

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

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

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

Facilitators:

Hal Beardall and Rafael Montalvo (FCRC Consensus Center)

FDOT & Support Staff:

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

Observers:

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

Meeting Highlights

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

Opening Remarks, Introductions, and Agenda Review

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

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

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

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

Recap of BPPC Activities To-Date

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

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

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

Updates on FDOT's Safety Initiatives

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

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

Member Questions and Comments:

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

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

How many people are involved with the Coalition?

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

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

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

Can you describe how you collected your data?

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

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

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

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

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

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

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

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

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

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

Updates on Other State Agency Plans

Florida Department of Environmental Protection

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

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

Member Questions and Comments:

Are you involved with legislative efforts to promote these efforts?

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

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

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

Florida Department of Health

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

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

Member Questions and Comments:

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

State and Federal Legislative Updates

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

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

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

Yes, this project is part of FDEPs plan.

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

Presentation on Communities for a Lifetime

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

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

Member Questions and Comments:

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

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

Presentation on Safe Mobility for Life

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

Review and Discuss New Potential Council Recommendations

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

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

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

COMPLETING THE SYSTEM (CS)

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

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

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

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

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

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

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

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

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

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

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

SAFETY (S)

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

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

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

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

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

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

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

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

CULTURAL CHANGE (CC)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Other Suggestions (Cultural Change)

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

HEALTH (H)

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

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

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

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

Other Suggestions (Health)

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

Review of Best Practices Tool on Website and Potential New Additions

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

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

Member Comments:

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

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

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

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

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

Introduce Proposed Format for BPPC Annual Report

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

Member Comments:

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

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

Public Comment

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

Next Steps

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

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

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

Meeting Evaluation Survey

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

Adjourn

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

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

May 1, 2013 – 9:00 am to 3:35 pm

	☺	☹	☹	☹	☹	
	<u>Agree</u>			<u>Disagree</u>		
	<i>CIRCLE ONE</i>					
	5	4	3	2	1	Summary
<u>WERE THE MEETING OBJECTIVES MET?</u>						
To receive updates on FDOT’s Safety Initiatives	5	2	1	0	0	4.5
To receive updates on other related State Agency Plans	5	1	2	0	0	4.4
To review and discuss potential Council recommendations for the BPPC annual report	7	0	1	0	0	4.8
To review and discuss use of the Council Website to promote best practices for bicycle and pedestrian safety and design	4	2	2	0	0	4.3
<u>MEETING ORGANIZATION</u>						
Background and agenda packet were helpful	8	0	0	0	0	5.0
Presentations were effective and informative	5	3	0	0	0	4.6
Plenary discussion format was effective	6	2	0	0	0	4.8
Facilitator guided participant efforts effective (1 = “6”)	8	0	0	0	0	5.0
Participation was balanced	6	1	1	0	0	4.6

What Did You Like Best About the Meeting?

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

What Could Be Improved?

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

Other Comments (use the back if necessary)

- Great job!