



MEETING AGENDA

Florida Dept. of Transportation, Burns Auditorium
Tallahassee, Florida
December 9, 2015 – 9:00 a.m. to 4:00 p.m.

Meeting Objectives

- Review BPPC procedures, guidelines, charge, website, and work plan
- Receive updates from agencies and other partners
- Receive update on the FTP/SIS Update process
- Receive update on Alert Today Florida
- Receive presentation on the Economic Benefits of Walkable Communities
- Receive presentation on Designing Communities for Pedestrian Mobility
- Receive update on SUNTrail and FDOT implementation plans
- Receive presentation on Department of Health Initiatives
- Receive update on FDOT Complete Streets Initiative
- Review and discuss innovative ideas in Florida and other states
- Review and discuss draft Annual Report and potential BPPC recommendations
- Discuss potential approach for identifying Focus Areas for 2016 Work Plan

Meeting Agenda

- 9:00 a.m. Welcome and Introductions
- 9:10 a.m. Public Comment
- 9:20 a.m. Review of BPPC Procedures & Guidelines, Council Charge and Work Plan for 2015/16
- 9:30 a.m. Updates from Agencies and Other Partners
- FDOT
 - FDOE
 - FDEP
 - Additional Council Partners
- 9:50 a.m. Receive an Update on the FTP/SIS Update Process - Dana Reiding
- 10:15 a.m. Break**
- 10:30 a.m. Receive an Update on Alert Today Florida - Trena McPherson
- 11:00 a.m. Presentation on the Economic Benefits of Walkable Communities - Adam Biblo
- 11:20 a.m. Presentation on Designing Communities for Pedestrian Mobility - Adam Biblo
- 11:45 a.m. Lunch**
- 12:45 p.m. Receive an Update on SUNTrail and FDOT Implementation Plans - Robin Birdsong
- 1:15 p.m. Receive a Presentation on Department of Health Initiatives - Julie Dudley
- 1:45 p.m. Receive an Update on FDOT Complete Streets Initiative - DeWayne Carver
- 2:15 p.m. Break**
- 2:30 p.m. Review of Innovative Ideas in Florida and Other States - Carmen Monroy
- 3:00 p.m. Review draft BPPC Annual Report for 2015
- 3:15 p.m. Discuss Potential Approach for Identifying Focus Areas for 2016 Work Plan
- 3:45 p.m. Public Comment
- 3:55 p.m. Review Next Steps
- 4:00 p.m. Adjourn



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 Councils 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. Recommendations and best practices will be organized consistent with the Council’s focus areas.

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.



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.



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.



Membership List

Carmen Monroy, 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: Shakira Crandol)

Ken Bryan, Rails to Trails Conservancy

Amanda Day, Pedestrian Representative

Julie Dudley, Florida Department of Health

Georgia Hiller, Florida Association of Counties (Alternate: Amy Patterson)

Steve Holmes, Transportation Disadvantaged Representative

Harry Reed, Metropolitan Planning Organization Advisory Council

Stephen Slotter, Florida Department of Elder Affairs

Tracey Suber, Florida Department of Education

Major Mark D. Welch, Florida Department of Highway Safety and Motor Vehicles

Randy Wells, 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

Robin Birdsong, FDOT Shared Use Nonmotorized (SUN) Trail Manager



<h2 style="margin: 0;">Meeting Summary</h2> <h3 style="margin: 0;">September 23, 2015</h3>
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<i>Council Member, Organization</i>	<i>Designee (if applicable)</i>
<input checked="" type="checkbox"/> Carmen Monroy (Chair)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Jim Wood, FDOT (Past 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 type="checkbox"/> Adam Biblo, Florida Dept. of Economic Opportunity	<input checked="" type="checkbox"/> Jennie Leigh Copps
<input checked="" type="checkbox"/> Samantha Browne, Florida Department of Environmental Protection	<input type="checkbox"/> Doug Alderson
<input checked="" type="checkbox"/> Karen Brunelle, Federal Highway Administration	<input type="checkbox"/> Shakira Crandol
<input type="checkbox"/> Ken Bryan, Rails to Trails Conservancy	<input type="checkbox"/>
<input type="checkbox"/> Jan Davis, Florida Department of Health	<input type="checkbox"/>
<input checked="" type="checkbox"/> Amanda Day, Pedestrian Representative	<input type="checkbox"/>
<input checked="" type="checkbox"/> Julie Dudley, Florida Department of Health	<input type="checkbox"/>
<input type="checkbox"/> Georgia Hiller, Florida Association of Counties	<input type="checkbox"/> Amy Patterson <input checked="" type="checkbox"/> Bret Bacot
<input checked="" type="checkbox"/> Steve Holmes, Transportation Disadvantaged Representative	<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"/>
<input checked="" type="checkbox"/> Tracey Suber, Florida Department of Education	<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"/>

Facilitators:

Hal Beardall and Rafael Montalvo (FCRC Consensus Center)

FDOT & Support Staff:

Dana Reiding, Melanie Weaver Carr; David Lee (FDOT Office of Policy Planning); DeWayne Carver (FDOT Design Office); Robin Birdsong (FDOT Systems Planning Office); Mike Neidhart and Christina Mendoza (FDOT Office of Policy Planning/Gannett Fleming)

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.

Welcome and Introductions

The September 23, 2015 Florida Bicycle and Pedestrian Partnership Council meeting commenced at 9:08 AM at the Florida Department of Education Building in Tallahassee, Florida. Former Chairman Jim Wood welcomed the Council members and thanked them for their participation. He also recognized new members of the Council. Amanda Day will serve as the new Pedestrian Representative, Jan Davis will serve as the new Florida Department of Health representative, and Carl Mykska will be representing the MPOAC at future meetings. Brett Bacot also attended the meeting representing the Florida Association of Counties on behalf of Commissioner Georgia Hiller. Jim then recognized Carmen Monroy, Director of FDOT's Office of Policy Planning, as the new Chair for the Bicycle and Pedestrian Partnership Council. In addition, Robin Birdsong was introduced as the new FDOT Shared Use Nonmotorized Trail Manager. Everyone then went around the room and introduced themselves.

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.

Review of BPPC Procedures & Guidelines, Website, and an update to the Charge

As part of the introduction, Hal Beardall and Rafael Montalvo of the Florida Conflict Resolution Consortium (FCRC) Consensus Center were then introduced as facilitators of the meeting. They reviewed the agenda and the meeting's objectives, which included updates from various state agencies and partner organizations; a review of the Council's Charge, Procedures and Guidelines, and website; a post legislative session update; updates on the TRANSPLEX conference, Complete Streets Implementation Team, and the draft Florida Transportation Plan (FTP) goals and objectives; with the final objective centering around the discussion of the 2015/2016 meeting calendar.

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 briefly discussed the Council's Focus Areas (Completing the System, Safety, Cultural Change, and Health). He noted that because the Council holds four quarterly meetings each year, and since the June meeting this year was cancelled, the March 2016 meeting will be both a concluding meeting of the 2015/2016 cycle, while simultaneously being a kick-off meeting for the 2016 annual cycle. Members were asked to think about any of the day's topics that could potentially become a recommendation for this year. Members were also asked to note the meeting summary from the March meeting and offer any corrections to Melanie

Weaver Carr or Mike Neidhart. Mr. Beardall also reminded members that they are subject to the rules under the Sunshine Law.

Updates from Agencies and Other Partners

FDOT Update (Policy Planning)

Jim Wood, State Transportation Development Administrator (outgoing Council Chair), briefed the Council on the Florida Transportation Plan/Strategic Intermodal System (FTP/SIS) Update. He also informed the Council of a new program known as the Shared Use Nonmotorized Trail (a.k.a. SUNTrail). The program will provide \$25 million annually to support FDOT in the completion of shared use non-motorized trail projects. FDOT anticipates that there will be a long list of projects that will compete for funding through this program. FDOT is working closely with FDEP, along with the Greenways and Trails Council, to ensure that funded projects are based on local/MPO priorities.

Following Mr. Wood'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:

How will the maintenance and management of these projects be handled?

The primary role of FDOT is to program and fund projects based on local/MPO priorities; whereas local partners will coordinate with FDOT on the management and maintenance of the trails. We hope to have this process established by the spring.

FDEP (Office of Greenways and Trails) Update

Samantha Browne, with the Florida Department of Environmental Protection's (FDEP) Office of Greenways and Trails (OGT), provided an update on the status of the Florida Greenway and Trails System (FGTS) opportunity maps that will be updated this year. OGT held 6 regional Opportunity Map Update public meetings in Panama City, Winter Garden, Ft. Lauderdale, Sarasota, Tallahassee, and Jacksonville, with approximately 30 attendees at each meeting. Public comment closes today. Comments will be reviewed and incorporated as appropriate. The Draft updates will be presented to the Florida Greenways and Trails Council at their December 2015 meeting for review and approval. It was also noted that the OGT acquisition cycle has closed. OGT received 13 applications, with 12 of the 13 applications meeting all of the necessary requirements. Site visits will begin towards the end of October, with projects being presented to the Florida Greenways and Trails Council at their December 2015 meeting.

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:

Which trails are included in the priority network?

There is a link on the website for the priority network that lists all of the trails.

Florida Department of Economic Opportunity (DEO) Update

Jennie Leigh Capps, with the Florida Department of Economic Opportunity, sitting in for Council member Adam Biblo, informed the Council that there were two recipients of the DEO's Technical Assistance Planning Grant. The Coast-to-Coast Connector received an Urban-Rural Design Overlay grant that will be administered by the Tampa Bay Regional Planning Council with assistance from the Central Florida Regional Planning Council. The Design Overlay will provide a unifying theme

for existing trail segments, establish conceptual illustrations of key trailside amenities, and identify a project branding image. The second recipient of the Technical Assistance Planning Grant was the Southwest Florida Rail Corridor Preservation Plan. The Plan will determine the necessary steps for local government comprehensive plans to preserve corridors for long-term multi-modal uses. This includes current and future use of the corridor for the movement of freight and goods along with the future uses for other transportation options that may include passenger rail, autonomous vehicles, bus rapid transit, multi-use trail connections and/or a combination of these uses. In addition, the Council was informed that Adam Biblo has been working on a Pedestrian Mobility Design Guidebook and would appreciate feedback from the Council.

Following Ms. Copps' 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:

The Pedestrian Mobility Design Guidebook is a compilation of best practices, although it was noted that not everything included in this draft document meets FDOT standards. FDOT stated that they will assist DEO with some of the editing. It was also noted that this document includes a lot of useful information.

Florida Department of Education (DOE) Update

Tracy Subber, with the Florida Department of Education (DOE), provided an update on its activities. The DOE considers safe travel ways to school as including transportation by school bus, conditions to and from the bus stop, and walkways leading to schools. It was noted that the interim contact for the School Transportation Management Section is Suzanne Tart, Chief, Bureau of School Business Services. A new administrator will be announced soon.

In addition, DOE is performing an agency wide rules review as required by Florida's Administrative Procedure Act. The Office of Educational Facilities is responsible for rules related to educational facilities planning, finance, construction and maintenance, which is known as the State Requirements for Educational Facilities, or "SREF." This comprehensive rule incorporates several transportation facilities-related standards documents by reference, including: the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (the "Greenbook"); the AASHTO Load and Resistance Factor Design Bridge Design Specifications; the Florida Department of Transportation, Office of Maintenance, Bridge Load Rating Manual; and the Florida Department of Transportation Drainage Manual. This rule will be updated in the coming year to reflect updates to these documents and other changes identified by the office and stakeholders. Council member Tracy Suber is the contact for this item.

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

Member Questions and Comments:

There are a number of problems related to the way school are sited. A study was done related to Safe Routes To School. Is DOE involved in that at all?

DOE provides technical support to local school districts during the siting process, and if there is a concern related to the location of a school, our role is to provide information and technical support. However, the decision for where a school is sited is determined at the local level.

School locations have been an issue all over the state.

Yes, in Miami, there was a similar issue at a high school. Early in the morning, before school started and before the school zone lights were turned on, students were hit. DOE is meeting with local representatives to assist in providing a collaborative environment for on-going discussions.

The other concern with school siting is student drivers. Maybe this is something the Council can offer input and assistance with.

Local governments are required to have a school board representative on their committees and planning commissions. This is a great way to increase participation. DOE can assist in facilitating this.

Florida Department of Health (DOH) Update

Julie Dudley, with the Florida Department of Health (DOH), provided an update on its activities; including a discussion of Healthiest Weight Florida, the Flagship Initiative Grant, and how the agency is working to promote exercise. The Council also discussed the impact that urban design can have on DOH related activities such as Healthiest Weight Florida. DOH is also focusing on a state grant to promote a statewide policy on Complete Streets, and is looking for ways to promote the development of local policies related to Complete Streets, particularly in regard to DOH's Healthiest Weight Initiative. The goal is to increase the number of local Complete Streets policies throughout the state.

Following Ms. Dudley'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:

Is there an end date to the Flagship Initiative Grant?

No, there is no end date right now. We are hoping that it continues into the future.

Additional Agency Partners

Randy Wells, representing the Florida League of Cities, informed the Council of several events taking place in November, including the Share the Road Celebration of Cycling, which will take place on November 13-15, 2015, in Clermont, Florida. There will be educational forums and a Bike-Ped Safety Summit on Friday from 9am-4pm. Both Randy Wells and DeWayne Carver will be presenting. In addition, the "Horrible Hundred" bicycling event will also be taking place on November 15th in Clermont in conjunction with the Share the Road Celebration of Cycling. There will be smaller bike rides on Saturday, with the big event on Sunday. There will also be an event in Miami called WHEELS, which will be taking place on November 11-15, 2015. This event will consist of a five-day expo exploring multi-modal transportation in the region.

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

Member Questions and Comments:

Will there be both trail and road rides at these events?

Yes, there will be both.

Post Legislative Session Update

Lisa Bacot, from the Florida Public Transportation Association (FPTA), provided an update on the Association's activities during the upcoming legislative session. FPTA will be working with stakeholders to draft legislative language to provide transit systems more flexibility to release their

video camera footage to law enforcement officials. Last year, transit system video information was deemed “confidential and proprietary” by a judge, which limited the ability of agencies to release the footage to local law enforcement. This footage is typically used to determine what happened during an accident, including pedestrian and bicycle accidents.

Becky Alfonso, with the Florida Bicycle Association (FBA), provided an update on several bicycle and pedestrian related bills that may be of interest to the Council. House Representative Passadomo re-filed a vulnerable road user bill (HB 253), which would hold drivers accountable in the event of a collision with a pedestrian or bicyclist. Senate bill 332 (SB 332) on traffic safety was filed by Senator Altman. It would prohibit passing and turning in front of a vulnerable road user in an unsafe manner. In addition, two bills were filed that address texting while driving. House bill 25 (HB 25) prohibits texting while driving in a school zone and provides enhanced penalties for doing so, and Senate bill 328 (SB 328) authorizes law enforcement officers to stop motor vehicles and issue citations as a primary offense to anyone texting while driving.

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

Member Questions and Comments:

No comments were offered.

Presentation on TRANSPLEX Conference

David Lee, with FDOT’s Office of Policy Planning, provided an update on the TRANSPLEX Conference, which was held on August 24-25, 2015 in Orlando, Florida. For the conference, 24 potential topics were whittled down to 8 areas for in-depth discussion. The number one ranked topic was Complete Streets, with the second ranked topic being Bike/Ped. The focus of the presentation was to discuss how the Council could play a role in addressing the bicycle and pedestrian issues identified at TRANSPLEX.

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

Member Questions and Comments:

There should be a focus on the separation of bicycle and pedestrian modes.

Yes. Within bicycle and pedestrian modes there are varying user skill levels, in addition to context issues. Driver behavior is also a consideration as well.

At TRANSPLEX, was there any discussion related to the categorization of pedestrians?

Not to the same level as cyclist categorization. There was more of a focus on facilities, versus the user.

There is a need to focus on people identifying themselves as a pedestrian, because often a person will say they “walk” but they don’t identify themselves as a pedestrian.

We share your interest in the definition of pedestrians and bicyclists, because it is important. The pedestrian aspect of connecting services is particularly essential.

Presentation on "Cycling Savvy"

Becky Alfonso, with the Florida Bicycle Association (FBA), provided an update on the “Cycling Savvy” training program. It offers several different courses to educate cyclists on safety through various real life scenarios. The program is offered through the American Bicycling Education Association, and there are instructors throughout the state of Florida that offer training.

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

Member Questions and Comments:

This is a really great course. It puts the user out on the road, feeling the vulnerabilities that cyclists and pedestrians feel on a daily basis.

This opens up another discussion of lane widths, and how people actually drive when they travel at different speeds. The Council talked about lower vehicle speeds, and managing speeds. The state is starting to see pushback on Complete Streets as a means to slow vehicle speeds. Perhaps discussions should be framed around the correct size of lanes versus implementing road diets. Perhaps there may be a way to make speeds slower versus reducing the number of lanes.

This is true for free-flow roads (roads without stop signs/signals), but it doesn't quite work in an urban setting with traffic lights and stop signs. We try to caution people about that.

Update on Complete Streets Implementation Team

DeWayne Carver, from FDOT's Roadway Design Office, updated members on the progress of the Complete Streets Implementation Team and plans for moving forward. Four workshops have been held, with stakeholders and representatives from each of FDOT's Districts in attendance. Each workshop focused on a different topic. Smart Growth America is helping FDOT identify a five-part implementation framework for the policy that is looking at revising FDOT guidance documents, standards, and manuals.

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

Member Questions and Comments:

There is a focus on FDOT's role, but how do all of the other stakeholders fit into the big picture? Why doesn't FDOT create a pedestrian master plan, and a bicycle master plan, and then include all of these facilities into an overall plan?

That is a great idea. The Council needs to keep the dialogue going related to Complete Streets and how the state can move forward to address these challenges through the development of a statewide masterplan.

How far in advance do you need to engage the Council before November, or is it something that can wait until after November?

This is something that can wait until after November. Please let us know if there is something that your agency/organization is doing that can tie into the Complete Streets implementation process.

Can the Council think of ways their agencies can contribute to the implementation of Complete Streets? Has anyone faced any challenges in the incorporation of Complete Streets? One suggestion was to update the website to provide more information about Complete Streets.

The Bicycle and Pedestrian Association could assist with communication. With the number of bike shops and stakeholders the Association is involved with, it could play a role in educating people.

Complete Streets is context sensitive (unique to each area), and the Council can certainly help to convey that message. However, is FDOT accommodating various modes of transportation? People don't look at Complete Streets in the context of its value.

Part of the outreach effort is targeting large employers. In rural places, for example, school districts are one of the largest employers. We need to ensure that we include them (and others like them) in our educational component.

FDOT is conducting an economic assessment (i.e., return on investment) related to Complete Streets. Ultimately FDOT's goal is a context sensitive design process that will become embedded in the agency's policies and documents. This is clearly an opportunity where continuing education will keep this moving forward, and local governments and MPO's can play a big role. Once people understand it more, it will become a popular topic.

DOH is trying to engage local health offices - and in the short term getting FDOT involved in the conversation - to discuss what they can do, along with the data they can provide.

Presentation on the FTP Visioning Report and Initial Draft Goals and Objectives Recommendations

Dana Reiding, with FDOT's Office of Policy Planning, briefed the Council on the FTP/SIS Update process, including an overview of the FTP Visioning Report and progress to date, as well as the next steps. The various elements of the plan were reviewed, including the FTP Policy Element, the SIS Policy Element, and a discussion of the FTP and SIS Implementation Plans. Workshops have been held throughout the state to get stakeholders involved in the update, along with an open house that was held following TRANSPLEX that had over 200 people in attendance. At the open house, biking and walking was a noted emphasis area.

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

Member Questions and Comments:

As FDOT looks forward to implementation, is there a role they would like the Council to play? How might the Council formalize our role in perhaps a master plan that addresses bicycle and pedestrian components as a follow up to the FTP?

The Implementation Plan will most likely include a discussion of solutions or strategies for implementation. This is worthy of further discussion. The Council will continue to advocate for bicycle and pedestrian issues, so we see a role for the Council's involvement.

In many ways the Council is trying to change a paradigm. The most efficient trip is the trip you don't need to take. The question is, what is the focus? Do we focus on getting people from place to place or do we focus on making the system more efficient? There are great impediments to redevelopment, but the public interest would be greatly served in redevelopment of existing areas versus new development. This is part of the paradigm shift in terms of what the FTP is trying to achieve.

Absolutely. Another area the Council has heard a lot of emphasis on is collaboration. The implementation component is getting the right parties at the table, and several of the strategies relate to having better/earlier outreach in terms of transportation-land use and transportation-safety to ensure that we have the right people involved.

Council Meeting Calendar

Hal Beardall and Rafael Montalvo reviewed the proposed meeting calendar for 2015/2016:

- December 9, 2015
- Late March 2016

The FDOT Burns Auditorium renovations are expected to be completed before the December 9th meeting. Therefore, we expect that the December 9th meeting will be held at FDOT. Staff is reviewing options for the March meeting, such as other agency/organization partner locations. Once a location for March has been set, staff will inform the Council via email.

Public Comment

An additional 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 next meeting of the Bicycle and Pedestrian Partnership Council will take place on December 9, 2015.

Mr. Beardall also reminded members of their role representing their organizations 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 2:36 pm.



APPENDIX A: Meeting Evaluation Summary

Tallahassee, Florida
September 23, 2015

	☺	☹	☹	☹	Summary	
	<u>Agree</u>	<u>Disagree</u>				
	<i>CIRCLE ONE</i>					
	5	4	3	2	1	
<u>WERE THE MEETING OBJECTIVES MET?</u>						
To review the BPPC procedures, guidelines, website, and update to the Charge	8	-	-	-	-	5.00
To review and discuss the updated BPPC Work Plan for 2015/2016	7	1	-	-	-	4.88
To receive updates from agencies and other partners	8	-	-	-	-	5.00
To receive an update on post legislative activities	7	1	-	-	-	4.88
To receive an update on the TRANSPLEX Conference	8	-	-	-	-	5.00
To receive a presentation on "Complete Streets Savvy"	7	1	-	-	-	4.88
To receive an update on the Complete Streets Implementation Team	8	-	-	-	-	5.00
To receive a presentation on the FTP Visioning Report and initial draft goals and objectives recommendations	8	-	-	-	-	5.00
To review 2015/2016 meeting calendar	8	-	-	-	-	5.00
<u>MEETING ORGANIZATION</u>						
Background and agenda packet were helpful	8	-	-	-	-	5.00
Presentations were effective and informative	8	-	-	-	-	5.00
Plenary discussion format was effective	8	-	-	-	-	5.00
Facilitator guided participant efforts effective	8	-	-	-	-	5.00
Participation was balanced	8	-	-	-	-	5.00

What Did You Like Best About the Meeting?

- Receiving the meeting packet in advance.
- I liked meeting at a partner agency. Consider other partner venues in the future such as Dept. of Health or Dept. of Economic Opportunity.
- Participant discussion.
- The interaction and excellent discussion points.

What Could Be Improved?

- Nothing comes to mind.
- Free coffee.

Other Comments (use the back if necessary):

- I would like to see how future Celebration of Cycling programs can integrate with TRANSPLEX.
- Impressed by presentations and frequent use of flexibility.

DRAFT



2015/2016 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 – September 23, 2015

- Review and discuss revision of the Council's Charge
- Review and discuss updated BPPC Work Plan for 2015/2016
- Receive updates from agencies and other partners
- Receive an update on post legislative activities and potential implications
- Receive an update on bicycle and pedestrian issues from the Transplex Conference
- Receive a presentation on "Complete Streets Savvy"
- Receive an update on the Complete Streets Implementation Team
- Receive a presentation on the FTP Visioning Report and Initial Draft Goals and Objectives Recommendations (related to bicycle and pedestrian issues)
- Review the 2015/2016 meeting calendar

MEETING 3 – December 9, 2015

- Receive updates from agencies and other partners
- Receive an update on the FTP/SIS Update process
- Receive an update on Alert Today Florida (Florida's version of Vision Zero)
- Receive presentation on the Economic Benefits of Walkable Communities
- Receive presentation on Designing Communities for Pedestrian Mobility
- Receive an update on SUNTrail and FDOT implementation plans
- Receive presentation on Department of Health Initiatives
- Receive an update on FDOT Complete Streets Initiative

- Review and discuss innovative ideas in Florida and other states
- Review and discuss draft Annual Report and potential BPPC recommendations
- Discuss potential approach for identifying Focus Areas for 2016 Work Plan

MEETING 4 – March 1, 2016

- Review BPPC Charge, Procedures & Guidelines, and previous Council recommendations
- Receive updates from agencies and other partners
- Review final draft of the 2015 BPPC Annual Report
- Receive an update on the Customer Survey
- Receive an update on the Safe Mobility for Life
- Receive an update on the Strategic Highway Safety Plan
- Establish 2016 meeting calendar
- Discuss and identify candidate Focus Areas for 2016
- Engage in discussion of strategic opportunities and challenges facing users of bicycle and pedestrian modes as a starting point to identify areas for potential recommendations
- Begin to explore measures that participating agencies and organizations might take to promote or implement the principles forwarded by the BPPC as input to the FTP/SIS process



Bicycle and Pedestrian Partnership Council

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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](#)
[Upcoming Events](#)

Council News

December 9, 2015 Meeting - The Florida Bicycle and Pedestrian Partnership Council will meet at 9:00 a.m. in the FDOT Burns Building Auditorium in Tallahassee. The **proposed agenda** for the December 9, 2015 meeting is now available.

September 23, 2015 - The Florida Bicycle and Pedestrian Council met September 23, 2015 in Tallahassee.

FHWA Guidance: Bicycle and Pedestrian Provisions of Federal Transportation Legislation - FHWA released an updated guidance document to provide policy direction related to biking and walking.

The Summer 2015 **Alert Today, Alive Tomorrow Quarterly Update** is now available.

Step It Up! - The Surgeon General issued a Call to Action to promote walking and walkable communities on September 9, 2015. For more information, visit the U.S. Department of Health website: [Walking & Walkable Communities](#)

Council's 2014 Annual Report - The Council's **2014 Annual Report** is now available for review.

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.

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Bicycle and Pedestrian Partnership Council

Bicycle and Pedestrian Partnership Council / Council Information

Council Information



Bicycle and Pedestrian Partnership Council Information

- **Council Annual Report**
 - [Council's 2014 Annual Report](#)
 - [Council's 2012/2013 Annual Report](#)
 - [Council's 2010/2011 Annual Report](#)
- **Charge** - statement of the duties of the Partnership Council (as of 9/12/2012).
- **Members** - the Partnership Council includes key agency representatives and external stakeholders. (as of 03/12/2015)
- **Roles and Responsibilities** (as of 11/3/2011)- A description of roles and responsibilities of the Partnership Council Chair, members and FDOT staff.
- **Procedures and Guidelines** (as of 11/3/2011)
- **2015 Work Plan and Schedule** (as of 03/10/2015)
- **Press Release** - April 8, 2010 announcement of the initiative.

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Bicycle and Pedestrian Partnership Council

Bicycle and Pedestrian Partnership Council / Meetings

Meetings



Bicycle and Pedestrian Partnership Council Meetings

2015

- **December 9, 2015 Meeting** - The Florida Bicycle and Pedestrian Partnership Council will meet at 9:00 a.m. in the FDOT Burns Building Auditorium in Tallahassee. The **proposed agenda** for the December 9, 2015 meeting is now available.
- **September 23, 2015** - The Florida Bicycle and Pedestrian Council met September 23, 2015 in Tallahassee.
- **March 10, 2015 Meeting** - The Florida Bicycle and Pedestrian Partnership Council met March 10, 2015 in Tallahassee.

2014

- **December 10, 2014 Meeting** - The Florida Bicycle and Partnership Council met December 10, 2014 in Tallahassee.
- **October 16, 2014 - Get There Green: Biking & Walking in Tallahassee Expo and Seminar** was held in Tallahassee, FL.
- **September 23, 2014 Meeting** - The Florida Bicycle and Pedestrian Partnership Council met September 23, 2014 in Tallahassee.
- **June 3, 2014 Meeting** - The Florida Bicycle and Pedestrian Partnership Council met June 3, 2014 in Tallahassee.
- **February 12** - The Florida Bicycle and Pedestrian Partnership Council met February 12, 2014 in Tallahassee.





Bicycle and Pedestrian Partnership Council

Bicycle and Pedestrian Partnership Council / Best Practices

Best Practices



Completing the System

- [Bicycle and Pedestrian Funding, Design, and Environmental Review: Addressing Common Misconceptions \(2015\)](#)
- [Outdoor Recreation Generates Big Economic Impacts For Florida \(2015\)](#)
- [Statewide Cycloplan: Bicycle Planning Tool & Participatory GIS \(2015\)](#)
- [U.S. Bicycling Participation Benchmarking Study Report \(2015\)](#)
- [Pedestrian and Bicycle Transportation Along Existing Roads - ActiveTrans Priority Tool Guidebook \(2015\)](#)
- [2014 Biking & Walking Benchmarking Report](#)
- [Access Across America: Walking 2014](#)
- [Costs for Pedestrian and Bicyclist Infrastructure Improvements \(2013\)](#)
- [Florida Greenways and Trails System \(FGTS\) Plan \(2013\)](#)
- [Follow The Money: Making a Strong Case for Investing in Trails \(2013\)](#)
- [Bikenomics: Measuring the Economic Impact of Bicycle Facilities on Neighborhood Business Districts \(2013\)](#)

Safety

- [Safer Streets, Stronger Economies: Complete Streets project outcomes from across the country \(2015\)](#)
- [Strategies for Improving Pedestrian Safety through Walkable Campus Design \(2015\)](#)
- [FHWA Guidance: Bicycle and Pedestrian Provisions of Federal Transportation Legislation \(2015\)](#)
- [2014 Traffic Safety Culture \(Paper\)](#)
- [Bicyclist Safety \(2014\)](#)
- [Comprehensive Study to Reduce Pedestrian Crashes in Florida \(2013\)](#)

Health

- [Health Economic Assessment Tools \(HEAT\) for Walking and Cycling \(2014\)](#)
- [Promoting Active Transportation: An Opportunity for Public Health \(2013\)](#)
- [More People Walk to Better Health \(2012\)](#)

- [Walking & Cycling to Health](#) (October 2010)

Cultural Change

- [The State of the Movement: Benchmarking biking and walking advocacy](#) (2015)
- [Millennials in Motion: Changing Travel Habits of Young Americans and the Implications for Public Policy](#) (2014)
- [How Has Travel Behavior Changed among North American Bikesharing Users? What Makes a Successful Program?](#) (2014)
- [Women on a Roll: Benchmarking Women's Bicycling in the United States](#) (2013)
- [The New Majority - Pedaling Towards Equity](#) (2013)

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Bicycle and Pedestrian Partnership Council

Bicycle and Pedestrian Partnership Council / News Clips

News Clips



November 2015

- **Bicycling Tourists Are Older, Wealthier, and In Demand**
Source: The PEW Charitable Trusts
Published: November 30, 2015
- **What A Bike-Friendly Designation Means to Your**
Source: News-Press.com
Published: November 25, 2015
- **Cities Struggle With Preventing Pedestrian Deaths**
Source: The Tampa Bay Times
Published: November 19, 2015
- **Cities and States Try To Crack Down on Distracted Bicycling**
Source: The PEW Charitable Trusts
Published: November 17, 2015
- **ORcycle Bicycle App Improves Reporting Capabilities**
Source: Oregon.gov
Published: November 18, 2015

October 2015

- **Collaboration the Key To Improving Pedestrian and Bicyclist Safety**
Source: Fast Lane: The Official Blog of the USDOT
Published: October 28, 2015
- **Electric Bicycle Charging Station To Make US Debut**
Source: Taipei Times
Published: October 15, 2015
- **Pedal-Powered Data: How Cities Are Gathering And Using Data On Bicycles For Planning And Governance**
Source: Data-Smart City Solutions
Published: October 14, 2015
- **Bike Commuting: Still On The Rise**
Source: CityLab
Published: October 2, 2015
- **Good News For Lee County Bikers and Walkers**
Source: News-Press.com
Published: October 1, 2015
- **Plans Develop To Interconnect Trails In Three Counties**
Source: The Suncoast News
Published: October 1, 2015

September 2015

- **Research Shows Pedestrians Lack Visibility Based On Clothing Color, Not Driver Distraction**

Source: The Sunflower
Published: September 17, 2015

- **Seattle Neighborhoods Allowed To Design Custom Crosswalk Art**
Source: Komonews.com
Published: September 14, 2015
- **USDOT Agencies Highlighting Bike, Walk Facilities At “Safer Streets” Anniversary**
Source: AASHTO Journal
Published: September 11, 2015
- **Surgeon General Calls For Steps To Promote Healthy Walking**
Source: ABC News
Published: September 9, 2015
- **Berkeley Publishes Online Bicycle Parking Map**
Source: Contra Costa Times
Published: September 9, 2015
- **Florida Cyclists Deaths Highest In Nation, New Precautions Taken**
Source: WUFT 5
Published: September 7, 2015

Belated News Clips

- **How to Get Everyone On A Bike**
Source: TIME
Published: May 24, 2015

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Bicycle and Pedestrian Partnership Council

Bicycle and Pedestrian Partnership Council / Related Information

Related Information



Related Information and Events

- **New Advocacy Advance Reports: Working with MPOs for Biking & Walking Funding** - To help maximize available funding for biking and walking, Advocacy Advance -- a partnership between the Alliance for Biking & Walking and the League of American Bicyclists -- has released two new reports to guide MPO staff and advocates through the new funding process.
- **2014 Bike Friendly State Report Cards** - the League of American Bicyclists annual report ranking all 50 states on bicycle friendliness.
- **Advocacy Advance's "MAP-21 Find It Fund It"** - A new tool from Advocacy Advance makes it easier to identify the federal transportation programs that could be used to pay for many types of walking and bicycling programs. "MAP-21 Find It Fund It" also provides helpful information about each type of federal transportation funding source available for biking and walking projects, including what it is, how much funding is available, and who to approach for more information.
- **Bicycle Laws** - traffic laws for bicyclists and motorists to know.
- **Walking and Bicycling Facilities and Travel** - an FDOT Trends and Conditions Report.

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

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





Office of Policy Planning

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

U.S. Numbered Bicycle Routes - Florida



News and Announcements

July 28, 2015 - A new mapping system displaying **Bicycle Friendly Roads** and trails throughout the state of Florida has been added to the links below. Bicycle friendly roads include roads that contain a bike lane, shared path, or a shoulder width of 4' or greater to accommodate cyclists.

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

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

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

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

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

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

About

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

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

of routes for designation as a US Bicycle Route.

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

- US BR 90, which follows US 90 from Pensacola to St. Augustine;
- US BR 1, which follows US 1 from Nassau County to Key West;
- US BR 15, which follows Florida's Gulf Coast from Madison County to Miami; and
- Alternate US BR CFG, which follows the route of the Marjorie Harris Carr Cross Florida Greenway from Daytona Beach to Tampa Bay.

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

Related Links

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

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

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Bicycle and Pedestrian Partnership Council

Bicycle and Pedestrian Partnership Council / Upcoming Events

Upcoming Events



Bicycle and Pedestrian Upcoming Events

Bike Florida's 2016 Spring Tour - Bike Florida's next Annual Spring Tour will take place in Arcadia, Sarasota, and Venice, Florida, and is scheduled for April 9-15, 2016. For more information, please visit their website at BikeFlorida.org.



Florida's Bicycle/Pedestrian Focused Initiative



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

BPPC Update – December 2015

Road Map



- What is Vision Zero?
- US Vision Zero Initiatives
- USDOT Mayors Challenge
- Florida's Vision
- Comparison



What is Vision Zero?



Vision Zero began in Sweden in October 1997 as a multi-national traffic safety project which aimed to achieve a highway system with no fatalities or serious injuries.

The core principle of the vision is:

'Life and health can never be exchanged for other benefits within society'

Note: Vision Zero does not target a reduction in crashes. It targets a reduction in the severity of the outcome of crashes.

What is Vision Zero?



Vision Zero is based on four principles:

Ethics: Human life and health are paramount and take priority over mobility and other objectives of the road traffic system

Responsibility: providers and regulators of the road traffic system share responsibility with users;

Safety: road traffic systems should take account of human fallibility and minimize both the opportunities for errors and the harm done when they occur; and

Mechanisms for change: providers and regulators must do their utmost to guarantee the safety of all citizens; they must cooperate with road users; and all three must be ready to change to achieve safety.



What is Vision Zero?



Other principles were added to Vision Zero in order to ensure that motorists would comprehend the full extend of the movements purpose:

Traffic deaths and injuries are preventable; therefore, none are acceptable.

People will make mistakes; the transportation system should be designed so those mistakes aren't fatal.

Safety is the primary consideration in transportation decision-making.

Traffic safety solutions must be addressed holistically.

What is Vision Zero?



Dutch and Swedish Policies include designing roads to lessen the outcome in the event a crash occurs.

The Netherlands take a sustainable safety approach that acknowledges in that the majority of crashes humans are to blame, and promotes designing roads to be "self-explaining" thus reducing the likelihood of crashes.

Note: Self-explaining roads should be easy to use and navigate and self-evident to road users where they should be and how they should behave.



Does Vision Zero Work?



Not exactly as planned, but it is working.

They've moved their target date to 2050, but the absolute number of traffic fatalities in Sweden continues to fall – even though traffic volume continues to increase.



US Vision Zero Initiatives



In the US reducing crashes, fatalities and serious injuries has always been a national goal, but in the past, transportation system success was typically measured in speed (travel times) and through-put (traffic volumes) rather than safety.

The idea of “Zero” caught on and became radically powerful in the United States over the past few years.

The first US initiative began in Chicago in 2012:



The “Chicago Forward Action Agenda Plan” aimed to reduce transport deaths to zero in 10 years

US Vision Zero Initiatives



San Francisco: In January 2014, San Francisco District Supervisors Jane Kim, Norman Yee, and John Avalos introduced Vision Zero plan for San Francisco, where there were 25 pedestrian and bicyclist deaths in 2013 alone. San Francisco's Vision Zero plan calls for investing in engineering, enforcement, and education, and focusing on dangerous intersections.

New York City: In January 2014, Mayor Bill de Blasio announced adoption of New York City Vision Zero and enumerated a long list of initiatives the city would be following to reduce fatalities on city streets. Among the measures it plans to take includes pushing for changes in the State legislature to allow the city more control in the administration of traffic safety measures such as speed reduction.

Boston: In March 2014, Boston personal injury attorney John Sheehan started the Vision Zero Auto Accident Prevention Scholarship to encourage young adults to consider the tangible benefits of safer driving. The firm hopes that the scholarship will open a dialogue with the City of Boston to implement Vision Zero policies. The law school scholarship looks at an applicants driving record in addition to a short essay to determine selection of the winner. Boston announced Vision Zero in March 2015.

Los Angeles: In September 2014, Mayor Eric Garcetti and the Los Angeles Department of Transportation released a strategic plan with a Vision Zero goal to eliminate all traffic deaths by 2025.

Austin: In November 2014, the Austin City Council voted unanimously to form a Vision Zero Task Force to develop an action plan to direct City departments toward policies aligned with safer roadways.

US Vision Zero Initiatives



San Mateo: In February 2015, the San Mateo City Council passed a Sustainable Streets Plan that includes Vision Zero.

Portland: In February 2015, Portland's Director of Transportation Leah Treat announced a ten-year plan to end traffic fatalities in the city as part of the Portland Bureau of Transportation's 2-year work plan.

Seattle: Seattle's vision zero plan is to end traffic deaths and serious injuries by 2030.

San Jose: On May 12, 2015, San Jose's 11-member City Council unanimously adopted Vision Zero San Jose.

Santa Barbara: In May 2015, the Santa Barbara City Council embraced the goal of zero traffic fatalities within city limits.

San Diego: On June 22, 2015, San Diego Mayor Kevin Faulconer announced his support for Vision Zero at a press conference with Mayor Pro Tem Marti Emerald and Council Member Mark Kersey.

US Vision Zero Network



The US focused Vision Zero Network launched in April 2015 to advance safe streets.



US Vision Zero Network



From Seattle to New York City, San Diego to Washington, D.C. a number of leading cities have committed to Vision Zero — while many others are considering and working toward such a commitment.

So what makes a Vision Zero City?

One that meets the following minimum criteria:

- A clear goal of eliminating traffic fatalities and severe injuries has been set.
- The Mayor has publicly, officially committed to Vision Zero.
- A Vision Zero plan or strategy is in place, or the Mayor has committed to doing so in clear time frame.
- Key city departments (including police, transportation and public health) are engaged.

Cities in the Vision Zero Network



Vision Zero Cities

13 Vision Zero Commitments



Vision Zero City

12 Vision Zero Considerations



Considering Vision Zero



Speaking of Commitments



US DOT Secretary Foxx called for Safer People Safer Streets in February 2015.

This was announced as the “Mayors Challenge”

A call to take significant action to improve safety for bicyclist and pedestrians of all ages and abilities within a one year period.

Challenge Activities:

1. Complete Streets
2. Fix Barriers – Create Safer Communities for Walking and Biking
3. Gather and Track Data
4. Design Right
5. Create Networks
6. Improve Laws - Pedestrian Right of Way Laws and Driver Compliance
7. Educate and Enforce – High Visibility Enforcement

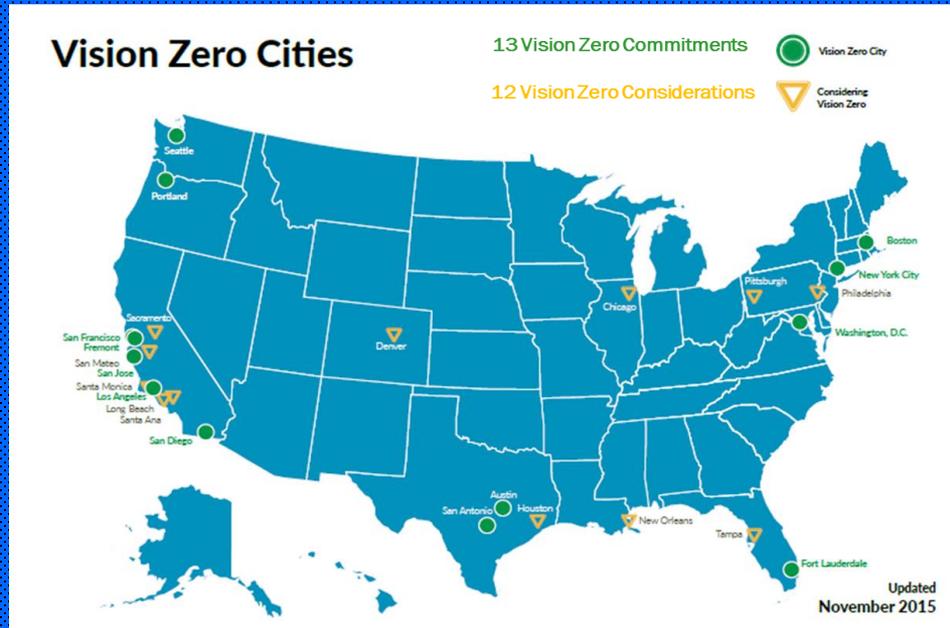
Mayors Challenge



230 Municipalities across the nation have committed to the Mayors Challenge



This is significantly different than the Vision Zero Network where only 13 Cities have committed.



Mayors Challenge



36 Municipalities in Florida have committed to the Mayors Challenge

Tampa	FL	Temple Terrace	FL
St. Petersburg	FL	Fort Lauderdale	FL
Kissimmee	FL	Hollywood	FL
Longwood	FL	Boynton Beach	FL
North Bay Village	FL	Bonita Springs	FL
South Miami	FL	Cape Coral	FL
Satellite Beach	FL	Melbourne	FL
Orlando	FL	Miami	FL
Boca Raton	FL	Miami Beach	FL
Delray Beach	FL	Orange County	FL
Sunrise	FL	Fort Myers	FL
Pinecrest	FL	Broward Metropolitan	FL
Key West	FL	Planning Organization	FL
Jacksonville	FL	Stuart	FL
Miami-Dade	FL	Casselberry	FL
Tequesta	FL		
Orange City	FL		
Doral	FL		
Cape Canaveral	FL		
Lauderhill	FL		
Lauderdale Lakes	FL		
West Palm Beach	FL		

1 City in Florida has committed to Vision Zero
1 Florida City is considering Vision Zero



Florida's Vision



Transportation System Safety and Security is among the state's highest commitments to its residents and visitors.

Safety improvements save lives, enhance quality of life, and support Florida's economic competitiveness.

Driver behaviors, infrastructure, innovations in technology, enforcement and education, and even environmental factors such as weather and the natural environment affect transportation safety in Florida.

**Florida's Long Term Goal:
Zero Fatalities**

A graphic featuring a black silhouette of the state of Florida. A large, thick, downward-pointing arrow is superimposed over the map, starting from the top left and ending at the bottom right. The arrow has a red-to-white gradient and a dashed white line down its center. In the top left corner of the graphic, there is a small green box with the word 'FATALITIES' in white. In the bottom right corner, there is a green box with the number '0' in white. The text 'DRIVING DOWN FATALITIES' is written in large, bold, black capital letters across the middle of the graphic. At the bottom left, there is the Florida Department of Transportation logo and the text 'Florida Department of Transportation' and 'www.dot.state.fl.us/safety'.

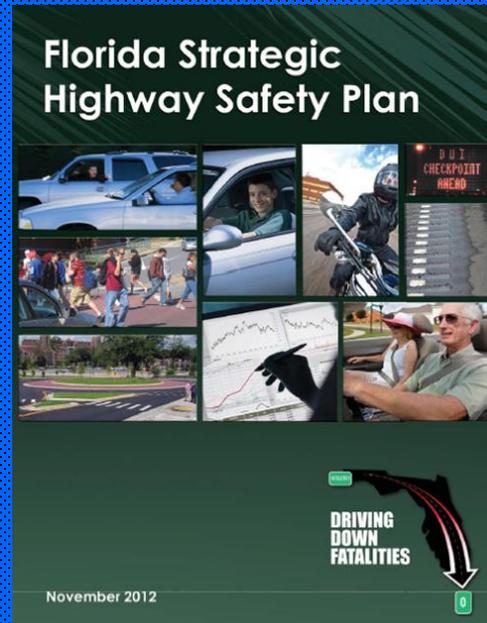
Florida's Multipronged Approach



Florida's Transportation Plan



Florida's Strategic Highway Safety Plan



Florida's Pedestrian and Bicycle Strategic Safety Plan



Florida Transportation Plan



Vision Elements

Over the next 50 years....



Safety and Security for residents, visitors, and businesses

Efficient and Reliable Mobility for people and freight

Transportation solutions that support Florida's global Economic Competitiveness

Transportation solutions that enhance Florida's Environment and Conserve Energy

Agile, Resilient and Quality transportation infrastructure

More Transportation Choices for people and freight

Transportation solutions that support Quality Places to live, learn, work, and play

Florida Transportation Plan



Safety and Security for Residents, Visitors, and Businesses



- A fatality free transportation system and the ability to travel any mode without fear of serious crash or other incident
- Achieving zero deaths on our transportation system is a long term aspiration, but begins with focused efforts to achieve a significant reduction in the number of crashes, particularly those involving fatalities and serious injuries, each year.

Florida's Strategic Highway Safety Plan



Vision: To provide a safer surface transportation system for residents, businesses, and visitors

Mission: The State of Florida, utilizing engineering, enforcement, education, and emergency response, will focus resources where opportunities for safety improvements are greatest

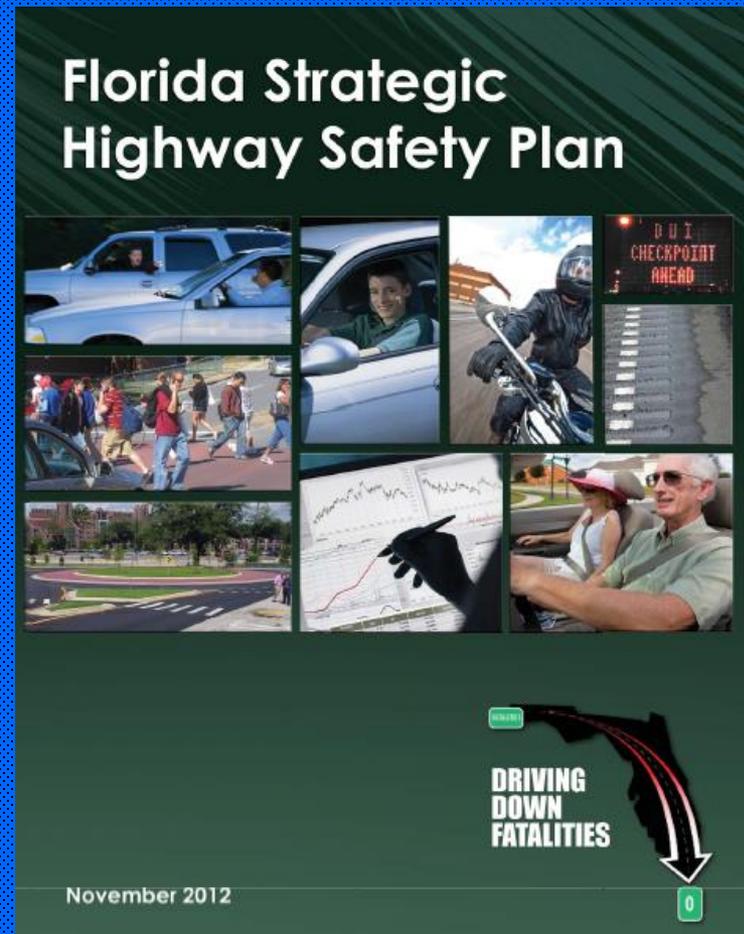
Goal: Five percent annual reduction in fatalities and serious injuries

Emphasis Areas:

- Aggressive Driving
- Intersection Crashes
- Vulnerable Road Users
- Lane Departure Crashes

Continuing Priorities:

- Occupant Protection
- Impaired Driving
- Traffic Data



Florida's Pedestrian and Bicycle Strategic Safety Plan



FLORIDA PEDESTRIAN AND BICYCLE STRATEGIC SAFETY PLAN

SAFETY DOESN'T HAPPEN BY ACCIDENT



Vision: To provide a safe transportation system where people of all ages and abilities can walk, bike, utilize transit, and travel by automobile safely and comfortably in a pedestrian and bicycle friendly environment

Mission: The State of Florida will use a unified, comprehensive approach to improve pedestrian and bicycle safety through leadership, innovation, and program delivery

Goal: To improve the overall safety of pedestrians and bicyclists by reducing pedestrian and bicycle related crashes, injuries, and fatalities while ensuring that all areas of Florida's transportation system provides safe and accessible travel options for pedestrians and bicyclists.

Emphasis Areas:

Data, Analysis, and Evaluation
Highway and Traffic Engineering
Law Enforcement and Emergency Services
Legislation, Regulation, and Policy

Driver Education and Licensing
Communication
Outreach and Education

Comparison



	European Vision Zero	US Vision Zero Network	US DOT Mayors Challenge	Florida's Vision
Core Principal	Life and Health	Life and Health	Public Health and Welfare	Safety and Security
Ethics	Human Life and Health	Safe, Healthy, Equitable, Mobility	Quality of Life	Save Lives, Enhance Quality of Life, and Support Economic Competitiveness
Responsibility	Providers, Regulators, and Users share responsibility	Transportation Agencies, Coalitions, and Alliances	Local Municipalities	Providers, Regulators, and Users
Safety	Road Traffic Systems carry most of the burden	Transportation and Enforcement Agencies	Local Municipalities	Safety is Everyone's Responsibility
Mechanisms for Change	Providers and Regulators carry most of the burden	Transportation Agencies, Coalitions, Alliances, and Enforcement Agencies carry most of the burden	Transportation Agencies and Local Communities	Federal, State, and Local Government, Coalitions, Partners, and Alliances
Other Principles	Traffic deaths and injuries are preventable; therefore, none are acceptable	Vision Zero acknowledges that traffic deaths and severe injuries are preventable and sets the goal of eliminating both in a set time frame with clear, measurable strategies	Prioritize walking and biking in roadway design	A fatality free transportation system and the ability to travel any mode without fear of serious crash or other incident
				Safety is the primary consideration in transportation decision making
	People will make mistakes; the transportation system should be designed so those mistakes aren't fatal	Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem	Provide safe and efficient transportation options	Utilizing engineering, enforcement, education, and emergency response, and focusing resources where opportunities for safety improvements are greatest
	Safety is the primary consideration in transportation decision-making		Plan for increased facility usage	Use a unified, comprehensive approach to improve pedestrian and bicycle safety through leadership, innovation, and program delivery
	Traffic safety solutions are addressed holistically		Integrate bicycle and pedestrian accommodations into non traditional projects	Traffic Safety Solutions are addressed holistically

Comparison



	European Vision Zero	US Vision Zero Network	US DOT Mayors Challenge	Florida's Vision
Engineering Goals	Safety is the primary consideration in decision making.	Focuses on dangerous intersections	Complete Streets	Identify, promote, and implement proven countermeasures on Florida's transportation network
	Self Explaining Roads, Shared Responsibility - Taking human fallibility into account to minimize errors and crash severity.	Redesigning Streets	Fix Barriers	Facilitate the establishment and implementation of state and local plans, policies, and procedures that support transportation safety, mobility, and accessibility
			Create Networks	Prioritize, plan, and promote complete streets implementation
			Design Right	Combine Engineering, Enforcement, Education, and EMS for the greatest opportunity to improve safety
Education Goals	Self Explaining Roads, Shared Responsibility.	Behavior Change Campaigns	Educate to Improve Driver Compliance	Implement Data Driven Behavioral Campaigns Based on Problem Identification
				Strategically Implement Education and Enforcement Based on Community Context Evaluation
Enforcement Goals	Shared Responsibility.	Lowering Speed Limits	Improve Laws	Provide Training, Support, and Resources to Enforcement Agencies
				Promote High Visibility Enforcement using data driven approaches to prioritize efforts
		Enhancing Data Driven Traffic Enforcement	High Visibility Enforcement	Encourage and Support Enforcement Agency Goals Specific to Traffic Safety
Emergency Response Goals				Identify key injury patterns to support proactive approaches by EMS agencies and Trauma Centers
				Partner with EMS, Trauma, and Injury Prevention Agencies to assist with outreach and education efforts
Minimum Criteria		A clear goal of eliminating traffic fatalities and severe injuries		Clear, strategic goals to eliminate traffic fatalities and severe injuries
		The Mayor has publicly and officially committed to Vision Zero		Data Driven Approaches to Countermeasure Selection and Problem Resolution
		A Vision Zero plan or strategy is in place or committed to		Engage diverse state and local partners, not for profit organizations and safety advocates in problem resolution
		Key Departments are engaged: Enforcement, Health, and Transportation		Efficient and Effective Evaluation at all levels of planning and implementation

Questions





FLORIDA
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ECONOMIC
OPPORTUNITY

December 9, 2015

Florida Bicycle & Pedestrian Partnership Council

The Economic Benefits of Walkable Communities

The Economic Benefits of Walkable Communities

Several Benefits

- Health Benefits/Reduced Medical Costs for Citizens
- Economic Returns to Community Businesses
- Improved Property Values
- Walkable Community-Based Tourism
- Increases Land Development Efficiencies
- Amenity -- Attracting Newcomers/Retaining Citizens
- Access to Jobs/Goods/Services – Car not required



What is Walkability

A Variety of Approaches to Walkability

Most of the studies cited in this presentation rely upon *Walk Score* to gauge walkability.

- *Walk Score* is a proprietary composite of several variables by the company of the same name, *Walk Score*.
- A higher *Walk Score* means that a place is more walkable; a lower *Walk Score*, less walkable.
- www.walkscore.com



What is Walkability

Other factors often considered when evaluating the walkability of particular place or community are:

- The presence/absence of sidewalks
- The completeness of the sidewalk system
- The diversity of uses within a specified walking distance area
- The density of uses within that area



Walkability Comes in Various Forms

- **A generally walkable community**, short blocks, high degree of connectivity, complete sidewalk systems, high density and diversity of uses within walking distance
- **Highly walkable corridors**; shopping corridors; outdoor promenades & malls
- **Urban parks** that cater to walkers
- **Urban trails**



Case Studies – Benefits – General Walkability

A generally walkable community, short blocks, high degree of connectivity, complete sidewalk systems, high density and diversity of uses within walking distance.



Case Study 1: Benefits of Investment in Pedestrian Infrastructure in Residential Neighborhoods

Wei Li and Kenneth Joh in **Assessing Benefits of Neighborhood Walkability to Single-Family Property Values: A Spatial Hedonic Study in Austin, Texas**
Journal of Planning Education and Research December 2015 35: 471-488,
July 10, 2015

Impacts on residential property values in Austin, TX 2010-2012

For neighborhoods with highest Street Smart Walk Scores (>90):

- a 1% increase in walkability yielded a \$1,329 increase in property value
- a 1% increase in sidewalk density, a \$785 increase in property value.



Case Study 1: Benefits of Investment in Pedestrian Infrastructure in Residential Neighborhoods

Li & Joh: Findings support policies that improve pedestrian infrastructure and reduce distances from where people live to where they shop, work, and play. Recommendation:

- Attracting more commercial development to residential areas, and
- Improving the quality of the walking environment by adding sidewalks and connecting missing pedestrian links.



Case Study 2: Benefits of Walkability

Joseph Cortright in *Walking the Walk: How Walkability Raises Housing Values in U.S. Cities* (2009)

- Analyzed 94,000 residential real estate transactions in 15 major U.S. markets
- Found that improved walkability tends to increase home values
- A one-point *WalkScore* increase was associated with an increase of \$700 to \$3,000 in house values, depending on the market.



Case Study 3: Economic Value of Walkable Neighborhoods

Dong Wook Soh, Anne Vernez Moudon, and Jeasun Lee studied the economic value of incorporating urban environmental factors in land development that support walking activities in **The Economic Value of Walkable Neighborhoods** *URBAN DESIGN International* (2012) **17**, 115–128. doi:10.1057/udi.2012.1; published online 4 April 2012



Case Study 3:

Economic Value of Walkable Neighborhoods

Soh, et al found that within the study area, King County, WA:

- Increasing density does not weaken the quality of a neighborhood.
- A positive association of higher development density with the value of single-family residential properties suggesting that high development density might increase surrounding property values.
- Pedestrian infrastructure and land use mix significantly contributed to increases in rental multi-family residential property values
- Higher development density with higher street and sidewalk coverage were also favored by retail service uses.
- In relation to land use mix, mixing retail service uses and rental multi-family residential uses helped make rental housings more attractive.



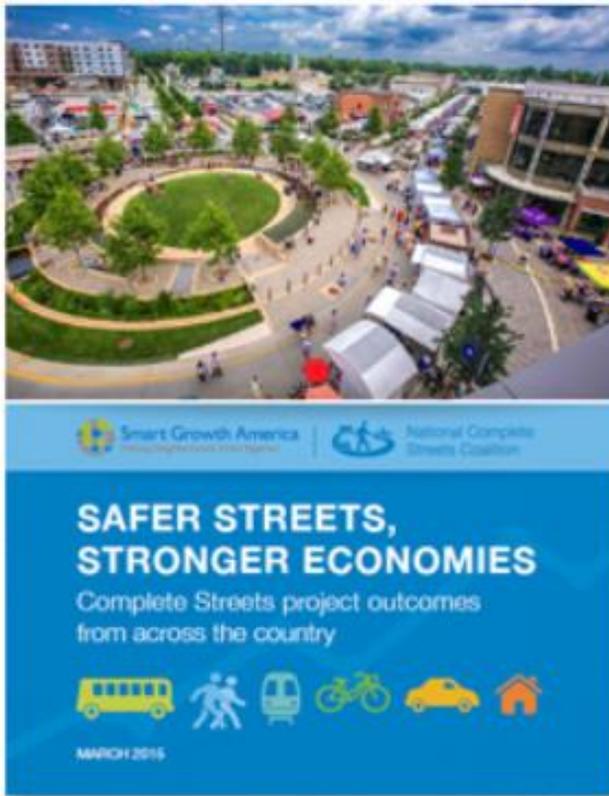
Case Study 4: The Walkability Premium in Commercial Real Estate Investments

Gary Pivo and Jeffrey D. Fisher, in **The Walkability Premium in Commercial Real Estate Investments**, Real Estate Economics, Volume 39, Issue 2, pages 185-219, Summer 2011, examined the effects of walkability on the market value and investment returns of more than 4,200 office, apartment, retail and industrial properties from 2001 to 2008 in the United States. Findings:

- All else being equal, the benefits of greater walkability were capitalized into higher office, retail and apartment values.
- On a 100-point scale, a 10-point increase in walkability increased values by 1–9%, depending on property type.
- No effect on industrial properties.



Case Study 5: The Economic Benefits of Complete Streets



Safer Streets, Stronger Economies – Complete Streets project outcomes from across the country,
March 2015, Smart Growth America & the National Complete Streets Coalition



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Case Study 5: The Economic Benefits of Complete Streets -- Modifying Edgewater Drive in Orlando

Edgewater Drive was scheduled to be resurfaced in 2001. The community saw an opportunity to reinvent Edgewater Drive into a vibrant, pedestrian-friendly commercial district with cafés and shops.

"The City of Orlando proposed a 4-to-3 lane conversion for 1.6 miles between Par Street and Lakeview Street, adding bicycle lanes, a center turn lane, and wider on-street parking. With resident input, the City of Orlando devised an extensive series of performance measures to monitor the project's progress. These measures included travel times, traffic volumes for all modes, and safety-related crash and injury rates, and speeding data."

[[Blog](#) post by [Kaid Benfield](#) on 21 Apr 2015 on [Better! Cities & Towns](#) citing the report: *Safer Streets, Stronger Economies – Complete Streets project outcomes from across the country*, March 2015, Smart Growth America & the National Complete Streets Coalition]



Case Study 5: The Economic Benefits of Complete Streets -- Modifying Edgewater Drive



Safer Streets, Stronger Economies – Complete Streets project outcomes from across the country, March 2015, Smart Growth America & the National Complete Streets Coalition



FLORIDA DEPARTMENT *of* ECONOMIC OPPORTUNITY

Case Study 5: The Economic Benefits of Complete Streets -- Modifying Edgewater Drive in Orlando

Edgewater Drive became safer: Total collisions dropped **40 percent**. Injuries fell by **71 percent**. Automobile traffic decreased by only **12 percent** within a year following the redesign, while bicycle counts surged by **30 percent** and pedestrian counts by **23 percent**.

The corridor has seen **77 net new businesses** open and **560 new jobs** created since 2008. Average daily automobile traffic, which saw a slight dip following project completion, has returned to its original pre-project level and on-street parking use has gone up **41 percent**.

Safer Streets, Stronger Economies – Complete Streets project outcomes from across the country, March 2015, Smart Growth America & the National Complete Streets Coalition



Case Study 5: The Economic Benefits of Complete Streets -- Modifying Edgewater Drive in Orlando

"The most dramatic results, however, were in long-term real-estate and business investment. Since the project was first proposed, the value of property adjacent to Edgewater Drive has risen **80 percent**, and the value of property within half a mile of the road has risen **70 percent**.

"The street was resurfaced again in 2012. **NO ONE SUGGESTED IT SHOULD GO BACK TO ITS ORIGINAL CONFIGURATION.**"

Safer Streets, Stronger Economies – Complete Streets project outcomes from across the country,
March 2015, Smart Growth America & the National Complete Streets Coalition



Case Studies – Benefits – Highly Walkable Corridors

Shopping Corridors, Outdoor Promenades, Pedestrian Malls



**5th Avenue
Naples, FL**

http://www.paradisecoast.com/articles/hidden_treasures_await_discovery_in_naples



FLORIDA DEPARTMENT *of* ECONOMIC OPPORTUNITY

Case Study 6 – Highly Walkable Corridors Gaines Street Transformation -- Tallahassee

Before



Courtesy, Gerald Ensley and State Archives of Florida, *Florida Memory*, <http://floridamemory.com/items/show/17016>



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Case Study 6 - Gaines Street Transformation

Private Sector Investment Approx. \$200 + Million

After



Courtesy, Tallahassee Community Redevelopment Agency, REI Real Estate InSync, and Genesis Group



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Case Study 6 - Gaines Street Transformation

Projected District Capital Improvements

	Square Ft	\$ per Sq. Ft	Estimate
Hotel	150,000	\$425	\$65M +/-
Retail	50,000	\$200	\$10M +/-
Convention	85,000	\$350	\$30M +/-
College of Business	200,000	\$400	\$80M +/-
Dedman School of Hospitality	100,000	\$400	\$40M +/-
Exhibition Renovation	20,000	\$200	\$4M +/-
Basketball Training Facility	60,000	\$200	\$12M +/-
District Infrastructure			\$20M +/-
Total			\$260M +/-



Case Study 6 - Gaines Street Transformation

Before: 4-lane Section street with additional dedicated left turn lanes at major intersections. Land use along the corridor consisted mostly of active and inactive construction/building trades warehousing.

After: Rebuilt within the existing right-of-way -- **2-way, 2-lane street with limited on-street parking.**

A roundabout was constructed at the intersection of Gaines Street and Woodward Avenue.

Revitalization efforts are paying off for the community. **More than \$128 million dollars in new development has taken place on Gaines Street since the start of the project; investment continues to increase.**



7th Avenue in Ybor City – Tampa

A Festival Street!

The Guavaween celebration on 7th Avenue is one of the premiere Halloween events in the U.S. Nearly 100,000 participants come out for Family Fun Fest during the day and Guavaween at night.



APA/Photo Courtesy of Tony LaColla, AICP



Main Street – Annapolis, Maryland

An Historic Main Street

Main Street is frequented by both residents as well as tourists interested in the unique boutiques and seafood restaurants.



APA/Photo Courtesy of Conor O'Malley



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Duval Street – Key West

An Historic Main Street

Retailers take advantage of the influx of visitors during the many cultural events by selling their products directly on the street, creating one long outdoor market.



APA/Photo courtesy Brendon Cunningham



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Duval Street – Key West

An Historic Main Street

Duval Street's low speed limit ensures pedestrian safety and signals Key West's independence from the automobile.



APA/Photo courtesy Brendon Cunningham



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Laura Street – Jacksonville

An Historic Main Street & Festival Street !

Laura Street is often closed to traffic for special events. However, even on regular traffic days, the streets offers pedestrians newly paved crosswalks, better lighting features, and traffic calming measures.



APA/Photo Ennis Davis, AICP. City of Jacksonville



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Walkability Comes in Various Forms

Urban Parks & Urban Trails

Cascades Park, Tallahassee



Lake Ella, Tallahassee



Cascades Park

LEGEND

- 1 Smokey Hollow Commemoration
- 2 Capitol Cascades Trail
- 3 History Monuments
- 4 Smokey Hollow Pond
- 5 Korean War Memorial
- 6 Historic Smokey Hollow Barber Shop
- 7 St. Augustine Branch Stream Restoration
- 8 Discovery Garden
- 9 Meridian Plaza Signature Bridges
- 10 Capital City Amphitheater
- 11 Meridian Plaza
- 12 Cascades Fountain
- 13 Imagination Fountain
- 14 Historic Electric Building
- 15 Centennial Field Commemoration
- 16 Boca Chuba Pond
- 17 Historic Centennial Field Wall
- 18 Capitol Cascades Pedestrian Bridge

PARK HOURS
Sunrise to sunset
except in lighted
areas and during
permitted events

PARK RULES
Defacing property,
littering, swimming,
unauthorized vendors
and unleashed dogs
are prohibited.

- G1 Pensacola/Meridian Gate
- G2 Lafayette Gate
- G3 Gaines/Meridian Gate
- G4 Myers Park Gate
- G5 Blaxham/Gadsden Gate
- G6 Suwannee/Gadsden Gate
- G7 South Monroe Gate
- G8 Blaxham Gate

--- Handicap Accessible Routes
= Stairs

LEON

BLUEPRINT 2000
INTERGOVERNMENTAL AGREEMENT
BEYOND

CITY OF TALLAHASSEE



FLORIDA DEPARTMENT of ECONOMIC OPPORTUNITY

The Economic Benefits of Walkable Communities

Walkable Community-Based Tourism



Las Olas Boulevard, Ft. Lauderdale

A true boulevard divided by a landscaped median of flowers and shade trees within walking distance to the beach, accessible by water taxi or land taxi.

Courtesy: <http://iamlasolas.com/fashion/thearchives.htm/>



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The Economic Benefits of Walkable Communities

Walkable Community-Based Tourism

Las Olas Blvd, Ft. Lauderdale

LAS OLAS BOULEVARD MAP LEGEND

- 1 Association Restrooms
- 2 Sun Trolley Stops
- 3 Water Taxi
- 4 Parking
- 5 Bridge
- 6 Main Road

PREFERRED BUSINESSES, SHOPPING, AND DINING

- EAT American Social**
721 East Las Olas Blvd.
954-764-7005
www.americansocialbar.com
- Big City Tavern**
609 East Las Olas Blvd.
954-727-0307
www.bigcitytavern.com
- Café De Paris**
910 East Las Olas Blvd.
954-467-2900
www.cafedeparislasolas.com
- Café Europa**
910 East Las Olas Blvd.
954-763-4600
www.cafeeuropalassolas.com
- Chima Brazilian Steakhouse**
2400 East Las Olas Blvd.
954-712-9530
www.chimabraziliansteakhouse.com
- Falafel Time**
1306 East Las Olas Blvd.
239-228-0198
www.jewishthl.com
- Gran Forno Pronto**
704 East Las Olas Blvd.
954-533-4276
- Grille 401**
401 East Las Olas Blvd.
954-767-0222
www.Grille401.com
- Hoffmanns Chocolates**
930 East Las Olas Blvd.
954-368-4320
www.hoffmanns.com
- Johnny V**
629 East Las Olas Blvd.
954-761-7920
www.johnnyvlasolas.com
- Kilwins Ice Cream, Chocolates, & Fudge**
889 East Las Olas Blvd.
954-523-8338
Facebook.com/KilwinsLasOlas
- La Bonne Crepe**
1119 East Las Olas Blvd.
954-791-1515
www.labonnecrepe.com
- Lobster Bar Sea Grill**
450 East Las Olas Blvd.
954-772-2675
www.lobsterbarseagrill.com
- Louie Bossi**
1032 East Las Olas Blvd.
954-346-6699
www.louiebossi.com
- Luigi's Coal Oven Pizza**
1415 East Las Olas Blvd.
954-522-8888
www.luigiscoalovenpizza.com
- Mangos Restaurant & Lounge**
904 East Las Olas Blvd.
954-523-8001
www.mangosrestaurant.com
- Pane Dolce**
613 East Las Olas Blvd.
954-306-2028
www.lasolasboulevard.com/pane-dolce
- Rocco's Tacos**
1179 East Las Olas Blvd.
954-524-9550
www.roccos.com
- La Bonne Crepe**
351 East Las Olas Blvd.
954-791-1515
www.labonnecrepe.com
- Sky Thai Sushi**
351 East Las Olas Blvd.
954-993-9889
www.skythaisushi.com
- Spa Juice Bar**
127 East Las Olas Blvd.
954-709-1806
www.spajuicebar.com
- SuViche**
401 East Las Olas Blvd., Ste 109
305-960-7097
www.suviche.com
- Tilted Kilt Pub**
219 S Andrews Ave.
954-763-5458
www.tiltedkilt.com/locations/fort-lauderdale
- Timpano Italian Chophouse**
450 East Las Olas Blvd.
954-462-9119
www.timpanochophouse.net
- Tuscan Grill**
1105 East Las Olas Blvd.
954-766-8700
www.lasolastusangrill.com
- Vinos Wine Bar**
322 East Las Olas Blvd.
954-765-6730
www.facebook.com/pages/Vinos-On-Las-Olas
- Wild Sea Oyster Bar**
620 East Las Olas Blvd.
954-467-2559
www.wildsealassolas.com
- Spa Juice Bar**
127 East Las Olas Blvd.
954-709-1806
www.spajuicebar.com
- SHOP**
- Alex & Ani**
1012 East Las Olas Blvd.
954-289-8142
www.alexandani.com
- Ann's Florist and Greenhouse**
1001 East Las Olas Blvd.
954-761-3354
www.annsforslasolas.com
- Bellagio International Gallery**
806 East Las Olas Blvd.
954-847-1778
BellagioInternationalGallery.com
- Blue Gallery**
897 East Las Olas Blvd.
954-764-6044
www.blueart.com
- Carroll's Jewelers**
915 East Las Olas Blvd.
954-663-3711
www.carrollsjewelers.com
- Goldwell Banker Previews**
909 East Las Olas Blvd.
954-527-5900
www.goldwellbankerpreviews.com
- Episcopal Church**
909 East Las Olas Blvd.
954-462-8880
www.episcopalchurch.com
- 41 Limited Editions Ecocci**
825 East Las Olas Blvd.
954-451-5760
www.ecocci.com
- Deborah James**
623 East Las Olas Blvd.
954-524-2985
www.deborahjames.com
- EVIM Realty International**
1700 East Las Olas Blvd.
954-764-7171
www.evim.com
- J. McLaughlin**
808 East Las Olas Blvd.
954-530-9710
www.jmclaughlin.com
- Las Olas Chemist**
1291 East Las Olas Blvd.
954-462-4165
www.lasolastchemist.com/las-olas-chemist-4/
- Las Olas Fine Arts**
701 East Las Olas Blvd.
954-767-0063
www.lasolastfinearts.com
- Levinson Jewelers**
888 East Las Olas Blvd.
954-462-8880
www.levinsonjewelers.com
- MacKen Realty**
588 East Las Olas Blvd.
305-933-2888
www.mackensly.com
- Maus & Hoffman**
800 East Las Olas Blvd.
954-463-1472
www.modamario.com
- Milda Mario**
805 East Las Olas Blvd.
954-467-3258
www.modamario.com
- New River Fine Arts**
450 East Las Olas Blvd.
954-524-2100
www.newriverfinearts.com
- Optical Spectrum**
504 East Las Olas Blvd.
954-463-1566
www.optical.com
- Real Living Real Estate**
1200 East Las Olas Blvd., Fort Lauderdale, FL 33301
954-653-5000
www.realliving.com
- Sin In My Seats**
1263 East Las Olas Blvd.
954-450-0419
www.sininmyseats.com
- Swimland**
815 East Las Olas Blvd.
954-866-9255
www.swimland.com
- Tatiana Boutique**
1016 East Las Olas Blvd.
954-766-4343
www.tatiana.com
- UPS Store**
401 East Las Olas Blvd., Ste 130
954-463-0444
www.uspsstore.com/4356
- Wyland Gallery**
822 East Las Olas Blvd.
954-779-7700
www.wyland.com
- Zola Keller**
818 East Las Olas Blvd.
954-462-3222
www.zolakeller.com
- ENJOY All Saints Episcopal Church**
333 Tarpon Dr.
954-467-6496
www.allsaints.com
- Himmarshee Landing**
1200 East Las Olas Blvd.
954-763-8055
www.epsmaker.com
- BNY Mellon Wealth Management**
350 East Las Olas Blvd.
954-343-8126
bnywm.com/wealthmanagement
- CenterState Bank**
801 E. Las Olas Blvd., Ste 103
954-633-1655
www.centerstatebank.com
- Cycle Party**
306 S Andrews Ave.
954-633-4665
www.cycleparty.com
- Downtown Jewish Center Chabad**
900 East Broward Blvd.
954-667-8000
www.downtownjewish.com
- FD Salon and Spa**
2424 East Las Olas Blvd.
954-528-2772
www.fdsalonandspa.com
- Himmarshee Surgical Partners**
717 SE 2nd St.
954-463-5208
www.himmarshee.com
- Historic Needham Estate**
528 SE 4th St.
954-467-1962
historicneedhamestate.com
- Las Olas Chabad Jewish Center and Judaica Store**
1394 East Las Olas Blvd.
954-780-6770
www.jewishthl.com
- Luxury Law Group**
909 East Las Olas Blvd.
954-743-0799
www.luxurylawgroup.com
- Kin Hunter Marketing**
588 East Las Olas Blvd.
954-763-1329
www.kinhuntermarketing.com
- Stranahan House**
335 SE 4th Ave.
954-524-4726
www.stranahanhouse.org
- Tease Salon and Spa**
491 East Las Olas Blvd.
954-524-7400
www.teasesalonfl.com
- Planet Massage Urban Oasis**
300 SE 10th St.
954-763-1619
www.planetmassage.com
- Riverfront Gondola Tours**
1200 East Las Olas Blvd.
754-206-5960
RiverfrontGondolaTours.com
- Riverside Hotel**
630 East Las Olas Blvd.
954-467-0671
www.riversidehotel.com
- Shino Bay Cosmetic Dermatology, Plastic Surgery & Laser Institute**
350 East Las Olas Blvd., Ste 110 & 120
954-755-3005
www.shinobayderm.com
- The Las Olas Company**
600 Sagamore Rd.
954-712-9923
www.lasolascompany.com
- SPONSORS**
- American Lung Association**
2020 S Andrews Ave. Fort Lauderdale, FL 33316
954-524-4657
www.lung.org
- Howard Alan Events**
270 Central Blvd., Ste 107B
Jupiter, FL 33458
957-746-4815
www.artfestival.com
- Premier Beverage Company**
500 East Broward Blvd., Ste 1200 Fort Lauderdale, FL 33394
954-436-9200
www.premier-bev.com

Courtesy: <http://lasolasboulevard.com/>



FLORIDA DEPARTMENT of ECONOMIC OPPORTUNITY

Do Tourists Visit Your Town to Drive Around?



Walkable Winter Park

Source: Park Avenue Merchants Association



FLORIDA DEPARTMENT *of* ECONOMIC OPPORTUNITY

Are Your Streets *Destinations* ?



**No Amusement
Park Required!**

Lincoln Road, Miami Beach

Source: Coups De Coeur Pour Le Monde



FLORIDA DEPARTMENT *of* ECONOMIC OPPORTUNITY

Are You Leaving Money on the Table?



Naples, FL

Courtesy: Fifth Avenue South Business Improvement District, Inc.



FLORIDA DEPARTMENT *of* ECONOMIC OPPORTUNITY

***If A Person or Business Could Locate Anywhere
Would They Come to Your Community?***



Some Studies Suggest that Walkable Communities Have Higher GDPs per Capita

Studies by SmartGrowthAmerica have found positive correlations between the most walkable urban metro areas and substantially higher Gross Domestic Products (GDP) per capita and percentages of college graduates over 25 years of age in the population.

<http://www.smartgrowthamerica.org/documents/foot-traffic-ahead.pdf> [Foot Traffic Ahead; Ranking Walkable Urbanism in America's Largest Metros, by Christopher B. Leinberger & Patrick Lynch, The George Washington University School of Business]



Who's Moving to Your Town? Ten Cities Where You Can Retire Without a Car -- Jason Notte, 6/25/12, *thestreet.com*

1. New York

Walk Score: 85.3

Transit Score: 81

2. San Francisco

Walk Score: 84.9

Transit Score: 80

3. Boston

Walk Score: 79.2

Transit Score: 74

4. Washington, D.C.

Walk Score: 73.2

Transit Score: 69

5. Philadelphia

Walk Score: 74.1

Transit Score: 68

6. Chicago

Walk Score: 74.3

Transit Score: 65

7. Seattle

Walk Score: 73.7

Transit Score: 59

8. Miami

Walk Score: 72.5

Transit Score: 57

9. Baltimore, Md.

Walk Score: 64

Transit Score: 57

10. Portland, Ore.

Walk Score: 66.3

Transit Score: 50



Who's Moving to Your Town?

Best Cities & Neighborhoods for Millennials -- *Forbes*, 2014

1. New York

Walk Score: 88
Bike Score: 65
Transit Score: 81

2. Austin

Walk Score: 35
Bike Score: 33
Transit Score: 52

3. Washington, D.C.

Walk Score: 74
Bike Score: 69
Transit Score: 70

4. Chicago

Walk Score: 75
Bike Score: 70
Transit Score: 65

5. San Francisco

Walk Score: 84
Bike Score: 75
Transit Score: 80

6. Boston

Walk Score: 80
Bike Score: 70
Transit Score: 75

7. Denver

Walk Score: 56
Bike Score: 71
Transit Score: 47

8. Dallas-Fort Worth

Walk Score: 44
Bike Score: 44
Transit Score: 39

9. Minneapolis-St. Paul

Walk Score: 65
Bike Score: 81
Transit Score: 58

10. San Diego

Walk Score: 46
Bike Score: 46
Transit Score: 36



Who's Moving to Your Town?

Best US Cities for Millennials To Live & Work -- *Monster*, 2014

1. New York

Walk Score: 88
Bike Score: 65
Transit Score: 81

2. Arlington, TX

Walk Score: 63
Bike Score: 57

3. San Francisco

Walk Score: 84
Bike Score: 75
Transit Score: 80

4. Denver

Walk Score: 56
Bike Score: 71
Transit Score: 47

5. Austin

Walk Score: 35
Bike Score: 33
Transit Score: 52

6. Minneapolis

Walk Score: 65
Bike Score: 81
Transit Score: 58

6. Seattle

Walk Score: 71
Bike Score: 63
Transit Score: 57

8. St. Paul

Walk Score: 56
Bike Score: 62
Transit Score: 45

8. Madison, WI

Walk Score: 47
Bike Score: 73
Transit Score: 38

10. Portland, OR

Walk Score: 63
Bike Score: 72
Transit Score: 50



Why Expand Local Mobility Options ?

- Dallas residents **save an average of \$9,026 annually** switching from driving to taking transit.
- Cleveland residents **save an average of \$9,576.**
- Savings from biking, walking, or taking transit instead of driving add up: **\$2.3 billion annually** in Chicago; **\$19 billion** a year in New York City.

This money can be kept in the local economy

Source: National Complete Streets Coalition



The Economic Benefits of Walkable Communities

FINIS!

5th Avenue, Naples, FL

Courtesy Duany Plater-Zyberk & Company



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FLORIDA
DEPARTMENT *of*
ECONOMIC
OPPORTUNITY

December 9, 2015

Florida Bicycle & Pedestrian Partnership Council

Designing Communities For Pedestrian Mobility

Designing Communities for Pedestrian Mobility



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Designing Communities for Pedestrian Mobility

- Draft sent out for review / critique / edits
- Recipients & respondents to date include

Transportation planners

Urban design professionals

Urban planners

Law professors



Designing Communities for Pedestrian Mobility

- **Intended as a basic guidebook for persons interested in creating communities that support pedestrian mobility**
- **Target audience includes urban planners, government officials, interested citizens, and developers**



Designing Communities for Pedestrian Mobility

The document is a practical guide

- 🚶 Based on urban design, transportation planning, land use planning concepts
- 🚶 Concepts to help plan new communities and retrofit existing communities to achieve a high degree of pedestrian mobility
- 🚶 Best practices are explained and illustrated with examples
- 🚶 Includes a number of appendices containing a variety of resources, including an extensive glossary
- 🚶 Most examples cited are from Florida



Designing Communities for Pedestrian Mobility

Other items addressed in the document include:

- *Measuring walkability*
- *Walking distance “Ped Shed”*
- *Tools & techniques to facilitate pedestrian mobility*
- *Unconventional street interconnections*
- *Innovative street design*
- *Traffic calming*
- *Designing for climate*



Designing Communities for Pedestrian Mobility

The document stresses the importance of the design of the corridor



Fort Collins Pedestrian Plan

http://www.pedbikeinfo.org/pdf/PlanDesign_SamplePlans_Local_FortCollins2011.pdf

Fort Collins, Colorado



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Designing Communities for Pedestrian Mobility

*The document emphasizes the **importance of design** in transportation facilities and land use but also recognizes the **importance of traffic operations and driver-pedestrian interactions***



Designing Communities for Pedestrian Mobility

The document argues that a *street* and a *road* are not one in the same

That a well-designed, well-functioning street is a *place*, accomplishing a variety of functions:

- The substrate upon which social interactions occur
- A facility that supports mobility and access transportation functions, for a variety of users
- A channel for a variety of infrastructures that support our communities
- A visual focal point giving definition and beauty to our community



Designing Communities for Pedestrian Mobility

A Street is a Place



The Project for Public Spaces, see www.pps.org

“The street is the river of life of the city, the place where we come together, the pathway to the center.” –William H. Whyte



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Designing Communities for Pedestrian Mobility

The document discusses objectives that must be addressed to create a walkable community:

- A Land Use Pattern of Diversity and Density
- Connectivity
- Ensure Safety
- Design and Build at a Pedestrian-Scale



Designing Communities for Pedestrian Mobility

What Design Factors Influence Pedestrian Mobility?

The Five Ds?

1. Diversity of land uses
2. Density
3. Design
4. Distance to destination
5. Destination accessibility



Designing Communities for Pedestrian Mobility

What Design Factors Influence Pedestrian Mobility?

The “Seven Ds”

1. Density
2. Diversity of land uses
3. Design
4. Distance to transit
5. Destination access
6. Demand management -- mostly in terms of auto and parking
7. Demographics



Designing Communities for Pedestrian Mobility

Features of a Walkable Community

- Short block lengths/small block sizes
- A fine-grained street network
- High connectivity with surrounding environs
- The concentration of destinations in close proximity to one another
- Pedestrian-scale design: buildings close to the street, oriented toward the street, limited massing & scale
- Minimize gaps along the corridor
- High degree of transparency along the street wall

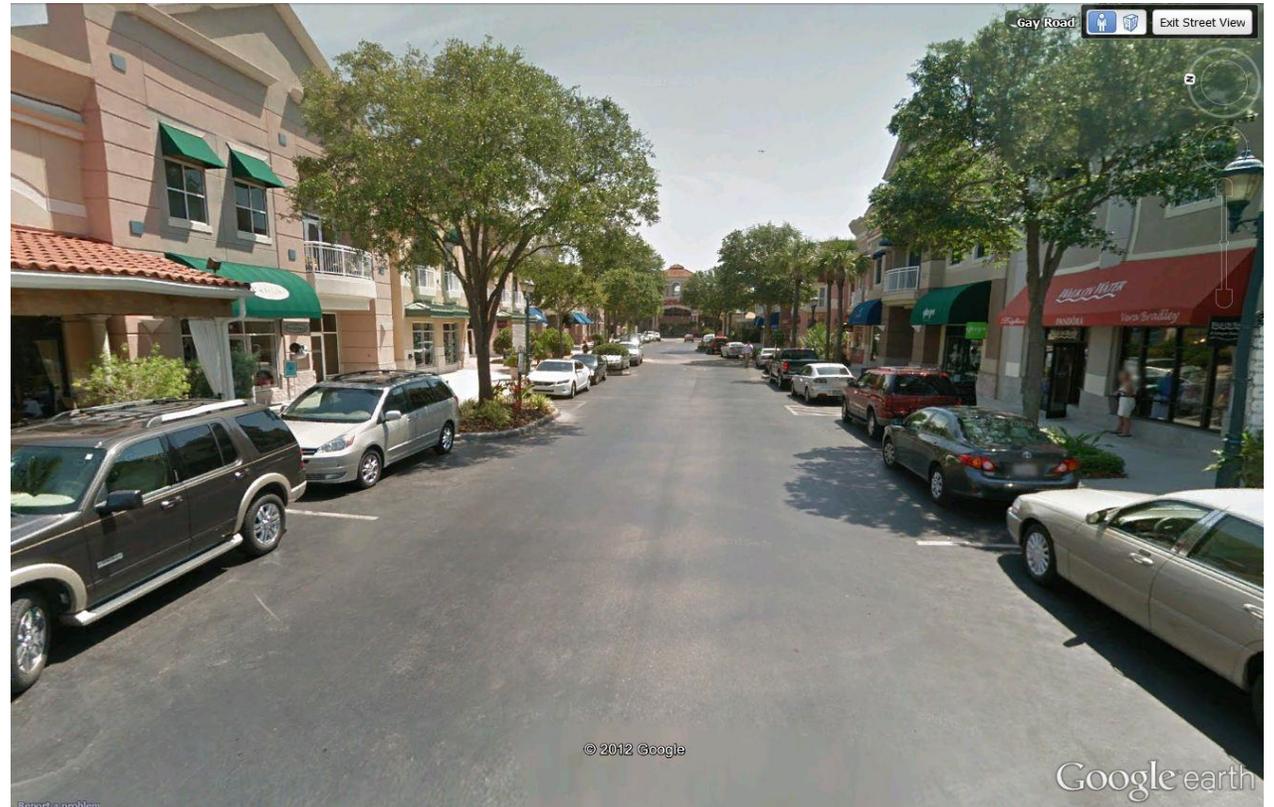


Designing Communities for Pedestrian Mobility

Features of a Walkable Community

- The concentration of destinations in close proximity to one another
- Pedestrian-scale design: buildings close to the street, oriented toward the street, limited massing and scale
- No gaps along the corridor
- High degree of transparency along the street wall

Gay Road, Winter Park Florida
Google Earth



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Designing Communities for Pedestrian Mobility

Features of a Walkable Community

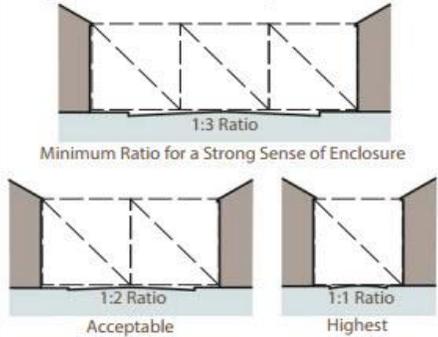


Jefferson Street achieves a 1:2 Ratio (Height:Width) (Source: DDA)



Wider streets, taller buildings at a 1:2 Ratio (Height:Width) (Source: Google Maps)

Height:Width Ratios for a Strong Sense of Enclosure



A Sense of Enclosure

An important aspect of an outdoor room is the sense of enclosure gained from the building facades that shape the "walls" of the room. This can be calculated as a ratio between the street width (building to building) and the facade height. As a rule of thumb, a ratio of 1:1 creates the strongest sense of enclosure (where the building height is equal to street width), and a ratio of 1:3 is the preferred maximum (where building height is 1/3 the street width.) Shown to the left are two examples fitting comfortably in the middle at 1:2. Other factors affecting a sense of enclosure are street trees and how the street visually terminates (the view looking down the street).

Creating A Sense Of Enclosure

The Downtown Lafayette Action Plan

<http://greaterplaces.com/topic/a-successful-downtown-lafayette-downtown-action-plan/>



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Designing Communities for Pedestrian Mobility

Street Design for Walkable Communities

- Lower design speeds
- Narrow lane widths
- Tight curb radii
- Limited number of lanes/carriageway width
- Drive-through businesses prohibited
- Pedestrian scale lighting



Designing Communities for Pedestrian Mobility

Street Design for Walkable Communities

Two radically different curb radii



Source: *City of Charlotte, NC, Urban Street Design Guidelines.*



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Designing Communities for Pedestrian Mobility

Unorthodox Street Interconnections



Aspen, Colorado

Courtesy: Dan Burden, Walkable.org @

<http://www.pedbikeimages.org/pubdetail.cfm?picid=746>



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Designing Communities for Pedestrian Mobility

Innovative Street Design



The Woonerf

Wall Street, Asheville, NC.
Courtesy: AA Biblo



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Designing Communities for Pedestrian Mobility

Innovative Street Design



The Woonerf

Rue Prince Arthur, Montreal

Courtesy: Urban Logic website <http://www.urban-logic.com/shared-spaces-woonerfhomezones/>



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Designing Communities for Pedestrian Mobility

Designing for Climate



Marshall House in Downtown Savannah, showing the colonnade along the building's frontage. Courtesy: Charlie & Jann



Miami. Courtesy: Scott Brockmeier



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Designing Communities for Pedestrian Mobility

Sidewalk Section Nomenclature



Frontage Zone

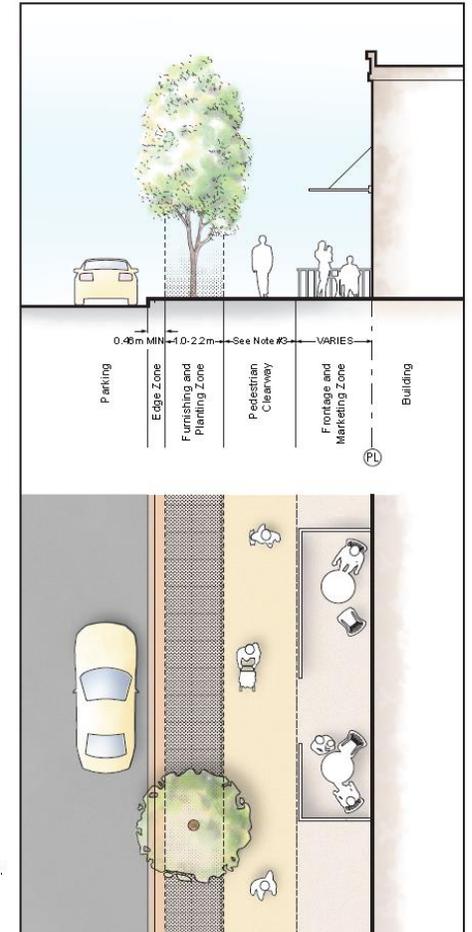
Throughway Zone

Furnishing Zone

Edge Zone

Courtesy ITE & CNU

Courtesy: City of Toronto, Toronto Urban Design Streetscape Manual



- NOTES:
1. IF FURNISHING AND PLANTING ZONE IS LESS THAN 1.0 METRE, CONSIDER PLACING FURNITURE IN ALTERNATE LOCATION; SEE FURNITURE LOCATION SECTION OF THE MANUAL.
 2. FOR TREE PLANTING WITHIN THE FURNISHING AND PLANTING ZONE, REFER TO URBAN FORESTRY FOR MINIMUM TREE PLANTING WIDTH REQUIREMENTS.
 3. THE DESIRED WIDTH OF PEDESTRIAN CLEARWAY IS 2.1 METRES. WHERE THIS IS NOT POSSIBLE, A REDUCTION TO NO LESS THAN 1.53 METRES MAY BE CONSIDERED.



Designing Communities for Pedestrian Mobility

Andrés Duany's Hierarchy of *Pedestrian Frontage Preferences*

- Storefronts
- Porches
- Fenestrated walls
- Deep landscaped lawns
- Garage doors
- Blank walls
- Open Parking Lots
- Unbuffered parking structures
- Under-building parking
- Open Service areas

Source: Duany Plater-Zyberk & Co., The Lexicon of the New Urbanism (Version 3.1), March 1, 2002, pg. H, 2.1]



Designing Communities for Pedestrian Mobility

Graphic Examples Provided Within the Document



Pedestrian scale lighting, Asheville, NC. Courtesy: AA Biblo



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Designing Communities for Pedestrian Mobility

- Architecture Provides Shading
- Built to the Street
- Highly Active Uses
- Narrow Shopfronts – means lots of shopfronts within a short span
- Significant Window Space
- Landscaping

Miami. Source: Scott Brockmeier



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Designing Communities for Pedestrian Mobility

- Gateway Creating Sense of Identity
- Built to the Street
- Buildings and Street Relationship Creating Sense of Enclosure
- Highly Active Uses
- Outdoor Seating
- Significant Window Space
- Landscaping
- Narrow Street Moderates Speed

Pineapple Grove Gateway Sign
Downtown Delray Beach

Source: Google Earth



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Designing Communities for Pedestrian Mobility

- **Quality Street Furnishings**
- **Buildings and Street Relationship Form Sense of Enclosure**
- **Median in the Street Moderates Speed**
- **Landscaping**
- **Narrow Street**



Historic Sistrunk Boulevard, Ft. Lauderdale. Newly reconstructed with landscaped median.

Courtesy: City of Ft. Lauderdale



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Designing Communities for Pedestrian Mobility

**Design for Climate –
Give Pedestrians the Opportunity
to Walk in Any Weather**

- **Colonnade providing shade**
- **Quality Architecture & Materials**
- **Brick Pavement Moderates Vehicular Speed**

Ybor City, Tampa. Unsourced



Designing Communities for Pedestrian Mobility

- **Active Mixed Use**
- **Built to the Street**
- **Buildings and Street Relationship**
Creating Sense of Enclosure
- **Quality Landscaping**
- **Quality Street Furnishings**
(Street lamps)
- **Building Height along Street**
Moderated to Pedestrian Scale
(4 Stories)

Downtown Orlando.

Courtesy, Scott Brockmeier



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Florida Department of
TRANSPORTATION

Shared-Use Nonmotorized (SUN) Trail Network

Robin Birdsong
SUN Trail Program Manager
Florida Department of Transportation

FDOT Trail Legislation Overview

2014 Trail Legislation: 335.065(4), FS

- **FDOT was directed to give funding priority to trail projects that:**
 - **Are identified by the Florida Greenways and Trails Council as a priority within the FGTS;**
 - **Support the transportation needs of bicyclists and pedestrians;**
 - **Have national, statewide, or regional importance;**
 - **Facilitate an interconnected system of trails by completing gaps between existing trails;**
- **Funded projects shall be operated and maintained by an entity other than FDOT upon of construction, and FDOT is not obligated to provide funds for the operation and maintenance.**

FDOT Trail Legislation Overview

2015 Trail Legislation: 320.072, FS and 339.81, FS

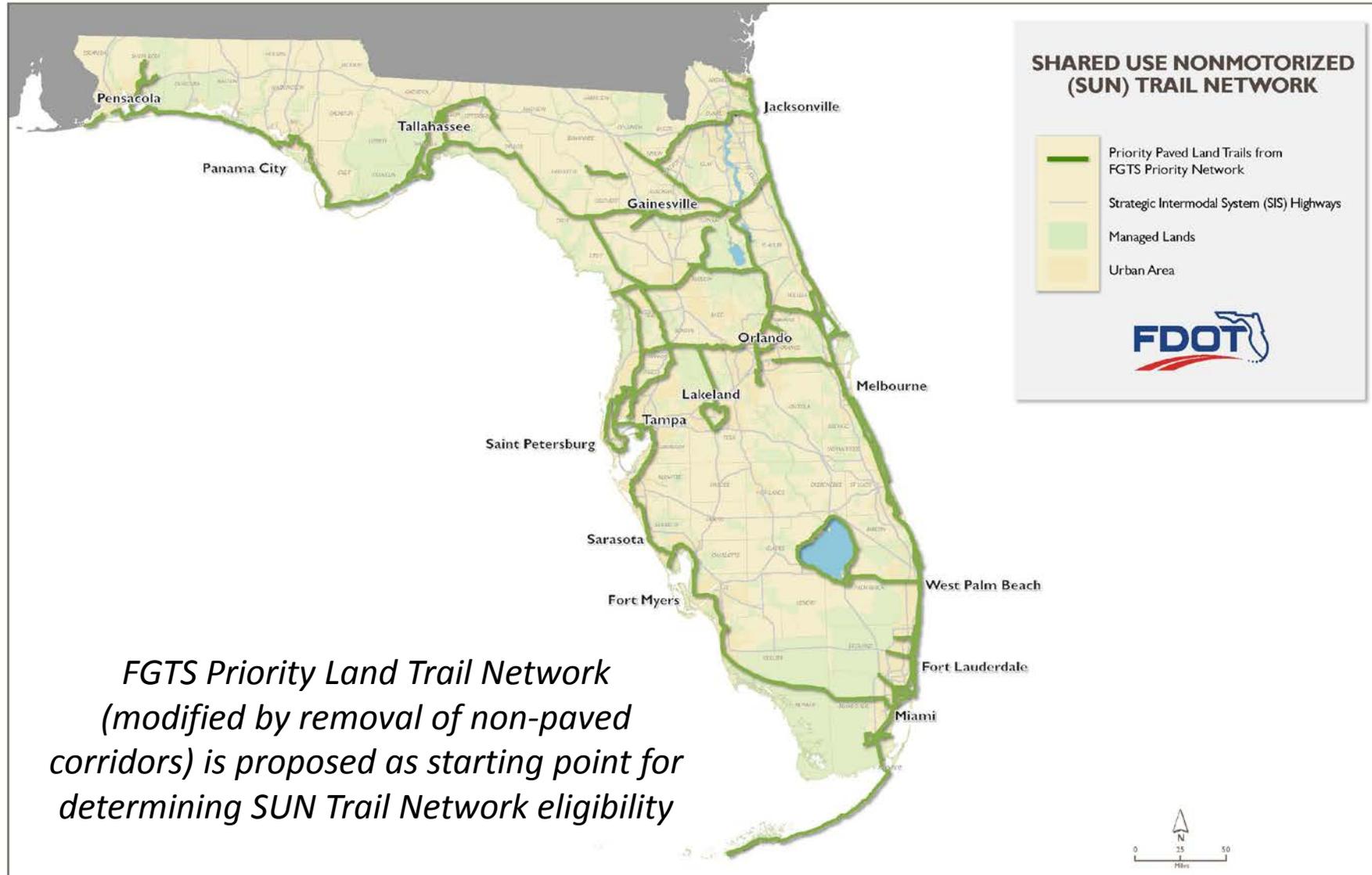
- **\$25 million annually to SUN Trail Network from the redistribution of new vehicle tag revenues;**
- **Created as a component of the FGTS which is planned by FDEP;**
- **Funding or planning, development, operation and maintenance;**
- **Excludes: sidewalks; loop trails wholly within a single park or natural area; water trails; the Florida National Scenic Trail; and On-road facilities except:**
 - **Segments less than a ½ mile connecting two or more non-motorized trails; or on-road components of FKOSHT.**

The Plan for the Florida Greenways and Trails System (FGTS)

The Florida Greenways and Trails Act: Chapter 260, FS

- **Provide the means and procedures for establishing and expanding a statewide system of greenways and trails...which shall be designated as the Florida Greenways and Trails System;**
- **Coordinate greenway and trail plans and development;**
- **Establish the 21 member Florida Greenways and Trails Council (FGTC) to advise FDEP in the execution of powers and duties under this chapter; including:**
 - **Facilitate a statewide system of interconnected trails; and**
 - **Recommend priorities for critical links in the FGTS.**

Proposed SUN Trail Network Eligibility



SUN Trail Aspirational Goal

Advance the SUN Trail Network by developing the combination of:

- prioritized regional paved multi-use trail systems
- prioritized individual trails outside of those regional systems

Potential Framework for Funding Selection

SUN Trail Eligible
(Priority Land Trails Network)



Ranked by
Florida Greenways
and Trails Council

Project Programming

Project Phases Include:

- **Feasibility Study (FS)** if necessary
- **Project Development and Environment Study (PD&E)**
- **Preliminary Engineering/Design (PE)**
- **Acquisition of Right-of-Way (ROW)** if necessary
- **Construction (CON)**

Five-Year Work Program

Example

Name	Year 1	Year 2	Year 3	Year 4	Year 5
Project A	CON				
Project B	ROW		CON		
Project F	PD&E	PE		CON	
Project G	FS		PD&E	PE	ROW
<i>TOTAL</i>	<i>25 million</i>	<i>22 million</i>	<i>28 million</i>	<i>24 million</i>	<i>26 million</i>

LEGEND

(FS) Feasibility Study

(PD&E) Project Development &
Environment

(PE) Preliminary Engineering

(ROW) Acquisition of Right-of-Way

(CON) Construction

Possible Eligibility Criteria for All Projects

- **Located on the SUN Trail Network (FGTS Land Trails Priority Map)**
- **Priority of the Metropolitan Planning Organization (MPO) or applicable local government in non-MPO area**
- **Entity committed to operate and maintain the constructed trail**
- **Ready to be programmed and to begin first/next phase of work**

Possible Selection Criteria

- **National, Statewide or Regional Importance**
- **Other Funds Committed to the Project**
- **Previous Investments**
- **Ability to Close Gaps**
- **Construction Readiness**

Other Issues

Maintenance

- **Maintenance Agreement for Project within FDOT's Right-of-Way**
- **Maintenance Agreement for "Off-System" Multi-Use Trail Project**

Right-of-Way

- **Transfer to Local Entity for "Off-System"**



Florida Department of
TRANSPORTATION

Questions?

SUN Trail Contact:

Robin Birdsong

SUN Trail Program Manager

850-414-4922

Robin.Birdsong@dot.state.fl.us

www.FloridaSunTrail.com



Healthiest Weight Florida



APPROACHES TO COLLECTIVE IMPACT

PRESENTER: JULIE DUDLEY

DATE: DECEMBER 9, 2015

Overview



- About Healthiest Weight Florida
- Project Snapshot
- Areas of Influence
- Actions You Can Take

Healthiest Weight Florida



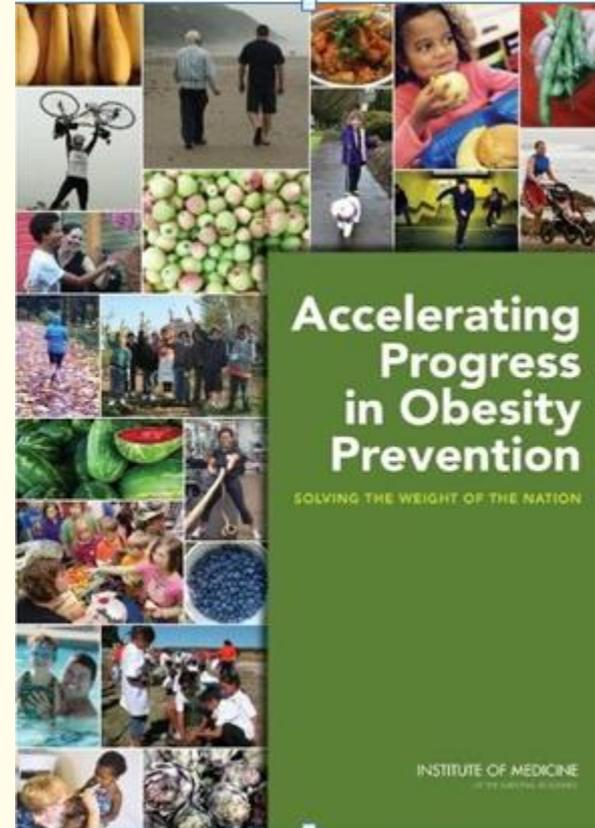
Healthiest Weight Florida (HWF) is a public-private collaboration bringing together state agencies, not for profit organizations, businesses, and entire communities to help Florida's children and adults make choices about healthy eating and active living.



5 Strategies



1. **Physical Activity:** Integrate physical activity every day in every way
2. **Nutrition:** Make healthy food available everywhere
3. **Schools:** Strengthen schools as the heart of health
4. **Worksites:** Empower employers to provide healthy worksites
5. **Marketing & Community Outreach:** Market what matters for a healthy life





Project Snapshot

Maintain Don't Gain



The Holiday Challenge includes:

- Seven weekly newsletters delivered to your inbox:
 - Host a healthier Thanksgiving
 - Manage holiday stress
 - Fit physical activity into your busy day
- Daily Tips & Mid-week Challenges
- Healthy holiday recipes
- Motivation and support from other participants

<https://esmmweighless.com/holiday-challenge-live/>



Small Steps to Living Healthy



- Provides participants with tips, tricks, and ideas to help increase their knowledge of healthy eating and active living
- Individuals can subscribe or unsubscribe at any time
- Each week of the month highlights a designated topic area:
 - Set Goals
 - Move More
 - Be in the Know
 - Eat Smart



Community Champions



- Many jurisdictions are making great progress in policy and environmental change to decrease the prevalence of an unhealthy weight
- All local governments in Florida were invited to submit descriptions of their policies and programs
- 65 communities recognized in January 2015
- 77 applications received thus far for recognition in January 2016
- Eligibility:
 - Incorporated city, town or village; County government
 - Unincorporated area sponsored by a Board of County Commissioners
 - A resolution or proclamation of the government required



World Food Championship

- Presented by DOH and the Florida Department of Agriculture and Consumer Services
- Challenged Floridians to quickly create healthy meals using Fresh From Florida fruits and vegetables
- Criteria:
 - Less than 500 calories
 - Include at least 3 colors
 - Low in sodium
 - At least 2 Fresh from Florida fruits or vegetables
 - 1 source of protein
 - 5 minutes to cook



**Florida Fresh
Agua Chile**
By Louis Robinson

- 3 Florida Key West pink shrimp
- 5 segments Florida pink grapefruit
- 7 thin lengthwise slices of Florida cucumber
- ½ serrano chile sliced super thin
- 5 yellow cherry tomatoes
- 5 super thin slices of red onion
- 1 tablespoon agave syrup
- 2 teaspoons olive oil
- ½ small avocado
- 1 pinch cilantro leaves
- 1 tablespoon chopped cilantro stems
- 1 pinch smoked serrano salt
- 8 Key limes, juiced (ice cold)

Nature Play Prescription

- Partners: Florida Department of Environmental Protection and Get Outdoors Florida!
- “Prescription” passes for one-time, free entry into one of Florida’s state parks
- Goal: Increase physical activity in high-risk populations

Nature Play “Prescription”

Patient: _____ Date: _____

Your healthcare professional recommends you **Get Outdoors** and...

- | | |
|---|--|
| <input type="checkbox"/> Swim in a lake | <input type="checkbox"/> Build a sand castle |
| <input type="checkbox"/> Toss a ball | <input type="checkbox"/> Catch a fish |
| <input type="checkbox"/> Fly a kite | <input type="checkbox"/> Go on a tour |
| <input type="checkbox"/> Hike a path | <input type="checkbox"/> Find a bird |
| <input type="checkbox"/> Play a game of tag | <input type="checkbox"/> Volunteer outside |

Healthcare Professional: _____

Signature: _____

Comments: _____



123456

ONE DAY PASS

Entry into any Florida State Park
Good for one vehicle, up to 8 people

Except at Ellie Schiller Homosassa Springs
Wildlife State Park and Weeki Wachee Springs
State Park, where pass is good for two people.
Does not include Skyway Fishing Pier State
Park, camping or other fees.



Learn more at www.floridastateparks.org
and remember to share your experience.

   @flstateparks

Expires 90 days from date of prescription*.
* This Rx for Nature Play is not a prescription within the meaning of
section 465.003, Florida Statutes, and cannot be exchanged for any
drugs or medicinal supplies.

Fall into Healthy Habits



HEALTHIEST WEIGHT PLAY CARD			
PREGAME WARM UP	HEALTHY GRILLING OPTIONS	TACKLE EXCESSIVE SNACKING	HEALTHY HALFTIMES
OFFER TO HOST THE PARTY OR TAILGATE Be responsible for the main courses and organize healthy options.	RETHINK YOUR BURGER Ground turkey or beef, 95% lean or more, are good choices. Make sliders instead of full-sized burgers. Fill whole grain buns with small meat patties, barbecued chicken or thin pieces of steak.	FRUIT & VEGETABLES Create fruit skewers. Pick your favorite fruits and be as colorful as possible. Provide a vegetable tray with lowfat ranch dressing, guacamole, Greek yogurt or hummus for dipping.	HOT ROUTE If watching the game at the stadium or a tailgate, grab a friend and take a walk. Visit friends or other tailgates.
PLAN YOUR MEALS Planning your tailgate menu will help avoid pre-cooked and pre-packaged meals and also cut down on spending.	SCORE WITH HEALTHIER BURGER TOPPINGS Reach for avocado, tomatoes and lettuce. Skip the cheese and save almost 100 calories and 5 grams saturated fat per slice. Skip mayonnaise and bacon. Choose mustard or light mayo.	SLAWS & SALADS Whip up some healthy slaws or salads using kale or Brussels sprouts as the main ingredients.	START YOUR OWN GAME If you have enough room at your house, start a friendly football game with your friends.
SHOW YOUR PRIDE Incorporate dishes made of fruits and vegetables that share your team's colors.	THE 100% WHOLE WHEAT OPTION Whole wheat buns are a great source of fiber and will help you feel full longer.	CHIPS & DIP Portion your chip dip in individual plastic cups and select whole grain chips.	PICK UP THE CLUTTER Help your host pick up tailgate clutter or clean a few dishes in the kitchen. Every little bit counts.
NOT THE HOST? Plan and eat a healthy meal beforehand to avoid overeating.	BRATS, SAUSAGES, HOT DOGS & STEAKS Choose options with 5 grams of fat or less per ounce. Pick leaner cuts of beef like sirloin, T-bone and flank steak.	CRACKERS Arrange a plate with whole grain crackers and cheese cubes.	GET OUTSIDE Get some fresh air. Take a pet for a walk or play a game of H-O-R-S-E.
HYDRATE Drink plenty of water, and avoid soda and sports drinks.	SIDELINES Replace French fries with grilled sweet potatoes—they're low in saturated fat, sodium and cholesterol. One half sweet potato contains about 57 calories.	PRACTICE OUT OF SIGHT OUT OF MIND TACTICS Turn your chair away from the food and focus on the game.	AUDIBLE If the weather outside is bad, try a football themed game of charades.
TRAIN BEFORE YOU EAT Get a work out in before the game.	SPECIAL TEAMS Grill chicken kabobs with some of your favorite vegetables like peppers, onions or squash.	FORGET SECOND HELPINGS Eat slowly. Savor your food.	SCOUTING REPORT Know your place ahead of time—take advantage of the break between halves.

Fall into Healthy Habits & Start a Vegetable Garden

Challenge yourself this fall—get active and start a fall vegetable garden. Growing your own garden is an easy way to get fresh air and exercise, and a good way to eat healthy while saving money.



Planning

Before you start, pick what kinds of vegetables you'll grow and where you'll grow them. **Select a spot for your garden that is close to the house**, near a source of water, and in an area that gets at least six hours of sunlight a day.

Preparing

There are many types of soil in Florida, and it's usually best to **improve your dirt by adding organic matter** (such as compost or peat moss). Loosen your soil with a spade or gardening hoe a few weeks before you begin planting. When it's time to plant, rake the soil until the surface is smooth.

Irrigation & Drainage

How often you should water your garden depends on your soil type and the age of your plants. Young plants should be watered regularly, in small amounts. Older vegetables need larger amounts of water less regularly. Sandy soils require water more often than clay-based soils. If the ground around your plants doesn't keep water well, make ring shaped mounds around the bases to make sure water is fully absorbed. **Cover the inside of the mounds with mulch** (pine straw, shredded bark, grass clippings) to help conserve moisture.

Harvesting

Many vegetables can be harvested at different stages. Leaf lettuce, for example, can be picked as young as you like; snip some leaves, and it will continue to grow. Summer squash (zucchini) and cucumber can be harvested when the fruit is just a few inches long, or it can be allowed to grow to full size. **The general rule: If it looks good enough to eat, it probably is.** With many vegetables, the more you pick, the more the plant will produce.



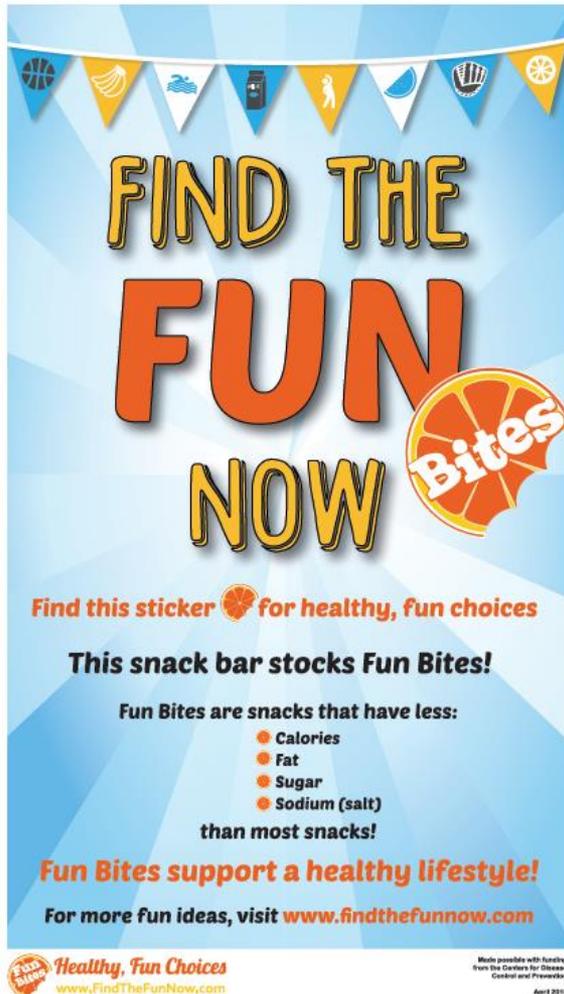
Learn more about which vegetables grow best in Florida.

Healthy Campfire Recipes



- Launched in partnership with the Florida Dept. of Environmental Protection.
- Designed to create opportunities for park visitors to try healthier camping foods while learning new recreational skills.
- Classes are taught by Florida park rangers and appeal to both adults and children.
- Recipes and other materials at www.HealthiestWeightFL.com/campfire

Fun Bites



- Promotes healthier options at concession stands, snack bars, vending machines, and/or events.
- Contact Information:

Megan Carmichael
 Community Partnership Coordinator
 DOH – Pinellas County
 12420 130th Avenue North
 Largo, FL 33774
 Office: (727)588-4040 x3118
Megan.Carmichael@flhealth.gov

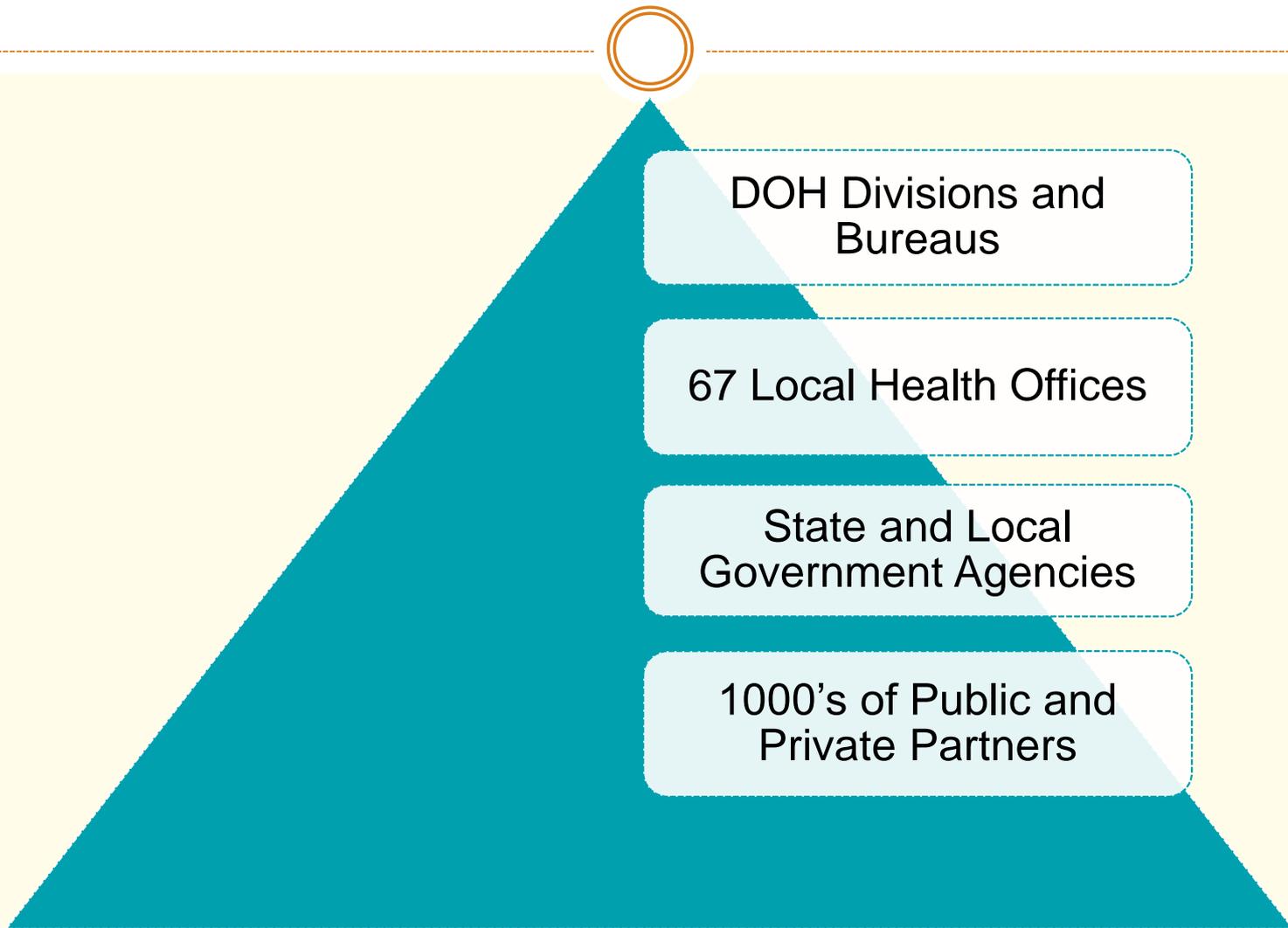


Areas of Influence

6 Areas of Influence



Strength in Numbers



1. Birthing Facilities



- **Goal: Birthing facilities implement the 10 steps to successful breastfeeding.**
- Hospitals can achieve recognition through the **Baby-Friendly Hospital Initiative** and the Florida Breastfeeding Coalition's **Quest for Quality Maternity Care Award**
- 10 Hospitals recognized to date



2. Early Care and Education (ECE)

- **Goal: Early Childcare and Education Centers recognized for implementing best practices through the National Let's Move Child Care Recognition**
- 105 ECE in Florida recognized thus far
- Basic elements:
 - Nurturing healthy eaters
 - Providing healthy beverages
 - Increasing physical activity
 - Limiting screen time
 - Supporting breastfeeding



3. Schools

- **Goal: Districts and schools recognized for implementing best practices.**

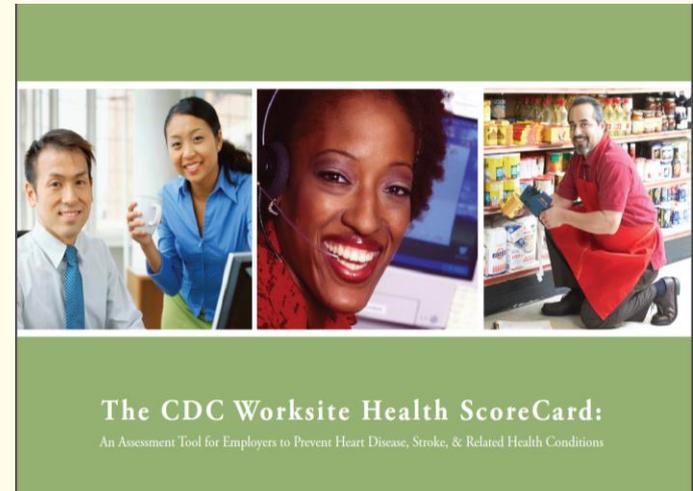
1. Encourage every district to be a Healthy District
2. Encourage every school to take part in the Healthiest U.S. Schools Challenge: Smarter Lunchroom
3. Encourage every school to establish a Comprehensive School Physical Activity Program (CSPAP)



4. Employee Wellness



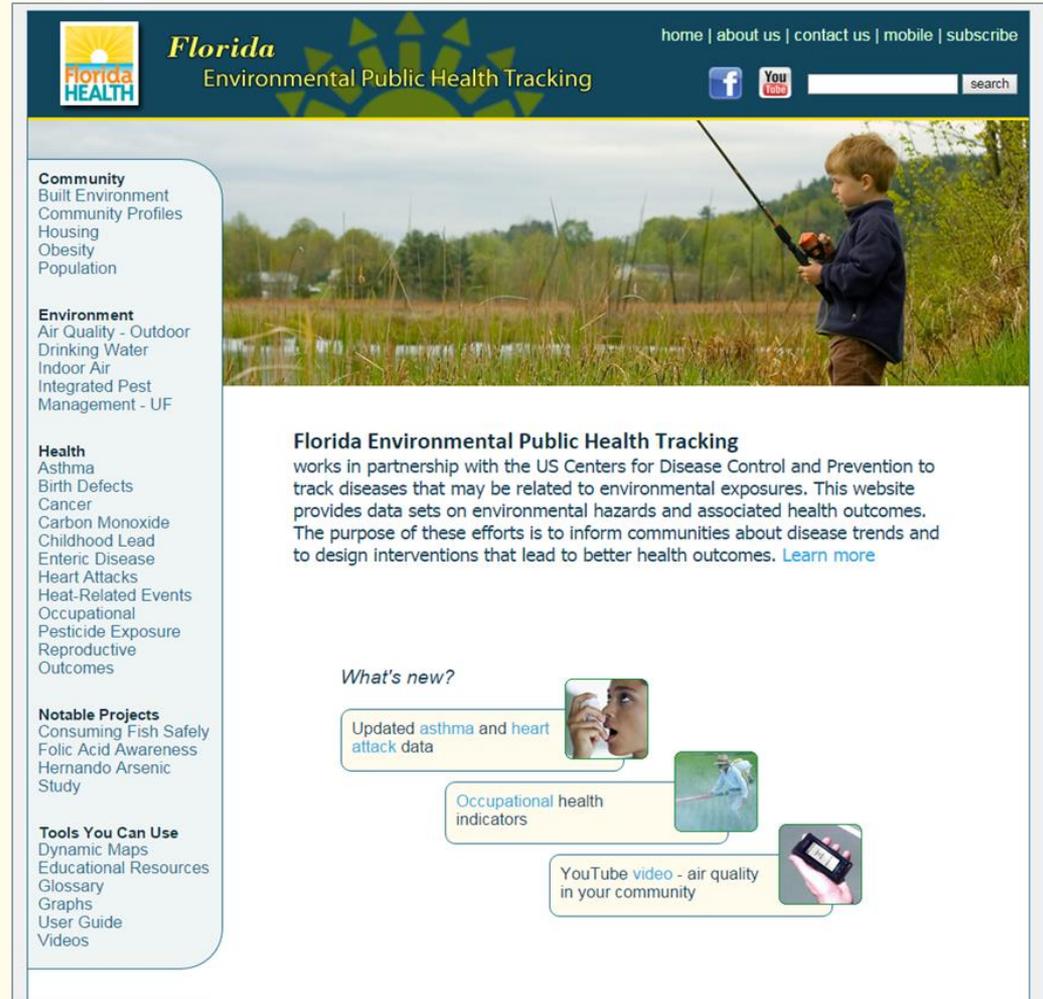
- **Goal: Worksites recognized for taking steps to implement employee wellness programs.**
- CDC's Worksite Health ScoreCard is now ONLINE!
- A planning and evaluation tool.
- Helps employers prioritize strategies and set short-term and long-term goals for developing the worksite's comprehensive health promotion program.



5. Communities



- **Goal: Cities and counties recognized for implementing best practices.**
- **Community Champion Recognition**
 - Complete Streets
 - Healthy food retail



The screenshot shows the Florida Environmental Public Health Tracking website. At the top, there is a navigation bar with the Florida Health logo, the title "Florida Environmental Public Health Tracking", and links for "home", "about us", "contact us", "mobile", and "subscribe". There are also social media icons for Facebook and YouTube, and a search bar.

The main content area features a large image of a young boy fishing in a pond. To the left of this image is a sidebar menu with the following categories:

- Community**
 - Built Environment
 - Community Profiles
 - Housing
 - Obesity
 - Population
- Environment**
 - Air Quality - Outdoor
 - Drinking Water
 - Indoor Air
 - Integrated Pest Management - UF
- Health**
 - Asthma
 - Birth Defects
 - Cancer
 - Carbon Monoxide
 - Childhood Lead
 - Enteric Disease
 - Heart Attacks
 - Heat-Related Events
 - Occupational
 - Pesticide Exposure
 - Reproductive Outcomes
- Notable Projects**
 - Consuming Fish Safely
 - Folic Acid Awareness
 - Hernando Arsenic Study
- Tools You Can Use**
 - Dynamic Maps
 - Educational Resources
 - Glossary
 - Graphs
 - User Guide
 - Videos

Below the sidebar, there is a section titled "Florida Environmental Public Health Tracking" with a descriptive paragraph: "works in partnership with the US Centers for Disease Control and Prevention to track diseases that may be related to environmental exposures. This website provides data sets on environmental hazards and associated health outcomes. The purpose of these efforts is to inform communities about disease trends and to design interventions that lead to better health outcomes. [Learn more](#)".

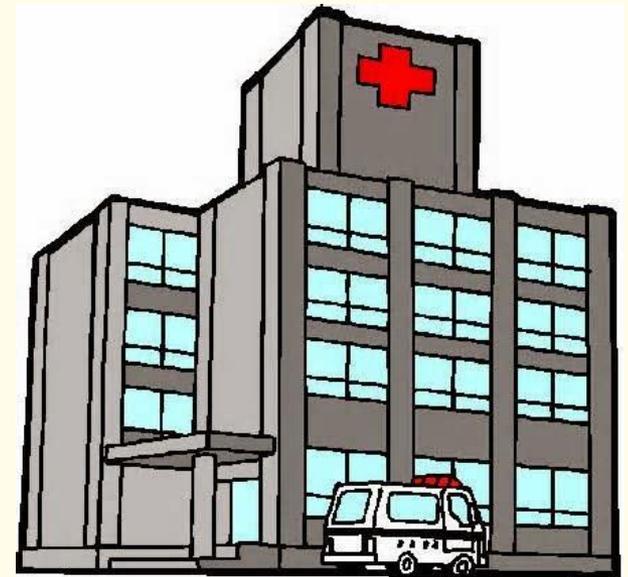
At the bottom, there is a "What's new?" section with three items:

- Updated asthma and heart attack data (with an image of a person coughing)
- Occupational health indicators (with an image of a person working)
- YouTube video - air quality in your community (with an image of a smartphone)

6. Health Systems



- **Goal: Health care practitioners recognized for promoting chronic disease prevention and management best practices.**
- Working to activate medical boards, councils and associations statewide



Actions You Can Take



- Sign Up for and distribute:
 - Maintain Don't Gain
 - Small Steps to Living Healthy
 - Healthy Promise
- Talk to city and county government officials about the Community Champions Recognition.
- Complete the CDC Worksite Health ScoreCard to assess your employee Wellness Program
- Be a champion for Healthiest Weight collective impact in your communities



Thank You!



JULIE DUDLEY

**BUREAU OF CHRONIC DISEASE PREVENTION
SECTION MANAGER**

**FLORIDA DEPARTMENT OF HEALTH
HEALTHIEST WEIGHT FLORIDA
WWW.HEALTHIESTWEIGHTFL.COM**



Florida Department of
TRANSPORTATION

Complete Streets

Florida Department of Transportation

presented to

Bicycle & Pedestrian Partnership Council

presented by

DeWayne Carver, AICP
State Bicycle/Pedestrian Coordinator
FDOT Roadway Design Office
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850 414 4322



COMPLETE STREETS IMPLEMENTATION PLAN

M2D2: Multimodal Development and Delivery

December 2015



The Florida Department of Transportation and Smart Growth America



- It's here!
- You're in it!
- You've been "volunteered"!



Complete Streets



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

POLICY

Effective: September 17, 2014
Office: Design Director
Topic No.: 000-625-017-a

COMPLETE STREETS

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of "Complete Streets." While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Motorists
- Transit riders
- Freight handlers
- Pedestrians

The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This **Complete Streets Policy** will be integrated into the Department's internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.

A handwritten signature in black ink, appearing to read "Ananth Prasad".

Ananth Prasad, P.E.
Secretary

Complete Streets Website

Centennial **FDOT** 1915 ★ 2015

Florida Department of **TRANSPORTATION**

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Roadway Design

Roadway Design / Complete Streets Implementation

Complete Streets Implementation

Topics

FINAL Implementation Plan NEW!
Complete Streets Policy

Welcome

The Florida Department of Transportation (FDOT) Complete Streets Policy incorporates context-appropriate roadway designs that accommodate users of all ages and abilities, including cyclists, pedestrians, motorists, transit, and freight. FDOT recognizes 21st Century demographics, business practices and development

Complete Streets Implementation Plan



Five-part implementation framework:

- I. Revising guidance, standards, manuals, policies, and other documents**
- II. Updating decision-making processes**
- III. Modify approaches for measuring performance**
- IV. Managing internal and external communication and collaboration during implementation**
- V. Providing ongoing education and training**

II. Updating Decision Making Processes

- **P. 14 “Communicate with metropolitan planning organizations and other local and regional agencies earlier during project planning so that they can coordinate their own related investments”**

Complete Streets Implementation Plan – 2015

Complete Streets Implementation Team discussed a number of approaches for improving coordination across relevant stakeholders, as outlined in the implementation strategies below.

Implementation strategies to consider:

- **Communicate with metropolitan planning organizations and other local and regional agencies earlier during project planning so that they can coordinate their own related investments;**
- Hire FDOT staff with urban planning backgrounds to support more collaborative work with local governments;
- Establish full-time staff positions dedicated to Complete Streets implementation and external partner engagement within each of the District Offices;
- Add Complete Streets implementation and external partner engagement to existing position descriptions; and
- Develop and maintain Complete Streets network plans and GIS layers that compile information from existing land use and transportation plans to identify gaps in network connectivity and aid coordination across programs and with other agencies.

III. Modifying approaches for measuring performance

Successfully integrating a Complete Streets approach into FDOT's practices in an impactful way will require aligning the Department's approaches for measuring performance at a variety of scales and levels with the goals of the Complete Streets Policy. This includes measures and criteria used to evaluate proposed future investments, the performance of individual transportation facilities, the performance of the network as a whole, and the general effectiveness of FDOT's programs.

During the M2D2 workshop series, members of the Complete Streets Implementation Team discussed the importance of more closely aligning how the Department measures success with how residents, businesses, and transportation system users measure success. Doing so will mean incorporating criteria into

Florida Department of Transportation & Smart Growth America

decision-making that evaluate the qualities people want from their transportation system – convenience, safety, comfort, access, reasonable travel times, low cost, and reliability – while also reflecting the broader role of the transportation network in contributing to regional competitiveness and quality of life.

A Complete Streets framework for measuring performance involves:

- Moving beyond measures of capacity and mobility toward measures of access based on context by assessing whether residents have safe, reliable, and affordable ways to reach important destinations such as employers, healthcare, schools, and other daily needs;
- Evaluating the quality of the travel experience for all modes of transportation as well as safety for all modes of transportation;
- Assessing the completeness of the transportation network for all modes of transportation, including transfers between modes; and
- Evaluating whether transportation investments are contributing to broader state and community goals articulated in planning documents such as those related to future growth and development, environmental protection, and health.



P. 15/Table III

Table III. Types of Complete Streets Measures to Consider

Complete Streets Goal	Performance Measures to Consider	
 <p>Safety for All Transportation System Users</p>	<ul style="list-style-type: none"> Crashes, fatalities, and serious injuries by mode and type (counts and rates per capita or per Vehicle Mile Traveled) Traveler surveys with safety ratings for different modes Presence of adequate lighting Number of violent and non-violent crimes Crime Prevention through Environmental Design (CPTED) 	
 <p>Access to Destinations</p>	<ul style="list-style-type: none"> Measures of travel time reliability and person delay on foot, on bicycles, on transit, and in vehicles Combined household expenditures on housing and transportation as a percentage of household income Emergency response times Transit access, measured by percent of persons living within a set distance from transit stops Walk Score, Bike Score, and Transit Score Sidewalk continuity 	<ul style="list-style-type: none"> Bicycle facility continuity Presence of pedestrian facilities in proximity to transit stops Percentage of bus stops that are ADA-compliant Percentage of children walking and bicycling to school Number of residents using carpool and vanpool services Number of residents with telecommuting options
 <p>Economic Competitiveness</p>	<p>Measures of community economic vitality:</p> <ul style="list-style-type: none"> Alignment of transportation projects with local and regional land use and economic development plans and visions Level of private investment in adjacent properties Changes in vacancy rates for adjacent properties Changes in retail vibrancy (retail and restaurant sales, numbers of customers, etc.) 	<p>Measures of market access:</p> <ul style="list-style-type: none"> Connections between residential areas and employment opportunities Access between major activity centers Changes in freight tonnage
 <p>Environmental Sustainability</p>	<p>Measures of transportation facility sustainability (outputs):</p> <ul style="list-style-type: none"> Impervious surface area Presence of vegetation Energy efficiency of transportation facilities 	<p>Measures of environmental degradation or preservation (outcomes):</p> <ul style="list-style-type: none"> Air quality and emissions Stormwater runoff Land and habitat preservation
 <p>Public Health</p>	<ul style="list-style-type: none"> Rates of active transportation (ex. walking and biking trips as a portion of total trips in a community) Rates of chronic disease Exposure to contaminants Travel time and reliability from residential areas to health facilities 	
 <p>Social Equity</p>	<ul style="list-style-type: none"> Access to economic opportunities and other daily needs by gender, age, income, race, ethnicity, and disability status Combined household expenditures on housing and transportation as a percentage of household income by gender, age, income, race, ethnicity, and disability status Relative impact of other measures by gender, age, income, race, ethnicity, and disability status 	
 <p>Quality of Life</p>	<p>Measures of travel experience quality:</p> <ul style="list-style-type: none"> Quality of automobile trips (pavement conditions, traveler survey results, etc.) Quality of the transit experience (transit LOS, frequency of service, quality of accommodations for passengers at stops, accessibility of information for passengers, etc.) Quality of the bicycle environment (bicycle LOS, width of facilities, pavement condition of bicycle facilities, presence of bicycle wayfinding, etc.) Quality of the pedestrian environment (pedestrian LOS, sidewalk widths, sidewalk continuity, crossing distances and times, wait times at intersections, widths of medians, etc.) 	<p>Measures of community vibrancy:</p> <ul style="list-style-type: none"> Alignment with local and regional visions and plans Support for local "place-making" efforts Presence of shade, scenic views, seating, etc.

P. 19 - leadership

- **“The Complete Streets Implementation Team engaged during the first two phases of this initiative and the existing Bicycle and Pedestrian Partnership Council can together provide the foundation for a steering committee to guide the effort moving forward.”**

FDOT can supplement the existing measures of effectiveness for programs with measures that assess and reward the use of innovation, creative problem solving, context-sensitivity, and attentiveness to the needs of all residents during the project development process. In addition to these process-related measures, FDOT should also assess project outcomes in evaluating the performance of the Department's programs.

Incorporating broader measures of effectiveness into program evaluation can be done without sacrificing efficiency in project planning or reversing the direction of current FDOT initiatives to improve project delivery, such as the State-Wide Acceleration and Transformation (SWAT) process. In many cases, considering a variety of innovative strategies to meet the identified project need and conducting comprehensive partner engagement upfront during project development can lead to a more streamlined project delivery process by reducing issues and conflicts that arise later in the design process. FDOT should adopt measures that evaluate both efficiency and context-sensitivity in project delivery.

Use performance measurement to help make the case for Complete Streets investments

Performance measures can be a powerful tool in conveying the benefits of Complete Streets projects to state legislators, local elected officials, and the public. By collecting and reporting information on the outcomes of Complete Streets investments, such as economic development, community revitalization, reductions in emissions, improved access to jobs and healthcare, and other benefits frequently associated with Complete Streets projects, FDOT can make the case for these types of investments in terms that decision-makers and the Department's customers care about.

Conducting before and after studies for projects and calculating return on investments analyses can help provide the data necessary to make a compelling case for Complete Streets investments. FDOT can compile success stories into performance reports and showcase them in flyers and brochures, potentially supplementing them with before and after pictures and testimonials from local businesses and residents.

IV. Managing Internal and External Communication and Collaboration During Implementation

FDOT staff and other partners will more readily understand and embrace a Complete Streets approach if they are meaningfully engaged during implementation. Inviting a variety of internal and external stakeholders to participate will also help ensure that the updated documents address the diverse needs of FDOT's partners and customers, while breaking down barriers in communication across FDOT programs and between FDOT and other stakeholders.

The Complete Streets Implementation Team has identified a variety of partners and stakeholders who should participate in the implementation process moving forward or be informed about the effort. Given the scale of the initiative, engaging these staff and external stakeholders in the appropriate way and at the appropriate time in the process will require a tiered outreach approach. Establishing clear roles and communicating them to stakeholders upfront will help to ensure that comprehensive outreach does not stall or delay progress during implementation.

This section of the Complete Streets Implementation Plan outlines key steps below for engaging and involving FDOT staff and other stakeholders throughout the implementation process. This general engagement approach can be used to develop more specific outreach and engagement plans for each document prioritized for revision.

Establish a Leadership Structure for Complete Streets Implementation

As a first step, FDOT should establish a leadership structure for the Complete Streets implementation process. FDOT can adapt and modify existing committees to lead and provide guidance during implementation, enabling the Department to launch the process more quickly than would otherwise be possible. The Complete Streets Implementation Team engaged during the first two phases of this initiative and the existing Bicycle and Pedestrian Partnership Council can together provide the foundation for

Table IV. Tiers of Stakeholder Involvement During Complete Streets Implementation

Tier of involvement	Participants	Role
Tier 1: Conducting updates to FDOT documents		
Complete Streets Implementation Management Team 	Core group of FDOT staff representing a cross-section of appropriate offices, ideally with dedicated staff time allocated to the implementation effort	<ul style="list-style-type: none"> Oversee the process for revising the identified documents Manage revision teams for each document and coordinate across teams
Document Revision Teams 	Teams of FDOT staff within the appropriate office for each identified document	<ul style="list-style-type: none"> Conduct the necessary updates to each document under leadership of the Management Team
Tier 2: Engaged		
Complete Streets Partner Steering Committee 	Group of internal and external stakeholders representing relevant agencies and organizations – could evolve from the existing Complete Streets Implementation Team and/ or the existing Bicycle and Pedestrian Partnership Council	<ul style="list-style-type: none"> Meet periodically throughout the Complete Streets implementation process to discuss progress and provide feedback on the overall direction of the initiative Provide diverse expertise and perspectives Represent and communicate back to constituents about the initiative Could include sub-committees for specific aspects of the implementation process, such as performance measurement, training, and changing culture
Internal review committees for each document 	Broad representation of relevant staff from the District and Central Offices, possibly including consultants	<ul style="list-style-type: none"> Provide direction and feedback at key points throughout the update processes for each document
External Reviewers or Advisory Committees as appropriate for specific documents 	Representatives from relevant agencies and organizations invited by FDOT to provide feedback – would choose whether or not to participate (or at what level to participate) based on interest and time commitment involved	<ul style="list-style-type: none"> Provide direction and feedback at key points throughout the update processes for each document Represent and communicate back to constituents about the update
Tier 3: Informed		
FDOT executive oversight 	Appropriate representation from FDOT leadership	<ul style="list-style-type: none"> Receive periodic updates on progress and make course-corrections as needed Approve the revised documents
Broad decision-maker and stakeholder outreach 	Comprehensive representation from the categories of internal and external stakeholders listed below, and others as appropriate	<ul style="list-style-type: none"> Receive periodic updates on the initiative and/or individual document revisions and provide feedback as appropriate Could be reached through a combination of presentations and webinars, targeted outreach, and updates during standing meetings

process, providing feedback at key milestones throughout the process (engaged), or receiving updates on progress and sharing those updates with other constituents (informed). These stakeholders should be included during general outreach about the Complete Streets implementation effort as appropriate, and should be considered during the development of specific outreach plans for each document prioritized for revision. The appropriate stakeholders to engage and inform will likely vary substantially from document to document, as will the role these stakeholders should play in the process.

1. **FDOT staff:** representing a cross-section of programs within the seven District Offices, the Turnpike Enterprise, and Central Office;
2. **Consultants:** engaged to work on FDOT projects;
3. **Federal agencies:** including the Federal Highway Administration and other appropriate agencies such as the Federal Transit Administration and the Federal Railroad Administration;
4. **Other state agencies:** including the Florida Department of Health, Department of Economic Opportunity, and others as appropriate;
5. **Florida chapters of professional and trade organizations:** including the Florida Section of the Institute of Transportation Engineers, the Congress for New Urbanism, the Urban Land Institute, the Florida Institute of Consulting Engineers (FSITE), the America Society of Civil Engineers, the American Planning Association, the American Society of Landscape Architects, and others as appropriate;
6. **Regional planning organizations:** including Metropolitan Planning Organizations (MPOs), Transportation Planning Organizations (TPOs), Regional Planning Councils (RPCs), and others as appropriate;
7. **City and county governments:** including local elected officials, planners, engineers, representatives from local public works departments, and others as appropriate;
8. **Modal partner agencies and organizations:** including transit agencies and other transit partners, freight handlers, bike share providers, bicycle/pedestrian advocacy organizations, and other agencies and organizations as appropriate;
9. **Public health partners:** such as local public health departments, the Center for Disease Control,

advocacy organizations, and other organizations as appropriate;

10. **Economic development partners:** such as Chambers of Commerce, the Florida Economic Development Council, the Rural Economic Development Initiative, regional economic development corporations, Visit Florida, and other organizations as appropriate;
11. **Mobility partners:** such as Commuter Assistance Program Managers, the Commission for the Transportation Disadvantaged, and other organizations as appropriate;
12. **Universities:** throughout the state, including planning and engineering programs;
13. **State legislators:** and legislative aides as appropriate; and
14. **Other partners and customers around the state, including:**
 - Community members
 - Advocacy groups and non-profits such as AARP
 - Law enforcement and emergency management representatives from around the state
 - Land owners, business owners, major employers, and schools in Florida communities around the state
 - Real estate developers
 - Utility providers
 - Others as appropriate

Define Stakeholder Roles During Implementation

While achieving broad buy-in during implementation will be crucial, a large-scale partner outreach process carries the potential to delay or impede the momentum of implementation if stakeholders are not given clear roles to play in the process. To prevent this, the teams leading the document updates will need to define and clearly communicate the parameters of stakeholders' roles and levels of involvement by identifying:

- Who should provide input upfront as the team develops a detailed scope for the document update;
- Who should review and provide feedback on proposed changes after initial revisions have taken place;

Table VI. Recommended Timeline for Complete Streets Implementation

Phase 1: Finalize and adopt FDOT's Complete Streets Implementation Plan <i>Proposed timeframe: By January 1, 2016</i>	
Work to be accomplished: <ul style="list-style-type: none"> Collect and incorporate feedback on the draft Complete Streets Implementation Plan from the Implementation Team and other stakeholders as appropriate Finalize and adopt Complete Streets Implementation Plan 	
Phase 2: Launch implementation process <i>Proposed timeframe: Ongoing through February 2016</i>	
Work to be accomplished: <ul style="list-style-type: none"> Establish a leadership structure for Complete Streets Implementation Establish a central website for sharing information about the process with FDOT staff and the public Establish any necessary sub-committees to guide specific aspects of implementation Identify and engage teams of staff to lead the update process for each document prioritized for revision Establish a process for monitoring progress throughout implementation Integrate Complete Streets into current updates to the FTP and SIS Policy Plan based on the timing for those updates 	
Phase 3: Detailed scoping <i>Proposed timeframe: March 2016 – June 2016</i>	
I. Revising guidance, standards, manuals, policies, and other documents	
Work to be accomplished by each document revision team: <ul style="list-style-type: none"> Develop a detailed scope of work for revising the document: <ul style="list-style-type: none"> Review relevant FDOT research and national best practices as appropriate Develop an outline for revisions Develop a detailed revision schedule, including key milestones for collecting feedback from partners and stakeholders Submit detailed scopes to the Complete Streets implementation leadership for feedback and approval Identify other related manuals, procedures, guides, and standards that will ultimately need to be updated themselves to reflect the changes Develop a detailed stakeholder engagement plan, as appropriate: <ul style="list-style-type: none"> Identify internal staff and external stakeholders who should be engaged to provide feedback at key milestones throughout the revision process Identify internal staff and external stakeholders who should be informed that revisions are happening and receive periodic updates on progress Establish clear roles for all stakeholders Determine how to communicate with stakeholders during implementation 	
II. Updating decision-making processes	
Work to be accomplished: <ul style="list-style-type: none"> Review and evaluate the recommended strategies in this plan to identify those that should be prioritized Determine an appropriate schedule and sequential order for these strategies based on legislative, statutory, programmatic and cultural considerations and barriers Designate staff and teams to lead specific aspects as appropriate 	
III. Modifying approaches for measuring performance	
Work to be accomplished: <ul style="list-style-type: none"> Review national guidance, resources, and approaches from other states as appropriate Identify and prioritize Complete Streets performance measures to develop further to inform decision-making and/or help make the case for Complete Streets investments Identify any major data gaps that will need to be addressed Designate staff and teams to lead specific aspects of performance measure development as appropriate 	
IV: Managing internal and external communication and collaboration during implementation	
Work to be accomplished: <ul style="list-style-type: none"> Develop a detailed outreach plan and schedule for communicating with appropriate staff and partners at key milestones during implementation Develop a schedule of existing conferences, events, and meetings that can be used as forums for disseminating information about the implementation process and collecting feedback 	

V. Providing ongoing education and training
Work to be accomplished:

- Develop a detailed Complete Streets training plan
- Identify staff or teams to lead the development of specific training courses and workshops
- Establish a timeline for developing and rolling out different pieces of the overall training program
- Identify and engage internal and external partners who will be involved in developing or reviewing the training curriculum for specific workshops and modules
- Develop a schedule of existing conferences, events, and meetings that can be used as forums for Complete Streets training

Phase 4: Update documents and practices
Proposed timeframe: July 2016 – December 2017
I. Revising guidance, standards, manuals, policies, and other documents (timeframes will vary by document)
Work to be accomplished:

- Develop first drafts of revised documents or document sections and review with appropriate internal and external stakeholders
- Revise draft documents and review with internal and external stakeholders again as needed
- Finalize and adopt the revised documents

II. Updating decision-making processes
Work to be accomplished:

- Modify any specific decision-making processes, procedures, and criteria identified as a priority during scoping
- Implement strategies to change decision-making culture and improve coordination with partners on an ongoing basis

III. Modifying approaches for measuring performance
Work to be accomplished:

- Develop guidance and methodologies for all identified Complete Streets performance measures
- Integrate new measures into specific decision-making processes as appropriate, such as programming and project selection, project development, and internal evaluation of FDOT programs
- Conduct before and after studies for specific projects to develop a library of case studies

IV. Managing internal and external communication and collaboration during implementation
Work to be accomplished:

- Engage staff and other partners to provide input on the process as appropriate
- Provide periodic updates to staff and other partners on progress as appropriate

V. Providing ongoing education and training
Work to be accomplished:

- Develop curriculum for workshops and training, starting with those not dependent on specific document revisions
- Develop appropriate training and education materials
- Deliver training courses and workshops on an ongoing basis as needed

Phase 5: Evaluate accomplishments and determine next steps
Proposed timeframe: January 2018 - ongoing
Work to be accomplished:

- Continue to deliver training, workshops, and education on an ongoing basis as needed
- Assess overall progress during the Complete Streets implementation process
- Measure and publicize changes in FDOT's practices, such as impacts on types of projects funded and built
- Measure and publicize outcomes, such as mode shifts, changes in travel volumes for specific modes, changes in pedestrian and bicycle fatalities, and any broader impacts on economic development, public health, etc.
- Identify any gaps and determine whether additional steps are needed to continue to integrate a Complete Streets approach into FDOT's practices

What's next?

- Meeting on 12/15 to scope out handbook and PPM edits
- Need BPPC to be ready to help lead
- What can your agency or group do?
- Questions?

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Organizations to Transmit the Council's Annual Report

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

BPPC PERFORMANCE TEMPLATE

(As of 12-09-15)

This template has been developed as a way to facilitate greater follow-up and implementation of BPPC's recommendations.

Recommendation	Responsible Lead Agency & Lead Council Member	Action to be Taken	Timeframe for Completion	Status
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				

Draft Council Recommendations

Recommendation #1

Background: During its 2015 deliberations, the Council reviewed its recommendations over the prior three years and developed a set of principles based on themes running through those recommendations. These principles often cut across the BPPC focus areas of *Completing the System, Safety, Cultural Change, and Health*. The Council expects that these principles will serve as a foundation for future recommendations and implementation activity.

Recommendation: All partners in bicycle and pedestrian facility planning in Florida should seek to implement the following 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 as a valued component in all transportation planning.
- D. Education -- of pedestrians, 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, cultural change, and health-related behaviors.
- H. Funding for bicycle and pedestrian facilities should reflect their importance as a valued component of the transportation system, and their role in meeting state transportation goals in the areas of safety, connectivity, etc. Bicycle and pedestrian facilities should be considered for all eligible federal, state, local and private sources of transportation funding.
- I. Most streets need to serve multiple modes and users, including bicyclists and pedestrians in many contexts. Context sensitive complete streets will be essential to the state's future economic competitiveness and quality of life.

- J. All users, including bicyclists and pedestrians deserve safe, viable and accessible transportation choices that meet their needs and minimize risks.
- K. Collaboration is essential to implementation of the ideas incorporated in these principles.

Recommendation #2

Background: While FDOT develops modal plans for most transportation modes, it has not done so for bicycle facilities. A statewide bicycle plan would provide an opportunity to develop many of the principles in more detail, and with a focus on implementation.

Recommendation: FDOT in collaboration with its partners should develop a statewide bicycle plan.

Recommendation #3

Background: FDOT adopted a complete streets policy in 2014. This policy reflects and supports many of the ideas the BPPC has promoted in its recommendations. To achieve its full potential, the policy will have to be implemented consistently over time.

Recommendation: FDOT and other partners in transportation planning should continue to develop implementation strategies that will maximize the impact of the new complete streets policy.



Meeting Evaluation Form

Tallahassee, Florida

December 9, 2015

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

WERE THE MEETING OBJECTIVES MET?

<ul style="list-style-type: none"> • To review the BPPC procedures, guidelines, charge, website, and work plan • To receive updates from agencies and other partners • To receive an update on the FTP/SIS Update process • To receive an update on Alert Today Florida • To receive a presentation on the Economic Benefits of Walkable Communities • To receive a presentation on Designing Communities for Pedestrian Mobility • To receive an update on SUNTrail and FDOT implementation plans • To receive a presentation on Department of Health Initiatives • To receive an update on FDOT Complete Streets Savvy Initiative • To discuss innovative ideas in Florida and other states • To review and discuss the draft Annual Report and potential recommendations • To discuss approach for identifying focus areas for 2016 work plan 	5	4	3	2	1
• To receive updates from agencies and other partners	5	4	3	2	1
• To receive an update on the FTP/SIS Update process	5	4	3	2	1
• To receive an update on Alert Today Florida	5	4	3	2	1
• To receive a presentation on the Economic Benefits of Walkable Communities	5	4	3	2	1
• To receive a presentation on Designing Communities for Pedestrian Mobility	5	4	3	2	1
• To receive an update on SUNTrail and FDOT implementation plans	5	4	3	2	1
• To receive a presentation on Department of Health Initiatives	5	4	3	2	1
• To receive an update on FDOT Complete Streets Savvy Initiative	5	4	3	2	1
• To discuss innovative ideas in Florida and other states	5	4	3	2	1
• To review and discuss the draft Annual Report and potential recommendations	5	4	3	2	1
• To discuss approach for identifying focus areas for 2016 work plan	5	4	3	2	1

MEETING ORGANIZATION

<ul style="list-style-type: none"> • Background and agenda packet were helpful • Presentations were effective and informative • Plenary discussion format was effective • Facilitator guided participant efforts effectively • Participation was balanced 	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)