

# Florida Pedestrian and Bicycle Safety Coalition Meeting Report

October 19-20, 2022

FDOT Central Office, Tallahassee, FL



*Prepared for the Florida Department of  
Transportation  
11-18-2022*



## Attendees

### Coalition Members:

Last Name	First Name	Agency
Acosta-Anderson	Libertad	FDOT District Five
Amundson	Hailey	Kittelson & Associates, Inc.
Askins	Jon	Florida LEL Program
Baez	Paola	Miami-Dade DTPW
Batchelor	Elise	DHSMV
Bowman	Jenna	FDOT Central Office
Buchwald	Peter	St. Lucie TPO
Carver	DeWayne	FDOT Central Office
Combs	April	FDOT Central Office
Crosby	Dana	FDOT Central Office
El-Urfali	Alan	FDOT Central Office
Facuse	Valentina	Palm Beach Transportation Planning Agency
Fearon	Kelly	City of Tampa
Frank	Jason	Sarasota Police Department
Gehrke	Tiffany	FDOT Central Office
Giroux	Rupert	FDOT State Safety Office
Hardwicke	Laura	City of Orlando
Hawk	David	FHWA – Florida Division
Henry	Alex	City of Tampa
Katz	Eric	FDOT Central Office
Kautz	Nathan	Kittelson & Associates, Inc.
Ko	Cody	FDOT District Two
Kristiansen	Angela	Kittelson & Associates, Inc.
Lewis	Michael	FDOT District Three
Marquez	Kevin	FDOT District Five
Martinez	Janice	Florida LEL Program
McDaniel	Gevin	FDOT Roadway Design Office
Morphy	Kelly	Florida Bicycle Association
Morrow	Megan	Kittelson & Associates, Inc.
Moss	Alison	Alachua County
Perry	Delton	FLHSMV
Railey	Brett	IPTM
Raulerson	Mary	Kittelson & Associates, Inc.
Reiser	James	Tampa Police Department
Robbins	Keith	FDOT District One
Simpson	Kyle	Forward Pinellas
Simpson	Paul	University of Florida –PedBike SRC
Summers	David	Health Care District Palm Beach County
Wiglesworth	Chris	FDOT Transit Office

**Coalition Guests:**

<b>Last Name</b>	<b>First Name</b>	<b>Agency</b>
Borms	Jotan	FDOT Central Office
Brooker	Brian	FDOT District Two
Browne	Samantha	Florida Department of Environmental Protection Office of Greenway and Trails
Craig	Chris	FDOT Central Office
Duran	Emmeth	FDOT District Seven
Gordon	Joey	FDOT Central Office
Griffin	Eric	FDOT Central Office
Hackett	Jensen	FDOT District Seven
Headings	Jonathan	FDOT Central Office
Hollingsworth	Lora	FDIT Central Office
Jefferson-Shaw	Patricia	Florida Highway Patrol
Johnson	Victor	FDOT Central Office
Karron	Annely	FDOT District Two
Koos	Mary Anne	APBP
Morris	Jacqui	FDOT Central Office
Naselius	Ben	FDOT Central Office
Ozor	Briana	FDOT Central Office
Peoples	Gretchen	FDOT District Three
Pogge	Justin	Sweet Pea Café
Shepard	Michael	FDOT Central Office
Sheppard	Derwood	FDOT Central Office
Sotolongo	Isis	FDOT District Six
White	Andrew	FDOT District Three

**Wednesday, October 19<sup>th</sup>, 2022**

**Call To Order – Lora Hollingsworth**

The meeting was called to order at 1:00 PM by Lora Hollingsworth. Lora remarked how nice it was to see everyone in “3D” and she requested that those attending the Coalition for the first time introduce themselves. Lora asked that attendees keep those affected by Hurricane Ian in their thoughts during the meeting.

**Welcome – Chris Craig, FDOT Traffic Safety Administrator**

Chris Craig shared building safety information and welcomed meeting attendees to Tallahassee.

**Public Meeting Announcement & FDOT Safety Briefing – Angela Kristiansen, Kittelson**

Angela Kristiansen announced the public comment period for the meeting.

## Meeting Dedication in Honor of Tyler Clapp – Angela Kristiansen, Kittelson

This coalition meeting was dedicated to Tyler Clapp, who managed Sweet Pea Café, a vegan café in Tallahassee. Angela shared sentiments from Tyler’s brother, Chip. The meeting dedication certificate was accepted by Justin Pogge, the owner of Sweet Pea Café, on behalf of Tyler’s family and friends.

## Coalition Meeting Announcements – Angela Kristiansen, Kittelson

Angela shared housekeeping and other announcements. Angela noted that we are one year into the five-year strategic planning process and encouraged emphasis area teams to focus on tasks that can make the biggest impact.

Angela also highlighted that October is National Pedestrian Safety Month and there are many events happening statewide, including National Walk & Roll to School Day, White Cane Awareness Day, and FDOT Mobility Week. A [spreadsheet](#) on the Teams channel has been used to track events.

## Pedestrian and Bicycle Safety Data Sources – Rupert Giroux and Eric Katz, FDOT (*see Appendix B for slides*)

Rupert highlighted current crash data available to all coalition members. He shared a link to a list of fields collected in crash reports, to understand what can and cannot be analyzed with crash data. Rupert shared traffic safety data sources, including Signal 4 Analytics, the Crash Analysis Reporting System (CARS), the Florida Traffic Safety Dashboard, Traffic Crash Facts, and ConnectPed. The Fatality Analysis Resource System (FARS), which is managed by the National Highway Safety Administration (NHTSA), is the best source for querying fatal crashes or for comparing Florida to other states.

Eric Katz provided an update on the Non-Motorized Traffic Monitoring Program. Eric introduced the statewide repository, statewide outreach, statewide short-term count program, and statewide continuous count program. The program provides resources including training videos and short-term count best practices. Eric shared a future count station questionnaire to request a new count station.

- Laura Hardwicke asked if crash reports will be amended to include demographic information.
  - Rupert explained there are ways to estimate demographics in crash analyses if needed but there are not plans to amend the crash report in this way.
  - DeWayne Carver said that ConnectPed has publicly available demographic information as well as zero car household information.
- When asked about FARS, Rupert explained that FARS does not have individual crash reports and one should review the FLHSMV source for that information.
- Paola asked about costs associated with Signal 4 Analytics (S4A) access.
  - Rupert responded that anyone working on FDOT projects can access S4A data for free since S4A is a subgrant funded application. Rupert stated that the State Safety Office GIS (SSOGis) allows you to see crash records as well.
- Peter Buchwald asked the difference between data in Signal 4 Analytics and CARS.
  - Rupert shared that they are currently being merged. The main difference is value-added data, particularly the latitude and longitude of crashes.
  - Chris Craig said that public agency can access S4A data, which is updated daily. Staff geocode crash locations in CARS, so CARS locations may be more accurate than S4A. FDOT staff and consultants have access to CARS.

- Peter stated that CARS data is not as up to date as Signal 4 Analytics data. Chris explained that the geo-verified data is about two years delayed for all crashes, but fatal and serious injury crashes are prioritized first so fatalities are relatively current in the CARS system.
- When asked why it takes so long, Elise Bachelor shared that counties have different procedures for processing reports from law enforcement agencies.

### FDOT Traffic Engineering Updates – Alan El-Urfali, FDOT (*see Appendix B for slides*)

Alan El-Urfali shared information about updates to the 2023 Traffic Engineering Manual (TEM). The TEM updates include new guidance on leading pedestrian intervals (LPI), pedestrian hybrid beacons (PHB), and pedestrian and bicycle treatments on movable bridges. The presentation also covered questions about implementing Rectangular Rapid Flashing Beacons (RRFBs) or PHBs at channelized right turns. Alan addressed common questions about exclusive pedestrian phases and FYA Omit, where flashing yellow arrow signals can be programmed to skip the permissive left and operate as a protected left when the conflicting pedestrian button is pushed.

- Chief Brett Railey from the Law Enforcement team requested updated guidance from FDOT about how pedestrians may cross an intersection with an exclusive pedestrian phase.
- Tiffany Gehrke stated there is a difference in the statute between an exclusive pedestrian phase and a Barnes dance.

### District Hot Topics – FDOT District Pedestrian and Bicycle Champions

#### District 1 – Keith Robbins

- Keith shared that some of the challenges in District 1 include the need for midblock crossings, a lack of funding, right-of-way accessibility, and requirements related to PD&E (Project Development and Environment). He also shared the concern that while requirements for RRR (Resurfacing, Restoration, and Rehabilitation) projects are increasing, funding is not.
- Recent highlights from District 1 include the completion of several recent studies looking at the impacts of law enforcement officers communicating with people about walking and biking safely. Keith shared that several new midblock crossings will soon feature Pedestrian Hybrid Beacons (PHBs) and that the district has a new bike/ped champion, Vitor Suguri.

#### District 2 – Cody Ko

- Cody shared a recent challenge related to crashes involving school buses at bus stops on high-speed corridors. He and his team have reviewed all school-related crashes and have been reaching out to school transportation directors about relocating school bus stops or routes.
- Cody shared that in an effort to reduce pedestrian crashes at midblock crossings, they have been adding pedestrian hybrid beacons (PHBs), LED highlighted pedestrian warning signs and other signals at locations near nighttime pedestrian generators. The District is also exploring collaborating with business owners at these locations.
- Recent highlights from District 2 include the addition of pedestrian and bicycle facilities on resurfacing projects and planning new bicycle lanes. Cody shared that he would like more guidance on the preference for bike lanes versus shared use paths, considering that there are many factors involved, such as congestion, driveway and side street conflicts, available right-of-way, and user preferences.

### District 3 – Michael Lewis

- Michael shared the story of a pedestrian who was struck and killed on US 98 by a driver in a stolen car. Through conversations with the late pedestrian’s mother, the District worked to fill a gap in the lighting system on US 98 near the fatal crash. The project was recently approved.

### District 4 – Veronica Altuve (via email)

- Challenges currently faced by the district: “Ped/bikes crossing midblock on major (4-lanes and 6-lanes with raised median) arterial roadways with posted speed limits of 40 mph and above. The district receives requests for midblock crosswalks but the 20 persons per hour thresholds is not met and the context classification allows for a midblock crosswalk without the need of counts. The context classification for major arterial roadways in Broward and Palm Beach Counties, where most of the requests come from, are primarily of the type that does not need the counts. In treasure coast, most of the requests are for SR A1A where the roadway is two-lane undivided with posted speed limits of 40 mph and above. Because of the speeds RRFB cannot be installed as the traffic control. Some areas are not quite developed but others are starting to develop.”
- Best thing that has happened with ped bike safety since the last meeting: “Finalizing the Treasure Coast Midblock Crosswalk Master Plan: A comprehensive review of SR A1A throughout the treasure coast that reviewed the adequacy of existing crosswalks and identified focus areas that could potentially warrant midblock crosswalks due to the land uses (attractors/generators), demographics, and roadway characteristics.”

### District 5 – Stephanie Moss (via email) & Kevin Marquez (in person)

- Stephanie shared the following: “Our biggest challenge in D5 is not having enough funding to add (all the) improvements for people who walk & bike to projects. We add all we can, however, we also see great ideas come in & then may not be able to implement them because the funding is not available.”
- Kevin Marquez – District Five just completed a “FACT” Fair (Families and Community Together) in Volusia County. They hosted National Night Out with the Orange City Police Department. Mobility week is starting the next week, with planned group bicycle rides and helmet fittings. District 5 is using social media to share safety messages and events, and recently published the second edition of its Safety Central Newsletter. They have also implemented safety message lock screens displayed when employees lock their computer screens.
- Kevin highlighted the opening of the Benton Street Trail Crossing in Lake County, which is the first scalable crosswalk to be built, meaning it can be easily retrofitted to other signal types. The District has submitted requests for \$28 million in funding for potential safety projects.
- The speed management project on the Orange Blossom Trail kicked off this month.

### District 6 – Isis Sotolongo

- Isis shared a [video](#) explaining a new Midblock Pedestrian Signal (MPS) in District 6. The FDOT D6 Planning office will conduct a before and after study to measure the effects of the new signal.

### District 7 – Emmeth Duran

- Emmeth shared that Jensen Hackett is the new District 7 ped/bike coordinator.

- District 7 is currently scoping \$400K of ped/bike safety improvements with Hillsborough TPO. New midblock crossings, crosswalks, and updated lighting will be installed on US 19 in Pasco County.
- The District has begun working with their new Community Traffic Safety Teams (CTSTs) to conduct outreach on university campuses and to talk with students about issues affecting them on campus and as commuters.
- Emmeth shared that they have completed an enhanced law enforcement engagement program and will begin a recognition program within the month.

#### Would You Stop for Me? – Dana Crosby, School Crossing Guard Training Program

Dana Crosby emphasized the importance of stopping for crossing guards. Dana shared recent reports by crossing guards of drivers not stopping. Dana asked the coalition to consider marketing around this topic and to spread the importance of this law through their networks. Elise Batchelor offered to promote a video in DMV offices if it were under 60-seconds and without audio.

#### Breakout Emphasis Areas Implementation Tracking and Next Steps – Megan Morrow, Kittelson

Megan introduced the goals for the first day's emphasis area breakout sessions. Each emphasis area was provided with an agenda to guide their time together. Megan introduced the metrics used to track implementation plan progress. These metrics are tracked monthly and are available through the Coalition Teams Channel under the "IP Progress" tab in the "General" team.

#### Collaboration Needs, Mary Raulerson, Kittelson

Mary described how emphasis area collaboration requests would be addressed on the second day.

#### Public Comment Period

Mary introduced the public comment period. No public comments were made.

#### Day 1 Wrap Up – Mary Raulerson, Kittelson

Mary reminded everyone to sign in and to complete their travel forms.

Thursday, October 20th, 2022

#### Coffee Talk – Meet and Greet with Coalition Members

Meeting attendees were invited to 30 minutes of networking before the meeting was called to order.

#### Call to Order and Welcome – Chris Craig, FDOT Traffic Safety Administrators

The meeting was called to order at 8:30 AM by Chris Craig. He commented on the productive ongoing discussions. He encouraged groups to continue working on their implementation plan and reminded goal leaders to be prepared to share their progress.

#### Public Meeting Announcement – Angela Kristiansen, Kittelson

Angela announced the public comment period scheduled for meeting.

#### Coffee Talk Answers – Angela Kristiansen, Kittelson

The group discussed answers to questions that had been posted while members entered the auditorium. Questions were sourced from <https://flteensafedriver.org/>, because the meeting was held during National Teen Driver Safety Week, October 16-22, 2022.

#### Recognizing Trenda McPherson – Angela Kristiansen, Kittelson

Angela recognized Trenda McPherson's legacy in the FDOT State Safety Office. She thanked her for her dedication to the coalition and to bicycle and pedestrian safety in the state. Angela presented Trenda with a certificate.

#### High Visibility Enforcement Update – Jason Frank and Jon Askins (*see Appendix B for slides*)

Jason shared an update on the High Visibility Enforcement program. He explained you'll never truly know how many lives you've saved, because you can't count the ones that were prevented. FDOT has awarded a subgrant to the Institute of Police Technology and Management (IPTM) to fund contracts with law enforcement agencies in the top 25 priority counties. County funding is based on proportional share of crashes. If agencies do not apply for initial funding, remaining funds are made available to other agencies. Chief Brett Railey commented on the specifics of data driven enforcement in Orange County.

Each agency produces a summary report, which includes information on contacts, hours worked, percentage of hours worked by law enforcement officers, and any noted safety concerns. A before and after break-down shows a percent reduction in traffic crashes resulting in injuries or fatalities to bicyclists or pedestrians. Jon explained how these comparisons help to promote continued attention to traffic safety in communities.

Jon explained the importance feedback from officers participating in the HVE program. He shared resources for sharing safety information, including a new safety guide which provides up-to-date information on laws relating to walking and biking in Florida. Jon encouraged members to open the form on their phones and to test running through the answers. He shared the long-term goal to create a phone application. Gevin McDaniel recommended considering working with the Florida 511 app. The form can help educate agencies outside of the Top 25 counties without access to HVE resources. The form's metrics can be used to understand topics that respondents are most interested in. Chief Brett Railey commented on the usefulness of this form for explaining statutes to his family and neighbors.



## E-Scooter Discussion – Nathan Kautz, Kittelson

Nathan summarized the recently released report: [E-scooter Safety: Issues and Solutions](#). In general, current e-scooter regulations are inconsistent, both when it comes to safety and monitoring:

- There is inconsistency in where scooter riders prefer to ride (sidewalk, roadway, bicycle facility). Typically, when bike facilities are available, e-scooter riders prefer to use them.
- Helmet use is limited, especially given most riders are located in urban areas. However, helmet requirements can result in disproportionate citations.
- Speeding can be a challenge, especially for privately owned or privately built scooters, and many injuries occur on the first ride.
- Tiffany Gehrke shared that many users try e-scooters for fun, or as tourists. Roadway design, especially steep grades, can create challenges for new riders.
- Nathan said micromobility vehicles can have their speeds reduced electronically. He asked about limiting top speed for their first few rides. Alison Moss shared that some companies have a “new user mode” that does this.
- Laura Hardwicke shared that the City of Orlando worked with hospitals to review data from e-scooter crashes and found that bicycle crashes were still occurring at a higher rate (especially since not all bicycle crashes are reported).
- The form and codes used by hospitals to categorize injuries have been updated to provide better specificity for injuries caused by riding e-scooters.
- DeWayne Carve brought up the shortcomings of crash report data, and that emergency room data can be used to supplement crash data. He wondered if e-bikes are considered together with e-scooters or in the same category.
- DeWayne shared that the Design office is considering criteria for these newer vehicle types. Shared use paths are not currently allowed in higher context classes because block lengths are so short that users are not able to reach efficient speeds before needing to slow down again.
  - Florida has three classes of e-bikes.
  - Tiffany Gehrke recommended designing for the most vulnerable users.
  - Laura Hardwicke recommended thinking about the design speed of the vehicle. Tiffany said we can have speed management strategies for these vehicles too.
  - Jon Askins explained that some of these devices are not road-worthy, and e-scooter sellers should communicate which vehicles are street-legal.
  - Peter Buchwald acknowledged that this is mainly a policy discussion.
  - Chief Railey agreed and said that working for new regulations will be faster than working for new infrastructure.
  - Laura Hardwicke advised that overregulating can also be an issue. New facilities and new types of infrastructure are not needed for these vehicles. The important thing is ensuring their safe use.

## Breakout Rotations: Collaboration & Partnerships – Megan Morrow, Kittelson

Megan introduced the goals for the second day’s emphasis area breakout sessions. She reminded teams of specific collaboration requests and encouraged them to connect. She acknowledged how the e-scooter topic affects each emphasis area and encouraged the Policy team to take on first steps.

### UF Ped Bike Outreach and Training – Paul Simpson, UF *(see Appendix B for slides)*

Paul Simpson shared an overview of the activities of the Pedestrian Safety Center, which has been active for approximately a decade. Paul encouraged members to start planning early for holiday events or Florida Bike Month in March. He is available to help plan events. The program is looking for new regional bicycle helmet fitting trainers and shared the training program requirements.

- David Summers asked if a list of regional fitters is available. There isn't a published list but Paul can share if requested.
- Chief Brett Railey recommended a helmet fitting training at a future coalition meeting. A show of hands found that about half of those certified regularly fit helmets.

### Florida Driver Handbook Updates – Delton Perry, FLHSMV *(see Appendix B for slides)*

Delton shared a few of the updates to the new driver handbook, which will be available in multiple languages. Delton shared that the website will be updated following the distribution of the hard copies.

- DeWayne Carver asked for clarification on the new legislation regarding the use of hazard lights while driving in rain.
- Chris Craig explained that the Coalition has the opportunity to have direct input into this resource when the Handbook is updated each year.
- Keith Robbins asked how to know what changes can be made at the department level and which need to be accomplished legislatively. Delton was unsure and agreed to follow-up.
- Alison Moss asked about retaking the test at intervals. Delton explained that retesting is not required in Florida– the only way to spread new handbook information is to conduct outreach.

### Emphasis Area Status Updates – Goal Leaders

A goal leader from each emphasis area shared progress of their group's Implementation Plan.

**Planning, Design, and Operations** (Jenna Bowman): The Planning, Design, and Operations team is going through some “shrinking pains” with Michael Shepard, Alan El-Urfali, and Gevin McDaniel taking new positions. Since the last meeting, Gevin spearheaded an update to FDOT guidance related to wind loading on traffic signals, related to a July coalition discussion. Gevin performed an analysis of existing structures to understand the risk involved in overloading them. He was successful in updating the design manual which will allow some flexibility in overstressing these structures. The new updates will be released on November 1. The updates have been reviewed and approved by FHWA.

**Data, Analysis, and Evaluation** (Rupert Giroux): Rupert shared that the Safety Data Integration Space organizes data in a way that can be sorted and accessed easily. He is developing a public version of the dashboard. This tool addresses many tasks on the Data Team's implementation plan. Looking ahead at 2023, the team plans to explore gaps in data, particularly in relation to micromobility. They will continue looking into integrating personal mobility devices into the non-motorized count system and working on other data tools. Rupert asked other teams to reach out with data needs.

**Driver Education & Licensing and Legislation, Regulation, & Policy** (Peter Buchwald): Peter noted that the emphasis area would now like to be referred to as “Policy and Programs.” The team is developing infrastructure for legislative issues, including a databases to help the Coalition can compare legislation other states have passed. The team is prioritizing three legislative issues: automated speed enforcement

in school zones, hands-free while driving, and move over for people (because 3-feet is difficult to enforce). The team received good input from Data, Vision Zero, and Planning, Design, and Operations.

**Law Enforcement** (Janice Martinez): The Law Enforcement team finalized their business plan and began to assign task leaders and track progress. The team is partnering with Communications to develop a survey to understand law enforcement agency needs across the state. They are also working on a quick-reference guide for the new driver handbook. They will also work on targeted education to counties outside of the Top 25 priority counties.

**Vision Zero** (Laura Hardwicke): The Vision Zero team has made progress on their Implementation Plan and are benefitting from using each other as resources to spread knowledge. They are working to increase the focus on the Safe System approach. They are working to capture resources and lessons learned from each other that can be sent out to other municipalities and counties in the state.

**Emergency Medical Services** (David Summers): The EMS team is working to retrofit the responder education program from the Motorcycle Coalition to focus on safety for bicyclists and pedestrians. David hopes to increase the size of the EMS team over the next year.

**Communication, Education, and Outreach** (Paul Simpson): Paul began by recognizing his co-worker Lucy Gonzalez Barr who recently passed away. The Communication team is continuing to work on a database of partners, including Paul's database of helmet fitters. They are also considering ways to identify behaviors that may contribute to crashes.

#### Safety Message, Next Steps – Kittelson & IPTM

A Target Zero video was shared with the attendees. The video was created for the target audience identified through the campaign and is being pushed through multiple channels in specific counties. Hailey also shared 2023 Pedestrian and Bicycle Safety Coalition Meeting dates.

#### Public Comment Period – Mary Raulerson, Kittelson

Mary introduced the public comment period. No public comments were made.

#### Closing Remarks – Chris Craig, FDOT Traffic Safety Administrator

Chris Craig closed the meeting by reinforcing that the Coalition is one year into the five-year process. He reiterated the partnership that the Coalition now has with FLHSMV (Florida Highway Safety and Motor Vehicles) and encouraged attendees to submit suggestions and share handbook updates with partners. Chris looks forward to seeing everyone at the January meeting and asked that members prepare their travel plans well in advance. Future meetings will not require airline travel because they will be centrally located and require less driving time.

#### Next Meeting Announcement:

The next Coalition Meeting will be held:

January 25, 2023, 1:00 – 5:00PM  
January 26, 2023, 8:00AM – 12:00PM

Orlando City Hall  
400 South Orange Avenue  
Orlando, FL 32801

In person quarterly meetings are scheduled for the following 2023 dates:

- April 26-27, 2023, FDOT D7 in Tampa
- July 19-20, 2023, FDOT D1 in Bartow
- October 11-12, 2023, FDOT D7 in Tampa