been installed on the St. Marks Trail and they are actively studying various technologies to find one that is accurate and cost effective.

Presentation can be found [here](#).

Questions and/or Comments from the Council:

- Counting bikes is just as important as counting cars and cultural change is needed for this to happen. The fact that the state has one bike counter versus all the car counters demonstrates where the priorities are.
 - Technology regarding capturing accurately between different types of users is needed.
- We need to be strategic about where to count. If counters are limited to state systems, for example, the counts may not be reflective of the actual bicycle and pedestrian activity in an area due to the nature of the high-speed roadways and limited access roads.
 - FDOT should focus on local roads and count incomplete sections and gaps rather than complete sections to see if it is vital to complete a specific piece.

- How can non-FDOT data be used to create more complete databases?
 - For example, Rails-to-Trails Conservancy has counters in Miami so how does it fit into FDOT counts.
- It is important to count bike lanes and sidewalks as this is where many people walk and ride if there are no paved trails.
- Who is FDOT working with on the St. Marks Trail counter?
 - Rob Lacy – Trail Manager

Roundtable Discussion

Carmen asked the Council members to provide an update or any relevant information related to their agency/organization.

Florida Department of Highway Safety and Motor Vehicles

- Florida Driver's Handbook update is completed but on hold until the end of session.
- Tallahassee Community College is doing a traffic safety fair in April.
- It is unlikely that texting and driving will become a primary offense as it stalled in the Senate.

Bicycle House

- Intermodal System Development managers were interested in finding out about setting up a non-profit bike shop in Tampa like Bicycle House.
 - It is a lot of work to start but they seem like they are interested in working towards establishing one.
- Because of the successful partnership with FSU/Sports Management, Scot Benton is considering working with other universities in the ACC to establish Bicycle Houses.
- Approximately 250 students from FSU received a bicycle this semester.
- There was a suggestion that Bicycle House partner with StarMetro to receive bikes and parts which are left behind.
 - Transit agencies have leftover bikes and have a very strict protocol for bike disposal.
- There are natural partnerships with other university towns that could establish similar programs.

Florida Department of Transportation

FDOT Safety Office

- Alert Today Alive Tomorrow shares a ceremonial baton with key bicycle and pedestrian safety partners to encourage them to continue the good work they are doing. Trena McPherson passed the baton to Carmen Monroy and the Bicycle and Pedestrian Partnership Council to thank them for their efforts to support bicycle and pedestrian activity and encourage them to keep up the good work.
 - Florida Bicycle Association was one of the first associations that received the baton. This is a tool that demonstrates how important the work we do is.
 - The Council has the baton for the month of March, Florida Bike Month, to emphasize the importance of bicycle and pedestrian activity.
- The FDOT Safety Office promoted active transportation at a senior expo.
 - FDOT passed out pedometers and demonstrated how easy it is to walk 2,000 steps.
- The FDOT Safety Office hosted safety booths at Daytona International Speedway for the Daytona 500 NASCAR race in February.

- FDOT talked to approximately 3,000 people about safety.

FDOT Roadway Design Office

- Florida Design Manual (FDM) was released in January.
 - The FDM includes new Complete Streets information and criteria and is now using a context classification concept for implementing design standards.
- Two-stage bicycle turn box, bicycle box, and bicycle signal faces allow FDOT to incorporate innovative treatments to existing facilities that encourage bicycle ridership.
- US Bicycle Route window is open for spring submittals. FDOT will submit for US Bike Route 15 phase 1 (FL/GA border to Madison) that will eventually extend to Miami.
 - Mary O'Brien will send a link with more information to Melanie Weaver-Carr and she will share with the Council.
 - How is this different from the East Coast Greenway?
 - This program is for routes that are all on-road. Other examples are off-road trails (Sun Trail, East Coast Greenway).
 - Does FDOT have a position on Leading Pedestrian Intervals?
 - FDOT just completed a research study and is working on guidance based on that research.

SUN Trail

- \$45.5 million in funding for SUN Trail projects through FY 2017.
 - \$155 million worth of projects in the adopted program through 2023 for SUN Trail.
- The first construction project funded on SUN Trail opened in Edgewater in November.
 - This trail segment is connected to East Central Florida Rail Trail, St. Johns River-to-Sea Loop, and Daytona State College.
 - The land for the project was acquired by Office of Greenways and Trails and is leased to the local government.
- By November, 15 miles of SUN Trail network will open.
 - It is the paved portion of the Cross-Florida Greenway near Santos.
- Pinellas County opened their final section of Coast to Coast.
 - This will be given project of the year for the Community Connectivity Award.
- What is the SUN Trail allocation for FY 2019?
 - \$28.5 million.

Florida Department of Environmental Protection (FDEP)

- Florida Greenways and Trails System plan was taken to the Florida Greenways and Trails Council in January.
 - Maps were approved and available on the website.
 - New leadership at FDEP wants to review the text portion of the plan prior to approval by the Florida Greenways and Trails Council.
 - Net gain of an additional 1,000 miles of trail in the priority network.
 - U.S. 90 is added to the priority network.
 - Some trails were removed from the priority network.
- Titusville held an event in February celebrating the converging trails in Titusville (Coast to Coast, East Coast Greenway, East Central Florida Rail Trail, and the St. Johns River-to-Sea Loop).
- The Office of Greenways and Trails is still developing the Florida Trail Town program.
 - The first Florida Trail Town will be Dunedin.

- Dunedin is hosting a celebration on April 19th.
- The Florida Department of Environmental Protection applied for transportation alternative funds for \$6.8 million for the Cross Florida Greenway.
 - Opened 16 miles of paved trails from SR 200 to Santos.

Federal Highway Administration

- Accelerating Safety Activities Program includes \$20,000 in grand funding for focus states (Florida is a focus state) and is due March 30th.
 - FHWA has identified proven safety countermeasures that include infrastructure-oriented safety treatments and strategies. Projects aligned with FHWA Proven Countermeasures are eligible for priority related to these grants.
- A Road Diet peer exchange is being hosted by FHWA Peer Exchange on March 21st and 22nd in Gainesville.

Florida Department of Health (DOH)

- The interagency State Health Improvement Plan (SHIP) is in final stages of being approved.
 - This update includes policies related to Complete Streets.
- DOH is working with Center for Urban Transportation Research (CUTR) at the University of South Florida on a Healthy Communities Champion recognition.
 - Local governments can recognize their good work for physical activity, food access, nutrition, community preparedness, employee wellness, etc.
 - A link with more information will be shared with the Council via Melanie.
 - DOH will work with CUTR to update criteria for next year to provide the most relevant technical assistance possible.
- DOH is creating a walkability map of Florida which includes a rating for each county and a walkability score.
 - Visual tool that can be used to develop bicycle and pedestrian plans.
 - DOH will focus on a “bike-ability” map next.
- The department is working with Alert Today on designating April as Active Transportation Month.
- The department will share the walkability and bike-ability checklist with Melanie to send to the Council.

Rails-to-Trails Conservancy

- Ken Bryan announced grants awarded to the City of Miami.
- The Rails-to-Trails Conservancy is hiring an additional staff person in Miami.

Metropolitan Planning Organization Advisory Council (MPOAC)

- The MPOAC expressed appreciation of SUN Trail because it is off the typical state system and more focused on local transportation.
- The MPOAC established a Complete Streets working group to identify best practices and how to implement Complete Streets.

Florida Department of Economic Opportunity (DEO)

- DEO is meeting with Florida Fish and Wildlife Conservation Commission on trail planning and offering technical assistance for their planning process.
- DEO is encouraging staff to review transportation projects and ensure they are not negatively impacting bicycle and pedestrian transportation.

- DEO offers technical assistance for local governments on their comprehensive planning and advocates for incorporating bicycle and pedestrian modes in their comprehensive planning process.
- Technical Assistance Planning grants are available.
 - \$1.3 Million available per year.
 - The average grant award is between \$25,000-\$40,000
- Competitive Florida Program provides \$40,000 per year for two years.
 - The program helps to identify community assets and figure out how to amplify those assets.

St. Johns River-to-Sea Loop Alliance

- The Alliance has a focus on a tri-county agri-tourism corridor.
 - This initiative includes portions of St. Johns, Putnam and Flagler counties.
 - Asset-based development project of the St. Johns River-to-Sea Loop Alliance to use trails where they can support community development.
- The City of Hastings has dissolved its local government and is now part of St. Johns County government.
 - This presents an opportunity to integrate the trail and agri-tourism corridor in the Hastings portion of the St. Johns River-to-Sea Loop.
 - The County is evaluating what policies to integrate in the Hastings area.

Florida Bicycle Association

- March is Florida Bike Month.
- The Florida Bicycle Association is considering developing a Bicycle and Pedestrian Caucus to draft a bicycle and pedestrian safety bill.
- The Florida Bicycle Association is willing to host a night out to get elected officials out on our trails to show them what works and does not work.
- Becky Afonso won an award, the Pinellas “Vision Zero Hero” award for her community involvement and pursuit of legislation for safer biking such as making texting a primary offense and expanding the Move Over law.
- Committee members asked why there is opposition to the texting while driving bill?
 - There are concerns about accusation of profiling by law enforcement officers.
 - Officers have difficulty confirming that someone was texting while driving and not distracted by something else not included in this legislation?
 - The Council suggested including this on the agenda as a discussion point at a future meeting.

FDOT Millennial Team

- The FDOT Millennials Team is meeting March 15th in the FDOT CO Burns Building Auditorium.

Florida Department of Elder Affairs

- A webinar will be held on March 6th for Communities for a Lifetime.
 - The webinar will cover background for Communities for a Lifetime program and for the 19 Florida communities participating in this program.
- A Sharing Symposium is being held in St. Petersburg May 1-2, 2018.
 - The Sharing Symposium will provide an opportunity to highlight our active communities in the Age Friendly Network.
- The Florida Department of Elder Affairs will share the webinar information with Melanie to send to the Council.

Next steps

- FDOT will take the facilitated discussion today to further refine the definition of cultural change and send them out in a survey format to review changes and submit comments.
- The Florida Bicycle Pedestrian Partnership Council schedule for 2018 is:
 - June 6, 2018
 - September 5, 2018
 - November 13 and 14, 2018 – joint meeting with the Pedestrian Bicycle Safety Coalition in Orlando.
- Melanie reminded members of Sunshine Laws and noted that information sharing outside of Council meetings must be emailed to her.
- Council members will email shared information to Melanie to be shared with all Council members and included in meeting materials.
- Ernie Bradley requested sharing of listservs from Council members for county health departments to know what is going on and promoting events.

Public comment

- Throughout the meeting Cosby Hayes (Hayes Mural Works) and Tony Lombardo (Havana Main Street) were actively engaged in the meeting and joined in the discussion.
 - Tony Lombardo discussed how U.S. 27 through downtown Havana is unsafe for cyclists and pedestrians and the main street businesses are suffering.
 - He stated there is no safe way to cross U.S. 27 and heavy truck traffic discourages residents and visitors from walking amongst the shops and restaurants.
 - Cosby Hayes discussed murals and public art and his work around Tallahassee including the #iHeartTally murals.

Adjourn

Carmen thanked members for their participation. The meeting adjourned at 3:45 p.m.