

MEETING AGENDA

Florida Bicycle and Pedestrian Partnership Council

Tallahassee, Florida

March 10, 2015 – 9:00 am to 3:30 pm

Meeting Objectives

- Review the BPPC charge, procedures, guidelines and website
- Review and discuss draft BPPC work plan for 2015
- Receive updates from agencies and other partners
- Receive presentation on the FTP/SIS steering committee process
- Review and discuss role of the BPPC in the FTP update process
- Review and discuss potential BPPC recommendations for the FTP
- Review 2015 meeting calendar

Meeting Agenda

- 9:00 a.m. Welcome and Introductions
- 9:10 a.m. Review of BPPC Charge, Procedures & Guidelines, and Website
- 9:20 a.m. Review Draft Work Plan for 2015
- 9:30 a.m. Updates from Agencies and Other Partners
- FDOT
 - o Policy Planning
 - o Safety / Design Offices
 - FDEP
 - FDEO
 - FDOH
 - Additional Council Partners
- 10:45 a.m. Break**
- 11:00 a.m. Presentation of the FTP/SIS Steering Committee Process
- 11:15 a.m. Review and Discuss Role of the BPPC in the FTP Update Process
- 11:30 a.m. Review and Discuss Potential BPPC Recommendations for the FTP
- Start with Review of BPPC Annual Report Recommendations to Date
- 12:30 p.m. Lunch - Onsite**
- 1:30 p.m. Continue Review and Discussion of Potential Recommendations for the FTP
- 2:45 p.m. Break**
- 3:00 p.m. Review 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

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
Amanda Day, Pedestrian Representative
Julie Dudley, Florida Department of Health
Georgia Hiller, Florida Association of Counties
Steve Holmes, Transportation Disadvantaged Representative (Alternate: Karen Somerset)
Harry Reed, Metropolitan Planning Organization Advisory Council
Stephen Slotter, Florida Department of Elder Affairs (Alternate: Buddy Cloud)
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 Association of Counties
Vacant, Florida League of Cities
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*

605 Suwannee Street
Tallahassee, FL 32399

Tel: 850-414-4800
Fax: 850-414-4898
[E-Mail Us](#)

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

March 10, 2015 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 March 10, 2015 meeting** is now available.

Florida Bicycle Month Proclamation and Press Release - Governor Scott signed an official proclamation on Friday, February 27, 2015, recognizing March as Florida Bicycle Month.

- [Press Release](#)
- [The Florida Bicycle Month Proclamation](#)

2015 Legislative Bills - Below are links to several transportation related bills filed in the Florida House and Senate.

- [HB 231 - Transportation](#)
- [SB 908 - Transportation](#)
- [SB 918 - Environmental Resources](#)
- [SB 1376 - Traffic Offenses](#)

Coast to Coast Connector - The Coast to Coast Connector (C2C Connector) is a significant effort to provide a safe and continuous multi-use trail from the Gulf of Mexico to the Atlantic Ocean through Central Florida. The C2C Connector is roughly 275 miles with approximately 75 percent of the corridor already developed and open to the public or funded for completion. The latest edition of the **C2C Connector Newsletter** is now available so you can keep up to date on the trail's progress.

December 10, 2014 Meeting - The [meeting materials for the December 10, 2014 meeting](#) are

now available.

Council's 2013/2014 Annual Report - The Council's 2013/2014 Annual Report will be available for review soon.

Comprehensive Study to Reduce Pedestrian Crashes in Florida - [The final report](#) is now available.

The Federal Highway Administration will be hosting a series of webinars on bicycle and pedestrian safety. Please visit the FHWA [website](#) for more information.

[Contact Us](#) [Employment](#) [MyFlorida.com](#) [Performance](#) [Statement of Agency](#) [Web Policies & Notices](#)



© 1996 - 2015 Florida Department of Transportation

Florida Department of Transportation
100 Years of Innovation, Mobility and Economic Development

Florida Bicycle and Pedestrian Partnership Council
Summary of Meeting
December 10, 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 checked="" type="checkbox"/> Samantha Browne, Florida Department of Environmental Protection	<input type="checkbox"/> Doug Alderson
<input type="checkbox"/> Karen Brunelle, Federal Highway Administration	<input type="checkbox"/> Carl Mikyska
<input checked="" 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 type="checkbox"/> Heather Murphy, Pedestrian Representative	<input type="checkbox"/>
<input type="checkbox"/> Patricia Northey, Florida Association of Counties	<input type="checkbox"/>
<input checked="" type="checkbox"/> Harry Reed, Metropolitan Planning Organization Advisory Council	<input type="checkbox"/>
<input 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 checked="" type="checkbox"/> Tracey Suber, Florida Department of Education	<input type="checkbox"/>
<input checked="" 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, David Lee, Brian Watts, Tom Yu, Paula San Gregorio (FDOT Office of Policy Planning); DeWayne Carver (FDOT Roadway Design Office); Keith Brown (FDOT Systems Planning Office); Angela Wilhelm (FDOT Traffic Engineering and Operations); Gabe Matthews (FDOT Transit Office); Mike Neidhart (FDOT Office of Policy Planning/Gannett Fleming)

Observers:

Monica McKenzie (FDOH Injury Prevention); Lucas Cruse and Angela Coullias (USF Center for Urban Transportation Research); Ernest Bradley (Healthiest Weight Florida)

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 December 10, 2014 Florida Bicycle and Pedestrian Partnership Council meeting commenced at 9:13 AM at the FDOT Headquarters in the Burns Building Auditorium. Chairman Jim Wood welcomed the Council members and thanked them for their participation. Everyone then went around the room and introduced themselves. The Council was informed that Pat Northey, representing the Florida Association of Counties, is retiring on December 31, 2014, and Cindi Stevenson, also representing the Florida Association of Counties, has resigned her position to run for the Special election for a Florida House seat. Sue Hann, representing the Florida League of Cities, has also resigned her position on the Council. The Council is currently working with the Florida Association of Counties and the Florida League of Cities to identify new members.

As part of the introduction, Jim reviewed the agenda and the meeting's objectives, which included updates from the various state agencies; a review of the Council Charge, Procedures and Guidelines, and website; a discussion of the format for the Draft Annual Report; a review of the previous Council recommendations; refinement of the recommendations for this year's Annual Report; identification of Candidate Focus Areas for 2015; and an examination of the 2015 Council Meeting Calendar.

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 September 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.

U.S. Bike Routes in Florida

David Lee, with FDOT's Office of Policy Planning, provided an update on the U.S. Bike Routes in Florida. Florida now has two U.S. Bike Routes (USBR) - USBR 1 and USBR 90, which encompasses over 1,000 miles. FDOT is preparing maps that will show the exact routes along each corridor.

Following Mr. Lee'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:

Miami-Dade has already designated a Bike Route 1. Is this the same as the USBR 1 discussed in the presentation?

When the routes are moved off state roads, permission to locate the route on a non-state road is required from the party responsible for the road. Therefore, most routes are currently located on state roads. However, Miami-Dade is one of the few places where the state was able to acquire resolutions from local governments to allow the routing along local roads, so I'm not sure if the route is exactly the same.

Are the Bike Routes located on trails?

The USBR are located mostly on state owned right-of-way (i.e., property). But there are sections where the routes are also located on good trails parallel to the route's location. FDOT is open to alternative facilities. Principal users of the USBR system are expected to be long distance bike riders, since a good portion of the routes are along state highways.

Are there segments where the state would like to see improved or complementary routing in terms of safety? How does the state work with local governments to potentially improve safety measures, such as lowering speed limits, etc.?

The USBRs are long distance touring routes designed for experienced cyclists. However, there are instances, such as mile-long bridges, where cyclists will need to travel with vehicles, which is difficult to address. There is room for improvement. As for working with local jurisdictions, each FDOT District has a Bicycle and Pedestrian Coordinator that is responsible for working with local governments in coordinating such efforts.

Recap of BPPC Activities To-Date

Hal Beardall and Rafael Montalvo discussed the Council's Charge and Purpose, Roles and Responsibilities, along with the Summary of the last meeting. Each component was reviewed in depth for the benefit of the new members that recently joined the Council. 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.

Following the recap of the BPPC activities to-date, 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 the Bicycle and Pedestrian Partnership Council (BPPC) officially part of FDOT?

There is no statutory requirement enacting the BPPC as part of FDOT. The BPPC is a cooperative effort between partner agencies and organizations to bring bicycle and pedestrian stakeholders together to advance bicycle and pedestrian mobility and safety.

Review Previous BPPC Recommendations

Hal Beardall and Rafael Montalvo reviewed the BPPC's past recommendations from 2011-12 and 2012-13. Overarching themes were discussed based on the review of the previous recommendations. The Council was informed that FDOT will be updating the FTP and SIS plans, which is an opportunity to forward the BPPC's annual recommendations to that planning process. Following a review of the themes, 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 is important to differentiate safety from both an objective and perception standpoint. It isn't possible to teach someone how to perceive safety, and the state cannot only build facilities for experienced cyclists. It is also important to address different user groups. Some cyclists won't be comfortable in certain places, such as riding along with traffic.

Bike lanes are for the experienced cyclist, and there is a need to evaluate quality of life issues in relation to our aging population. What should be done when people can't drive? There is a need to start connecting places with bicycle and pedestrian facilities for increased mobility, which leads to improved wellness benefits as a result of a healthy lifestyle. This in turn leads to an increased quality of life. We need to ensure that bicycle and pedestrian issues are not marginalized through the project evaluation process.

The focus should be on a bicycle/pedestrian system that serves our needs in the future; but this system is dependent on the way cities are designed. If communities were designed differently, as a guiding principle, this would aid in promoting future connection of bicycle and pedestrian facilities.

Updates from Agencies and Other Partners

FDOT Update (Office of Policy Planning)

Jim Wood, 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. The Council was also briefed on the FTP/SIS planning process kicking off on December 17, 2014 as part of the Summit. FDOT would like to see the Council play a role in bicycle and pedestrian issues that will be addressed through this planning process.

Following Mr. Wood'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 the horizon date for the FTP be the same?

There will not be a focus on a specific end date for the FTP, but there will be a minimum 20-year planning period.

As for the role of the Council, will we be looking at these issues at our March meeting?

Yes, definitely. The first FTP Steering Committee meeting will be held on January 30, 2015, and the second meeting will take place prior to the Council's next meeting.

FDOT Update (Safety Office)

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

Following Mr. Carver'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. The demographic information came from the U.S. Census Bureau. We have GIS maps showing the top 10 crash corridors throughout the state. We do this to ensure that we are addressing areas that have the greatest need.

FDOT Update (Design Office)

DeWayne Carver, with FDOT's Office of Roadway Design, then discussed implementation efforts of FDOT's new "Complete Streets" policy that was adopted in September 2014. Melanie Weaver Carr, with FDOT's Office of Policy Planning, also informed the Council that FDOT District One Secretary Billy Hattaway was named Public Official of the Year by Governing Magazine.

Following Mr. Carver's presentation and Ms. Carr'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:

No comments were offered.

FDOT/FDEP Update

Jim Wood, with FDOT's Office of Policy Planning, then provided an update on a guidance document that is currently being developed to aid local governments in the planning and development of trail projects throughout the state. Largely due to increased interest in the Coast-to-Coast Connector project, FDOT is now able to use state dollars for trail projects. FDOT will be partnering with local governments to provide funding for the planning, design, and construction of trail projects. However, other agencies, either at the state or local level, are required to provide continued maintenance.

Following Mr. Wood'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:

In Gainesville, the city sought to create a bike boulevard that could provide better connectivity along University Avenue. However, FDOT would not consider alternative/parallel facilities for the bike boulevard, they would only provide access within the right-of-way along University Avenue. When planning bicycle boulevards, we need to consider the entire travel corridor, not just a single road. Can this concept be incorporated into the guidance document (i.e., adjacent facilities)?

The Districts have the ability to consider alternative/parallel routes for bicycle boulevards. There was a similar occurrence in Brevard County. The District identified a bike boulevard as a parallel route to a state road, and they worked with the locals to identify and sign the route. Once FDOT completed the construction of the facility, the maintenance responsibility was transferred to the local government.

If this is the direction FDOT is heading, the agency should have a comprehensive policy to incorporate all modes. This would be helpful in these types of situations to evaluate how to fit all of these elements into our transportation system.

FDEP (Office of Greenways and Trails) Update

Samantha Browne, 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 briefed the Council on the Summit that was held on October 1, 2014 in Winter Garden, FL. As a result of the Summit, a Leadership Steering Committee has been formed to facilitate the development of a Continuity Plan for the Coast-to-Coast trail. The first meeting of the Steering Committee will be held in January. The Greenway and Trails Maps (Opportunity Network) are in the process of being updated as well. They should be completed by September 2015.

Following Ms. Browne'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 the Greenway and Trails Maps go to the public in September?

Yes.

Has FDEP given any thought on ways to merge this process with the rule-making process for Amendment 1?

No, FDEP is waiting on the appointment of the new Secretary to provide direction on how to implement Amendment 1. Amendment 1 is the Florida Water and Land Conservation Initiative, which will dedicate 1/3 of the Documentary Stamps taxes to manage and restore natural systems and to enhance public access and recreational use of conservation lands. A potential issue is that FDOT and others receive funding from this source, so there may be consequences from this. This legislative session will begin the discussion on how this will work.

Florida Department of Economic Opportunity (DEO) Update

Adam Biblo, from the Florida Department of Economic Opportunity, presented DEO's perspective and role in the "Complete Streets" policy, with an emphasis on planning assistance grants for complete streets planning and bicycle and pedestrian mode accommodation.

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:

These are issues smaller communities have faced, and the only way we can get assistance is to show high crash rates so we can call the project a "safety project." Help from DEO or DOH would be helpful.

There is a need for local governments to consider how communities are planned, and there may be a way to earmark some limited grant opportunities. We do see local governments moving in this direction of developing communities with more multi-modal options.

Other countries use bicycle and pedestrian trails as an economic tool. These are the kind of projects the State should consider. Trails are an amenity and can increase property values.

The economic component of trails is an important topic, as to what these facilities do for our communities.

There is a national research project taking place in different regions of the country to develop tools for planners to assess the benefits of trail projects that consider: lessened mortality rates, economic impacts of trails, and trail usage using Census Tract data.

Large metropolitan cities are using trails as a means to attract and keep young professionals in their cities.

Florida Department of Health (DOH) Update

Julie Dudley, with the Florida Department of Health (DOH), provided an update on its activities; along with an update on the Healthiest Weight Champions award designation, noting that the deadline for nominations was extended to December 19, 2014. Julie also mentioned that County Health Departments will be conducting County Health Assessments, which is an opportunity for counties to be aware of what DOH is doing. DOH has received a grant to promote health and physical activity as well as outreach, and they are interested in highlighting community success stories in order to effectively communicate with the public.

Lisa VanderWerf-Hourigan, also with the Florida Department of Health (DOH), noted that the Department of Health-Injury Prevention Section is the recipient of the 2011-2016 Centers for Disease Control (CDC) grant. One of the focus areas of the grant is Distracted Driving prevention (which also includes Teen Driver Safety). Efforts in this area include policy, awareness and education activities. The DOH Injury Prevention Section has reached out to state agencies to encourage the development of policies on the use of electronic devices while driving. The DOH has also strongly encouraged all of its employees complete the DOT defensive driving course that is on the DOH training website-TRAIN.

Following Ms. Dudley's and Ms. VanderWerf-Hourigan's discussions, 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:

Florida has received a grant from the Centers for Disease Control (CDC) with one of the focus areas being driver safety - working with teen drivers. This is an effort to decrease distracted driving, which will be addressed in agency handbooks. One of the recommendations is that all state employees take a defensive driving course.

The Rails to Trails Conservancy did national polling of federal funding of walking and biking trails, which was broken down by political party affiliation. The data highlighted that people want walking and hiking trails regardless of their political ideology. It is the intention of the Conservancy to use Amendment 1 to build out the priority system, which will cost between \$1-2 billion. It is expected that Amendment 1 will generate \$16 billion.

May is National Bike Month, while March is Florida's Bike Month.

The police and fire personnel provided critical input as a collective body—most were opposed to narrowing lanes or lane widths. Should we consider engaging them as a council?

We have discussed adding a local person that would represent these individuals. The Coalition has local representatives—maybe the Council could do something similar. Also, it is important to include EMS personnel in our discussions.

Review the Format for Draft Annual Report

Mike Neidhart, from Gannett Fleming providing staff support to FDOT's Office of Policy Planning, provided a review of the draft BPPC Annual Report as well as went over the list of organizations that will receive the Council's recommendations.

Following Mr. Neidhart'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:

Are these the organizations that we presented our recommendations to in the past?

In prior years the Council did not formally transmit its recommendations; they were only posted on the Council's webpage. Therefore, this will be the first year that the Council's recommendations will be formally transmitted to organizations outside the Council's partnership.

Additional organizations were suggested to be added to the distribution list, which included:

- Florida Institute of Consultant Engineers
- Florida Association of District School Superintendents
- Florida Association of School Boards
- Florida Association for Pupil Transportation
- local County Health Departments
- National Safe Routes to School Partnership
- SHAPE America (formerly AAHPERD)
- Chronic Disease Prevention Coalition
- AAA
- REDI

We may want to consider having the organizations represented on the Council sign the recommendations, similar to what is done with the Florida Strategic Highway Safety Plan.

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 from notes of previous two Council meetings—statements

related to developing policy guidance, recommendations, or comments to appropriate entities involved in bicycle and pedestrian issues, which were used as the basis for the revised draft Council recommendations.

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’ 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 revised statement as drafted. The following section presents members’ ratings of each item, where applicable, and summaries of members comments.

COMPLETING THE SYSTEM (CS)

CS 1 - 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 Rating	3	2	1
No. of Members	5	1	0

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

- Is this idea taken from the "build on lessons learned"? Can it be brought back once the study is completed?
- The text should include "with emphasis on access and safety"
- The Council may want to add an intro that shows support for the program?

CS 2 - 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 Rating	3	2	1
No. of Members	5	3	0

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

- The statement “and seamless connections to transit where appropriate” might be a better phrase since “seamless connections” are not possible everywhere
- Consider a better word than “routine.” “Governments strive to consider...” for example, or “strives for all projects”
- FDOT increasingly includes or seeks to integrate bike/ped improvements - encouraging parallel adoption at the local level - not just to develop guidance but facilitate implementation at the local level - each idea could be added to the introductory sentence - mutual encouragement and cooperation
- It would be good to include “encouraged to cooperate and provide guidance” in the first sentence
- It is important to emphasize that all entities are to cooperate
- Include guidance and cooperation - in the second sentence
- Guidance to show how and cooperation to make it happen
- Encouraging efforts to make the system work

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 Rating	3	2	1
No. of Members	5	1	0

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

- Transportation to school is the responsibility of school systems with buses – the Council should consider adding “near school bus stops where there is a history of crashes” to the end of the sentence
- The qualifier of “history of crashes” is not necessary
- High school zones are not treated the same as elementary and middle school zones for speed - It is based on state statute and federal guidance
- This may be something the Safety Coalition can address in their review of state legislation

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 Rating	3	2	1
No. of Members	6	0	0

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

- Will there be a state plan for bicyclists or pedestrians next year? Yes, as a possible follow-up to the FTP.

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 Rating	3	2	1
No. of Members	6	0	0

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

- The Council should consider taking out “consideration” and add “evaluation”
- Consider and evaluate?

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 Rating	3	2	1
No. of Members	3	3	0

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

- As a planner, what am I expected to do and report to whom?
- Local govt. and MPOs are anticipated as taking lead roles
- The Council endorses the Broward effort and recommends this approach to other local governments?
- There is a need to get it into local codes to push it forward - a hook to make it happen
- It is important to identify who is responsible and how is it implemented
- There is a policy element and a coalition element in this recommendation. The Council may need to separate this recommendation into two statements.

- It is important to recognize value and success from coalitions initiated at the local level - agencies can support those efforts
- It takes many partners to make change happen
- The introduction should be tweaked to recognize the need for coalition and good models; also take out the second sentence and bullets as addressed elsewhere
- Capture the last sentence in the italicized intro?
- Two items from the school perspective could be added - hazardous walking conditions near schools and safe routes to schools

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

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

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

- Each has a policy - idea is to be sure the concept is coordinated

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

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

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

- What is the exact purpose of this recommendation?
- This recommendation attempts to credit Florida for significant investments not captured - lifting the veil report
- The Council is concerned it would be a line that could be supported then support for it could be removed
- The information in each District's data bases are not the same - we need more of a case study approach
- Forensic accounting can be used to identify how the state is spending money on bicycle and pedestrian projects - there is need to remove possible ambiguity
- There is a need to identify the value of FDOT investment in such projects
- The value may be in identifying and measuring lane miles, as in how much the state is building
- The Council might want to clarify how the state spends flexible money

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 Rating	3	2	1
No. of Members	4	2	0

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

- Practical note regarding curriculum for schools – they are currently rolling out new evaluation standards – and there is not enough time to add in new instructional material – it may be better to support efforts at targeted age-groups through extra-curricular activities
- This statement does not get to local government staff as receiving the training
- Include economic benefit as part of the training
- It would be a good idea to deploy “Shape America’s” bicycle and pedestrian safety curriculum for grades 6-12 through extra-curricular activities
- Include local staff
- Include economic benefits of facilities as an additional bullet
- Does “Shape America” match the efforts at UF funded by FDOT’s Safety Office? The Council wouldn’t want to recommend something in conflict with current FDOT efforts
- Revise fourth bullet “deploy Shape America’s or FDOT safety office”
- Folding in economic value - provide education on safety, economic and health benefits

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 Rating	3	2	1
No. of Members	6	1	0

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

- Next year the Council may want to evaluate Vision Zero as a goal and its added value of identifying areas of focus
- Need consideration of “Design of our Communities,” not just engineering of the facilities - add Community Planning and Design in second sentence of the italicized introduction
- Address the order offered
- Do we need to consider a multi-modal corridor approach to improvements?
- The Complete Streets policy addresses many of those improvements
- A check list to evaluate project assessment at the PD&E stage would be helpful
- If it cannot be incorporated now, at least do not do something that precludes it in the future

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

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

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

- Florida Statute currently requires riding in a marked lane - Safety Coalition is working on this issue
- Any data to show more or less conflict or accidents from riding in roadway lane?
- It would be important to ask staff to look at the Idaho law that allows for flexibility for review next year

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	4	2	0

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

- Should this fit under CC4 as part of education and outreach?
- Could coordinate with school systems - partnership opportunity
- The Council may be able to use the Chronic Disease Prevention Coalition to operationalize some of these activities

Identification of Candidate Focus Areas for 2015

Hal Beardall engaged the Council in a discussion of potential focus areas for 2015 by asking members for their input on what they feel the Council should focus its efforts on for the following year. Rafael Montalvo reminded members that given their limited number of meetings, the Council should look

at focusing their efforts on a few key areas. The general consensus among members was that they would like to continue with the Council's current focus areas of:

- Completing the System
- Safety
- Cultural Change
- Health

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

POTENTIAL MEETING TOPICS

In addition to the focus areas there was interest in hearing from each of the Council members at the table on their thoughts for future meeting topics. Council members identified the following potential topics, which will be used as a starting point in the development of next year's Work Plan.

- March meeting will be an opportunity to provide input to the FTP/SIS planning process
- Vision Zero
- Multi-modal corridors
- Idaho's bicycle law
- Economic benefits of trails
- Federal re-authorization
- Passage of Amendment 1
- The U.S. Census Bureau's American Community Survey - are we adequately investing in the right places? Are the numbers correct? Use of data to identify how Floridians are already getting around
- Partnership and Citizen Engagement
- Funding
- Monitoring and Evaluation
- Communication of successes
- Understanding of bicycle/pedestrian laws
- Law enforcement and others understanding the law - follow up on TIP Cards and circulation of the "Roll Call"
- Follow-up and/or expand on recommendation CC4 on improve professional training and public education
- Review, evaluate and/or monitor previous recommendations

Council Meeting Calendar

Hal Beardall and Rafael Montalvo discussed the future quarterly meeting schedule, and have suggested March 10th for the next meeting due to renovations for the Burns Auditorium. FDOT staff is still reviewing options for future meeting sites. Members were asked to complete the enclosed calendar form and return it to FDOT staff to develop next year's meeting calendar.

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 March 10, 2015. The Council will finalize its recommendations for incorporation into the annual report.

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

December 10, 2014

	☺	☹	☹	☹	☹	
	<u>Agree</u>				<u>Disagree</u>	
	<i>CIRCLE ONE</i>					
	5	4	3	2	1	Summary
<u>WERE THE MEETING OBJECTIVES MET?</u>						
To review the BPPC charge, procedures, guidelines and website	10	0	0	0	0	5.0
To review and receive updates on previous BPPC recommendations	8	1	0	1	0	4.6
To receive updates from State Agencies and Other Partners	9	1	0	0	0	4.9
To review and finalize recommendations for the BPPC annual report	10	0	0	0	0	5.0
To identify candidate focus areas for 2015	9	1	0	0	0	4.9
To discuss the 2015 meeting calendar	10	0	0	0	0	5.0
<u>MEETING ORGANIZATION</u>						
Background and agenda packet were helpful	10	0	0	0	0	5.0
Presentations were effective and informative	9	1	0	0	0	4.9
Plenary discussion format was effective	10	0	0	0	0	5.0
Facilitator guided participant efforts effective	10	0	0	0	0	5.0
Participation was balanced	10	0	0	0	0	5.0

What Did You Like Best About the Meeting?

- Discussion about focus areas, this year and next
- The background review of Council materials and earlier recommendations
- It also helped to submit the ratings before the discussion of the recommendations
- Presentations and discussion
- Participation by council members and staff
- Overview and background as a new member to the Council

What Could Be Improved?

- Perhaps you could suggest broad topic areas by giving comparisons with what other states are doing – particularly large, populous, diverse states such as Texas, California, New York or Illinois – and any “best practices” being promoted by the federal government.
- Please have room at a comfortable temperature
- Offer bottles of water or coffee

Other Comments (use the back if necessary):

- Consider reviewing a list of the Council’s accomplishments since 2010. Level of success toward goals if not completed.

DRAFT

Florida Bicycle and Pedestrian Partnership Council

2015 Work Plan

MEETING 1 – March 10, 2015

- Review the BPPC Charge, Procedures, Guidelines and Website
- Review and discuss draft BPPC Work Plan for 2015
- Receive updates from Agencies and Other partners
- Receive presentation on the FTP/SIS Steering Committee process
- Review and discuss role of the BPPC in the FTP update process
- Review and discuss potential BPPC recommendations for the FTP
- Review 2015 meeting calendar

MEETING 2 – June 2015

- Receive updates from Agencies and Other partners
- Review current status of the FTP/SIS planning process
- Present and review the FTP/SIS visioning report and draft recommendations
- Receive an update on post Legislative activities
- Review and discuss Alert Today Florida (Florida's version of Vision Zero) program
- Review and discuss related bicycle initiatives and laws in other states

MEETING 3 – September 2015

- Receive updates from Agencies and Other partners
- Review FTP/SIS planning process
- Review and discuss potential BPPC recommendations for 2015 Annual Report
- Review draft list of potential organizations to transmit BPPC recommendations

MEETING 4 – December 2015

- Review BPPC Charge, Procedures & Guidelines, and previous Council recommendations
- Receive updates from Agencies and Other partners
- Refine Council recommendations for 2015 Annual Report
- Review Draft BPPC Annual Report
- Establish 2016 meeting calendar
- Discuss and identify candidate Focus Areas for 2016

Florida's Bicycle/Pedestrian Focused Initiative



Trenda McPherson
State Bicycle/Pedestrian Safety Program Manager
Florida Department of Transportation

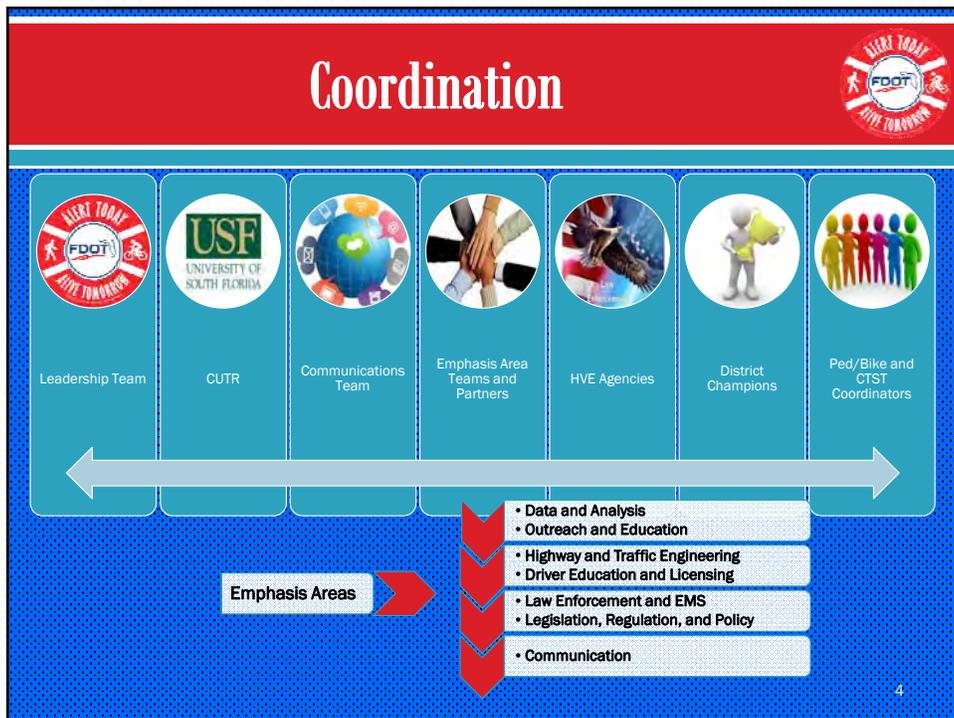
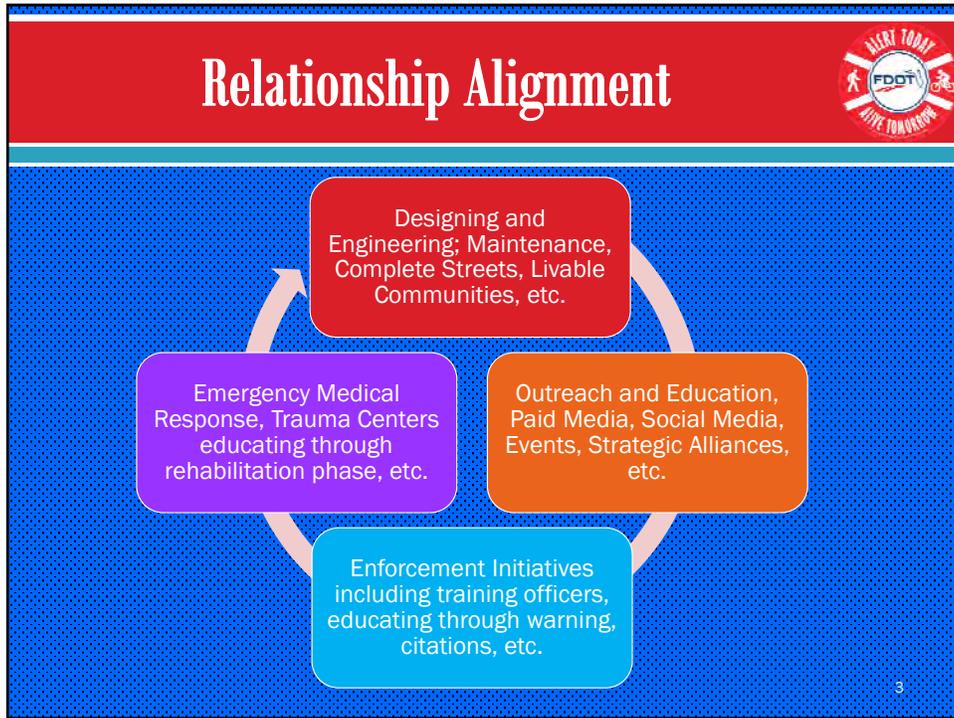
BPPC Update– March 2015

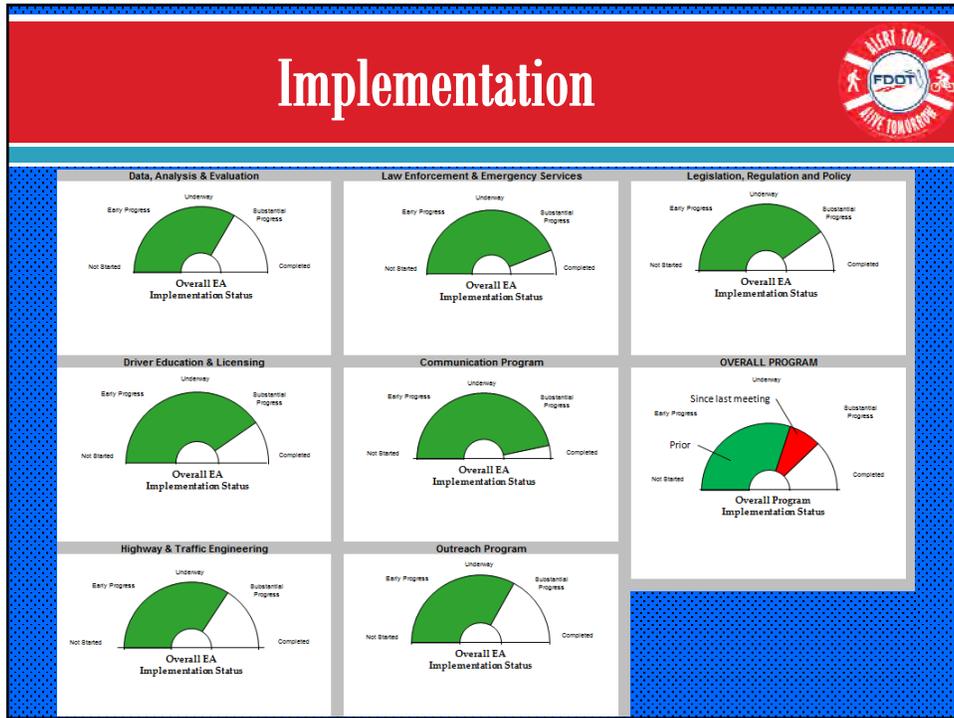
Road Map



- Relationship Alignment
- Coordination
- Implementation
- Communication
- Evaluation







Enforcement Update



HVE Agencies By District:

District One

Cape Coral PD
Lee County SO

District Two

Jacksonville County SO

District Four

Broward County SO
Coconut Creek PD
Coral Springs PD
Davie PD
Lauderhill PD
Sunrise PD
Pembroke Pines PD
Palm Beach County SO
Palm Springs PD
Delray Beach PD
Juno Beach PD

District Five

Holly Hill PD
Orange City PD
Orlando PD
Winter Park PD
Daytona Beach Shores PD
Ormond Beach PD

District Six

Surfside PD
Aventura PD
City of Miami PD
Miami Beach PD
Miami Gardens PD
North Miami PD
North Miami Beach PD

District Seven

Clearwater PD
Largo PD
Pinellas County SO
Pinellas Park PD
St. Petersburg PD
Pasco SO
New Port Richey PD
Tampa PD
Temple Terrace PD

Enforcement Strategies



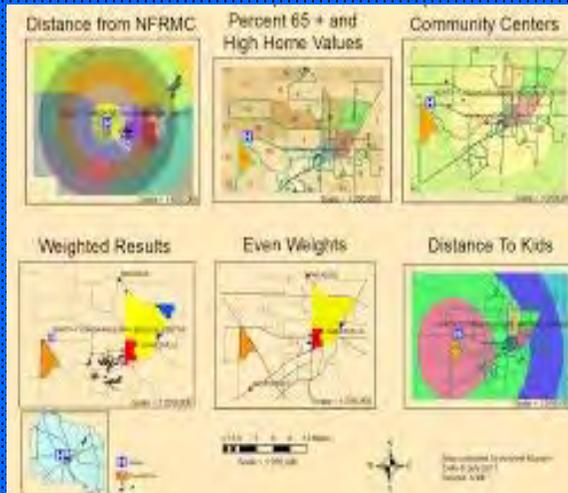
Combine Bicycle/Pedestrian Enforcement into Current Crime Reduction Initiatives

Enforcement plan should begin with an education campaign

Partner with your FDOT District Office to coordinate education events around crime and crash hotspots

Enforcement plan should take into account crash hotspots

Overlay crash hotspot GIS maps over high crime hotspot maps to determine enforcement areas



Florida School Crossing Guard Training Program



"Crossing Guards are the unsung heroes of the community working to keep our youngest citizens safe. Each school day they brave the elements of weather, traffic, air and noise pollution. They surrender personal needs to split up their day to insure the safety of the communities' students. Often they go unnoticed by the general public until you have a child of your own, or they don't show up one morning and you notice something different about an intersection."

Shannon Robeson, Parking Enforcement Coordinator
Jacksonville Beach Police Department
School Crossing Guard Program



The Florida School Crossing Guard Training Program:

Our first concern is the safety of students!



Education Strategies



- Utilize FDOT and Partner Public Information Officers, Paid Media, and Social Media to deliver culturally diverse messaging that is consistent, predictable, and repeatable.
- Establish strategic alliances with non-traditional partners that can assist in promoting a positive culture shift to improve ped/bike safety.
- Promote high visibility law enforcement in conjunction with paid media efforts. Include speed, impaired driving, distracted driving, and other elements that affect peds/bikes in this outreach.



Relationship Alignment and Performance Management

Audience Engagement and Behavioral Change

Performance Assessment

Florida Bicycle Month

RICK SCOTT
GOVERNOR

FLORIDA BICYCLE MONTH

WHEREAS, bicycling plays an important role in the lives of millions of Floridians by providing means to travel to work, school, and parks and is a popular form of recreation, and

WHEREAS, the Florida Department of Transportation and many local governments throughout the state have adopted goals and policies to develop a multimodal transportation system that supports non-motorized alternatives, including the bicycle, and encourages the use of bicycles for transportation on Florida's roadways; and

WHEREAS, roadway safety for vulnerable road users, including bicyclists, has been elevated to a critical priority of the Florida Department of Transportation in order to reduce fatalities and serious injuries and encourages motorists to share the roadways with bicyclists and for bicyclists to observe all traffic laws; and

WHEREAS, bicycle usage promotes health and wellness in our state and is an important part of encouraging all citizens to develop habits of physical activity; and

WHEREAS, the Florida Greenways and Trails System Plan advances the creation and sustainability of bicycling trails by establishing the vision for a non-motorized trails system that enhances Florida's economy, tourism, health, alternative transportation, recreation, conservation, and quality of life; and

WHEREAS, nearly 23 million residents and tourists participate in bicycling annually, with more than 18.4 million bicyclists using paved trails and nearly 6.5 million on unpaved trails;

NOW, THEREFORE, I, Rick Scott, Governor of the State of Florida, do hereby extend greetings and best wishes to all observing March 2015 as Florida Bicycle Month.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed at Tallahassee, the Capital, this 27th day of February, in the year 2015.

Governor

THE CARROLL
TALLAHASSEE, FLORIDA 32399-7000 (904) 488-7972

March is
Florida Bike Month

Editorial – Promoting Personal Responsibility

SAFETY DOESN'T HAPPEN BY ACCIDENT

www.AlertTodayFlorida.com

Alert Today, Alive Tomorrow

Everyone has different positions when it comes to transportation. Does there's one that all road users share—everyone is a pedestrian.

Florida's many number and beautiful beaches compel many of us to take a side trip to enjoy the wonderful weather. Bicycles, both motorized and non-motorized, can take you around the hundreds of miles of trails and bike lanes around the state.

But the reality is that many motorists, pedestrians, and bicyclists are unfamiliar with the law. Laws that were put into place to protect the safety of our most vulnerable road users are some of the most complex laws that we have. This has resulted in far too many crashes, injuries, and serious injuries. And when paying the price of fatalities and injuries is not enough, improving pedestrian and bicycle safety is the top priority of the Florida Department of Transportation. We are working with our partners at the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA) to raise awareness of the dangers to pedestrians and bicyclists, and to provide leadership, expertise, and resources to communities across the state to combat these crashes.

We are coordinating a multi-pronged approach that includes education, enforcement, engineering, and emergency response to address the situation. But we need your help!

The only way to shift the culture in Florida from vehicle-dependency to sharing the roads for all road users (especially pedestrians and bicyclists) is the every one of us to respect the safety of others on the roadway. Because safety doesn't happen by accident.

Take the Pledge!
Commit yourself to being a safe motorist, pedestrian and bicyclist.

We challenge all Floridians to commit to being safe while on Florida roads.

@AlertTodayFL
 /AlertTodayFL

One Foolish Act Can Ruin a Thousand Other Great Ones

A life Jeremy Becker will never live...

On April 3, 2015 a drunk driver killed 10-year-old Jeremy Becker while he was riding his bicycle home. He also killed the marriage to his wife Heidi, the woman he would have met in five years; the children Matthew and Jenny; the dogs on Lake Okechobee; and the day his daughter would have been married on the lawn of the home they would have lived in.

A family Miguel Ortega will never have...

On January 10, 2015 a drunk driver killed Miguel Ortega as he walked to cross the road. He also killed the day in 2015 Miguel would meet Maria, the woman he'd marry; the two girls, Angela and Emma; the days he'd spend with his wife; the day to fish; and the summer day in August when they surprised him on his 42nd birthday.

Things you can do to improve safety:

1. Watch for pedestrians and bicyclists.
2. Stay alert and avoid distractions.
3. Don't drive impaired.

1. Know the rules, obey signs and signals.
2. Use the crosswalk.
3. Stay alert and avoid distractions.

1. Ride predictably and signal before changing your position.
2. Obey all traffic laws.
3. Ride in the direction of traffic.

If you're impaired, don't drive.

Powered by the Florida Department of Transportation

Facebook



www.Facebook.com/AlertTodayFlorida

/AlertTodayFlorida
 Updated daily
 Keep users engaged
 Posts have themes
 Myth Busting Monday
 Trivia Tuesday
 Wacky Wednesday
 Throwback Thursday
 Fun Fact Friday
 Senior Saturday
 Scotty Sunday
 Posts scheduled & approved
 one week prior



Twitter



www.Twitter.com/AlertTodayFL

@AlertTodayFL
 Updated daily
 Same themes as
 Facebook
 #AlertTodayFlorida
 #TeamSLR



Social Media ROI



SOCIAL MEDIA ROI



- Efficiency
- Reputation
- Differentiation
- Risk Reduction
- Client Retention
- Brand Association
- Long Term Revenue
- Environmental Impact
- Economic Development
- Opportunity Creation
- Immediate Revenue
- Perception Shifting
- PR and Exposure
- Client Education
- Network Growth
- Building Trust
- Innovation

Reviews



Carie S — 5★ They are great to have on campus to remind us the importance of safety
Like Comment

Alexandra Ayala M — 5★ Love it !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Alex K. A — 5★ A great organization promoting the safety and awareness of travelers
Like Comment

Mackayla M — 5★ I think this is a great initiative and they are really informative and provide valuable information and are very nice individuals! (:

Lashawn Boone L — 5★ I learned some great safety tips while out with my family at the movie theater today and even won a t-shirt. Keep up the good work guys.
Unlike Comment

4.9 ★ 4.9 of 5 stars
147 reviews

5 star	133
4 star	14
3 star	
2 star	
1 star	

Alert Today Florida Website



www.AlertTodayFlorida.com

Official project website

Updated weekly

About Us

Strategic Safety Plan

Lists campaign details

Educational information

Additional Resources

Slideshow Cover Photo, Links to articles on page

Automatic FB updates

Recent Activity

Information for Upcoming Events

Additional Content & Resources

Headline article of the week

Website - Education



Education

- Safety Tips
- Law Synopsis Brochure
- Bicycle Law Enforcement Guide
- Various training programs and other safety campaigns listed
- Florida Driver's Handbook PDF of all Tip Cards we distribute

Website - Campaigns



Campaigns listed

- Alert Today Alive Tomorrow
- Bulls Walk & Bike Week
- Ciclovia
- Citrus Series
- Dirt Track Event
- Jaguars Safety Event
- Mass Media Campaigns
- Miami Heat Cycle
- NASCAR
- One Foolish Act
- Tallahassee Ride for Safety

Audience Engagement Concepts



21

“Jib Jab”

PEDESTRIAN AND BICYCLE SAFETY

Florida's Pedestrian & Bicycle Focused Initiative

HOME ABOUT US CAMPAIGNS EDUCATION RESOURCES

Upload your selfie headshot and do the “Safety Dance”

Enter to win our contest and share your videos with us and friends



Florida's Source for Pedestrian and Bicycle Safety

Find us on Facebook



Ciclovía has come to Florida!

Ciclovía, also referred to as Cyclovía or Open Streets, is a pedestrian and bicycle friendly activity that began in Bogotá, Colombia, where major city

The public can upload their own pictures and do the “Safety Dance”

Social media campaign and potential contest

THE VALERIN GROUP 1.27

Targeted Education



Benefits of a Roundabout

What is a Roundabout?

Roundabouts

Why Modern Roundabouts?

Disturbed Pedestrian - Adult

What happens when a distracted driver runs into a distracted pedestrian?

No one wins!

Stop the Talk. Walk the Walk.

When in pedestrian mode, stop in the park.

Stay to the side to see your phone - don't use your cell phone while you walk.

www.AlertTodayFlorida.com

Disturbed Pedestrian - Teen

What happens when a distracted driver runs into a distracted pedestrian?

No one wins!

Stop the Talk. Walk the Walk.

Before in pedestrian mode, stop in the park.

Stay to the side to see your phone - don't use your cell phone while you walk.

www.AlertTodayFlorida.com

Roundabout Tip Card

Roundabout Tip Card

Roundabout User Tip

Disturbed Walking - Are you at risk?

While walking do you...

(Check all that apply.)

- Text your friends?
- Talk on your cell phone?
- Use headphones?
- Think you talk on the phone and watch traffic at the same time?
- Cross streets while using your phone?

If you checked even one box, you are at risk. On average, four pedestrians per day are struck in...

Disturbed Walking - Are you at risk?

While walking do you...

(Check all that apply.)

- Text your friends?
- Talk on your cell phone?
- Use headphones?
- Think you talk on the phone and watch traffic at the same time?
- Cross streets while using your phone?

If you checked even one box, you are at risk. On average, four pedestrians per day are struck in...

Culture Shift - Ciclovía



Ciclovía is Coming!

Encouraging Communities to "Use" the Roadway Differently in an Effort to Promote a more "Sharing" Environment.



Ciclovía Tampa Bay

KENNEDY BOULEVARD | DOWNTOWN TAMPA
SUNDAY OCTOBER 19, 2014 | 9 AM to 2 PM
walk bike run skate play jump laugh sing race eat
FREE EVENT | www.CiclovíaTampaBay.com



FORT LAUDERDALE

Las Olas Boulevard from Andrews Avenue to SE 15th
November 23, 2014
10 am to 4 pm

Streets Alive!

LEE COUNTY
People At Play

CICLOVIA

A CAR-FREE ROBINSON STREET -
Imagine the possibilities!

SUNDAY, SEPTEMBER 21, 2014
FROM THE MARKET TALK ZONE TO THE MARKET
10 A.M. TO 3 P.M.
A FREE EVENT!

#CICLOVIAORL

Investments



36 Current HVE Agency Contracts in place
Total \$1,875,001.18

13 Communications Contracts in place
Total \$3,000,000

Current Grant Communications Funds: \$100,000
Pending: \$400,000

Current Grant Comprehensive Program Funding: \$650,543
Pending: \$50,000

Current Program Evaluation Funding: \$200,000

25

Program Evaluation



	2012	2013	% Change
Total Traffic Crashes	281,340	316,943	+12.65%
Pedestrian Crashes	8,258	8,410	+1.84%
Pedestrian Fatalities	473	498	+5.29%
Pedestrian Injuries	7,413	7,464	+0.73%
Bicycle Crashes	6,425	6,969	+8.47%
Bicycle Fatalities	116	135	+16.38%
Bicycle Injuries	6,058	6,520	+7.63%

Population in Florida increased by 293,000 over the past couple of years moving us ahead of New York for the 3rd most populated state in the nation

In 2013 alone, nearly 95 million tourists visited Florida

Naturally with a higher population and millions of tourists visiting annually there are more opportunities for crashes

FHWA requires actual numbers. NHTSA allows rate. SHSP says actual but also says rolling 5 year average

We are planning new evaluation measures to consider population fluctuations moving forward.

26

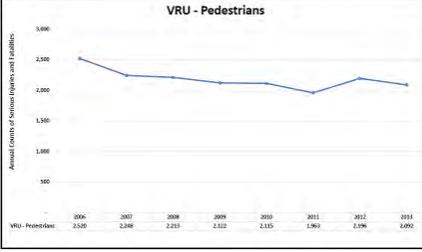
Program Evaluation



Survey Results Reflect a 20% Increase in Awareness during 2014
 Combined with previous 59% = 79% Increase Since Implementation

Data Source: Fatalities and Serious Injuries and from the FDOT Road Safety Office Crash Analysis Reporting (CAR) database

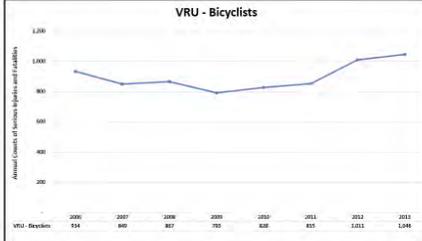
VRU - Pedestrians



Year	2006	2007	2008	2009	2010	2011	2012	2013	2014
VRU - Pedestrians	2,500	2,200	2,200	2,100	2,100	1,900	2,000	1,900	2,000

Data Source: Fatalities and Serious Injuries and from the FDOT Road Safety Office Crash Analysis Reporting (CAR) database

VRU - Bicyclists



Year	2006	2007	2008	2009	2010	2011	2012	2013	2014
VRU - Bicyclists	900	800	850	700	800	850	1,000	1,000	1,000

Questions





28

Bicycle & Pedestrian Partnership Council

March 10th Meeting

Design Office Update on Complete Streets

1. FDOT adopted its Complete Streets Policy on September 17, 2014 – which the Bicycle & Pedestrian Partnership Council helped to draft.
2. An Implementation Team has been assembled that includes two representatives from each FDOT District, plus Central Office representatives from the Design, Operations, PD&E, Planning, Freight, and Transit offices.
3. The Implementation Team also includes a limited number of non-FDOT representatives to provide perspective and/or subject matter expertise, including ITE, CNU, RPCs, City, and County government.
4. FDOT has an agreement with Smart Growth America (authors of the model Complete Streets Policy and home of the National Complete Streets Coalition) to lead FDOT through its own implementation effort (using a proven process of their own). They've successfully used this with two other state DOTs.
5. This effort will be internally focused on modifying FDOT's policies, manuals and other documents as needed to be supportive of the new Complete Streets Policy.
6. The Implementation Team will meet 4 times over the next 5 months in a workshop setting to learn about the various aspects of Complete Streets that affect FDOT. This will provide a common understanding/consensus for the group to understand the key elements and tradeoffs associated with Complete Streets.
7. The first of the 4 workshops is meeting today – March 10th
8. Following the workshops, FDOT will have several months to identify necessary changes, based on the workshops, and how to make the changes that are needed. This effort is targeted roughly for completion by the end of the calendar year.

For additional information, Council members can contact DeWayne Carver at:

DeWayne Carver, AICP
State Bicycle/Pedestrian Coordinator
Florida Department of Transportation Roadway Design Office
605 Suwannee Street MS 32
Tallahassee FL 32399
(850) 414-4322 direct
dewayne.carver@dot.state.fl.us



**March 10, 2015 Florida Bicycle
& Pedestrian Partnership
Council Meeting Presentation**

Provide Better Mobility Options
Why? What it Will Take? Part I

**PALM BAY
IN QUEST OF ECONOMIC DEVELOPMENT**

*We Want to Retain Our
Young Urban Professionals*
– Mayor Capote







South Florida Planning to Serve an Aging Population

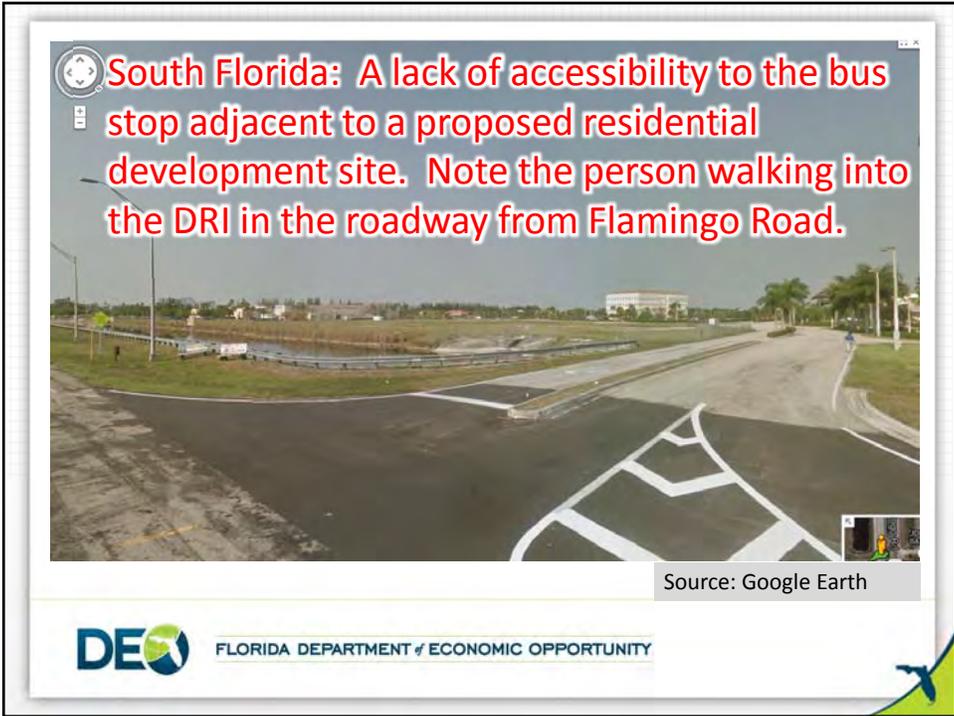


FLORIDA DEPARTMENT of ECONOMIC OPPORTUNITY

My aunt moved from Upper Darby, PA a few years ago. She was 85, in great shape and never owned a car. She navigated the busy streets of Philadelphia on foot or by bus for all those years without incident. Shortly after moving into her apartment in Stuart, Florida she was struck and killed by a car pulling out of its parking space while she was attempting to walk to the grocery store. -- Michael J. Busha, AICP, Executive Director, Treasure Coast Regional Planning Council



FLORIDA DEPARTMENT of ECONOMIC OPPORTUNITY



30% of all 65+ “road user” fatalities during the most recent reporting periods in Miami-Dade County were *pedestrians within parking lots*

Source: FDOT State Safety Office



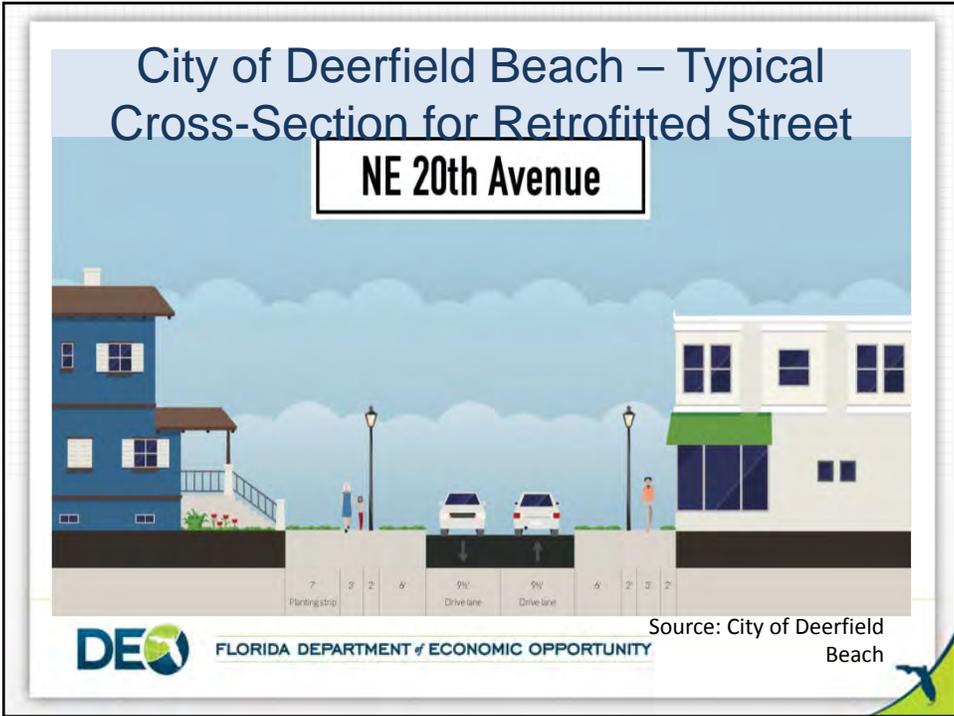
FLORIDA DEPARTMENT of ECONOMIC OPPORTUNITY

In Florida,
for all travel modes for the period
2009-2013,
24.8% of fatalities were *pedestrians*

Source: FDOT State Safety Office



FLORIDA DEPARTMENT of ECONOMIC OPPORTUNITY





Walkable Miami

Courtesy: Scott Brockmeier



FLORIDA DEPARTMENT of ECONOMIC OPPORTUNITY

Lincoln Road Miami Beach



Source: [Coups De Coeur Pour Le Monde](http://CoupsDeCoeurPourLeMonde.com) www.micheljulien.com

Mais à South Beach, le quartier Art Déco de Miami Beach, on préfère faire tout dehors et de façon décontractée, y compris le shopping. Et à South Beach, c'est au [Lincoln Road Mall](#) que l'on fait du shopping relaxe.



FLORIDA DEPARTMENT of ECONOMIC OPPORTUNITY

Walkable Winter Park



Source: Park Avenue Merchants Association



FLORIDA DEPARTMENT of ECONOMIC OPPORTUNITY

Ten Cities Where You Can Retire Without a Car

Jason Notte, 6/25/12, *thestreet.com*

[10. Portland, Ore.](#)

Walk Score: 66.3

Transit Score: 50

[9. Baltimore, Md.](#)

Walk Score: 64

Transit Score: 57

[8. Miami](#)

Walk Score: 72.5

Transit Score: 57

[7. Seattle](#)

Walk Score: 73.7

Transit Score: 59

[6. Chicago](#)

Walk Score: 74.3

Transit Score: 65

[5. Philadelphia](#)

Walk Score: 74.1

Transit Score: 68

[4. Washington, D.C.](#)

Walk Score: 73.2

Transit Score: 69

[3. Boston](#)

Walk Score: 79.2

Transit Score: 74

[2. San Francisco](#)

Walk Score: 84.9

Transit Score: 80

[1. New York](#)

Walk Score: 85.3

Transit Score: 81



FLORIDA DEPARTMENT of ECONOMIC OPPORTUNITY

Statewide Transportation Plans

2060 Florida
Transportation Plan

Florida's Strategic
Intermodal System
Strategic Plan

Both to be updated by end of 2015

HORIZON
2060

Adopted January 29, 2010

presented by
The Florida Department of Transportation
in cooperation with its transportation partners

Originally adopted January 20, 2005; Revised July 28, 2007

FTP **SIS**
Florida Transportation Plan Strategic Intermodal System

1

Florida Transportation Plan

Multimodal "Mobility Map" for the Future

- **Florida's long-range transportation plan**
- **A plan for all of Florida**
- **Defines policy framework and launches key initiatives**

FTP **SIS**
Florida Transportation Plan Strategic Intermodal System

2

Strategic Intermodal System Plan

- **Policies and guidance for planning and implementing Florida's Strategic Intermodal System**
 - » Designation criteria
 - » Needs assessment
 - » Prioritization process
 - » Finance strategy
- **Developed by FDOT in consultation with statewide, regional and local partners**



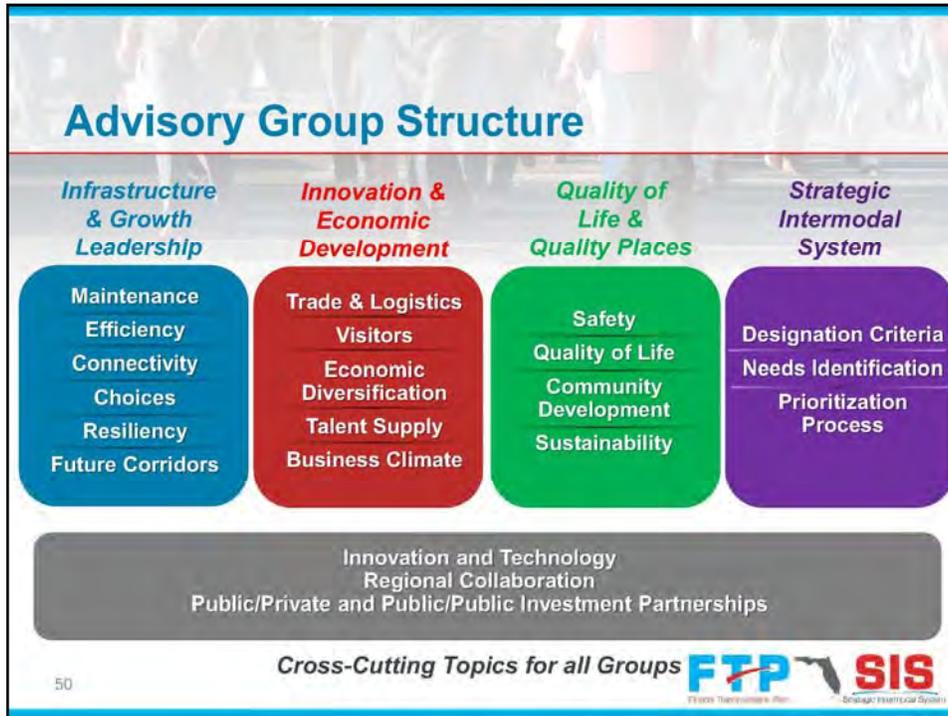
3

Overview of Schedule

- **December Transportation Visioning Summit**
- **FTP/SIS Steering Committee**
 - » 6 meetings during 2015
- **FTP/SIS Advisory Groups**
- **Regional workshops (February and Summer)**
- **Statewide policy town hall (August)**
- **Draft FTP and SIS Plan for public comment (Fall)**
- **FTP and SIS Plan adopted (by December)**



4



floridatransportationplan.org

HOME SUMMIT REGIONAL FORUMS ALTERNATIVE FUTURES STEERING COMMITTEE ADVISORY GROUPS FTP SIS POLICY PLAN RESOURCES COMMENTS

Review Our Previous Plans

- Florida Transportation Plan
- SIS Strategic Plan

About Us

The Florida Department of Transportation (FDOT) is updating the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS) Policy Plan. The FTP defines Florida's future transportation vision and identifies goals, objectives, and strategies to accomplish that vision. The FTP is the statewide long-range transportation plan for all of Florida. The SIS Policy Plan identifies policies for planning and implementing Florida's Strategic Intermodal System, the statewide high-priority network of transportation facilities critical to Florida's economic competitiveness.

Recent News

Florida's Transportation Visioning Summit took place on December 17, 2014 in Orlando. More than 200 people participated

A Look at Today: Florida's Transportation System

<ul style="list-style-type: none"> State Highways 12,099 Centerline Miles 4,713 Bridges Local Roads Local Government 157,874 Centerline Miles 9,291 Bridges Public Transit Local Agencies/SATA 33 Other Fixed-Route Transit Agencies 23 Hour Fixed-Route Transit Agencies Rail Private Sector 2,783 Railway Miles 	<ul style="list-style-type: none"> Seaports/Waterways Local Government and State Government 115 Deepwater Facilities 3,475 Miles of Intracoastal and Inland Waterways Aviation Local Agencies 19 Commercial Airports 112 Non-Commercial Airports 820 Private General Aviation Spaceports State Government 2 Spaceports 8 Access Launch Facilities
---	---

BICYCLE AND PEDESTRIAN PARTNERSHIP COUNCIL

WORKSHEET PACKAGE

Instructions

The themes and possible principles on the following page were identified by the facilitators at the December BPPC meeting as an initial reflection of the Council's recommendations over the past four years.

At the March meeting the themes and principles, together with the compiled recommendations of the Council which appear on the subsequent pages will be used to develop initial Council input to the Steering Committee updating the Florida Transportation Plan (FTP). Council members will be asked to start the process of developing input to the FTP update by addressing the following three questions:

Discussion Questions

- 1) *Are there additional themes or principles, or refinement to the ones below that should be added to the lists based on the BPPC's recommendations to-date?*

- 2) *Which of the BPPC's recommendations to-date should be forwarded to the Steering Committee as input to the update of the FTP?*

- 3) *Are there ideas that do not appear in either the compiled recommendations or the themes and principles?*

THEMES AND POSSIBLE PRINCIPLES

The following themes and principles were developed by facilitators based on BPPC recommendations 2012-2014. The underlined material added based on December 2014 member comments.

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. The network should strive to increase bicycle and pedestrian connections between places to increase mobility, promote wellness and healthy lifestyles and improve quality of life for a broad spectrum of ages and levels of experience. Community design that promotes these objectives should be encouraged.
- C. Bicycle and pedestrian needs and facilities should be considered in all transportation planning.
- D. Education -- of pedestrian, cyclists, and drivers -- is central to improving bicycle and pedestrian safety.
- E. 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.
- F. 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).
- G. 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).

BPPC RECOMMENDATIONS

Prior Years

2014 (Year 3) Recommendations

Completing the System (CS)

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

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

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

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

Safety (S)

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

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

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

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

Cultural Change (CC)

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

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

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

CC3 – FDOT should evaluate ways to clarify its investment in bicycle and pedestrian facilities that are part of larger transportation projects.

CC4 – Expand and improve professional training and public education on bicycle and pedestrian issues:

- Expand and improve training resources related to bicycle and pedestrian safety for judges, prosecutors, law enforcement, and road users.
- Expand and improve public education, including:
 - Using media and social marketing campaigns to promote safety and change in unsafe road user behavior. Consider smaller-scale but more frequent campaigns, and strategies targeted to reach specific communities, including the promotion of mode-shift and use of transit in conjunction with bicycle trips.
 - Deploying SHAPE (Society of Health and Physical Educators) America's and FDOT's Office of Safety bicycle education programs through extra-curricular activities targeting middle and high schools, while continuing the programs currently available at elementary schools.
 - Developing a training component for elected officials to learn more about bicycle and pedestrian policy objectives.

- Encourage the insurance industry to establish additional discounts for drivers who complete bicycle and pedestrian safety programs.

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

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

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

Health (H)

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

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 & Pedestrian Partnership Council 2015 Meeting Calendar

- Meeting #1** **March 10th**
Location: FDOT Burns Auditorium
- Meeting #2** **June 24th**
Location: TBD
- Meeting #3** **September 23rd**
Location: TBD
- Meeting #4** **December 9th**
Location: TBD

MEETING EVALUATION FORM

Florida Bicycle and Pedestrian Partnership Council

Tallahassee, Florida

March 10, 2015

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 discuss draft BPPC work plan for 2015	5	4	3	2	1
• To receive updates from agencies and other partners	5	4	3	2	1
• To receive presentation on the FTP/SIS steering committee process	5	4	3	2	1
• To review and discuss role of the BPPC in the FTP update process	5	4	3	2	1
• To review and discuss potential BPPC recommendations for the FTP	5	4	3	2	1
• To review 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)