

MEETING AGENDA

Florida Bicycle and Pedestrian Partnership Council

Tallahassee, Florida

December 10, 2014 – 9:00 am to 3:45 pm

Meeting Objectives

- 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

Meeting Agenda

- 9:00 a.m. Welcome and Introductions
- 9:10 a.m. Recap of BPPC Activities To-Date
- 9:15 a.m. Review of BPPC Charge, Procedures & Guidelines, and Website
- 9:45 a.m. Review Previous BPPC Recommendations
- Recurring themes or principles
- 10:30 a.m. Break**
- 10:45 a.m. Updates from Agencies and Other Partners
- FDOT (FTP/SIS planning process update)
 - FDOT Safety Office (status update)
 - FDOT/FDEP (multi-use trail project update)
 - FDEP (status update)
 - DEO (planning assistance grants for complete streets)
 - FDOH (status update)
- 12:00 p.m. Lunch - Onsite**
- 1:00 p.m. Review Format for Draft Annual Report
- 1:15 p.m. Review and Refinement of Recommendations for Annual Report
- 2:15 p.m. Break**
- 2:30 p.m. Identification of Candidate Focus Areas for 2015
- 3:00 p.m. 2015 Council Meeting Calendar
- 3:15 p.m. Public Comment
- 3:25 p.m. Next Steps
- 3:30 p.m. Adjourn

Florida Bicycle and Pedestrian Partnership Council

Charge

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

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

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

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

Florida Bicycle and Pedestrian Partnership Council

Roles & Responsibilities

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

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

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

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

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

Florida Bicycle and Pedestrian Partnership Council

Procedures & Guidelines

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

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

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

Florida Bicycle and Pedestrian Partnership Council

2013-2014 Work Plan

MEETING 1 – November 12, 2013

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

MEETING 2 – February 12, 2014

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

MEETING 3 – June 3, 2014

- Review and Discuss Statewide Draft FDOT "Complete Streets" Policy (Completing the System)
- Review and discuss Broward County "Complete Streets" – with DOH 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

MEETING 4 – September 23, 2014

- 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 (DEO) “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

MEETING 5 – December 10, 2014

- 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

Florida Bicycle and Pedestrian Partnership Council

Membership List

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
Julie Dudley, Florida Department of Health
Sue Hann, Florida League of Cities
Steve Holmes, Transportation Disadvantaged Representative (Alternate: Karen Somerset)
Heather Murphy, Pedestrian Representative
Patricia Northey, Florida Association of Counties
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)
Tracey Suber, Florida Department of Education
Lisa VanderWerf-Hourigan, Florida Department of Health
Major Mark D. Welch, Florida Department of Highway Safety and Motor Vehicles
Randy Wells, Florida League of Cities
Vacant, Florida Association of Counties
Vacant, Florida League of Cities

Advisers/Non-Members

DeWayne Carver, FDOT Roadway Design Office, State Bicycle/Pedestrian Coordinator
Billy Hattaway, FDOT District One, Secretary
Lora Hollingsworth, FDOT Safety Office, Chief Safety Officer
Trenda McPherson, FDOT Safety Office, State Bicycle/Pedestrian Safety Program Manager



Bicycle and Pedestrian Partnership Council

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

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Tallahassee, FL 32399

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Additional Contacts
[Staff Directory](#)



Welcome

Welcome to the Florida Bicycle and Pedestrian Partnership Council (BPPC) information site. The formation of the BPPC was announced on April 8, 2010. This Web site will be used to provide information about the BPPC including meeting materials, recommendations, focus areas, annual report and other resources.

Resources

- [Council Information](#)
- [Meetings](#)
- [Best Practices](#)
- [News Clips](#)
- [Related Information](#)
- [U.S. Bike Routes](#)

Council News

December 10, 2014 Meeting - The Florida Bicycle and Pedestrian Partnership Council will meet at 9:00 a.m. in the auditorium of the FDOT Burns Building in Tallahassee. **The draft agenda** for the December 10, 2014 meeting is available.

September 23, 2014 Meeting - The **meeting materials for the September 23, 2014 meeting** are now available.

Council's 2012/2013 Annual Report - The Council's **2012/2013 Annual Report** is available for review.





Bicycle and Pedestrian Partnership Council

Bicycle and Pedestrian Partnership Council / Council Information

Council Information



Bicycle and Pedestrian Partnership Council Information

- [Council's 2012/2013 Annual Report](#)
- [Council's 2012/2013 Recommendations & Focus Areas](#)
- [Council's 2010/2011 Annual Report](#)
- [Council's 2010/2011 Recommendations & Focus Areas](#)
- [Charge](#) - statement of the duties of the Partnership Council (as of 9/12/2012).
- [Members](#) - the Partnership Council includes key agency representatives and external stakeholders. (as of 10/14/2014)
- [Roles and Responsibilities](#) (as of 11/3/2011)- A description of roles and responsibilities of the Partnership Council Chair, members and FDOT staff.
- [Procedures and Guidelines](#) (as of 11/3/2011)
- [2013/2014 Work Plan and Schedule](#) (as of 09/23/2014)
- [Press Release](#) - April 8, 2010 announcement of the initiative.

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Bicycle and Pedestrian Partnership Council

Bicycle and Pedestrian Partnership Council / Meetings

Meetings



Bicycle and Pedestrian Partnership Council Meetings

2014

- **December 10, 2014 Meeting** - The Florida Bicycle and Pedestrian Partnership Council will meet at 9:00 a.m. in the auditorium of the FDOT Burns Building in Tallahassee. **The draft agenda** for the December 10, 2014 meeting is available.
- **October 16, 2014 - Get There Green: Biking & Walking in Tallahassee Expo and Seminar** was held in Tallahassee, FL.
- **September 23, 2014 Meeting** - The Florida Bicycle and Pedestrian Partnership Council met September 23, 2014 in Tallahassee.
- **June 3, 2014 Meeting** - The Florida Bicycle and Pedestrian Partnership Council met June 3, 2014 in Tallahassee.
- **February 12** - The Florida Bicycle and Pedestrian Partnership Council met February 12, 2014 in Tallahassee.

2013

- **November 12** - The Florida Bicycle and Pedestrian Partnership Council met on November 12, 2013 in Tallahassee.
- **August 22** - The Florida Bicycle and Pedestrian Partnership Council met on August 22, 2013 in Tallahassee.
- **May 1** - The Florida Bicycle and Pedestrian Partnership Council met on May 1, 2013 in Tallahassee.

2012

- **November 29** - The Florida Bicycle and Pedestrian Partnership Council met on on November 29, 2012 in Tallahassee at the Betty Easley Conference Center.
- **September 12** - The Florida Bicycle and Pedestrian Partnership Council met on September 12, 2012 in Tallahassee.
- **April 24** - The Florida Bicycle and Pedestrian Partnership Council met on April 24, 2012 in Tallahassee.

2011

- **November 3** - The Bicycle and Pedestrian Partnership Council met on November 3, 2011 at the Florida Department of Transportation Headquarters in Tallahassee.
- **August 2** - The Bicycle and Pedestrian Partnership Council met on August 2, 2011 in Tallahassee.
- **February 7** - The Bicycle and Pedestrian Partnership Council met on February 7, 2011 in Tallahassee.

2010

- **October 14** - The second meeting of the Bicycle and Pedestrian Partnership Council met on October 14, 2010 in Deland at the FDOT District 5 Headquarters.
- **June 28** - The first meeting of the Bicycle and Pedestrian Partnership Council met on June 28, 2010 in Tallahassee.



Bicycle and Pedestrian Partnership Council

Bicycle and Pedestrian Partnership Council / Best Practices

Best Practices



Completing the System

- [Costs for Pedestrian and Bicyclist Infrastructure Improvements \(2013\)](#)
- [Where We Ride: Analysis of Bicycling in American Cities \(2013\)](#)
- [Florida Greenways and Trails System \(FGTS\) Plan \(2013\)](#)
- [Follow The Money: Making a Strong Case for Investing in Trails \(2013\)](#)
- [Bikenomics: Measuring the Economic Impact of Bicycle Facilities on Neighborhood Business Districts \(2013\)](#)
- [2012 Broward B-cycle Annual Report](#)
- [2012 Biking & Walking Benchmarking Report](#)
- [Integration of Bike-Ped Facilities in Urban Communities \(2012\)](#)
- [Economic Impact Analysis of Orange County Trails \(2011\)](#)

Safety

- [Promoting Bicycle Commuter Safety \(2012\)](#)
- [Roadway and Infrastructure Design and its Relation to Bike-Ped Safety \(2012\)](#)
- [FHWA's Pedestrian Forum \(Winter 2012\)](#)
- [2011 Traffic Safety Culture \(Paper\)](#)
- [2011 Traffic Safety Culture \(PowerPoint Presentation\)](#)
- [Public Policies for Pedestrian and Bike Safety & Mobility \(August 2010\)](#)
- [Best Foot Forward for Pedestrian Safety](#)
- [Distracted Driving \(2009\)](#)

Health

- [Promoting Active Transportation: An Opportunity for Public Health \(2013\)](#)
- [Walking & Cycling to Health \(October 2010\)](#)
- [Bicycling for Transportation & Health \(2009\)](#)
- [Neighborhood-Based Differences in Physical Activity \(September 2003\)](#)

- [Daily Walking & Cycling to Work](#) (1998)

Cultural Change

- [Women on a Roll: Benchmarking Women's Bicycling in the United States](#) (2013)
- [The New Majority - Pedaling Towards Equity](#) (2013)
- [Cape Canaveral Bike Month Proclamation](#) (2013)
- [Bike and Ride: Build It and They Will Come](#) (2012)
- [BIKE305 Connecting Communities](#)

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Bicycle and Pedestrian Partnership Council

Bicycle and Pedestrian Partnership Council / News Clips

News Clips



October 2014

- Boston Extends Bike-Sharing Season**
Source: The Boston Globe
Published: October 26, 2014
- Life In The Fast Lane Might Be Two-Wheeled In The Future**
Source: GRBJ.com
Published: October 17, 2014
- Commute By Bike? New Montclair Bike Depot Provides Safe Parking**
Source: NJ.com
Published: October 16, 2014
- One Thing Every City Can Do to Be More Pedestrian-Friendly**
Source: Wired
Published: October 7, 2014
- Bike Commuting Keeps Growing in D.C.**
Source: The Washington Post
Published: October 1, 2014

September 2014

- New App Helps Raleigh Pedestrians Dodge High-Crime Areas**
Source: ABC Eyewitness News
Published: September 24, 2014
- Improving Work-Zone Safety For Visually Impaired Pedestrians**
Source: University of Minnesota Center for Transportation Studies
Published: September 2014
- Safety Compass Newsletter**
Source: FHWA Office of Safety
Published: Fall 2014
- Can Waving Orange Flags Really Make Pedestrians Safer?**
Source: CityLab
Published: September 9, 2014
- Cincinnati Installs New Thermal Traffic Sensor To Be More Bike-Friendly**
Source: NBC WLWT 5 Cincinnati
Published: September 8, 2014
- Gulf Boulevard Hotels Give Tourists Tips on Crossing Dangerous Street**
Source: The St. Petersburg Tribune
Published: September 2, 2014

August 2014

- A Tale of Bike Sharing & Transit In Two Cities**
Source: Clean Technica
Published: August 18, 2014

- **Bumpy Ride Into History**
Source: The Baltimore Sun
Published: August 11, 2014
- **Governor Cuomo Signs Legislation To Lower Speed Limit in New York City**
Source: Governor's Press Office
Published: August 9, 2014
- **BWI Introduces Bikeshare Pilot Program For Airport Trail**
Source: The Baltimore Sun
Published: August 7, 2014
- **Is That All They Want? Millennials and Bike Lanes**
Source: National Journal
Published: August 4, 2014
- **Pedestrians Dying at Disproportionate Rates in America's Poorer Neighborhoods**
Source: Governing.com
Published: August 2014

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Bicycle and Pedestrian Partnership Council

Bicycle and Pedestrian Partnership Council / Related Information

Related Information



Related Information and Events

- **New Advocacy Advance Reports: Working with MPOs for Biking & Walking Funding** - To help maximize available funding for biking and walking, Advocacy Advance -- a partnership between the Alliance for Biking & Walking and the League of American Bicyclists -- has released two new reports to guide MPO staff and advocates through the new funding process.
- **2013 Bike Friendly State Report Cards** - the League of American Bicyclists annual report ranking all 50 states on bicycle friendliness.
- **Advocacy Advance's "MAP-21 Find It Fund It"** - A new tool from Advocacy Advance makes it easier to identify the federal transportation programs that could be used to pay for many types of walking and bicycling programs. "MAP-21 Find It Fund It" also provides helpful information about each type of federal transportation funding source available for biking and walking projects, including what it is, how much funding is available, and who to approach for more information.
- **Bicycle and Pedestrian Webinars** - the Miami-Dade MPO will be hosting a series of webinars in 2013 on bicycle and pedestrian issues presented by the Association of Pedestrian and Bicycle Professionals (APBP). Each webinar includes national and regional experts speaking on a specific topic.
- **Bicycle Laws** - traffic laws for bicyclists and motorists to know.
- **Walking and Bicycling Facilities and Travel** - an FDOT Trends and Conditions Report.

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

- **MAP-21** - information on H.R. 4348, the "Moving Ahead for Progress in the 21st Century Act" (MAP-21) and Florida's implementation.
- **Transportation Alternatives Fact Sheet** - information on this funding source from the Federal Highway Administration.
- **Transportation Alternatives Presentation** - a presentation given by the Federal Highway Administration.





Office of Policy Planning

Policy Planning / Programs & Services / U.S. Numbered Bicycle Routes - Florida

U.S. Numbered Bicycle Routes - Florida



News and Announcements

November 20, 2014 - U.S. Bicycle Route 1 and U.S. Bicycle Route 90 in Florida have been approved by AASHTO. The maps and turn-by-turn logs for both routes are provided below:

- [USBR 1 Maps](#) (in PDF format)
- [USBR 1 Turn-by-turn log](#) (in PDF format)
- [USBR 90 Maps](#) (in PDF format)
- [USBR 90 Turn-by-turn log](#) (in PDF format)

October 2, 2014 - FDOT has submitted applications to establish USBR 1 and USBR 90 in Florida to the AASHTO Special Committee on US Route Numbering. The applications will be considered on November 21 at the AASHTO Annual Meeting to be held in Charlotte, North Carolina.

August 22, 2013 - FDOT intends to submit applications for the establishment of USBR 1 and USBR 90 in Florida to AASHTO within the next two years. To achieve this goal, U.S. Highway 1 and U.S. Highway 90 will serve as a baseline for USBR 1 and USBR 90. Local agencies and bicycle groups are invited to submit "Resolutions of Support" for preferred alternative routing. If the recommended route is over a local road or a trail, a "Resolution of Support" by the owner of the facility must be provided.

The current routing for U.S. Highway 1 and U.S. Highway 90 and sample Resolutions of Support are provided below:

- [Current Routing for U.S. Highway 1](#) (in PDF format)
- [Current Routing for U.S. Highway 90](#) (in PDF format)
- [Sample Resolution of Support for United States Bicycle Route 1](#) (in Word format)
- [Sample Resolution of Support for United States Bicycle Route 90](#) (in Word format)

About

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

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

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

- US BR 90, which follows US 90 from Pensacola to St. Augustine;

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

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

Related Links

- [AASHTO Special Committee on Route Numbering](#)
- [U.S. Bicycle Route System Corridor Plan](#)
- [USBR Application Form](#)

For further information contact [David Lee](#) or phone (850) 414-4802

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Florida Bicycle and Pedestrian Partnership Council
Summary of Meeting
September 23, 2014

<i>Council Member, Organization</i>	<i>Designee (if applicable)</i>
<input checked="" type="checkbox"/> Jim Wood, FDOT (Chair)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Becky Afonso, Florida Bicycle Association	<input type="checkbox"/>
<input checked="" type="checkbox"/> Lisa Bacot, Florida Public Transportation Association	<input type="checkbox"/>
<input checked="" type="checkbox"/> Adam Biblo, Florida Dept. of Economic Opportunity	<input type="checkbox"/>
<input type="checkbox"/> Samantha Browne, Florida Department of Environmental Protection	<input checked="" type="checkbox"/> Doug Alderson
<input type="checkbox"/> Karen Brunelle, Federal Highway Administration	<input checked="" type="checkbox"/> Carl Mikyska
<input type="checkbox"/> Ken Bryan, Rails to Trails Conservancy	<input type="checkbox"/>
<input checked="" type="checkbox"/> Julie Dudley, Florida Department of Health	<input type="checkbox"/>
<input type="checkbox"/> Sue Hann, Florida League of Cities	<input type="checkbox"/>
<input type="checkbox"/> Steve Holmes, Transportation Disadvantaged Representative	<input type="checkbox"/> Karen Somerset
<input checked="" type="checkbox"/> Heather Murphy, Pedestrian Representative	<input type="checkbox"/>
<input type="checkbox"/> Patricia Northey, Florida Association of Counties	<input type="checkbox"/>
<input type="checkbox"/> Harry Reed, Metropolitan Planning Organization Advisory Council	<input type="checkbox"/>
<input checked="" type="checkbox"/> Stephen Slotter, Florida Department of Elder Affairs	<input type="checkbox"/> Buddy Cloud
<input checked="" type="checkbox"/> Cyndi Stevenson, Florida Association of Counties	<input type="checkbox"/> Andrew Ames
<input type="checkbox"/> Tracey Suber, Florida Department of Education	<input type="checkbox"/>
<input type="checkbox"/> Lisa VanderWerf-Hourigan, Florida Department of Health	<input type="checkbox"/>
<input type="checkbox"/> Major Mark Welch, Florida Dept. of Highway Safety and Motor Vehicles	<input type="checkbox"/>
<input checked="" type="checkbox"/> Randy Wells, Florida League of Cities	<input type="checkbox"/>
<input type="checkbox"/> Vacant, Florida Association of Counties	<input type="checkbox"/>
<input type="checkbox"/> Vacant, Florida League of Cities	<input type="checkbox"/>

Facilitators:

Hal Beardall and Rafael Montalvo (FCRC Consensus Center)

FDOT & Support Staff:

Melanie Weaver Carr, Brian Watts, Maria Cahill, Paula San Gregorio (FDOT Office of Policy Planning); DeWayne Carver (FDOT Roadway Design Office); Trenda McPherson and Joe Santos (FDOT Safety Office); Keith Brown (FDOT Systems Planning Office); Gail Holley and Fred Heery (FDOT Traffic Engineering and Operations); Gabe Matthews (FDOT Transit Office); Mike Neidhart and Christina Mendoza (FDOT Office of Policy Planning/Gannett Fleming).

Observers:

Grady Carrick (Enforcement Engineering, Inc.); Lucas Cruse (USF Center for Urban Transportation Research); Khoa Nguyen and Shakira Crandol (Federal Highway Administration); Carmen Monroy (FDOT District One); Dan Pennington (Department of Economic Opportunity- Community Planning); Lynn Barr (Capital Region Transportation Planning Agency).

Meeting Highlights

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

Opening Remarks, Introductions, and Agenda Review

The September 23rd 2014 Florida Bicycle and Pedestrian Partnership Council meeting commenced at 9:05 AM at the FDOT Headquarters in the Burns Building Auditorium. Chairman Jim Wood welcomed the Council members and thanked them for their participation.

Jim introduced the following new Council members (and alternates): Becky Afonso (representing the Florida Bicycle Association) and Julie Dudley (representing the Florida Department of Health). Everyone then went around the room and introduced themselves.

As part of the introduction, Jim reviewed the agenda and the meeting's objectives, which included updates from the various state agencies; a discussion of local and statewide "Complete Streets" policy efforts and the passing of the FDOT Complete Streets Policy; a viewing of the new "Roll Call Video"; a presentation on the Safe Mobility for Life Program; a presentation on the importance of bicycle and pedestrian connections with and to transit; a discussion on potential Council member recommendations; and a review of organizations the Council may want to transmit their recommendations to.

Hal Beardall and Rafael Montalvo of the Florida Conflict Resolution Consortium (FCRC) Consensus Center were then introduced as facilitators of the meeting.

Hal Beardall provided a summary of the Council's Charge and Purpose, each of which were provided to the Council in their agenda packets. He identified the Council's Focus Areas (Completing the System, Safety, Cultural Change, and Health) that were most directly related to the recommendations made last year. He mentioned that the Council had discussed ways to identify a possible framework to implement the recommendations. He also asked members to note the meeting summary from the June meeting and offer any corrections to Melanie Weaver Carr. Mr. Beardall also reminded members that they are subject to the rules under the Sunshine Law.

Recap of BPPC Activities To-Date

Hal Beardall and Rafael Montalvo briefly discussed the Council's Charge and Purpose, Roles and Responsibilities, and Summary of the last meeting. The Council's Work Plan was also discussed, which includes a meeting schedule along with major tasks to be completed at subsequent meetings for this year. The Council's Work Plan was developed based on the Council's four Focus Areas. Tasks identified within the Work Plan have been designed to address specific focus areas identified for 2013-2014.

Updates from Agencies and Other Partners

Department of Health Update (Health)

Julie Dudley, with 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 environmental breakout session. Julie also mentioned that the FDOH has received a grant to promote health and physical activity as well as outreach.

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

Member Questions and Comments:

No comments were offered.

FDOT Update (Office of Policy Planning)

Jim Wood and Maria Cahill, both with 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 research.

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

Member Questions and Comments:

It may be necessary to provide some incentives or requirements for local governments to update their local comprehensive plans. Some local jurisdictions often face push back from its residents when it comes to receiving federal funding for transit services.

Yes, that is true. There was a desire to go out into communities to assess what the interest was. Unfortunately the best we can do is to provide technical assistance and training to aid communities in updating their comprehensive plans.

FDOT Update (Safety Office)

Trenda McPherson, with FDOT's Safety Office, provided an update and overview of the status of the Florida Bicycle and Pedestrian TIP cards. She 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. Trenda 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 Ms. McPherson's discussion, members were asked if they had any comments or items needing additional clarification. (Note: responses from staff are indicated in *italics*.)

Member Questions and Comments:

Do we have a calendar to document when these events are taking place?

We will send out the dates to everyone so they are aware of when these events are taking place.

What type of roadway crash data was gathered in the priority counties, where did the data come from, and what type of roadway crashes are most prevalent?

Crash data was gathered for all roadways in the county. The demographic information came from the Census. We have GIS maps showing the top 10 crash corridors throughout the state. We do this to ensure that we are addressing the areas that are most dire.

FDOT Update (Design Office)

DeWayne Carver, with FDOT's Office of Roadway Design, discussed the Complete Streets concept being used by FDOT as well as to inform the Council that the FDOT's "Complete Streets" Policy was adopted on September 17, 2014.

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

Member Questions and Comments:

You mentioned that crashes are occurring where the people are, and the work that the state has been doing is really great. Could you review the street context a bit more?

There are many design related components to the Complete Streets concept, such as shared lane markings, buffered bike lanes, etc. Shared lane markings are markings that are placed in the middle of the lane, and consist of a bicycle and a double arrow. They send the message that you can expect to see a cyclist anywhere in the lane. Also, the new bike lane minimum width that the state is proposing will be a minimum of 6 feet; 7 feet minimum if the lane is adjacent to on-street parking.

Is the state proposing the use of the rumble stripe?

We are not using any type of rumble stripes in urban areas because of noise concerns. They will only be used in rural areas. There is also a different design that we have looked into called the mumble stripe, which only the people in cars can hear.

You talked about the reality of hazards and I wondered what your thoughts are on the perceived safety of green lanes?

FDOT does not have any standards for the use of green lanes or bike boxes on state roads. But we are looking to develop some standards. However, currently, there is no physical barrier between the lane and the road.

I wanted to take the opportunity to bring attention to the Share the Road Celebration of Cycling 2014 event that will be held on October 24th and October 25th, 2014, in Gainesville, FL. It will be a great event, and I welcome everyone to attend.

Yes, it should be a great event. We encourage all who are able to attend.

Department of Environmental Protection Update (Office of Greenways and Trails)

Doug Alderson, from 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 informed the Council of the Summit being held on October 1st, 2014 in Winter Garden, FL. October is Greenways and Trails month, which Doug highlighted by noting that there are numerous events taking place which will be advertised on the FDEP's online calendar.

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

Member Questions and Comments:

Is it too late to register for the Summit?

No, you can register online.

What is the status on the Trail Priority Maps?

The trail priority maps will be updated beginning in January 2015. It is important to work with your local governments and MPO's to ensure that your trails are included in the Priority Network.

Roll Call Video Update

Grady Carrick, from Enforcement Engineering, Inc. (and a former Council member), provided an update and a viewing of the "Roll Call" video, which identified 5 types of bicycle traffic violations and 6 types of pedestrian traffic violations.

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

Member Questions and Comments:

Will training be offered in addition to the video, and if so, who would be involved in this training?

Training is being conducted for law enforcement to supplement the video.

I'm not sure if operation Best Foot Forward is involved in this, but law enforcement gets involved with this organization to increase patrol and awareness. This video would also make a good public service announcement. Even a clip of this video would make a good public service announcement.

I absolutely agree.

How many of these videos will be produced? It is important to get this message out to the public.

There will be several hundred copies of the video produced, with the initial distribution to local law enforcement organizations that we partnered with. The second distribution will be for other law enforcement officers - but this is not meant for distribution to the general public; since the video was targeted to law enforcement personnel.

It is interesting that many of the people in the video weren't wearing helmets.

Wearing a helmet isn't required by law (except for children under the age of 16), with the main point of the video to show law enforcement officers the behaviors that cyclists and pedestrians should engage

in to be safe – so as not to get into a crash. Therefore, I think it's better to show proper bike riding behavior vs. helmet wearing.

Review and Discuss Department of Economic Opportunity (DEO) “Complete Streets” Policy

Adam Biblo, from the Florida Department of Economic Opportunity, presented on DEO’s perspective and role in the “Complete Streets” Policy, with an emphasis on the agency’s role in the implementation of this policy.

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

Member Questions and Comments:

Regarding education, engineering curriculum needs to cover this information, to change the culture of design.

Absolutely. We have all had the chance to work with various stakeholders, and the more cross-pollination, the better.

If there was a time to promote this policy, now would be the time. Millennials are open to this idea, and they love it. This new generation is made up of bicyclists and pedestrians.

The little bit of investment can provide a tremendous return, and if commute times can be reduced by promoting walking and biking through Complete Streets, people will spend more time and money downtown, which will help to revitalize communities, and create more livable cities. There are examples of Complete Streets in suburban and rural environments. In addition, the Transect concept (context-based planning) needs to be articulated in comprehensive plans so communities know what is available to them.

Potential Council Recommendation

- The Council should promote the development of documentation of this multi-agency process that highlights what can be done with available agency funding.

Safe Mobility for Life Coalition

Gail Holley, from FDOT’s Traffic Engineering and Operations Office, 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 elder drivers, which are beneficial for all drivers.

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

Member Questions and Comments:

Is there a road test for senior drivers?

There is only a vision test for elderly drivers. Licensing and enforcement is an emphasis area, along with training and education.

Is AARP involved in this coalition? It looks like your checklist is very extensive, and it could be incorporated into the AARP “Age Friendly Certification.”

The great part of the coalition is that AARP is involved, and they are listed as a great resource on the Coalition's website.

Partnering with local organizations, libraries, rotaries, and other organizations to help promote our campaign is beneficial.

The Coalition does do a lot of outreach to promote awareness to get information out to people.

Bicycle and Pedestrian Connections with Transit

Lisa Bacot, from 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.

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

Member Questions and Comments:

Is there any potential plans for constructing overnight bicycle parking for SunRail users?

I will check with SunRail to see if there is a place to leave bikes overnight.

Cycling is important for both tourism and commuter purposes. There are bicycle entrepreneurs that want to get involved in tourism, and want to have bikes at rail hubs. Is the same situation happening for All Aboard Florida? We are working to promote transit hubs throughout the state.

We are working with FEC railway since transit stops need to be located near where their stops are going to be. We did the same thing for SunRail, and we will do something similar for All Aboard Florida.

Do you know if there is rising demand for bicycle/bus commuters, and has there been an increase in bike storage on buses?

There is definitely an increase in demand; however, buses can only hold 2-3 bikes on the front. In some places they allow people to bring their bikes onboard if the bike rack is full, but that is something we will have to address in the future.

It is also important to look at where the bus stop is actually located vs. an individual's intended destination. It is important to work with our transit operators to make stops safe for everybody.

Yes, definitely. It will be a challenge but definitely worth it.

Has there ever been an established standard for what the expected level-of-service (LOS) should be in a community that supports transit?

This is something that should probably be brought up at the next the Florida Autonomous Vehicles Group meeting. It might be a good test for the group for next year. FDOT has undertaken a process to support the development and testing for Autonomous Vehicles, and it would be important to bring this to the group starting at the end of the year/ going into next year. FDOT is working with various partner organizations on this issue.

Potential Recommendation

- The Council should potentially encourage the development of a metric to determine where facilities should be, and pedestrian demand should incorporate the concept of “latent demand” versus just looking at where people currently are. Just because people aren’t currently there doesn’t mean there isn’t demand for such a facility.

Review and Discuss Potential BPPC Annual Recommendations

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

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

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

COMPLETING THE SYSTEM (CS)

CS 2 - FDOT should build on the initial lessons learned from the Limited Access Bridge Study and expand the program to other appropriate facilities around the state.

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

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

- This idea is a great one, however the words “expand the program” are a bit inaccurate, FDOT is still trying to assess the appropriateness of this program; recommend removal of these words from the recommendation
- Not clear what exactly the initial “lessons learned” are; be sure to communicate findings
- The items discussed here are second to the fundamental message; which should be “we are going to find a way to solve this, to complete the system and prevent people from having to go way out of their way.” Please don’t let this issue die, please be sure to address it.
- New recommended wording: “Continue to explore the best way to make connections to complete the system through limited access bridges... to other appropriate facilities around the state”

CS 3 - Develop guidance and incentives for local governments to provide routine accommodation for bicycle and pedestrian facilities. Include consideration of policy guidance, funding and training. This guidance should be reflected in appropriate state and local documents.

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

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

- Recommend examination of state liability for state sidewalks to see if the state is liable for that
- The Council may want to consider including an element related to seamless bike and pedestrian connections with transit
- Use of latent demand in identifying need for completing the system should also be mentioned

SAFETY (S)

S 1 - 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 and bicycle crash corridors.

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

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

- Prefer the word “require” instead of the word “encourage.” However, if the word “require” is used, the scope would need to be narrowed somewhat. There may be a better word to use since the Council is not a regulatory entity.
- Since the Council is an advisory body and not a regulatory entity, it may be appropriate to recommend FDOT require an audit for any location where there is an indication of high crash rates.
- The Council should evaluate the implementation of safety audits between partners.

S 2 - The Pedestrian Safety Action Plan (PSAP) process should:

- **Identify those variables that contribute to fatality rates in Florida, such as population growth, tourists, elderly, and develop countermeasures tailored to address them.**
- **Include public safety personnel and other appropriate stakeholders in the development of PSAPs.**

Initial Acceptability Rating	3	2	1
No. of Members	9	1	1

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

- Population growth and tourists do not demand countermeasures. Elements like high speeds, poor street design, etc. need countermeasures. This recommendation should identify issues that lead to problems and propose solutions. It's the issues that should be addressed, not so much the demographics.

S 3 – Establish a future Planning Emphasis Area for FDOT on Bicycle Safety Action Plans (BSAPs) similar to the current emphasis area of Pedestrian Safety Action Plans (PSAPs).

Initial Acceptability Rating	3	2	1
No. of Members	9	1	0

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

- A few Council members were not familiar with this area.

Other Suggestions (Safety)

- Looking at high incident areas – pulling the crash data from the information given is difficult – work with law enforcement for more uniform reporting to provide more information on the cause of crashes.
- Need better information in designing facilities to address and avoid potential bike and pedestrian issues – avoid problems in the future.
- Vision Zero – evaluate and adopt vision zero in Florida as a best management practice for integrated transportation safety planning and infrastructure – adapting what is being developed and plugging in what we do well and what we could improve.
- Legislation – professional evaluation of Idaho cycle law.
- Need to know where our counties are – dashboard concept.
- Safety audit around local schools to address vulnerable populations.

CULTURAL CHANGE (CC)

CC 1- Promote and support cross-sector, multi-stakeholder coalitions addressing bicycle and pedestrian issues at the local level. These coalitions may focus on, among other topics:

- **Development of Pedestrian Safety Action Plans**
- **Development of Bicycle Safety Action Plans**
- **Adoption of Complete Streets Policies**

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

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

- This topic should not be confined to the local level; it should be broadened.
- Providing “support” may add an unfunded burden to local governments.
- This recommendation should clarify “who” and “how” to address these issues. Is there a way to monitor which jurisdictions are addressing these issues, which jurisdictions may need assistance, and which jurisdictions are doing so successfully?
- Need to incorporate Complete Streets into this recommendation regardless, and highlight success stories to encourage others to follow their example.

CC2 - Develop a comprehensive and coordinated state policy supporting implementation of Complete Streets.

- **Increase coordination with partner agencies to maximize awareness and use of design flexibility provided by FDOT’s Complete Streets policy**
- **Identify specific strategies to increase coordination**
- **Conduct or review studies examining the economic impact of Complete Streets and coordinate with partner agencies to increase awareness of positive impacts**
- **Promote awareness of and advocate for the Broward model as a best practice, and support coordination or mentorship between the Broward MPO (and other entities involved in the Broward effort) and their counterparts elsewhere in the state to develop similar efforts in other parts of Florida**

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

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

- It is important to look at models and examples of what works to promote this.
- Increasing facilitation of funding is a strategy for achieving complete streets and increasing coordination. It is important to identify the role of funding resources in success stories.
- State coalition to identify lessons learned, get buy-in and promote development of Complete Streets.

CC3 - FDOT should analyze the means to more clearly identify expenditures on bicycle and pedestrian facilities that are part of larger transportation projects.

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

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

- No comments were offered

CC4 - Expand and improve training:

- Provide resources for prosecutors who work on cases related to bicycle and pedestrian safety
- Provide resources for law enforcement officers when interacting with cyclists and pedestrians
- Improve driver education regarding interactions with bicyclists and pedestrians

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

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

- These improvements are extensions of previous recommendations.
- Bicycle and pedestrian safety is not more important than the safety of other users.
- It's important to add data information to these recommendation, not just funding but information resources.
- The Council may want to consider combining recommendation CC4 with CC5.

CC5 - Expand and improve public education:

- Consider media and social marketing campaigns to promote safety and change. Including promotion of mode-shift and use of transit in conjunction with bicycle trips. Consider smaller-scale but more frequent campaigns, and campaigns targeted to specific communities.
- Encourage the insurance industry to establish additional discounts for new drivers who complete bicycle and pedestrian safety programs.
- Develop a bicycle and pedestrian policy component for elected official certification programs.
- Develop bicycle education programs for schools targeting middle and high schools, continuing the programs currently available through Grade 5.

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

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

- Include old drivers too.
- Potential for college or professional curriculum needs to be developed.
- Expand the type of training available at workshops, such as the incorporation of modules as a short course.
- Third bullet: The Council may want to explore potential for development of a "certification program."

CC6 - Support repeal of legislation that requires cyclists to use bicycle lanes, when available.

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

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

- FDOT cannot support “legislation” changes without the full approval of management.
- FDOT is looking at revising along with Highway Safety and Motor Vehicles.
- FDOT is not currently looking at this for the coming year (full package of potential legislative updates to bicycle and pedestrian issues) – still looking at potential items for a legislative package for the future.

CC7 - Consider establishing a statewide (on-line?) calendar reflecting, to the degree possible, all bicycle and pedestrian events to serve as a resource for interested residents.

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

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

- FDEP is already working on establishing a statewide calendar.
- This is a great strategy for ecotourism.
- This is a good recommendation but it connects up to CC5 too, and they could potentially be combined.
- It is important to encourage this be done in collaboration with economic impact/benefit.

Other Suggestions (Cultural Change)

- Urban land use patterns – integration of explaining how communities act and function – Complete Streets using five different “types.”
- Need more economic studies specific to Florida about bicycle and pedestrian use.

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.

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

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

- Slightly broader may want to consider incorporating other supporting entities.

- Conduct rather than promote.

Public Comment

An opportunity was given to members of the public to offer comments or suggestions for the Council to consider. No public comments were offered.

Next Steps

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

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.

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

Meeting Evaluation Survey

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

Adjourn

The Chair thanked members for their participation. Hearing no additional comment or issues to be discussed, the meeting was adjourned at 4:10 pm.

APPENDIX A: Meeting Evaluation Summary
Florida Bicycle and Pedestrian Partnership Council
 Tallahassee, Florida
 September 23, 2014

	☺ <u>Agree</u>	☹	☹	☹	☹ <u>Disagree</u>	
	5	4	3	2	1	Summary
<u>WERE THE MEETING OBJECTIVES MET?</u>						
To provide an opportunity for updates from agencies and other partners	6	2	0	0	0	4.75
To receive an update on the development of the “Roll Call” video	8	0	0	0	0	5.00
To review and discuss the Dept. of Economic Opportunity “Complete Streets” Policy	7	1	0	0	0	4.88
To review and discuss implementation of the Safe Mobility for Life Program	7	1	0	0	0	4.88
To review and discuss bicycle and pedestrian connections with and to transit	7	1	0	0	0	4.88
To review and discuss potential BPPC annual recommendations	6	2	0	0	0	4.75
<u>MEETING ORGANIZATION</u>						
Background and agenda packet were helpful	10	0	0	0	0	5.00
Presentations were effective and informative	8	2	0	0	0	4.88
Plenary discussion format was effective	8	2	0	0	0	4.75
Facilitator guided participant efforts effective	10	0	0	0	0	4.75
Participation was balanced	9	1	0	0	0	4.88

What Did You Like Best About the Meeting?

- Facilitators did an excellent job leading discussion
- Presentations and discussion

What Could Be Improved?

- Not enough time to engage in some needed discussion

Other Comments (use the back if necessary):

- (None offered)

BPPC RECOMMENDATIONS

2010/11 & 2012/13

2012/13 (Year 2) Recommendations

Completing the System

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

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

CS2 – FDOT, in partnership with the Florida Greenways and Trails Council, should pursue opportunities to contribute to full implementation of the Florida Greenways and Trails Priority Network in all transportation policy and project planning. These opportunities include:

- consideration of additional right-of-way (ROW) for separate shared-use paths during all transportation corridor planning, and in the Efficient Transportation Decision-Making (ETDM) process.
- identifying opportunities for expansion of the limited access pilot-projects to contribute to implementation of the Florida Greenways and Trails Priority Network.
- considering the development of inter-agency Memoranda of Agreements (MOAs) to promote cooperation in the implementation of the Florida Greenways and Trails Priority Network.
- working with MPOs and other regional entities to promote the implementation of Florida Greenways and Trails Priority Network.

Safety

S1 – FDOT and its partners should expand the focus of Florida's pedestrian safety campaign to include bicycles, or establish a parallel and equivalent bicycle safety initiative.

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

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

Cultural Change

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

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

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

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

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

Health

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

2010/11 (Year 1) Recommendations

Investment Priorities

IP1 – Bicycle and pedestrian partners working with FDOT, should develop materials that identify the benefits to be obtained from investment in each type of bicycle and pedestrian facility or program, for use by advocates and decision-makers in promoting projects and seeking funding. These tools should clearly identify the types of investment and the kinds of benefits (including but not limited to safety, connectivity, increased utilization, economic development, lifecycle costs and fiscal efficiency) to be obtained from each type of investment.

IP2 – FDOT districts together with state, regional and local partners (including OGT, MPOs, RPCs, local governments and others) should develop and implement a methodology to identify and prioritize where bicycle and pedestrian facilities are needed to connect or complete existing systems within districts and between districts and share with partners.

IP3 – State, regional and local funding partners (including FDOT, OGT, MPOs, RPCs local governments and others) as appropriate should give high priority to investments that complete linkages between components of bicycle and pedestrian facility systems, in order to derive the most benefit from dollars invested in bicycle and pedestrian improvements.

Performance Measures

PM1 – FDOT should develop quantitative and qualitative bicycle and pedestrian system performance measures for use in Florida Transportation Plan and Florida Strategic Highway Safety Plan implementation and in evaluating and enhancing bicycle and pedestrian efforts in each district and statewide. *Potential measures* to be considered include but are not limited to:

- Number/percentage of cities and counties with current bicycle, pedestrian, and trail plans
- Degree to which these plans are reflected in LRTPs and 5-year capital improvements plans
- Degree to which systems and facilities are context sensitive
- Inventory/percentages of roads that have bicycle and pedestrian facilities
- Inventory/percentage of jurisdictions that have educational programs (i.e., Safe Routes to School) addressing bicycle and pedestrian issues
- Connections to transit
- Condition of existing facilities
- Number of trips made by walking and bicycling
- Facility utilization

- Modal split and projected mode shift produced by proposed projects and systems (additional data needed to develop this measure)

Safety

S1 – FDOT and partners should cooperate to develop and implement methodologies to gather exposure data (data on bicycle and pedestrian usage of facilities or systems for which crash data is available) that can be used to develop more meaningful measures of bicycle and pedestrian safety.

S2 – FDOT and partners should develop facility and system measures of bicycle and pedestrian safety for use in the Florida Transportation Plan and the Florida Strategic Highway Safety Plan implementation. FDOT and partners should coordinate to promote use of these measures and plans to inform bicycle and pedestrian plan preparation and facility design statewide.

S3 – FDOT and partners should coordinate to develop and implement bicycle and pedestrian safety education and enforcement programs for all users and modes that focus on safety awareness and cost-effective measures.

S4 – FDOT and partners should coordinate efforts to continue to develop and implement bicycle and pedestrian safety training modules to be included in the training materials and programs of groups responsible for enforcement, including but not limited to the following:

- law enforcement
- Department of Motor Vehicles
- schools

Coordination

C1 – MPOs and local governments, working together with other bicycle and pedestrian partners should strengthen or develop mechanisms (e.g., advisory committees, working groups, and summits) to improve coordination between public and private stakeholders involved in bicycle and pedestrian planning, including but not limited to FDOT, MPOs, RPCs local governments, county health departments, school districts, FDEP, and FDOE, and local bicycle and trail user and working groups.

Funding

F1 – FDOT and partners should continue funding bicycle and pedestrian projects, including projects of local, regional and statewide significance that are now eligible for funding through the Transportation Enhancement and Safe Routes to School programs if these programs are not reauthorized by Congress in the next multi-year federal transportation bill.

F2 – FDOT should work with MPOs and other partners to ensure bicycle/pedestrian related projects funded by Transportation Enhancement Funds are authorized as quickly as possible to protect them, to the degree possible, from the impact of future rescissions.

BICYCLE AND PEDESTRIAN PARTNERSHIP COUNCIL

THEMES AND POSSIBLE PRINCIPLES

From Recommendations 2012-2014

D R A F T 12-5-14

The following themes and possible principles have been identified by staff through review of the BPPC's recommendations and draft recommendations from 2012-2014. They have not been reviewed or approved by the Council, and are intended only as a starting point for future BPPC discussions.

Themes

- Improving safety
- Identification of gaps and completion of facility networks
- Coordination at the state level
- Coordination at the local level
- Cooperation among all stakeholders
- Education and training

Possible Principles

- A. Florida should strive for a comprehensive, interconnected network of bicycle and pedestrian facilities at the state, regional and local levels.
- B. Bicycle and pedestrian needs and facilities should be considered in all transportation planning.
- C. Education -- of pedestrian, cyclists, and drivers -- is central to improving bicycle and pedestrian safety.
- D. Training and professional development in bicycle and pedestrian issues is needed for law enforcement, planners and others with responsibility for implementing policy or law related to bicycle and pedestrian issues.
- E. State agencies should cooperate to develop a coordinated and comprehensive state effort on bicycle and pedestrian issues that addresses safety, completion of the system, and cultural change (including health-related behaviors).
- F. Public, private and non-governmental stakeholders should cooperate at the state, regional and local levels on bicycle and pedestrian issues to address safety, completion of the system, and cultural change (including health-related behaviors).



FLORIDA'S TRANSPORTATION VISIONING SUMMIT

○ WALT DISNEY WORLD DOLPHIN HOTEL
1500 EPCOT RESORTS BOULEVARD, LAKE BUENA VISTA, FLORIDA

○ DECEMBER 17, 2014

○ 8:30 A.M - 3:00 P.M.

○ FOR MORE INFORMATION:
WWW.FLORIDATRANSPORTATIONPLAN.COM

○ HELP SHAPE FLORIDA'S TRANSPORTATION VISION

○ PROVIDE INPUT FOR THE UPDATE OF THE FLORIDA
TRANSPORTATION PLAN (FTP) AND THE STRATEGIC
INTERMODAL SYSTEM (SIS) STRATEGIC PLAN



HOSTED BY THE FLORIDA DEPARTMENT OF TRANSPORTATION



PUBLIC PARTICIPATION IS SOLICITED WITHOUT REGARD TO RACE, COLOR, NATIONAL ORIGIN, AGE, SEX, RELIGION, DISABILITY, OR FAMILY STATUS. PERSONS WHO REQUIRE SPECIAL ACCOMMODATIONS UNDER THE AMERICAN WITH DISABILITIES ACT OR PERSONS WHO REQUIRE TRANSLATION SERVICES (FREE OF CHARGE) SHOULD CONTACT PAULA SAN GREGORIO AT 850-414-4811 AT LEAST SEVEN DAYS PRIOR TO THE MEETING.

Florida's Bicycle/Pedestrian Focused Initiative



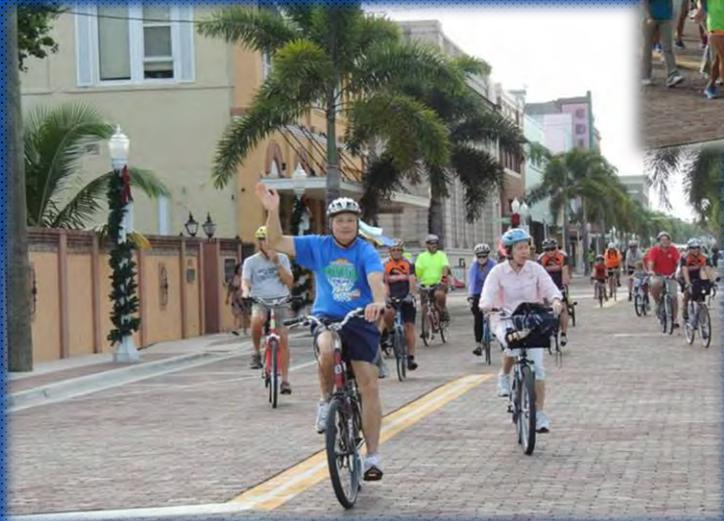
DeWayne Carver
State Bicycle/Pedestrian Coordinator
Florida Department of Transportation

December 2014 – Bike Ped Partnership Council Update

November Highlights



Lee County in a group effort with the Florida Department of Transportation and the city of Fort Myers, organized their second Streets Alive event on November 2nd, 2014. Various roads in Downtown Fort Myers were closed to cars and open to pedestrians and bicycles for a day filled with fitness activities, delicious food and pedestrian/bicycle safety information.



Cyclovia in Tampa Bay



Downtown Tampa on October 19th
State Road 60/Kennedy Boulevard
between Nebraska Avenue and Tampa Street



Jacksonville Jaguars



JACKSONVILLE JAGUARS RADIO NETWORK

- WMCD-FM
Stateboro, Vidalia, Huntsville & Jesup, GA
- WHFX-FM & WSEG-A/F
Brunswick, GA
- WJEM-AM/FM
Waycross/Valdosta, GA
- 1010XL AM AND 92.5 FM
99.9 FM – GAMEDAY ONLY
Jacksonville, FL
- WAOC-FM
St. Augustine, FL
- WNZF-AM/FM
Palm Coast, FL
- WIXC-AM
Melbourne/Daytona, FL
- WPSL-AM
Ft. Pierce, FL
- WYXX-FM
Panama City, FL
- WVFT-FM
Tallahassee, FL
- WNFB-FM
Lake City, FL
- WRUF-FM
Gainesville, FL
- WKBX-FM
Kings Bay, FL
- WMOP-AM
Ocala, FL
- WHOO-AM
Orlando, FL



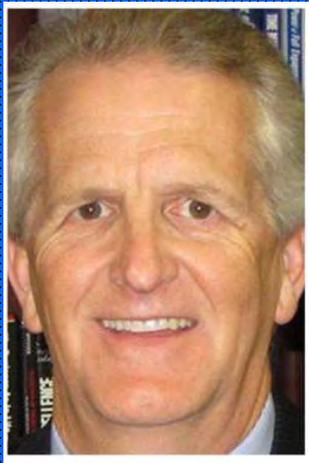
Coalition Meeting



Positive Press

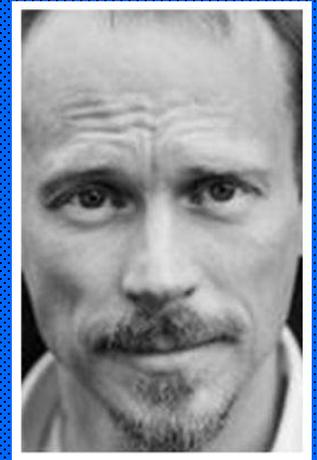


Focus for FDOT is reducing bicyclist, pedestrian deaths



<http://www.news-press.com/story/opinion/contributors/2014/11/16/focus-fdot-reducing-bicyclist-pedestrian-deaths/19097849/>

FDOT believes we can make bicyclists, pedestrians, and drivers safer through better engineering, education, and enforcement. Changes cannot come fast enough — any fatality is one too many — but changes have begun.



Drive a Scout to School



The Miami Herald: Cub Scout gets a souped-up ride to school by NASCAR driver

Cub Scout Caleb Sowinski put on a safety helmet and stepped on the lateral exhaust pipe of a neon yellow race car to haul himself up and through the passenger window head first.

“Took you a little while to figure it out,” NASCAR driver Scott Lagasse Jr. said with a smile as he adjusted the belt straps on Caleb to give him a ride to school Thursday morning.

Lagasse started his souped-up Chevrolet Camaro and — with a roar — performed a doughnut in a Walmart parking lot in Homestead before heading off to Air Base K-8 Center for International Education a few blocks away. Caleb’s father, Air Force Technical Sergeant Gregory Sowinski, watched his 7-year-old speed away with police escorts to school.

Caleb was chosen by the Boy Scouts of America council to represent his local troop for the Drive a Scout to School program, which aims to increase awareness of bicycle and pedestrian safety to motorists and the youth.

Lagasse, 33, is a Florida-native who grew up in the Boy Scouts and is an avid cyclist, so racing and promoting both for the scouts and bike and pedestrian safety is a natural fit for him.

The special car Lagasse uses in this program is a modified replica of his number 33 race car which he will be driving in the NASCAR season-end championship in the Homestead-Miami Speedway on Sunday. Both cars are decked out with identical FDOT campaign and Boy Scout stickers. And for the first time, the cars sport a brand new color — “safety yellow,” which will debut at this weekend’s race.



Drive A Scout To School



BOY SCOUTS OF AMERICA
RACING

TEAM
SLR

NASCAR



BOY SCOUTS OF AMERICA
KEY TO SUCCESS THROUGH SERVICE

Media Release
FOR IMMEDIATE RELEASE

CONTACT: CHRIS COOPER
PHONE: 352-964-0222 EXT. 220
EMAIL: info@bsa.org/pressroom

NASCAR DRIVER WILL DRIVE LOCAL CUB SCOUT TO SCHOOL
Cuban Creek, Fla. (Cuba News) - A local Cub Scout will enjoy an unforgettable day sharing a ride with the Boy Scouts of America and NASCAR's Star Line when Team SLR's Chris Cooper, a three-time NASCAR Cup Series champion, drives him to school in his yellow and red #14 Mobil 1 NASCAR race car.

The year will arrive at 8:45 am as the Boy Scouts of America's 1,253 5th Grade Scouts will be in the driver's seat of the #14 Mobil 1 NASCAR race car.

The program, which will be held at the Winton, 1500 SW 33rd St., Tallahassee, FL 32310, will be held on Friday, 11/2, from 8:45 am to 9:00 am. The program is open to all 5th grade students in the area.

Lessons in the form of the Florida Department of Transportation's message of Alert Today, Alive Tomorrow. The cost of the message is provided by FDOT and the Boy Scouts of America.

The South Florida Council, Boy Scouts of America serves three counties throughout the South Florida area and covers about 1,000 square miles. Headquarters are at 1001 Collins Park Dr., Boy Scout Camp, Tallahassee, Florida 32310. For more information, contact the South Florida Council at (904) 344-0222 or visit our website at www.bsa.org.



<http://www.wsvn.com/story/27380278/boy-scout-arrives-to-school-in-nascar-vehicle>

Homestead-Miami Speedway



On Your Mark...



Homestead-Miami Speedway



Get Set....



11 15

Homestead-Miami Speedway



November 14, 2014

812 Government Tower
3341 Indies 17
Tallahassee, Florida 32399-0418

Media Advisory

What: FDOT "Alert Today Alive Tomorrow" Media Event and Photo Opportunity

When: November 15, 2014 11:30AM- 12:00PM

Where: Homestead Miami Speedway NASCAR Media Center

Homestead-Miami - The Florida Department of Transportation's "Alert Today Alive Tomorrow" campaign is partnering with Scott Lagasse, Jr. to raise public awareness of pedestrian and bicycle safety in the Sunshine State.

Lagasse will promote the safety message on #33 Alert Today Alive Tomorrow/Boy Scouts of America race car in the FORD ECOBOOST 300 Nationwide Series Race at Homestead-Miami Speedway on Saturday, November 15, 2014.

The National Association of Stock Car Auto Racing (NASCAR), the governing body that sanctions more than 1,200 races in the U.S., Canada, Mexico and Europe, including Ford Championship Weekend, and Homestead-Miami Speedway support the Florida Department of Transportation's commitment to roadway safety.

This partnership increases visibility of the safety campaign as FDOT promotes "drive down fatalities" on Florida roadways. Speedway officials expect approximately 100,000 visitors to the weekend and want to remind everyone to pay special attention around the track's pedestrian activity. Remember to stay alert because Safety Doesn't Happen by Accident.



www.fdot.state.fl.us www.alerttodayalive.com
Consistent, Predictable, Repeatable

November 10, 2014



812 Government Tower
3341 Indies 17
Tallahassee, Florida 32399-0418

CONTACT: Tronda McPherson
State Pedestrian/Bicycle Safety Program Manager
(850) 414-4025

FLORIDA DEPARTMENT OF TRANSPORTATION HIGHLIGHTS PEDESTRIAN AND BICYCLE SAFETY DURING FORD CHAMPIONSHIP WEEKEND AT HOMESTEAD-MIAMI SPEEDWAY

TALLAHASSEE - Pedestrian safety will be emphasized during the upcoming Ford Championship weekend at Homestead-Miami Speedway, November 14-16, 2014. The Florida Department of Transportation's (FDOT) Alert Today Alive Tomorrow campaign is designed to raise public awareness of pedestrian and bicycle safety in the Sunshine State.

To promote this important message, FDOT is partnering with Florida native Scott Lagasse, Jr. Lagasse will drive the #33 Alert Today Alive Tomorrow/Boy Scouts of America race car in FORD ECOBOOST 300 Nationwide Series Race at Homestead-Miami Speedway on Saturday, November 15, 2014.

FDOT Secretary Ananth Prasad said, "Pedestrian and bicycle safety are my highest priorities. Alert Today Alive Tomorrow is a multi-pronged approach that includes education, engineering, enforcement and emergency response, that is improving safety for pedestrians, bicyclists, and motorists in Florida."

The National Association of Stock Car Auto Racing (NASCAR), the governing body that sanctions more than 1,200 races in the U.S., Canada, Mexico and Europe, including the Ford Championship Weekend, and Homestead-Miami Speedway support the Florida Department of Transportation's commitment to roadway safety.

"Safety is a priority for us all at Homestead-Miami Speedway, both on and off the track," said President Matthew Becker. "We are excited about the partnership with the Florida Department of Transportation to promote pedestrian and bicycle safety and we encourage everyone to be alert and share the road safely."

This partnership increases visibility of the safety campaign. Speedway officials expect approximately 100,000 visitors to the speedway over the course of the weekend and want to remind everyone to pay special attention around the track. There will be a lot of pedestrian activity. Remember to stay alert because Safety Doesn't Happen by Accident!

Specific tips for reducing pedestrian fatalities include:

- Pedestrians: Always use the crosswalk and look both ways before crossing.
- Motorists: Always watch for Pedestrians and Bicyclists and Share the Road.
- Bicyclists: Make yourself visible and always signal your intentions so drivers know when to expect.
- Everyone: Pay attention to the road, every trip, every time.

For more information on the Alert Today Alive Tomorrow campaign or details on the NASCAR Nationwide Series FDOT sponsored car, please contact Tronda McPherson, 850-414-4025, or tronda.mcpherson@dot.state.fl.us

www.fdot.state.fl.us www.alerttodayalive.com
Consistent, Predictable, Repeatable

Go!!



Homestead-Miami Speedway



You can be part of the solution by staying alert while driving. By constantly watching for pedestrians and bicyclists. And by sharing the road. Every Trip. Every Time.

Motorists, Pedestrians, Bicyclists, **ALL OF US** will have to play a role in changing the culture on our roadways.

We recognize that every fatality is someone's friend...someone's family member...and that one life lost is one too many.

Alert Today Alive Tomorrow is part of a comprehensive approach that includes high visibility enforcement, education, engineering, and emergency services that will strengthen safety on Florida's roadways.



Everyone should learn the rules of the road so we can all get where we are going safely.

The Alert Today Alive Tomorrow campaign reminds us to minimize risks and to maximize safety and well being.

The Florida Department of Transportation is proud to partner with Homestead-Miami Speedway, Team SLR, and the Boy Scouts of America to promote **Alert Today Alive Tomorrow**, a safety campaign developed to improve pedestrian and bicycle safety on Florida's roadways.

We are asking everyone in the state to **Step Up**. Whether you're driving, walking, or biking, pay attention. Learn the rules. Share the road. Because we all know **Safety Doesn't Happen By Accident!**

Won't you join me and the Alert Today Alive Tomorrow team by being part of the solution? Help us **drive** this message home. Right here at Homestead-Miami Speedway!



The Big Reveal

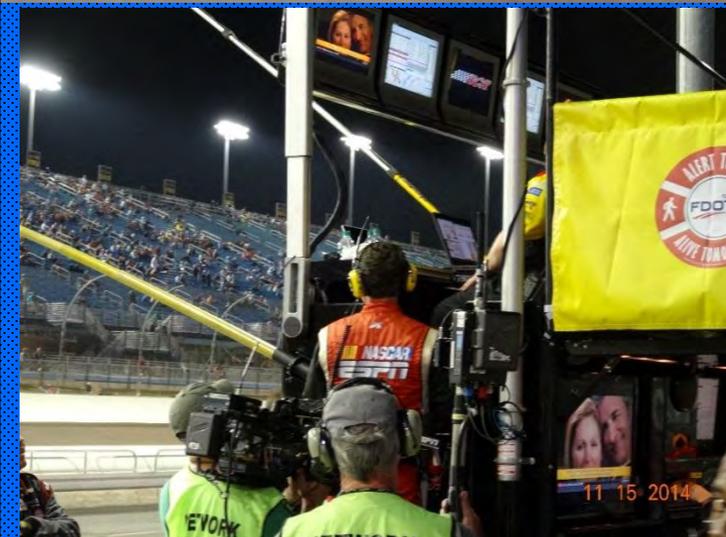


Alert Today Florida 300



February 2015

Nationwide Series Race Highlights



Questions





Florida Department of
TRANSPORTATION

U.S. Bicycle Route System

Presentation to the

Florida Bicycle and Pedestrian Partnership Council

by

David Lee, Florida Department of Transportation

December 10, 2014



The goal of The United States Bicycle Route System is to connect America through a network of numbered interstate bicycle routes.

NATIONAL CORRIDOR PLAN

October 2014



Prioritized Corridors are not routes, but 50-mile wide areas where a route may be developed. These corridors have been assigned route numbers.

Alternate Corridors provide additional consideration for interstate routing. These corridors have not been assigned route numbers but may be prioritized. Corridors may be added or existing corridors shifted as needed.

Established U.S. Bicycle Routes designated by aashto appear as defined lines on the Corridor Map. For specific route information visit www.adventurecycling.org/routes/usbrs.

PRIORITIZED CORRIDOR

ALTERNATE CORRIDOR

UNITED STATES BICYCLE ROUTE SYSTEM

PRIVATE OR PUBLIC FERRY

UNITED STATES BICYCLE ROUTE

Key Florida Actions to Date

- 2011 – FDOT adopts Policy on U.S. Numbered Bicycle Routes
- 2012 – FDOT Plans Preparation Manual includes criteria for selecting routes within the USBRS corridors (Chapter 8, Section, 8.4.6.1)
- 2013 – FDOT announces intention to apply for USBR 1 and USBR 90 designations within two years
- October 2014 – FDOT applies for USBR 1 (584 miles) and USBR 90 (424 miles) designations
- November 20, 2014 – AAASHTO Special Committee on US Route Numbering approves FDOT applications



Legend

- US Bicycle Route 90
- Interstates
- US and State Routes
- Local Roads
- Railroad
- State
- Water Feature
- City/Town or Place
- Park/Recreation Area
- County



ATTACHMENT B - Turn by turn directions for U.S. Bicycle Route 90 and 90 Alternate

East to West

Turn	Route Segment	Type	Miles Traveled on this Facility	Cumulative Miles Traveled	Turn Location and Road Name/Designation	General Direction of Travel
Route Begins	At the Crescent Beach	Regular	0.0	0.0	--	--
1	SR206	Regular	14.5	14.5	Left onto SR207	West
2	SR207	Regular	9.6	24.1	Right on SR100 to Starke/Lake City	West, Northwest
3	SR100/Hwy 100	Regular	76.8	100.9	Left onto US90 to Live Oak	West, Northwest
4	US90/SR10/Howard Street	Regular	23.0	123.9	Continue on US90/SR10 to Madison becomes W Bast Street in Madison	Northwest
5	US90/SR10/W Base Street	Regular	29.1	153.0	Curve left entering downtown Madison and continue on US90/SR10 to Greenville becomes SR221/Hayes Street in Greenville	West
6	US90/SR10/Hayes Street	Regular	13.7	166.7	Continue on US90/SR10 to Monticello becomes Courthouse Circle in downtown Monticello at roundabout and then W Washington	West
7	US90/SR10/W Washington Street	Regular	15.9	182.6	Continue on US90/SR10/W Washington Street to Tallahassee	West
8	US90/SR10/W Tennessee Street	Regular	26.0	208.6	Continue on US90/SR10 to Tallahassee becomes Mahan Drive	West
9	US90/SR10/E Jefferson Street	Regular	20.9	229.5	Continue on US90/SR10 to Tallahassee becomes Memorial Blue Star Hwy and W Tennessee Street in Ochlockonee and E Tennessee Street in Tallahassee downtown)	West
10	US90/SR10/W Jefferson Street	Regular	use gis	229.5	Continue on US90/SR10 through Quincy becomes W Jefferson Street/CR268/CR65/SR267 in Quincy	West/Northwest

Next Steps

- Twice each year – opportunities for changes/additions
- www.dot.state.fl.us/planning/policy/usbr



The screenshot shows the FDOT website header with the logo, navigation menu, and search bar. The main content area is titled "Office of Policy Planning" and "U.S. Numbered Bicycle Routes - Florida". Below this is an "About" section with a paragraph and a bulleted list of policy goals.

FDOT Florida Department of TRANSPORTATION

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Office of Policy Planning

Policy Planning / Programs & Services / U.S. Numbered Bicycle Routes - Florida

U.S. Numbered Bicycle Routes - Florida

About

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

- Comply with the "Purpose and Policy U.S. Numbered Bicycle Routes" of the American Association of State Highway and Transportation Officials (AASHTO); and
- Encourage other state agencies, regional planning councils, metropolitan planning agencies, local governments, bicycling interest groups, and managers of bicycle facilities to contribute towards the assessment

Thank You!



Questions?



david.lee@dot.state.fl.us

850-414-4802



The Florida Bicycle and Pedestrian Partnership Council: 2013/2014 Annual Progress Report



Florida Department of Transportation
December 2014



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Executive Summary

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

DRAFT

Introduction

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

This report details the Florida Bicycle and Pedestrian Partnership Council's activity during their second year between November 2013 and December 2014—providing a "snapshot" of the Council's activity over the past year. It outlines details of the Council's charge, work plan and membership throughout this timeframe, and summarizes the five meetings that were held over the past year.

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

Florida Bicycle and Pedestrian Partnership Council: Overview

The Florida Bicycle and Pedestrian Partnership Council's overarching mission is to promote the livability, health and economic benefits of bicycle and pedestrian activity by providing guidance to the FDOT, its partners and other stakeholders on policy matters and issues affecting the bicycle and pedestrian transportation needs of the State of Florida. The first meeting of the Council took place on June 28, 2010. One of the first items the Council discussed and took action on was the adoption of its *Charge*—a description of the Council's role and responsibilities in making Florida and its communities more pedestrian and bicycle friendly. In addition to the *Charge*, the Council has developed three annual *Work Plans* (one for 2010/11, one for 2012/2013, and one for 2013/2014) that are organized the annual activities of the Council. The *Charge* and the *Work Plans* have been the foundation of the Council's efforts.

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

Council Charge

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

meeting. At the Council's meeting in November 2011, members reviewed, refined and accepted a revised Charge that more fully reflected the nature and scope 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 & Schedule

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 DOH 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 (DEO) "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 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
- Vacant, Florida Association of Counties
- Vacant, Florida Association of Counties
- Vacant, 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.

Council Recommendations (Draft)

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 draft Council recommendations for the 2013/2014 year. Based on input received at the December meeting a final version of the recommendations will be inserted into the Annual Report. The text in *italics* below is introductory background information.

Completing the System (CS)

CS1 – 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 legislature.

CS2 – *FDOT routinely considers bicycle and pedestrian improvements in conjunction with projects involving improvements to state roads. While some local governments also do so, many still do not.*

FDOT, MPOs and state agencies are encouraged to develop guidance for local governments to provide routine accommodation for bicycle and pedestrian facilities with seamless connections to transit. Guidance should include consideration of policy, funding and 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 and bicycle crash corridors and areas near school zones.

S2 – FDOT should establish a future Planning Emphasis Area on 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 identify and address 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 – *Effective development and implementation of bicycle and pedestrian safety plans requires coordinated action and support from public and private stakeholders at the local level.*

All stakeholders in bicycle and pedestrian issues should promote and support cross-sector, multi-stakeholder coalitions addressing implementation of bicycle and pedestrian plans and solutions at the local level. These coalitions may focus on, among other topics:

- Development of Pedestrian Safety Action Plans
- Development of Bicycle Safety Action Plans
- Adoption of Complete Streets policies

CC2 – FDOT, FDEP, DEO and DOH should develop a comprehensive and coordinated state effort supporting implementation of Complete Streets.

CC3 – FDOT should evaluate ways to identify expenditures on 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 prosecutors, law enforcement, and drivers.
- Expand and improve public education, including:
 - Media and social marketing campaigns to promote safety and change. Consider smaller-scale but more frequent campaigns, and campaigns targeted to specific communities, including the promotion of mode-shift and use of transit in conjunction with bicycle trips.
 - Develop bicycle education programs for schools targeting middle and high schools, while continuing the programs currently available at elementary schools.
 - Develop a bicycle and pedestrian policy component for elected officials.
- 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. Florida's comprehensive approach to pedestrian and bicycle safety successfully combines education, enforcement, engineering, and 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, Public Health Departments and other supporting entities to encourage their participation in bicycle and pedestrian issues, including participation on local cross-sector, multi-stakeholder coalitions.

Summary of Meetings

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 (DOH) 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. DOH is moving toward a new structure based around these four goal areas, and they are forming teams to focus on each goal. DOH 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 Council's 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 (DOH) 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 (DOH) 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. DOH 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 "Ciclovía'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 the 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 (DEO) 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 Summary for the December 10th meeting and will be incorporated into the Annual Report after the December meeting.

Additional Meeting Materials

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

Future Role & Focus Areas

The December meeting will include a discussion of the Council's future role. Based on input received at the December meeting a final version will be inserted into the Annual Report.

Council Contributions

The Florida Bicycle and Pedestrian Partnership Council was convened to provide policy recommendations to FDOT and its partners on the state's walking, bicycling and trail facilities. Through these policy recommendations, 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 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.
- Florida Strategic Highway Safety Plan (FSHSP) (Bike/Ped Component)
- 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)

- 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 were developed to 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

Summary

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

Throughout the Council’s year-long effort, the Council developed a set of recommendations that continued to focus on four key topics: Completing the System, Safety, Cultural Change, and Health. Working with FDOT and its partners, these recommendations will be carried out in 2014/2015 to aid future bicycle and pedestrian planning efforts.

Appendix

Glossary

Coast to Coast Connector

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

Community Traffic Safety Teams (CTSTs)

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

Complete Streets

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

Context Sensitive Design

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

Efficient Transportation Decision Making (ETDM)

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

Federal highway Administration (FHWA)

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

Florida Department of Motor Vehicles (DMV)

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

Florida Greenways and Trails System (FGTS) Plan

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

Florida Greenways and Trails Council

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

Florida Greenways and Trails Priority Network

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

Florida Office of Greenways and Trails Program

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

Florida Greenbook

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

Florida Transportation Plan (FTP)

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

Florida Plans Preparation Manual

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

Human Environment

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

Intermodal

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

Livability

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

Livable Communities

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

Local Comprehensive Plan

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

Memorandum of Agreement (MOA)

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

Metropolitan Planning Organization

An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state, transportation plans and programs in metropolitan areas containing 50,000 or more residents. MPOs are responsible for the development of transportation facilities

that will function as an integrated transportation system through the coordination of transportation planning and funding decisions.

Mode Shift

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

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

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

Multimodal

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

Multiuse Trails / Shared Use Paths

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

Pedestrian and Bicycle Strategic Safety Plan (PBSSP)

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

Regional Planning Council

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

Right-of-Way (ROW)

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

Secretary's Bicycle/Pedestrian Focused Initiative

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

Strategic Highway Safety Plan (SHSP)

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

State Health Improvement Plan (SHIP)

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

Sustainable Communities

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

Sustainability

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

Traditional Neighborhood Development (TND)

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

Transportation Alternatives Program (TAP)

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

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

DRAFT

Florida Bicycle and Pedestrian Partnership Council
Organizations to Transmit the Council's Annual Report /
Recommendations

Organizations

- Florida Association of Counties
- Florida Association of County Engineers and Road Superintendents
- Florida Bicycle Association
- Florida City and County Management Association
- Florida Chamber
- Florida Chapter, American Planning Association
- Florida Community Traffic Safety Teams
- Florida Economic Development Council
- Florida Engineering Society
- Florida League of Cities
- Florida Local Government Coalition
- Florida Local Health Councils
- Florida Metropolitan Planning Organization Advisory Council
- Florida Planning and Zoning Association
- Florida Redevelopment Association
- Florida Region, Rails to Trails Conservancy
- Florida Regional Planning Councils Association
- Florida School Boards Association
- Florida Small County Coalition
- Florida Trail Association
- Floridians for Better Transportation
- AARP, Inc.
- America Walks
- Better Cities & Towns
- Federal Highway Administration; Office of Safety, Pedestrian & Bicycle Safety
- Smart Growth America / National Complete Streets Coalition
- Walk Friendly Communities

FLORIDA BICYCLE & PEDESTRIAN PARTNERSHIP COUNCIL MEETING

December 10, 2014

POTENTIAL RECOMMENDATIONS WORKSHEET

Introduction

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

The language below has been developed by staff in response to Council member discussions at the February, June and September 2014 BPPC meetings. Strikethroughs and underlining show changes since the version of the potential recommendations reviewed at the September meeting. Italicized language preceding a recommendation is background that will be included in the report if the recommendation is adopted. Italicized ratings and comments in a smaller font size following the recommendation are notes of member comments from the September meeting.

While the draft language reflects staff's attempt to capture the sense of members' discussions at those meetings, much of the language has not been reviewed in its current form by the Council, and these are not yet draft recommendations.

At your meeting on December 2014 members will be asked to review and refine these draft recommendations further, and indicate whether, as refined during the meeting, they are acceptable as Council recommendations emerging from members' deliberations to-date.

Instructions

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

Initial Acceptability scale:

- 3= *"I can support this as is" (from "wholehearted support" to "I can live with this.")*
- 2= *"I can support this, but would like to see the following changes...."*
- 1= *"I cannot support this unless serious concern(s) are addressed as follows...."*

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

Please bring and turn in your completed worksheet to the facilitators at the beginning of the meeting. This will help us make the most efficient use of your time since this is the final meeting in the current BPPC recommendation cycle.

The worksheet is organized by the 2013/2014 focus areas chosen by the Council:

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

COMPLETING THE SYSTEM (CS)

CS1 – 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 legislature.

Initial acceptability of potential recommendation as drafted (circle):

3	2	1
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Comments on rating:

Initial acceptability of September draft of this potential recommendation:

3 - 8	2 - 1	1 - 1
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September comments:

- Office overseeing this project is still examining the project and assessing. Perhaps consider language along the lines of "evaluate the initial lessons and consider ..."
- Not clear what the initial lessons are at this point – we are still examining and learning.
- Consider "evaluate and build on lessons learned."
- Consider "communicate the findings of the study."
- The fundamental message is to address the issue of access. There is strong support on this Council for using bridges for access.
- The Final Report of the pilot project is due back to legislature by Sept. 1, 2015.
- The final wording should convey enthusiasm for the fundamental idea of access.
- Endorse connectivity but in an appropriate and safe manner.
- Early results were positive and indicated latent demand.

CS2 – FDOT routinely considers bicycle and pedestrian improvements in conjunction with projects involving improvements to state roads. While some local governments also do so, many still do not.

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

Initial acceptability of potential recommendation as drafted (circle):

3	2	1
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Comments on rating:

Initial acceptability of September draft of this potential recommendation:

3 - 10	2 - 0	1 - 0
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September comments on rating:

- Look at statewide legal protection for state road sidewalks. You don't get sued if there is no sidewalk but you can be sued for a defect in an existing sidewalk. Municipalities installing sidewalks need some protection.
- Add "seamless bike-ped connections with transit".
- Use latent demand in identifying need for completing the system.

Other Suggestions on Completing the System?

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.

Initial acceptability of potential recommendation as drafted (circle):

3	2	1
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Comments on rating:

Initial acceptability of September draft of this potential recommendation:

3 - 10	2 - 1	1 - 0
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September comments on rating:

- Encourage? Would like for it to happen - "require".
- If it says "require" then we may need to narrow the focus -- incentivize or promote.
- Recommend we require audit anywhere there is an indication of high crash rates. Require audits where there is a problem.
- Encourage now with follow up on high crash areas.
- Who are we requiring to do it? MPOs? FDOT when it is resurfacing.
- Concerned about using "require" – evaluate the implementation of safety audits between partners.
- Evaluate the adoption of Vision zero.

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

Initial acceptability of potential recommendation as drafted (circle):

3	2	1
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Comments on rating:

Initial acceptability of September draft of this potential recommendation:

<i>3 - 9</i>	<i>2 - 1</i>	<i>1 -</i>
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September comments on rating:

- *I'm not familiar with this.*

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 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.

Initial acceptability of potential recommendation as drafted (circle):

<i>3</i>	<i>2</i>	<i>1</i>
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Comments on rating:

Initial acceptability of September draft of this potential recommendation:

<i>3 - 9</i>	<i>2 - 1</i>	<i>1 - 1</i>
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September comments on rating:

- *Regarding the first bullet, identify items that need counter measures. Population growth may not need a counter measure. Include high speeds, poor street design – identify issues that lead to problems and propose solutions.*
- *The reasons listed are not the only ones – take out the examples.*

Other Suggestions on Safety?

CULTURAL CHANGE (CC)

CC1 – *Effective development and implementation of bicycle and pedestrian safety plans requires coordinated action and support from public and private stakeholders at the local level.*

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. These coalitions may focus on, among other topics:

- Development of Pedestrian Safety Action Plans
- Development of Bicycle Safety Action Plans
- Adoption of Complete Streets policies

Initial acceptability of potential recommendation as drafted (circle):

<i>3</i>	<i>2</i>	<i>1</i>
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Comments on rating:

Initial acceptability of September draft of this potential recommendation:

<i>3 - 7</i>	<i>2 - 4</i>	<i>1 - 0</i>
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September comments on rating:

- *Don't think it should be confined to the local level. Broaden by putting period after "issues".*
- *What does "support" mean? Concerned that we might be adding an unfunded burden on local government.*
- *Clarify who would do this. Local? Also clarify how. And can we monitor who is doing this and who is not? Who may need assistance and who is doing a good job?*
- *Address local and regional – and statewide.*
- *Do not make this official and subject to the "sunshine". That would kill it. Highlight success and encourage others to follow the example.*
- *Statewide complete streets is pulling groups together.*
- *Need complete streets focus rather than coalition-building. We need examples of what works*
- *Active transportation.*

CC2 – *FDOT, FDEP, DEO and DOH should develop a comprehensive and coordinated state effort supporting implementation of Complete Streets.*

Initial acceptability of potential recommendation as drafted (circle):

<i>3</i>	<i>2</i>	<i>1</i>
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Comments on rating:

Initial acceptability of September draft of this potential recommendation:

<i>3 - 5</i>	<i>2 - 6</i>	<i>1 - 0</i>
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September comments on rating:

- *Look at some number of models and examples to promote.*
- *Regarding the second bullet, increase facilitation of funding as a strategy for achieving complete streets.*
- *Map the role of funding resources in the success stories.*

- Need a state coalition to identify lessons learned, get buy-in and promote.

CC3 – FDOT should evaluate ways to identify expenditures on bicycle and pedestrian facilities that are part of larger transportation projects.

Initial acceptability of potential recommendation as drafted (circle):

<i>3</i>	<i>2</i>	<i>1</i>
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Comments on rating:

Initial acceptability of September draft of this potential recommendation:

<i>3 - 10</i>	<i>2 - 0</i>	<i>1 - 0</i>
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September comments on rating:

- None

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 prosecutors, law enforcement, and drivers.
- Expand and improve public education, including:
 - Media and social marketing campaigns to promote safety and change. Consider smaller-scale but more frequent campaigns, and campaigns targeted to specific communities, including the promotion of mode-shift and use of transit in conjunction with bicycle trips.
 - Develop bicycle education programs for schools targeting middle and high schools, while continuing the programs currently available at elementary schools.
 - Develop a bicycle and pedestrian policy component for elected officials.
- Encourage the insurance industry to establish additional discounts for drivers who complete bicycle and pedestrian safety programs.

Initial acceptability of potential recommendation as drafted (circle):

<i>3</i>	<i>2</i>	<i>1</i>
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Comments on rating:

Initial acceptability of September draft of this potential recommendation (old CC4):

<i>3 - 7</i>	<i>2 - 1</i>	<i>1 - 1</i>
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September comments on rating:

- These are extensions of the earlier recommendation. Adopt Adam’s plan.
- Regarding the first bullet, bike/ped cases are not more important than others.
- The bullet does not refer to funding but information resources – additional data and information on how to handle those cases.

- Combine CC4 and CC5.

Initial acceptability of September draft of this potential recommendation (old CC5):

3 - 7	2 - 4	1 - 0
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September comments on rating:

- Include old drivers too (as in those who already have a license).
- The DOE representative not here today.
- There is a potential for college or professional curriculum to be developed.
- We should look at the type of training available at workshops – modules as a short course.
- Third bullet – “certification program”?
- Those programs already exist -- need to include a bike/ped component.

CC5 – The ultimate safety goal is to eliminate all fatalities and serious injuries on Florida’s roadways. Florida’s comprehensive approach to pedestrian and bicycle safety successfully combines education, enforcement, engineering, and 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

Initial acceptability of potential recommendation as drafted (circle):

3	2	1
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Comments on rating:

Initial acceptability of September draft of this potential recommendation:

- This is a new potential recommendation based on September comments.

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

Initial acceptability of potential recommendation as drafted (circle):

3	2	1
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Comments on rating:

Initial acceptability of September draft of this potential recommendation:

3 - 7	2 - 1	1 - 1
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September comments:

- FDOT cannot support legislative changes without full approval of management.
- FDOT is looking at revising this along with Highway Safety and Motor Vehicles

- FDOT is not tilting at this windmill this year (full package of potential legislative updates to bike/ped issues). We are still looking at potential items for a legislative package for future years.

Initial acceptability of September draft of this potential recommendation:

3 - 8	2 - 3	1 - 0
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September comments:

- DEP is already working on this.
- Great strategy for ecotourism.
- Connects up to CC5 too.
- Encourage it be done in collaboration with economic impact/benefit.

Other Suggestions on Cultural Change?

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.

Initial acceptability of potential recommendation as drafted (circle):

3	2	1
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Comments on rating:

Initial acceptability of potential recommendation as drafted (circle):

3 - 7	2 - 2	1 - 0
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Comments on rating:

- Slightly broader - other supporting entities
- Conduct rather than promote.

FLORIDA BICYCLE & PEDESTRIAN PARTNERSHIP COUNCIL MEETING

December 10, 2014

POTENTIAL RECOMMENDATIONS WORKSHEET

Introduction

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- *Safety*
- *Cultural Change*
- *Health*

COMPLETING THE SYSTEM (CS)

CS1 - 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 legislature.

~~FDOT should build on the initial lessons learned from the Limited Access Bridge Study and expand the program to other appropriate facilities around the state.~~

Initial acceptability of potential recommendation as drafted (circle):

3	2	1
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Comments on rating:

Initial acceptability of September draft of this potential recommendation:

3 - 8	2 - 1	1 - 1
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September comments:

- Office overseeing this project is still examining the project and assessing. Perhaps consider language along the lines of "evaluate the initial lessons and consider ..."
- Not clear what the initial lessons are at this point - we are still examining and learning.
- Consider "evaluate and build on lessons learned."
- Consider "communicate the findings of the study."
- The fundamental message is to address the issue of access. There is strong support on this Council for using bridges for access.
- The Final Report of the pilot project is due back to legislature by Sept. 1, 2015.
- The final wording should convey enthusiasm for the fundamental idea of access.
- Endorse connectivity but in an appropriate and safe manner.
- Early results were positive and indicated latent demand.

CS2 - FDOT routinely considers bicycle and pedestrian improvements in conjunction with projects involving improvements to state roads. While some local governments also do so, many still do not.

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

Initial acceptability of potential recommendation as drafted (circle):

3	2	1
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Comments on rating:

Initial acceptability of September draft of this potential recommendation:

3 - 10	2 - 0	1 - 0
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September comments on rating:

- Look at statewide legal protection for state road sidewalks. You don't get sued if there is no sidewalk but you can be sued for a defect in an existing sidewalk. Municipalities installing sidewalks need some protection.
- Add "seamless bike-ped connections with transit".
- Use latent demand in identifying need for completing the system.

Other Suggestions on Completing the System?

SAFETY (S)

S1 - FDOT, MPOs and local governments should encourage~~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.

Initial acceptability of potential recommendation as drafted (circle):

3	2	1
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Comments on rating:

Initial acceptability of September draft of this potential recommendation:

3 - 10	2 - 1	1 - 0
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September comments on rating:

- Encourage? Would like for it to happen - "require".
- If it says "require" then we may need to narrow the focus -- incentivize or promote.
- Recommend we require audit anywhere there is an indication of high crash rates. Require audits where there is a problem.
- Encourage now with follow up on high crash areas.
- Who are we requiring to do it? MPOs? FDOT when it is resurfacing.
- Concerned about using "require" - evaluate the implementation of safety audits between partners.
- Evaluate the adoption of Vision zero.

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

Initial acceptability of potential recommendation as drafted (circle):

<i>3</i>	<i>2</i>	<i>1</i>
----------	----------	----------

Comments on rating:

Initial acceptability of September draft of this potential recommendation:

<i>3 - 9</i>	<i>2 - 1</i>	<i>1 -</i>
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September comments on rating:

- *I'm not familiar with this.*

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 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.

The Pedestrian Safety Action Plan (PSAP) process should:

- ~~Identify those variables that contribute to fatality rates in Florida, such as population growth, tourists, elderly, and develop countermeasures tailored to address them.~~
- ~~Include public safety personnel and other appropriate stakeholders in the development of PSAPs.~~

Initial acceptability of potential recommendation as drafted (circle):

<i>3</i>	<i>2</i>	<i>1</i>
----------	----------	----------

Comments on rating:

Initial acceptability of September draft of this potential recommendation:

<i>3 - 9</i>	<i>2 - 1</i>	<i>1 - 1</i>
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September comments on rating:

- *Regarding the first bullet, identify items that need counter measures. Population growth may not need a counter measure. Include high speeds, poor street design – identify issues that lead to problems and propose solutions.*
- *The reasons listed are not the only ones – take out the examples.*

Other Suggestions on Safety?

CULTURAL CHANGE (CC)

CC1 - Effective development and implementation of bicycle and pedestrian safety plans requires coordinated action and support from public and private stakeholders at the local level.

All stakeholders in bicycle and pedestrian issues should promote ~~Promote~~ and support cross-sector, multi-stakeholder coalitions addressing bicycle and pedestrian issues at the local level. These coalitions may focus on, among other topics:

- Development of Pedestrian Safety Action Plans
- Development of Bicycle Safety Action Plans
- Adoption of Complete Streets policies

Initial acceptability of potential recommendation as drafted (circle):

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

Comments on rating:

Initial acceptability of September draft of this potential recommendation:

3 - 7	2 - 4	1 - 0
--------------	--------------	--------------

September comments on rating:

- Don't think it should be confined to the local level. Broaden by putting period after "issues".
- What does "support" mean? Concerned that we might be adding an unfunded burden on local government.
- Clarify who would do this. Local? Also clarify how. And can we monitor who is doing this and who is not? Who may need assistance and who is doing a good job?
- Address local and regional – and statewide.
- Do not make this official and subject to the "sunshine". That would kill it. Highlight success and encourage others to follow the example.
- Statewide complete streets is pulling groups together.
- Need complete streets focus rather than coalition-building. We need examples of what works
- Active transportation.

CC2 - FDOT, FDEP, DEO and DOH should develop ~~Develop~~ a comprehensive and coordinated state effort policy ~~supporting~~ implementation of Complete Streets.

- ~~Increase coordination with partner agencies to maximize awareness and use of design flexibility provided by FDOT's Complete Streets policy~~
- ~~Identify specific strategies to increase coordination~~

- ~~Conduct or review studies examining the economic impact of Complete Streets and coordinate with partner agencies to increase awareness of positive impacts~~
- ~~Promote awareness of and advocate for the Broward model as a best practice, and support coordination or mentorship between the Broward MPO (and other entities involved in the Broward effort) and their counterparts elsewhere in the state to develop similar efforts in other parts of Florida~~

Initial acceptability of potential recommendation as drafted (circle):

3	2	1
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Comments on rating:

Initial acceptability of September draft of this potential recommendation:

3 - 5	2 - 6	1 - 0
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September comments on rating:

- Look at some number of models and examples to promote.
- Regarding the second bullet, increase facilitation of funding as a strategy for achieving complete streets.
- Map the role of funding resources in the success stories.
- Need a state coalition to identify lessons learned, get buy-in and promote.

CC3 – FDOT should evaluate ways ~~analyze the means~~ to ~~more clearly~~ identify expenditures on bicycle and pedestrian facilities that are part of larger transportation projects.

Initial acceptability of potential recommendation as drafted (circle):

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

Comments on rating:

Initial acceptability of September draft of this potential recommendation:

3 - 10	2 - 0	1 - 0
---------------	--------------	--------------

September comments on rating:

- None

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 prosecutors, law enforcement, and drivers.
- Expand and improve public education, including:
 - Media and social marketing campaigns to promote safety and change. Consider smaller-scale but more frequent campaigns, and campaigns targeted to specific communities, including the

- promotion of mode-shift and use of transit in conjunction with bicycle trips.
 - Develop bicycle education programs for schools targeting middle and high schools, while continuing the programs currently available at elementary schools.
 - Develop a bicycle and pedestrian policy component for elected officials.
- Encourage the insurance industry to establish additional discounts for drivers who complete bicycle and pedestrian safety programs.
- ~~Provide resources for prosecutors who work on cases related to bicycle and pedestrian safety~~
- ~~Provide resources for law enforcement officers when interacting with cyclists and pedestrians~~
- ~~Improve driver education regarding interactions with bicyclists and pedestrians.~~

CC5 ~~Expand and improve public education:~~

- ~~Consider media and social marketing campaigns to promote safety and change. Including promotion of mode shift and use of transit in conjunction with bicycle trips. Consider smaller scale but more frequent campaigns, and campaigns targeted to specific communities.~~
- ~~Encourage the insurance industry to establish additional discounts for new drivers who complete bicycle and pedestrian safety programs.~~
- ~~Develop a bicycle and pedestrian policy component for elected official certification programs.~~
- ~~Develop bicycle education programs for schools targeting middle and high schools, continuing the programs currently available through Grade 5.~~

Initial acceptability of potential recommendation as drafted (circle):

<i>3</i>	<i>2</i>	<i>1</i>
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Comments on rating:

Initial acceptability of September draft of this potential recommendation (old CC4):

<i>3 - 7</i>	<i>2 - 1</i>	<i>1 - 1</i>
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September comments on rating:

- These are extensions of the earlier recommendation. Adopt Adam's plan.
- Regarding the first bullet, bike/ped cases are not more important than others.
- The bullet does not refer to funding but information resources – additional data and information on how to handle those cases.
- Combine CC4 and CC5.

Initial acceptability of September draft of this potential recommendation (old CC5):

3 - 7	2 - 4	1 - 0
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September comments on rating:

- Include old drivers too (as in those who already have a license).
- The DOE representative not here today.
- There is a potential for college or professional curriculum to be developed.
- We should look at the type of training available at workshops – modules as a short course.
- Third bullet – “certification program”?
- Those programs already exist -- need to include a bike/ped component.

CC5 – The ultimate safety goal is to eliminate all fatalities and serious injuries on Florida’s roadways. Florida’s comprehensive approach to pedestrian and bicycle safety successfully combines education, enforcement, engineering, and 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

Initial acceptability of potential recommendation as drafted (circle):

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

Comments on rating:

Initial acceptability of September draft of this potential recommendation:

- This is a new potential recommendation based on September comments.

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

Initial acceptability of potential recommendation as drafted (circle):

3	2	1
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Comments on rating:

Initial acceptability of September draft of this potential recommendation:

3 - 7	2 - 1	1 - 1
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September comments:

- FDOT cannot support legislative changes without full approval of management.
- FDOT is looking at revising this along with Highway Safety and Motor Vehicles
- FDOT is not tilting at this windmill this year (full package of potential legislative updates to bike/ped issues). We are still looking at potential items for a legislative package for future years.

~~CC7 – Consider establishing a statewide (on line?) calendar reflecting, to the degree possible, all bicycle and pedestrian events to serve as a resource for interested residents.~~

Initial acceptability of September draft of this potential recommendation:

3 - 8	2 - 3	1 - 0
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September comments:

- DEP is already working on this.
- Great strategy for ecotourism.
- Connects up to CC5 too.
- Encourage it be done in collaboration with economic impact/benefit.

Other Suggestions on Cultural Change?

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.

Initial acceptability of potential recommendation as drafted (circle):

3	2	1
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Comments on rating:

Initial acceptability of potential recommendation as drafted (circle):

3 - 7	2 - 2	1 - 0
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Comments on rating:

- Slightly broader – other supporting entities
- Conduct rather than promote.

BPPC Meetings for 2015 Calendar Form

NAME: _____

Meeting #1 March 10th at the FDOT Burns Auditorium

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

Meeting #2 June 2015:

WEEK OF June 1	Mon June 1	Tues. June 2	Wed. June 3	Thurs. June 4	Fri. June 5
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WEEK OF June 8	Mon June 8	Tues. June 9	Wed. June 10	Thurs. June 11	Fri. June 12
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WEEK OF June 15	Mon June 15	Tues. June 16	Wed. June 17	Thurs. June 18	Fri. June 19
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WEEK OF June 22	Mon June 22	Tues. June 23	Wed. June 24	Thurs. June 25	Fri. June 26
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Meeting #3 September 2015:

WEEK OF Aug 31	Mon Aug 31	Tues. Sept 1	Wed. Sept 2	Thurs. Sept 3	Fri. Sept 4
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WEEK OF Sept 7	Mon Sept 7	Tues. Sept 8	Wed. Sept 9	Thurs. Sept 10	Fri. Sept 11
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WEEK OF Sept 14	Mon Sept 14	Tues. Sept 15	Wed. Sept 16	Thurs. Sept 17	Fri. Sept 18
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WEEK OF Sept 21	Mon Sept 21	Tues. Sept 22	Wed. Sept 23	Thurs. Sept 24	Fri. Sept 25
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Meeting #4 December 2015:

WEEK OF Nov 30	Mon Nov 30	Tues. Dec 1	Wed. Dec 2	Thurs. Dec 3	Fri. Dec 4
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WEEK OF Dec 7	Mon Dec 7	Tues. Dec 8	Wed. Dec 9	Thurs. Dec 10	Fri. Dec 11
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WEEK OF Dec 14	Mon Dec 14	Tues. Dec 15	Wed. Dec 16	Thurs. Dec 17	Fri. Dec 18
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MEETING EVALUATION FORM

Florida Bicycle and Pedestrian Partnership Council

Tallahassee, Florida

December 10, 2014

Proposed Meeting Objectives

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

WERE THE MEETING OBJECTIVES MET?

• To review the BPPC charge, procedures, guidelines and website	5	4	3	2	1
• To review and receive updates on previous BPPC recommendations	5	4	3	2	1
• To receive updates from Agencies and Other Partners	5	4	3	2	1
• To review and finalize recommendations for the BPPC annual report	5	4	3	2	1
• To identify candidate focus areas for 2015	5	4	3	2	1
• To discuss 2015 meeting calendar	5	4	3	2	1

MEETING ORGANIZATION

• Background and agenda packet were helpful	5	4	3	2	1
• Presentations were effective and informative	5	4	3	2	1
• Plenary discussion format was effective	5	4	3	2	1
• Facilitator guided participant efforts effectively	5	4	3	2	1
• Participation was balanced	5	4	3	2	1

What Did You Like Best About the Meeting?

What Could Be Improved?

Other Comments (use the back if necessary)