

Florida Bicycle and Pedestrian Partnership Council
Summary of Meeting
April 24, 2012

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

| <i>Council Member, Organization</i> | <i>Designee (if applicable)</i> |
|---|--|
| <input checked="" type="checkbox"/> Bob Romig, FDOT (Chair) | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Kathleen Neill, FDOT (Co-Chair) | <input type="checkbox"/> |
| <input type="checkbox"/> Timothy Ashley, Department of Highway Safety and Motor Vehicles | <input type="checkbox"/> Grady Carrick |
| <input checked="" type="checkbox"/> Karen Brunelle, Federal Highway Administration | <input type="checkbox"/> Carl Mikyska |
| <input checked="" type="checkbox"/> Ken Bryan, Rails to Trails Conservancy | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Timothy Bustos, Florida Bicycle Association | <input type="checkbox"/> Ted Wendler |
| <input type="checkbox"/> Jesus Gomez, Florida Public Transportation Association | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Jeannette Hallock-Solomon, Department of Economic Opportunity | <input type="checkbox"/> |
| <input type="checkbox"/> Sue Hann, Florida League of Cities | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Thomas Hawkins, Florida League of Cities | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Charlie Hood, Department of Education | <input type="checkbox"/> Tracey Suber |
| <input type="checkbox"/> Joey Hoover, Florida Association of Counties | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Richard Hopkins, Department of Health | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Laurie Koburger, Department of Elder Affairs | <input type="checkbox"/> Marcus Richartz |
| <input type="checkbox"/> Zoe Mansfield, Florida League of Cities | <input type="checkbox"/> |
| <input type="checkbox"/> Patricia Northey, Florida Association of Counties | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Carol Pulley, Pedestrian Representative | <input type="checkbox"/> |
| <input type="checkbox"/> Max Rothman, Transportation Disadvantaged Representative | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Cyndi Stevenson, Florida Association of Counties | <input type="checkbox"/> Andrew Ames |
| <input checked="" type="checkbox"/> Sarah Ward, Metropolitan Planning Organization Advisory Council | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> Jim Wood, Department of Environmental Protection | <input type="checkbox"/> |

Facilitators:

Hal Beardall and Rafael Montalvo (FCRC Consensus Center)

FDOT Staff:

Kathleen Neill, Rob Magee, David Lee, and Paula San Gregorio (FDOT Office of Policy Planning); Lora Hollingsworth, Dwight Kingsbury, Trena McPherson, Pat Pieratte, and Joe Santos (FDOT Safety Office); David O'Hagan and Mary Anne Koos (FDOT Office of Design); Diane Perkins (FDOT Production Support)

Observers:

Cynthia Radford (FDEP, Office of Greenways and Trails); Mike Neidhart (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.

Opening Remarks, Introductions, and Agenda Review

The sixth Florida Bicycle and Pedestrian Partnership Council meeting commenced at 9:05 AM at the FDOT Headquarters in the Burns Building Auditorium. Bob Romig, State Transportation Development Administrator, welcomed the Council members and thanked them for their participation.

Hal Beardall of the Florida Conflict Resolution Consortium (FCRC) Consensus Center provided an overview of the agenda, reviewed the November meeting summary, and reminded the members that they are subject to the Sunshine law. At the conclusion of today's meeting the Council will have provided direction in developing an initial draft of the 2012-2013 Work Plan of activities and will have identified potential Cultural Change topics for developing future recommendations.

A new Council member was introduced:

- Carol Pulley, representing Pedestrians

In addition, the new State Safety Engineer was introduced:

- Lora Hollingsworth. P.E.

Recap of BPPC Activities To-Date

Rafael Montalvo of the Florida Conflict Resolution Consortium (FCRC) Consensus Center provided a review of the Council's guidance from the November 2011 meeting, which included:

- Updates/Changes to the Council's Charge
- The inclusion of a "Best Practices" section on the website related to Council Focus Areas
- Discussion of areas of opportunity to provide input on legislative matters
- Further discussion of the economics of bicycle and pedestrian issues
- Production of the Annual Report at the end of the year
- Finalization of recommendations addressing:

- Investment,
- Performance Measures,
- Safety,
- Coordination, and
- Funding
- Identification of areas for potential focus in 2012-2013 including:
 - Contributions to Connecting the System (i.e., provide input on Florida Department of Environmental Protection's (FDEP) Greenways and Trails Plan)
 - Safety (i.e., provide input on update of the Strategic Highway Safety Plan (SHSP))
 - Cultural Change (i.e., promote utilization of existing facilities, reduce distracted driving, and encourage private investment in facilities). These issues would be the focus for development of the 2012-2013 Council recommendations.
 - Health (i.e., include a presentation by the Florida Department of Health (DOH))

Following Mr. Montalvo's presentation, members were asked if they had any comments or items needing additional clarification.

Member Comments:

It was mentioned that the fifth "E" (Economics) is not included in the Council's Charge. However, it was noted that the "economic benefits of bicycle and pedestrian activity" is referenced in the opening paragraph of the Charge.

It was also suggested that the concept of "complete streets" be included as a topic in the Council's Charge. It was noted that the "complete streets" concept is included within the framework of the Council's Charge.

The Florida Department of Health (DOH) is updating its State Health Improvement Plan, which includes the promotion of walking and biking to school and work, etc. It was suggested that the Council coordinate with the DOH on the development of this plan. One possible means is to have someone from DOH present their findings at a future Council meeting.

2012-2013 Work Plan Discussion

Mr. Montalvo provided an overview of the draft 2012-2013 Work Plan, based on the focus areas identified by the Council at its November 2011 meeting. It is possible that the Council meeting originally scheduled for August could be changed to September in order to accommodate FDEP's workshop on the Greenways and Trails Plan and FDOT's Safety Office update of the Strategic Highway Safety Plan.

Member Comments:

No comments.

Website Review

Mike Neidhart, with Gannett Fleming, Inc., provided an overview of the revised website for the Bicycle and Pedestrian Partnership Council. Following Mr. Neidhart's presentation, members were asked if there were any items needing additional clarification. Note: responses from are indicated in *italics*.

Member Comments:

Can links to the following websites be added: FDOT's Bicycle and Pedestrian Safety, FDOT's Safe Routes to School Program, and FDEP's Office of Greenways & Trails?

Staff will add a section to the website for links to bicycle and pedestrian related programs.

Some of the Council members asked if the website's URL address could be changed to something simpler, since the existing address is difficult to remember and spell correctly.

Staff established a new link to the Council's website to make access easier for both members and the public. The new web address is FDOTBikePed.org.

State and Federal Legislative Updates

State Legislative Update

Council member Ken Bryan, representing the Rails to Trails Conservancy, provided an update on the 2012 Florida legislative session. Mr. Bryan explained that this year's legislative session ended well, with no budget cuts in FTEs or in trail funding—and the Florida Forever program received \$8.4 million in funding. Senate Bill (SB) 268, the Sponsorship of Trails and Greenways bill passed, with 85 percent of its funding going towards FDEP's trust fund to manage facilities, while the remaining 15 percent will be dedicated to the Safe Routes to School program. Additionally, the legislative proposals in FDOT's bill were included into other bills, including the pilot program to allow bicycles on limited access bridges.

Mr. Bryan also discussed that regulations for bicyclists have become more stringent, requiring that lights on a bicycle must be repaired or a citation will be issued. Cyclists are also now required to have at least one hand on the handlebars of their bike at all times. HB 519 and SB 254 included bicyclists as a vulnerable road user.

Mr. Bryan also provided a briefing on the "All Aboard Florida" program, which is a proposed high-speed rail connection between Orlando and Miami backed by private investment that would provide high-speed rail trips in under three hours. Opportunities will arise along segments of this corridor for bicycle and walking pathways.

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

Member Questions and Comments:

Clarification was requested regarding SB 268 and the requirements for signage on trails. Members of the public are under the impression that all trails are eligible for signage.

SB 268 specifies a list of seven (7) trails and a provision that applications may be submitted for additional trails to be added to the list. By default, the list was limited to FDEP-managed trails. The bill does not pertain to advertising or naming rights, but does allow sponsorship signs at access points. It specifies that no billboards are permitted along trails.

Are there size limits for trail signage?

Yes, for trails the limit is sixteen (16) square feet; while for other access points the limit is four (4) square feet.

Is sponsorship recurring or is it one-time?

Sponsorship entails a minimum of a one-year agreement.

Federal Legislative Update

David Lee, with FDOT's Office of Policy Planning, provided the Council with an update on the multi-year federal reauthorization bills moving through the U.S. Congress. Mr. Lee explained that SAFETEA-LU has had nine extensions since it originally expired 937 days ago. The current extension (which has been signed into law) goes through June 30, 2012; although the U.S. House passed another extension (which has not been approved by the U.S. Senate and has not been signed into law) goes through September 30, 2012. The Senate has passed its version of a new multi-years bill, while the House approved an additional extension. These two efforts allow the two chambers to come together to begin the Conference process to reconcile the two bills into a single bill for the President to sign.

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

Member Questions and Comments:

Are there specific earmarks for the program?

ISTEA had about 100 earmarks, which increased to approximately 500 under TEA-21. Under SAFETEA-LU there are approximately 7,000 earmarks. FDOT would like to see at least 80-90 percent of funding distributed to states via formula programs versus the use of earmarks. A new form of earmarks is TIGER Grants. We would like to see Florida receive between five (5) to six (6) percent of our funding via TIGER Grant allocations.

Is there more money in the proposed Senate Bill than the House Bill for Transportation Enhancements?

Yes, because the House Bill does not include a set-aside for Enhancements. Under the House Bill states are not required to continue the program.

What are the budget assumptions for FDOT's current Five-Year Work Program, and what budget assumptions were made for the subsequent five years?

Because it is difficult to predict federal funding levels, future funding projections are typically made at current levels, meaning about \$50 million annually for Enhancements.

It was mentioned that more dollars would come by formula, does that include Enhancement dollars?

Core transportation programs are distributed by formula, but the proposed legislation lacks specificity in what is funded. This does not directly apply to Enhancements.

If the proposed House Bill does not include a set-aside for Enhancements, does the eligibility to fund these projects remain?

Yes, as long as states have the flexibility to use funds as they are needed. With funding flexibility, bicycle/pedestrian projects will be funded by FDOT even if the Enhancement program is eliminated.

Presentation and Discussion on Candidate Projects for Bicycles on Limited Access Bridges

David O'Hagan, with FDOT's Office of Design, provided a presentation on the status of the new pilot program that will allow bicycles on limited access facilities. Mr. O'Hagan explained that the purpose of the pilot program is to determine whether it is safer to ride a bicycle across a limited access bridge than to ride a greater distance to "go-around" a water body, such as Tampa Bay. The two-year pilot program will assess three urban areas using criteria specified in statute.

Following Mr. O'Hagan's presentation, members were asked if there were any items needing additional clarification. Note: responses from staff are indicated in *italics*.

Member Questions and Comments:

Does the word "establish" provide any leeway in the statutory language?

FDOT's interpretation is that facilities need to be open to the bicycling public by October.

It is generally accepted that the Skyway Bridge in the Tampa Bay area is not an appropriate bridge for bicyclists to cross, but was the Howard Frankland Bridge considered?

Yes, but the Howard Frankland Bridge did not qualify due to the proximity of another crossing.

None of the four projects were involved in the managed lane analysis. Is this why I-275 was not considered?

No, federal roadways such as Interstates would have to be approved by the Federal Highway Administration (FHWA). Non-interstate projects allow FDOT greater discretion.

It was noted that supporting regional trails is an important criterion in selecting projects for the pilot program, as well as filling in trail gaps. It was suggested that the selected projects should ideally support commuting as well as recreational use. It was also mentioned that determining trip type (recreational versus work based trips) is difficult.

Other remarks were made, including the desire for trails to facilitate daily exercise, which would favor daily commuter trips versus infrequent recreational use, and that a split of Enhancement projects between recreational and commuter use would be ideal. It was noted that many of the potential projects would work well with the FDEP plan.

There was also a comment regarding safety concerns associated with bicycling on limited access facilities. It is assumed that these cyclists will be more experienced—versus less experienced riders. This type of program has been successful in Western states, where they have very low crash rates.

Are any of the proposed candidate limited access bridges located in areas where the bridge can be crossed faster via bike than car during peak travel times?

So far we have only looked at daily traffic volumes. We will see if we can enhance the criteria to include peak hour trips.

Mr. Beardall then asked the Council for any questions or comments regarding the selection criteria. Note: responses from staff are indicated in *italics*.

Member Questions and Comments:

Are the criteria evenly weighted?

Weighting of the criteria was not used.

The issue of cycling on shoulders was mentioned. Trucks and distracted drivers may pose threats to bicyclists. A recent study in England cited that a truck closer than seven (7) feet has the ability to produce gusts of wind strong enough to push a bicyclist over. It was mentioned that most cyclists will avoid the shoulder due to the buildup of debris and other obstacles in these areas, which will need to be monitored. The maintenance of these facilities will be critical to the success of the pilot program.

It appears that an emphasis was placed on population. Will there be signage posted to alert vehicles of the presence of bicyclists along these corridors?

There will be signage for trucks and large vehicles to reduce their speed when cyclists are present. While signage is effective, we will also need to coordinate with law enforcement to ensure that speed limits are being enforced.

Mr. Beardall then asked the Council for any questions or comments regarding the proposed projects. Note: responses from staff are indicated in *italics*.

A result of the new Nocatee Parkway flyover (CR 210 in St. Johns County) has blocked cyclists from using CR 210, since the new flyover is a limited access road. Can we investigate changing the definition of what types of projects are allowed for consideration during the next legislative session?

It is possible that legislation will give this program the opportunity to consider facilities other than those traversing waterways.

The 18 miles along US 1 through the Florida Keys provides an opportunity to focus on cyclists and their use of roadway facilities in general. Would we be able to include this route, as well?

You may want to contact District 6 to solicit their input and help in designating US 1. Districts are being encouraged to begin studying where the bicycles should be allowed on limited access roadways.

It was noted that recommendations for this program will be presented to both the Secretary and the Districts.

Presentation and Discussion on the Strategic Highway Safety Plan Update

Lora Hollingsworth and Joe Santos, both from FDOT's Safety Office, provided a presentation on bicycle/pedestrian activities in the State Safety Office. The presentation included a briefing on the current update of the Florida Strategic Highway Safety Plan (SHSP), which will include eight (8) areas of emphasis. It was noted that this plan is a product of the State of Florida, not FDOT. The

presentation also covered the Bicycle/Pedestrian Focused Initiative which is currently being led by FDOT District 1 Secretary Billy Hattaway. The initiative was established around the principles of context sensitive solutions.

Mr. Santos explained the SHSP's new vision entitled "Driving Down Fatalities," with the goal of bringing fatalities to zero. This vision is designed to align and leverage resources, while collectively addressing challenges. There will be an emphasis on data, as well as addressing safety issues on all public roads (both locally and state-maintained). Mr. Santos continued to explain that the SHSP was signed-off by 12 partnering agencies with a goal of reducing fatalities and serious injuries by five (5) percent annually. The SHSP update schedule includes a kick-off meeting on the emphasis areas this week, with a draft plan developed by August, a Summit meeting to be held in September, and finalization of the SHSP by October. It was noted that some Council members are part of the Update process, but the Safety Office plans to return to the Council's next meeting to facilitate a "round table" discussion to obtain additional input.

Trenda McPherson, with FDOT's Safety Office, then led a discussion on Florida's "Pedestrian Safety Program." The program currently recommends the development of a 3-year Strategic Safety Pedestrian Plan that will be part of the SHSP. Ms. McPherson expressed the Safety Office's interest in having a member of the Council as a participant in the process. The Safety Office is also currently in search of partners that are supportive of bicycle/pedestrian safety. As part of its efforts, the Safety Office is emphasizing communications and informing agencies to gain support.

The program will be based on data-driven methods utilizing clear goals, counter measures, priority identification, and evaluation. Goals of the "Pedestrian Safety Program" are to identify gaps in highway and traffic engineering, as well as to encourage law enforcement training on bicycle/pedestrian safety along with the promotion of public outreach regarding bicycle/pedestrian safety issues. Ms. McPherson mentioned that the Safety Office was able to add language to the Driver's Manual/Handbook regarding bicycle/pedestrian safety as a result of their efforts.

Ms. McPherson provided an update on their schedule of activities. Development of the plan will begin the first week in August, with a workshop in Miami, which will be directly followed by a peer exchange program. Drafting of the plan will commence in October. It will be important to get the Council's input within that window.

Ms. McPherson next gave a brief presentation regarding activities of the Office of Injury Prevention. In this presentation several resources specific to bicycle/pedestrian activity, programs that support traffic safety, applicable website resources, and the National Life Savers Conference in Orlando were mentioned as reliable sources of information on Injury prevention topics.

At the conclusion of these presentations, the floor was opened to the Council for any comments, items of clarification, or questions. Note: responses from are indicated in *italics*.

Member Questions and Comments:

Could you explain the five (5) percent of roadways that FDOT needs to identify annually?

Federal law requires states to submit an annual report describing not less than 5 percent of their highway locations exhibiting the most severe safety needs. It is up to each state to define its list of roads. The intent is to identify the worst-of-the-worst roadways concerning based on crash data and

traffic volumes. FDOT has identified both state-maintained and local roads. More coordination and dialogue with local governments will take place in the future.

Is exposure information taken into account?

Currently we do not have exposure data. This is an area where we need better data.

Do you have any data correlating at-fault information with crashes? Has there been an analysis of the correlation between prosecutions and reductions in crashes?

Some data includes citation information, law enforcement participation, and crash causation information. On the behavioral side, we evaluate contributing factors so we are able to build our public education campaigns around those themes.

Will there be a replacement for FDOT's recently retired the Bicycle/Pedestrian Coordinator? If so, when will the new Coordinator be on-board?

We are currently conducting the interview process to hire a replacement. The new Coordinator should be on-board anywhere between three (3) to six (6) weeks.

It was noted that biases on the part of law enforcement against non-motorized users is an issue that should be addressed. Additional support and coordination with the law enforcement community will be critical.

What can we do about the issue that bicycle/pedestrian crashes are typically underreported?

Many times crashes are not reported. We are working on a strategic plan to address this issue.

How can the bicycle community become more involved?

We are inviting people to participate in our planning efforts. We can also share the list of people that are currently participating.

Presentation and Discussion on the 2012 FDEP Florida Greenways and Trails Plan Update

Jim Wood, Florida Department of Environmental Protection (FDEP), provided the Council with a presentation on the update of the 2012 FDEP Florida Greenways and Trails Plan. The presentation covered a series of trail and environmental maps, functions of the plan, a list of updates to be completed by December. Mr. Wood distributed a handout on the 2012 Plan and requested feedback on their work to-date.

At the conclusion of these presentations, the floor was opened to the Council for any comments, items of clarification, or questions. Note: responses from are indicated in *italics*.

Member Questions and Comments:

Has there been an attempt as part of your gap analysis to assemble a cost estimate? What do you predict will be the cost of build-out on a per-mile basis?

We will attempt to develop cost estimates to the extent that we can, but we will most likely have to rely on global per-mile estimates. We want to be careful and not make the cost seem too daunting.

How are the projects being prioritized in order to provide access to facilities to the greatest number of people?

Priorities have been developed mostly intuitively at this point. We have several factors that we are using as criteria to assess facilities regarding what is important. We will have to determine how to prioritize access for the greatest number of people.

Who would be the best person to contact within FDOT regarding new corridor possibilities?

Bob Romig or Kathy Neill, your Council Chair and Co-Chair, would be the best points of contact.

There did not appear to be a section regarding implementation. How will this be accomplished?

Implementation Planning is Number 2 in our Framework (Establishing and Connecting to the FGTS). This may not have been clear on the handout. This will be addressed.

It was mentioned that the addition of regional visioning efforts should be included in the plan update. It was also noted that the "Private Sector" should be added under item Number 4 in the Framework for inclusion of organizations such as power companies, transit agencies, etc.

How do you intend on providing on-going maintenance for trails?

Local governments currently have assumed the responsibility for maintenance, but the funding for on-going maintenance continues to be a significant issue which needs to be addressed.

While several corridors will rise to the top, we must decide how we will determine the overall purpose of the system?

In September after the next Council meeting, we will have a public workshop with two other groups where this issue will likely be addressed.

The FDEP indicated that they want to facilitate a discussion with the Council and also invite members to an evening workshop sometime in September.

Ms. McPherson next explained the schedule and process for the SHSP and the emphasis it places on Vulnerable Road Users. Other identified areas of emphasis may also be of interest to Council members. A discussion will be held this Thursday and Friday in Orlando at the FDOT Urban Office. Round table discussions will follow in June, as well as a Summit scheduled for July.

A Council member requested that a notification be distributed when Safety Office releases its list (top five (5) percent) of roads exhibiting severe safety needs. Another Council member suggested the use of 2011 as a baseline for accurately assessing changes. It was also mentioned that recent studies have illustrated that a majority of surveyed youth responded that while they understand that texting and driving is not safe, they are able to multitask well enough to continue the activity. This issue should also be addressed.

Initial Cultural Change Discussion - Topic Selection

Rafael Montalvo explained that the three items identified by the Council for consideration as part of the Cultural Change discussion have already been touched upon in today's meeting: improvement of utilization; encouragement of private sector investment, and distracted driving.

Mr. Montalvo asked the Council if these topics were still items they would like to focus on throughout this year and what other topics or information they would like to include.

At the conclusion of Mr. Montalvo's brief discussion, the floor was opened to the Council for any comments, items of clarification, or questions. Note: responses from are indicated in *italics*.

Member Questions and Comments:

It was recommended that a discussion with the Florida East Coast (FEC) railway be facilitated to learn more about the "All Aboard Florida" program.

More information regarding the overall value to the community, tourism, and quality of life from bicycle/pedestrian facilities needs to be encouraged. How can this be accomplished?

Dissemination of this information can be encouraged via the website of best practices. We plan to develop recommendation on how to best circulate.

The Florida Chamber of Commerce's Six Pillar report may be analogous to our efforts, especially the quality of life discussion and economic drivers. What are the opportunities for crossover?

We are coordinating with the Chamber - their schedule and benchmarks will be established by June.

A Council member mentioned the importance of incorporating the use of existing facilities and expanding the educational opportunities available to cyclists and pedestrians to help make the public aware of the benefits of bicycling and walking. Another member suggested being more specific with regard to engineering, operation, funding, and implementation. It was requested that a presentation of the benefits of walking/bicycling be developed for use in educational sessions. Other members requested information regarding DOH's public health plans.

Mr. Montalvo noted that facilitators and staff would develop an updated Work Plan to address the focus areas identified by the Council in November 2012. The updated Work Plan will reflect the schedule for Council input to the SHSP and FDEP plan updates, suggest a sequence of presentations and discussions to address the Cultural Change topics, and include an opportunity to discuss the connection between bicycle and pedestrian issues and public health.

Public Comment

No public comment at this time.

Next Steps

Bob Romig thanked Richard Hopkins from the Florida Department of Health for his service on the Council.

The next meeting will likely be scheduled sometime in September 2012. The timing and topics for the meeting will be coordinated with the FDEP and the FDOT Safety Office to provide timely opportunities for Council input to the Greenways and Trails Plan and the Strategic Highway Safety Plan updates.

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 comments or issues to be discussed, the meeting was adjourned at 4:00 pm.

DRAFT

APPENDIX A: Meeting Evaluation Summary
Florida Bicycle and Pedestrian Partnership Council
6th Council Meeting
 Tallahassee, Florida

April 24, 2012 – 9:00 am to 4:30 pm

| | ☺ | ☹ | ⊗ | | | | | |
|--|-------------------|---|-----------------|---|---|-------------|--|--|
| | <u>Agree</u> | | <u>Disagree</u> | | | | | |
| | <i>CIRCLE ONE</i> | | | | | | | |
| | 5 | 4 | 3 | 2 | 1 | Summary | | |
| <u>WERE THE MEETING OBJECTIVES MET?</u> | | | | | | | | |
| To review activities to-date, including Council Charge and Recommendations | 6 | 1 | 0 | 0 | 0 | 4.86 | | |
| To review and discuss proposed 2012-2013 Work Plan | 3 | 4 | 0 | 0 | 0 | 4.43 | | |
| To review and provide input on proposed candidate projects to meet requirements for bicycles on limited access bridges | 5 | 2 | 0 | 0 | 0 | 4.71 | | |
| To review and identify future opportunities for input to the Strategic Highway Safety Plan Update | 7 | 0 | 0 | 0 | 0 | 5.00 | | |
| To review and provide initial input to FDEPs 2012 Florida Greenways and Trails Plan Update | 4 | 3 | 0 | 0 | 0 | 4.57 | | |
| To identify potential cultural change topics for 2012-2013 recommendation development | 5 | 2 | 0 | 0 | 0 | 4.71 | | |
| MEETING ORGANIZATION | | | | | | | | |
| Background and agenda packet were helpful | 5 | 2 | 0 | 0 | 0 | 4.71 | | |
| Presentations were effective and informative | 5 | 2 | 0 | 0 | 0 | 4.71 | | |
| Plenary discussion format was effective | 6 | 1 | 0 | 0 | 0 | 4.86 | | |
| Facilitator guided participant efforts effective | 6 | 1 | 0 | 0 | 0 | 4.86 | | |
| Participation was balanced | 6 | 1 | 0 | 0 | 0 | 4.86 | | |

What Did You Like Best About the Meeting?

- The focused and targeted facilitation
- Meeting participants
- Better understand LT process and funding

What Could Be Improved?

- Data Dates in advance so we can discuss with community

Other Comments (use the back if necessary)

- Great job. I always feel like we got something accomplished
- Well planned
- Diversity

DRAFT