



2017
Annual
Report



OFFICE OF POLICY PLANNING
FLORIDA DEPARTMENT OF TRANSPORTATION

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Letter from the Chair

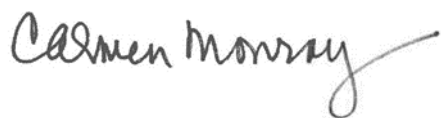
As Chair of the Florida Bicycle and Pedestrian Partnership Council, I am proud to introduce the 2017 summary of the work of this group. This year, in addition to discussing the work of the Council and its accomplishments, you will read individual accounts from Council members, who tell in their own words, reasons for committing personal time and effort to serving on the Council. These stories are personal accounts, first hand experiences that have forever changed a perspective and served as a catalyst for action.

I share this Council's passion for addressing bicycle and pedestrian issues. I also share a personal motivation for serving. While attending college, my son was struck by a vehicle exiting a driveway. Even though my son was knocked to the ground and his bike damaged, the impact was minor and my son was unhurt. The driver who struck him never stopped, possibly unaware he had struck a bicyclist traveling from the opposite direction of his gaze. I am fully aware this could have had a different outcome, and all too often, it does. My fear is that realization. My story and those of Council Members, are shared serving as a unifying call to action – together they are a plan for positive action, an opportunity for improvement, education, and mobilizing resources.

In this report, you will read how the Council has organized its efforts around four focus areas – safety, completing the system, health and cultural change. Each of these areas serve as the structure for the Council's quarterly meetings which are designed to share information, align partners, offer discussion, and move resources to action.

The Council's meetings are open to the public and representation from various interested groups is welcome. It is the goal of this Council to continue to reach out and join others in this important work.

Sincerely,

A handwritten signature in cursive script that reads "Carmen Monroy". The signature is written in black ink and is positioned above the printed name and title.

Carmen Monroy
Chair, Florida Bicycle Pedestrian Partnership Council

Executive Summary

The Florida Bicycle and Pedestrian Partnership Council was formed to promote the livability, health, and economic benefits of bicycle and pedestrian activity by serving as a forum to provide guidance to the Florida Department of Transportation (FDOT), its partners, and other stakeholders on policy matters and issues affecting bicycle and pedestrian transportation needs.

The Council meets four times a year, including a joint meeting with the Florida Pedestrian and Bicycle Safety Coalition. In 2017, the Council's work was organized around four focus areas:

- ◆ **Safety** – Promote bicycle and pedestrian safety
- ◆ **Completing the System** – Pursue opportunities that contribute to the development of guidance on providing bicycle and pedestrian facilities for use in appropriate design manuals and documents
- ◆ **Health** – Promote outreach and coordination with partners to encourage their participation in bicycle and pedestrian issues
- ◆ **Cultural Change** – Promote comprehensive and coordinated efforts to support the implementation of Complete Streets, as well as on-going bicycle and pedestrian safety initiatives

In 2015, the BPPC offered three recommendations, which were the basis for the 2017 BPPC Work Plan. These three recommendations were:

1. All partners in bicycle and pedestrian facility planning in Florida will advance principles that support implementation of the Florida Transportation Plan (FTP).
2. FDOT, in collaboration with its partners, will develop statewide bicycle and pedestrian plans as part of the implementation of the FTP.
3. FDOT and other partners in transportation planning will support implementation of the state's Complete Streets policy.

In addition to these recommendations, the 2017 BPPC Work Plan included efforts to continue committee work and program management. These areas include development and implementation of the Work Plan, meeting support, and website maintenance.

The Florida Bicycle and Pedestrian Partnership Council

Introduction

In April 2010, FDOT announced the establishment of a statewide initiative on bicycle and pedestrian mobility to recognize the important role walking and bicycling play in transportation options and in making communities healthier and safer places to live. FDOT established the Florida Bicycle and Pedestrian Partnership Council to address concerns expressed by various advocacy groups including, the Rails-to-Trails Conservancy and the Florida Bicycle Association.

The Council is focused on building partnerships to make Florida a friendlier and safer state for pedestrians and bicyclists. Council members recognize their roles and understand to make the Sunshine State a better place to walk or ride a bike is a collaborative effort.

“Through FDOT leadership, the Council was formed to address a mutual recognition that a forum was needed to break out of the “if-then-loop” the Department and advocates found themselves in.”

Evolution of the Charge

At its first meeting on June 28, 2010, the Council adopted its *Charge*—a description of the Council’s role and responsibilities.

- Ken Bryan,
Rails-to-Trails Conservancy

Below is the current *Charge*, last modified in 2015. The original charge can be found in the Annual Reports from 2011 and 2012 on the Council website.

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

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

- Provide a conduit for information and policy recommendations between FDOT, its partners, and bicyclists and pedestrians.
- The Council will be a standing body. It will identify focus areas for recommendations and best practices on a yearly basis. Focus areas, best practices and recommendations will normally be organized consistent with the "4 E's" (education, emergency management, enforcement, and engineering) and funding.
- The Florida Bicycle and Pedestrian Partnership Council functions also include facilitating increased coordination and collaboration by advising the FDOT, partners and stakeholders on all transportation planning and safety activities, including the FTP. The Council will report annually on the Council's discussions and policy recommendations for that year's focus areas.

Evolution of the Four Focus Areas

In 2011, the Council agreed to focus on four areas for the following year: completing the existing bicycle/pedestrian system, safety, cultural change, and health. These areas have become the focus areas for the work of the Council and were reaffirmed by the Council at its November 2017 meeting.

Council Roles & Responsibilities

In 2011, the Council approved a set of roles and responsibilities for its members. Below are the Council's "Procedures and Guidelines."

Chair – The Council chair is responsible for guiding the Council meetings, directing technical staff and facilitators in accomplishing the Council's responsibilities and bringing draft language based on members' discussions and recommendations to the full Council. The Council chair is currently housed at FDOT.

Members – The Council members serve and represent key stakeholder interests. Members from the public, private and non-profit sectors are responsible for engaging in the process of discussion and developing draft recommendations for full Council consideration. Members are 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 – FDOT Staff and Consultants assist the Florida Bicycle and Pedestrian Partnership Council with their meetings; support technical and information needs, including data, information gathering, and distribution; and draft recommendations as directed for full Council consideration.

General Public – The general public is invited to offer input and make suggestions for the Council to consider at all meetings. Public comment is solicited at the beginning and end of each Council meeting. Meetings are publicly noticed and held where accessible by transit and bicycle and pedestrian transportation modes.

Council Membership

Over the last two years, the Council has worked to include new members representing a range of viewpoints. The *"opening of the circle"* is consistent with the Council's charge to bring the appropriate stakeholders and diversity of thought to the table. The Council's members, member alternates, and advisors are listed below.

- Carmen Monroy, Chair, Florida Department of Transportation
- Becky Afonso, Florida Bicycle Association
- Anne Avery, Florida Department of Elder Affairs
- Lisa Bacot, Florida Public Transportation Association
- Betsy Barfield, Florida Association of Counties
- Elise Batchelor, Florida Department of Highway Safety and Motor Vehicles (Taaka Fields - alternate)
- Scot Benton, Bicycle House Tallahassee
- Adam Biblo, Florida Department of Economic Opportunity (Jennie Leigh Copps – alternate)
- Monesia Brown, Walmart
- Samantha Browne, Florida Department of Environmental Protection (Doug Alderson – alternate)
- Karen Brunelle, Federal Highway Administration
- Peter Buchwald, Metropolitan Planning Organization Advisory Council
- Ken Bryan, Rails-to-Trails Conservancy
- Amanda Day, Bike/Walk Central Florida
- Brian Desloge, Florida Association of Counties
- Herb Hiller, St. Johns River-to-Sea Loop Alliance
- Steven Holmes, Transportation Disadvantaged Commission
- Karen Loewen, Cycling Savvy Instructor
- Carl Mikyska, Metropolitan Planning Organization Advisory Council
- Shamarial Roberson, Florida Department of Health (Ernie Bradley – alternate)
- Tracy Suber, Florida Department of Education (Mark Weigly – alternate)
- Annie Bowman, Gulf Winds Track Club (Tom Perkins – alternate)
- Gil Ziffer, Florida League of Cities

Current advisors to the Council are as follows:

- Robin Birdsong, Florida Department of Transportation
- DeWayne Carver, Florida Department of Transportation
- Lora Hollingsworth, Florida Department of Transportation
- Trena McPherson, Florida Department of Transportation
- Mary O'Brien, Florida Department of Transportation
- Greg Slay/Lynn Barr, Capital Regional Transportation Planning Agency (CRTPA)

Each member of the Council brings a special perspective by representing critical demographics, constituencies, and partner agencies. The membership's dedicated participation and contributions are critical to the success of the Council's efforts.

Current State of the Council

Council Accomplishments

The Council's November meeting concluded the 2017 Work Plan. At this meeting, the Council reviewed the year's work in an effort to prepare the 2017 Annual Report, and to affirm the focus areas for the coming year.

One of the main accomplishments during 2017 was the increased level of engagement and commitment from the members. This momentum will be carried forward into 2018 as the Council continues to "open the circle" and tackle the important work ahead.

2017 Work Plan

In 2017, the Council's work was organized around four focus areas:

- ◆ **Safety** – Promote bicycle and pedestrian safety
- ◆ **Completing the System** – Pursue opportunities that contribute to the development of guidance on providing bicycle and pedestrian facilities for use in appropriate design manuals and documents
- ◆ **Health** – Promote outreach and coordination with partners to encourage their participation in bicycle and pedestrian issues
- ◆ **Cultural Change** – Promote comprehensive and coordinated efforts to support the implementation of Complete Streets, as well as on-going bicycle and pedestrian safety initiatives

In 2015, the BPPC offered three recommendations, which were the basis for the 2017 BPPC Work Plan. These three recommendations were:

"I asked how bicycling could help overcome Florida's over-dependence on cars. My eyes opened to health, environment, and trails."

- Herb Hiller,
St. Johns River-To-Sea
Loop Alliance

1. All partners in bicycle and pedestrian facility planning in Florida will advance principles that support implementation of the FTP.
2. FDOT, in collaboration with its partners, will develop separate statewide bicycle and pedestrian plans as part of the implementation of the FTP.
3. FDOT and other partners in transportation planning will support implementation of the state's Complete Streets policy.

In addition to these recommendations, the 2017 BPPC Work Plan included efforts to continue committee work and program management. These areas include development and implementation of the Work Plan, meeting support, and web site maintenance.

Recommendation #1

For Recommendation #1, the Council's 2017 Work Plan included the development and delivery of educational webinars, diversifying membership of the Council, and continued partnership with the Florida Bicycle Pedestrian Safety Coalition and the Safe Mobility for Life Coalition.

Webinars

The Council hosted a quarterly series of "Lunch and Learn" webinars to further Council initiatives and reach a broader audience. The webinars were a tool to connect the implementation of the FTP by providing educational opportunities in all four of the Council's focus areas. AICP-CM credit was offered.

Topics for the webinar series hosted by the Council were developed during a brainstorming exercise with the Florida Bicycle Pedestrian Safety Coalition and organized around the four emphasis areas identified in the FTP: Collaboration, Customers, Data and Processes, and Innovation. The webinar topics were as follows: Collaboration: Connecting Transportation Planning & Health; Complete Streets: A Customer-Focused Approach; Data-Driven Decisions: Making Every Step Count; and Trailing Innovation: Moving Naturally into the Future.

The webinar recordings are available on the [Bicycle Pedestrian Partnership Council Website](#) and are described below.

[Collaboration: Connecting Transportation Planning & Health](#)

included presentations from Peter Gies, Broward Metropolitan Planning Organization (MPO), Alternate Council Member Ernie Bradley, Florida Department of Health, and Elizabeth Whitton, MetroPlan Orlando. Speakers focused on the interaction between the built environment and health, particularly how transportation planning can incorporate health considerations and how Complete Streets can improve health. The webinar additionally offered information on programs offered by the Department of Health that promote healthy communities including the Healthy Weight Community Champions.

"I was coaching football when I realized that not all my players had rides home with parents, that they had to walk or bike home. It was then that I realized how incomplete the sidewalk and bicycle lane system to a school was."

- Ernie Bradley, Florida Department of Health

[Complete Streets: A Customer-Focused Approach](#) included presentations from Pat Steed, Executive Director, Central Florida Regional Planning Council, Brenda Young, FDOT District 5 Passenger Operations Manager, and DeWayne Carver, FDOT Complete Streets Program Manager. The webinar highlighted the FTP implementation theme of Customers and how the state is planning for Florida's diverse population and regions as well as how FDOT will be implementing Complete Streets with support from partners across the state.

"I would never have imagined the impact of poor streetscaping on my life. My wife broke both her femur and hip after falling on a broken sidewalk in our neighborhood."

- Gil Ziffer,
Florida League of Cities

"[Making Every Step Count](#)" focused on how FDOT is making data-driven decisions. Council member and Tallahassee City Commissioner Gil Ziffer and April Blackburn, FDOT's Chief of Transportation Technology, discussed bicycle and pedestrian data and data gaps. Ms. Blackburn introduced FDOT's data governance initiative, Reliable Organized Accurate Data Sharing (ROADS), to allow FDOT to use data as a greater asset. Commissioner Ziffer discussed the need reliable data to help local governments make better decisions in identifying and funding projects.

[Trailing Innovation: Moving Naturally into the Future](#) included presentations from Council member Ken Bryan, Rails-to-Trails Conservancy and Dan Burden, Blue Zones. The webinar covered the urban trail projects in South Florida including the Underline in Miami. Mr. Bryan explained some of the technology used in trail planning, development, and how smart phones are being used to help trail users. Mr. Burden discussed Blue Zones and how the principles behind these areas can increase longevity and quality of life.

Work with Florida's Pedestrian and Bicycle Safety Coalition

The Council meets once a year, in partnership with Florida's Pedestrian and Bicycle Safety Coalition (Coalition). The Coalition was formed as part of the Secretary's Bicycle/Pedestrian Focused Initiative in 2012 to prioritize and implement the strategies identified in Florida's Pedestrian and Bicycle Strategic Safety Plan. The Coalition represents many agencies and organizations that have a vested interest in pedestrian and bicycle safety in Florida.

The Coalition and the Council work in tandem to further the goals of each group. Given Safety is one of the Council's focus areas, some of the Council members serve on the Coalition as well. This joint membership allows the Council to have direct input into implementation priorities for the Pedestrian and Bicycle Safety Program. The Coalition also works to implement the Strategic Highway Safety Plan (SHSP), to address highway safety, and aligns with the FTP. The SHSP is a statewide, data-driven safety plan for all of Florida's road users. The plan is the state's five-year comprehensive roadway safety plan for achieving Florida's target of zero traffic-related fatalities.

"I was walking to my job at City Hall when an SUV came over the curb and struck me. Safe transportation must be a top policy, engineering, legislative, and technological priority at all levels of government."

- Adam Antony Biblo,
Florida Department of
Economic Opportunity

Recommendation #2

For Recommendation #2, the Council's Work Plan included supporting FDOT's research and recommendations to implement the new FTP goal area of "More Transportation Choices." This effort included scanning bicycle, pedestrian, transit, and choices (or options) plans nationally, at both state and local levels. It also involved identifying future steps toward the implementation of this new goal and coordination among FDOT and stakeholders.

Recommendation #3

For Recommendation #3, the Council received briefings from FDOT regarding the implementation of FDOT's Complete Streets policy and provided feedback as needed. FDOT released Context Classification Guidelines and an updated Florida Design Manual in 2017.

Additional Highlights of 2017**Florida Trail Town Program**

The Florida Department of Environmental Protection (DEP) program will create an official designation for [Florida Trail Towns](#). It builds upon the Main Street approach, with Dunedin as the first trail town. Key strategies include: town participation, business involvement, amenities, information (e.g. signage), safety (e.g. lighting), works in progress (i.e. guidelines), and economic impact from trails (Dunedin, West Orange Trail).

Connecting Towns by Trails

The Florida Fish and Wildlife Conservation Commission (FWC) has focused on removing barriers between people and the outdoor experience by working on connecting towns through trails. This is particularly true on public lands. The FWC is also considering pedestrian accessibility issues related to publicly owned marinas.

TransPlex 2017

TransPlex, a transportation planning exchange, is a biennial conference hosted by FDOT to learn and exchange ideas about transportation planning, as well as engaging communities and people in the making of transportation plans and projects. Becky Afonso moderated the session *Get into their Shoes, Pedals, or Bus Seats*, Ernie Bradley presented at the *Community Health Checkup* session, and Herb Hiller presented on *Building Community Relationships*. Together they added the Council's voice to the conversation. Plans are underway for TransPlex 2019 and Council members will again be an integral part of the program.

Improved Data Collection and Analysis

Florida has improved traffic data to allow a more accurate assessment of pedestrian and bicycle related issues. For example, the Rails-to-Trails Conservancy has implemented data collection and analysis applications. FDOT has developed a Geographic Information System (GIS) tool that allows users to map crashes, identify areas with an over representation of crashes, and conduct a comprehensive analysis of the context of each priority area to ensure the appropriate countermeasures are selected to resolve specific challenges. The Council received briefings on data collection and analysis technologies and visited the FDOT's bicycle and pedestrian counter test bed in conjunction with the May 31, 2017 Council meeting. FDOT recognizes the Council can provide guidance and input on these new technologies and other aspects of the statewide program.

Complete Streets

The Florida Department of Transportation has made major strides toward improving pedestrian and bicycle safety through its Complete Streets Implementation initiative. One of FDOT's most innovative achievements has been the recent adoption of eight context classifications to guide road design decisions. Under this new system, planners and engineers will consider existing and future characteristics such as land uses, building configuration, and street connectivity to ensure that roads are designed for the right vehicle speeds, road users, and trip types. While the concept of context classification is not new, FDOT is one of the first states to operationalize it within formal decision-making processes.

Safe Mobility for Life

In addition to aging drivers, the Safe Mobility for Life Coalition has expanded to include a Bicycling is Golden component. This program was piloted in the Villages and was well received.

Florida Department of Health

The Department of Health (DOH), through the State Health Improvement Plan, is helping to support FDOT's statewide Complete Streets efforts. In addition, DOH is working with five at-risk communities to implement Complete Streets at the local level. Policy guidance, including an online resource tool linking health and the built environment, is also being developed to assist local government.

Cycling Savvy

Council member, Karen Loewen, and other Cycling Savvy instructors lead a class on Cycling Savvy in conjunction with the May 16, 2017 meeting.

Accomplishments

As the Council has completed its seventh year, many of its initiatives and accomplishments span multiple years. This section highlights some of these multiyear efforts.

Completing the System

- Reviewed and provided input on proposed candidate projects to meet requirements for bicycles on limited access bridges
- Reviewed various system plans, including Florida Greenways and Trails Plan and Shared-Use Nonmotorized Trail (SUN Trail)

Safety

- Reviewed and identified future opportunities for input to the Strategic Highway Safety Plan Update
- Reviewed and discussed the Council's role in implementing the Pedestrian and Bicycle Strategic Safety Plan (PBSSP)
- Established an annual joint meeting with the Pedestrian Bicycle Safety Coalition
- Supported FDOT's Bicycle Pedestrian Focused Initiative

Health

- Supported the linkage between active transportation and the Department of Health's Health Weight Initiative
- Supported the Florida Department of Health update of the State Health Improvement Plan (SHIP).

"I've commuted by bicycle since grade school. I enjoy both on -and off-road riding, and am now a member of over 30 Florida bicycle clubs."

- Becky Afonso,
Florida Bicycle Association

Cultural Change

- Encouraged and supported FDOT's Complete Streets policy and related implementation
- Ensured the Council's voice was routinely part of the FTP conversation when Council member Ken Bryan became a member of the FTP Steering Committee

Looking Forward

In the coming year, the Council will implement its 2018 Work Plan and continue to:

- Support implementation of the FTP;
- Foster collaboration and information sharing;
- Provide input on implementation guidance for the new FTP Goal of More Transportation Choices;
- Support implementation of the Strategic Highway Safety Plan and Vision Zero; and
- Discuss emerging bicycle and pedestrian issues related to the Council's four focus areas.
- Provide a forum for partners and advocates to plan for positive action to improve, educate, and mobilize resources to address the culture and safety of walking and biking in Florida.

Emerging issues for the Council in 2018 include:

- Aligning work of the Council with the SHIP, the State Comprehensive Outdoor Recreation Plan, and other related plans
- Incorporating Workforce Development into the Work Plan
- Adding new members as part of "opening the circle"
- Supporting DOH Healthy Community Challenge and Policy Partner program
- Addressing Social, Health and Access Equity
 - Health equity or the concept of attaining the highest level of health for all individuals through removing barriers
 - Social equity as an explicit Council goal - persons of all ages, abilities, and socioeconomic status are included into the Council's work
 - A broader definition of access and social equity is needed. Connected and Autonomous Vehicles will help bring persons of all ages who have previously had barriers to mobility into the work force and afford them access in general.

Appendix A - Summary of Meetings

The Council held four meetings in 2017, which have been detailed in this report to document the Council's progress over the course of the past year. Meetings were held in March, May, August, and November of 2017. Attendees, aside from Council Members, included FDOT staff and consultant support, and observers from planning organizations, additional state partner agencies, and relevant stakeholders.

March 2017

On March 1, 2017, Chair Monroy convened the meeting in Tallahassee and thanked the Council members for their participation. Staff director Melanie Weaver Carr led the Council through a review of the 2016 Work Plan implementation. The Council commented they should continue to open the circle to include partners not currently represented on the Council and incorporate Safe Routes to School into the Work Plan; the growing number of bicyclist fatalities and if this was due to a growing population, lack of facilities, and/or inadequate facilities; and data driven performance measures. Members then provided updates in a roundtable format on the relevant bicycle pedestrian activities associated with their groups. No public comment was offered at the meeting.

May 2017

On May 31, 2017, Chair Monroy convened the meeting in Tallahassee and thanked the Council members for their participation. She provided an overview of the FDOT Test Bed Site at the Springhill Road Office, and debriefed the site visit with the members. Key points from members attending the site visit included: the team at the Springhill Road office looks at traffic data as it comes in from the field and supports the site; to make data driven decisions it is important to evaluate our progress, especially regarding safety; when choosing which counter to use, context will be a factor; layering data that has been collected is useful; and there are other methods of collecting data. The Council had a presentation on Complete Streets from DeWayne Carver. Chair Monroy gave an update on the Transportation Choices Study that will be available this summer and will have best practices related to bicycle, pedestrian, transit, and general transportation choices based on research from national, state, and local (MPO) plans. Members then provided updates in a roundtable format on the relevant bicycle pedestrian activities associated with their groups. No public comment was offered at the meeting.

August 2017

On August 30, 2017, Chair Monroy convened the meeting in Tallahassee and thanked the Council members for their participation. She opened the meeting with a discussion on the meeting format and direction. The Council agreed the current “less formal” structure worked well now that the Council had a clear mission and goals; the structured facilitation was necessary during the early years of the Council. Members then reported on various bicycle pedestrian issues specific to their stakeholder group. After member reports, staff director Melanie Weaver Carr gave an overview of the webinar series. The webinar series ties to the four FTP emphasis areas. Webinar topics were generated from the 2016 joint meeting. Chair Monroy discussed the Council’s participation at TransPlex this year and thanked the members for their participation. The Council discussed further “*opening of the circle*” by inviting Department of State, Main Street Program, and others to participate on the Council. Chair Monroy also provided a status on the work of the Transportation Choices Study. The Council had presentations from the FDOT Design Office on how Complete Streets implementation contributes to Blue Zones and from DEP Office of Greenways and Trails on Florida Trail Towns. After presentations, the Council discussed their continued work on the Work Plan, specifically outreach to rural areas in relation to economic development and job creation; health and social equity; the need to incorporate workforce development into the upcoming workplan; the importance of community planning for all ages; and the high cost of car ownership. No public comment was offered at the meeting.

November 2017

On the afternoon of November 7, 2017 and morning of November 8, 2017, the Council held a joint meeting with the Florida Pedestrian and Bicycle Safety Coalition in Tallahassee. Given this was the annual joint meeting with the Safety Coalition, the focus was primarily on safety. The first day the Council and Coalition heard presentations on the FDOT Safety Office’s Target Zero initiative which is focused on driving down fatalities towards zero deaths; an overview of the prior year’s joint meeting and objectives for this year’s meeting from the Office of Policy Planning (OPP); a presentation on the status of the Transportation Choices Study which will identify recommendations for implementation of the FTP goal area for more transportation choices from OPP; a presentation on and walked to the FDOT Suwanee Street Test site to view safety improvements at the crosswalk in front of the FDOT Burns Building lead by Trey Tillander, FDOT Office of Traffic Operations and Engineering; and lastly participated in a ‘speed zone’ activity moving between stations to discuss the Council’s four focus areas to obtain feedback on the relevancy of the areas. The consensus was the focus areas are still relevant. The meeting also included a presentation from the Safety Office on data integration and how it relates to the work of the Council and the Coalition. Finally, members separated into small groups to discuss the Coalition emphasis areas: data analysis and evaluation; driver education, licensing, legislation, regulation, and policy; communication, outreach, and education; highway and traffic engineering; and law enforcement and emergency services.

On the second day of the meeting, the Council met separately from the Coalition and discussed the 2017 Annual Report; various ways to communicate the work of the Council; and the upcoming webinar. The two groups then continued their joint meeting with the FDOT District Champions giving an overview of district programs, initiatives, challenges, and opportunities related to pedestrian and bicycle safety and the Coalition Goal Leaders reporting on the progress to date on the Coalition's emphasis areas. FDOT District 1 Secretary L.K. Nandam provided closing remarks. Public comments were solicited but none were received during both meeting days.

Additional Meeting Materials

For additional information regarding the presentations, materials, and summaries, please reference the Florida Bicycle and Pedestrian Partnership Council's website located at:

<http://www.FDOTBikePed.org>.

Appendix B – Related Terminology

Blue Zone

An anthropological concept that describes the characteristic lifestyles and the environments of the world's longest-lived people. The term first appeared as an international concept in the November 2005 National Geographic magazine cover story "The Secrets of a Long Life" by Dan Buettner. Buettner identified five geographic areas where people live statistically longest: Okinawa (Japan), Sardinia (Italy), Nicoya (Costa Rica), Icaria (Greece), and among the Seventh-day Adventists, in Loma Linda, California. The people inhabiting Blue Zones share common lifestyle characteristics that contribute to their longevity: Family is put ahead of other concerns, less smoking, semi-vegetarianism (most food consumed is derived from plants), constant moderate physical activity is an inseparable part of life, social engagement (people of all ages are socially active and integrated into their communities), and legumes are commonly consumed.

Coast to Coast Trail

The Coast to Coast Trail is a continuous cross-state multi-use trail that traverses the state from the Gulf of Mexico to the Atlantic Ocean through central part of Florida. The Coast to Coast Trail is approximately 250 miles long with 97 percent of the corridor already developed and open to the public or funded for completion.

Community Traffic Safety Teams (CTSTs)

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

Complete Streets

Complete Streets means putting the right road in the right place. Streets are planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets support walking, bicycling, driving automobiles, riding public transportation, or delivering goods. FDOT's Complete Streets promote safety, economic development, and quality of life in Florida's communities.

Context Sensitive Solutions

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

Federal Highway Administration (FHWA)

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

Fixing America's Surface Transportation (FAST) Act

Fixing America's Surface Transportation (FAST) Act is the federal highway authorization act for the funding of surface transportation programs for fiscal years (FY) 2016 -2020.

Florida Department of Highways Safety and Motor Vehicles (DHSMV)

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

Florida Design Manual

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

Florida Greenways and Trails Council

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

Florida Greenways and Trails Priority Network

The priority trails network encompasses important corridor connections that the Office of Greenways and Trails (OGT) will direct future resources toward completing the Florida Greenways and Trails System.

Florida Greenways and Trails System (FGTS) Plan

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

Florida Greenbook

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

Florida Transportation Plan (FTP)

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

Human Environment

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

Livability

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

Livable Communities

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

Local Comprehensive Plan

The Community Planning Act requires all of Florida's local governments and the Reedy Creek Improvement District to adopt Local Comprehensive Plans that guide future growth and development. Comprehensive plans contain chapters or "elements" that address future land use, housing, transportation, infrastructure, coastal management, conservation, recreation, open space, intergovernmental coordination, and capital improvements.

Metropolitan Planning Organization

An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state, transportation plans and programs in metropolitan areas containing 50,000 or more residents. MPOs are responsible for the development of transportation facilities that will function as an integrated transportation system through the coordination of transportation planning and funding decisions.

Multi-use Trails / Shared Use Paths

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

Office of Greenways and Trails

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

Pedestrian and Bicycle Strategic Safety Plan (PBSSP)

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

Secretary's Bicycle/Pedestrian Focused Initiative

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

St. Johns River-to-Sea Loop

The St. Johns River-to-Sea Loop (SJR2C) is a partially completed nearly 260-mile multi-use loop trail that follows the East Coast Greenway along Florida's Atlantic Coast and the St. Johns River corridor. In July 2016, the St. Johns River-to-Sea Loop Alliance was formed to support and promote the Loop.

Strategic Highway Safety Plan (SHSP)

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

State Health Improvement Plan (SHIP)

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

Sustainable Communities

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

Sustainability

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

Traditional Neighborhood Development (TND)

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

Transportation Alternatives (TA)

The Transportation Alternatives program (TA) is a federal program authorized under the Fixing America's Surface Transportation (FAST) Act that provides funding for projects, including on- and off-road bicycle and pedestrian facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and safe routes to school projects. The TA program replaces funding from MAP-21 and earlier programs, including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them up into a single funding source.



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