

Florida Pedestrian and Bicycle Safety Coalition Meeting Report

January 30 - 31, 2024

Orlando City Hall, Orlando, FL



*Prepared for the Florida Department of
Transportation
3-21-2024*



Attendees

Coalition Members & Program Management Support:

Last Name	First Name	Agency	Attendance
Acosta- Anderson	Libertad	FDOT District Five	<input type="checkbox"/>
Alluri	Priyanka	Florida International University	<input type="checkbox"/>
Amicarelli	Mariano	FDOT Central Office	<input checked="" type="checkbox"/>
Andrews	Maura	FDOT Central Office	<input checked="" type="checkbox"/>
Askins	Jon	Florida LEL Program	<input checked="" type="checkbox"/>
Avola-Brown	Michelle	Naples Pathway Coalition	<input checked="" type="checkbox"/>
Babcock	Gina	National Coalition for Safer Roads	<input type="checkbox"/>
Beaty	Allison	FDOT Office of Policy Planning	<input type="checkbox"/>
Bhattacharya	Poorna	ASHA Planning Consultancy	<input checked="" type="checkbox"/>
Blais	Jasmine	Kittelsohn & Associates, Inc.	<input checked="" type="checkbox"/>
Bobo	Loreen	FDOT District Five	<input checked="" type="checkbox"/>
Borms	Jotan	FDOT – TDA	<input type="checkbox"/>
Bowman	Jenna	FDOT Central Office	<input type="checkbox"/>
Brown	Mark	Broward MPO	<input checked="" type="checkbox"/>
Bryant	Curtis	Creative Fuel, LLC	<input checked="" type="checkbox"/>
Burgess	Kevin	FHWA Florida Division	<input type="checkbox"/>
Bush	Emily	Bike/Walk Central FL	<input checked="" type="checkbox"/>
Carver	DeWayne	FDOT Central Office	<input checked="" type="checkbox"/>
Cordle	Abigail	St. Augustine Police Department	<input checked="" type="checkbox"/>
Corkery	Terrence	FDOT Central Office	<input checked="" type="checkbox"/>
Craig	Chris	FDOT Central Office	<input checked="" type="checkbox"/>
Crosby	Dana	FDOT Central Office	<input type="checkbox"/>
de los Santos	Claudette	FDOT District Four	<input checked="" type="checkbox"/>
Discepolo	Isabella	HCA Bayonet Point Hospital-Trauma Center	<input checked="" type="checkbox"/>
Duran	Emmeth	FDOT District Seven	<input checked="" type="checkbox"/>
Facuse	Valentina	Palm Beach TPA	<input checked="" type="checkbox"/>
Fall	Matthew	City of Jacksonville	<input checked="" type="checkbox"/>
Frank	Jason	Sarasota Police Department	<input checked="" type="checkbox"/>
Gehrke	Tiffany	FDOT Central Office	<input checked="" type="checkbox"/>
Giroux	Rupert	FDOT Central Office	<input type="checkbox"/>
Gray	Ray	Florida Department of Education	<input type="checkbox"/>
Gruener	Leilani	FLHSMV	<input type="checkbox"/>
Hackett	Jensen	FDOT District Seven	<input checked="" type="checkbox"/>
Hardwicke	Laura	City of Orlando	<input checked="" type="checkbox"/>
Hawk	David	FHWA – Florida Division	<input checked="" type="checkbox"/>
Hsu	Peter	FDOT District Seven	<input type="checkbox"/>
Karron	Annely	FDOT District Two	<input checked="" type="checkbox"/>
Katz	Eric	FDOT Central Office	<input checked="" type="checkbox"/>
Kehres	Katherine	FDOT District Four	<input checked="" type="checkbox"/>
Kristiansen	Angela	Kittelsohn & Associates, Inc.	<input checked="" type="checkbox"/>

Lewis	Michael	FDOT District Three	✓
Lyter	Tommi	Escambia County Sheriff's Office	✓
Machado	Claudia	MADD – West Central Florida	<input type="checkbox"/>
Marquez	Kevin	FDOT District Five	✓
Martinez	Janice	Florida LEL Program	✓
McDaniel	Gevin	SpanPath, LLC	<input type="checkbox"/>
Merkle	Tanya	FDOT District One	✓
Mello	Megan	Kittelson & Associates, Inc.	✓
Miller	Chris	FL Highway Patrol	<input type="checkbox"/>
Morphy	Kelly	Florida Bicycle Association	✓
Moss	Alison	Alachua County	✓
Moss	Stephanie	FDOT District Five	✓
Murchison	Sharon	IPTM	<input type="checkbox"/>
Nandam	L.K.	FDOT District One	<input type="checkbox"/>
Quenneville	Kristina	FL Highway Patrol	<input type="checkbox"/>
Railey	Brett	IPTM	✓
Raulerson	Mary	Kittelson & Associates, Inc.	✓
Reinhardt	Ken	FDOT District 7	✓
Reiser	James	Gresham Smith (FDOT Contractor)	✓
Robbins	Keith	FDOT District One	✓
Robinson	Mandy	Health First	✓
Rodrigues-Silva	Karla	Dept. of Transportation/City of Gainesville	✓
Russo	Tina	Pasco MPO	✓
Severyn	Josette	Broward County Florida	✓
Sheppard	Derwood	FDOT Central Office	<input type="checkbox"/>
Silva	Lisa	Hillsborough County MPO	✓
Simpson	Kyle	Forward Pinellas	✓
Simpson	Paul	University of Florida –PedBike SRC	✓
Smith	Kim	Space Coast TPO, Retired	✓
Suguri	Vitor	FDOT District One	<input type="checkbox"/>
Summers	David	Health Care District Palm Beach County	<input type="checkbox"/>
Torres	Stephanie	St Lucie TPO	✓
Villatoro	Shelby	Space Coast TPO	✓
Walford	Kevin	Miami-Dade TPO	✓
Wall	Kathy	Safe Kids Palm Beach County	✓
Wandall	Melissa	National Coalition for Safer Roads	✓
Wiglesworth	Chris	FDOT Transit Office	<input type="checkbox"/>
Williams	Angel	IPTM	✓
Zenoni	Scott	Health First	<input type="checkbox"/>

Coalition Guests:

Last Name	First Name	Agency	Attendance
Barton	Trooper Caleb	Florida Highway Patrol	✓
Crescenzi	Lt. Tara	Florida Highway Patrol	✓
Dyer	Vince	Bike/Walk Central Florida	✓
Gray	Andrew	JMT (on behalf of FDOT District Seven)	✓
Johnson	Craig	FDOT District Five	✓
Mitchell	Steve	Angco Striping	✓
Stiteler	John	Total Health Guidance	✓

Tuesday, January 30, 2023

Call To Order – Chris Craig, FDOT Traffic Safety Administrator

The meeting was called to order at 1:00 PM by Chris Craig. Chris thanked the City of Orlando for hosting the Coalition. He noted that we are two years into our five-year plan and highlighted some recent progress. Chris shared some highlights of the meeting agenda, thanked the Coalition for their commitment to safety, and welcomed new members and guests.

Welcome – Jim Young, Orlando Special Events Division Manager

Jim Young welcomed the Coalition to Orlando and highlighted the importance of the Coalition. He thanked members for another year of working hard to reach the Coalition's goals. Jim shared that safety has always been his number one priority and that he is an avid walker. He noted the improvements in connectivity that he's observed in Orlando over the past few decades and discussed how safety and better planning on the front end can reduce the response needed on the back end. Jim also highlighted the grant funding the City recently received from the Safe Streets and Roads for All program and shared how his work in special events fits into the broader transportation environment.

Meeting Dedication in Honor of Jason Stiteler – Angela Kristiansen, Kittelson & Associates (see Appendix B for slides)

The meeting was dedicated to Jason Stiteler, who lost his life in a crash while walking in 2021. Jason was a high school student who wanted to build his career around helping others. He loved video games, sports, and his pets. Jason's father, John, joined the meeting and shared that Jason's Race was founded in his son's memory to help teens who struggle with mental health.

Coalition Meeting Announcements – Angela Kristiansen

Angela shared some general housekeeping information and a public meeting announcement.

Introductions – Coalition Members

Coalition members briefly introduced themselves to the group by sharing their organization, role, and emphasis area.

2024 FDOT Design Manual Updates – Tiffany Gehrke, Complete Streets Coordinator FDOT (see Appendix B for slides)

Tiffany shared recent updates to the 2024 FDOT Design Manual (FDM). The FDM is updated annually. Recent updates include:

- FDM 211 – Limited Access Facilities
 - Guidance changed from keyhole lanes to shared use paths for bikes crossing ramps at new interchanges.
- 213 – Modern Roundabouts
 - Added new figures and guidance on selecting angled, straight, or offset crossings.
 - Added new figure and guidance on separated bike lanes within roundabouts.
- 222 – Pedestrian Facilities
 - Updated requirement for sidewalk in C3C (now required instead of optional) and C3R (now optional instead of required) contexts.
- 223 – Bicycle Facilities

- Added bicycle ramps as a bike facility.
- Updated terminology and context classification allowance for marked shoulders.
- Modified min width of a bike lane adjacent to a 10' travel lane.
- Modified keyhole lane criteria.
- Added sidewalk level separated bicycle lanes as an option for separated bicycle facilities and added new guidance.
- Added curb types for separated bicycle lanes.
- Added micromobility definition to glossary (based on the Coalition definition) and guidance for micromobility & bike parking.
- 224 – Shared Use Paths
 - Provide new direction on shared use path widths on bridges.

Kim Smith asked for clarification around the new paved shoulder guidance. Tiffany shared that when shoulders are marked based on the qualifications, they will be considered bicycle lanes.

Emily Bush asked if FDOT expects design variations for the shared use path width on bridges. Emily noted the challenges with adding facilities to existing bridges. Tiffany explained that anything less than standard would require a variation.

Kyle Simpson asked if guidance has been added for adding emphasis to crossings at new interchanges. Tiffany said the document points readers to countermeasures they can consider. She added that much of the design guidance mimics what is included in the Ohio Multimodal Design Guide.

Alison Moss asked about raised crossings at slip and channelized right-turn lanes. Tiffany shared that raised crosswalks and raised elements are still developmental at this time.

2024 Traffic Engineering Manual Updates – Mariano Amicarelli, FDOT State Traffic Studies Engineer *(see Appendix B for slides)*

Mariano shared recent updates to the Traffic Engineering Manual. In addition to plain language, manual updates include:

- Updating references to be consistent with the turnpike sign numbering.
- Increasing guidance on flashing arrow modes.
- Updating emergency signal configurations and operations.
- Clarifying the APS request review process.
- Adding a requirement for coordination with law enforcement ahead of new installations.

A guest asked what the DOT's position is on decorative crosswalk markings. Tiffany Gehrke shared that crosswalks on state roads must be MUTCD compliant and Laura Hardwicke shared that the MUTCD has updated its guidance on aesthetic treatments. David Hawk clarified that the MUTCD applies to all public roadways.

Karla Rodrigues Silva shared that her agency is not able to use the macros associated with the excel tools. She also shared concerns about non-engineers understanding the differences between signal types. Mariano offered to connect with Karla offline.

Laura Hardwicke asked for clarification on APS applicability at Pedestrian Hybrid Signals and Midblock Pedestrian Signals. Mariano said he is trying to simplify this guidance in the future to avoid confusion. Technically, APS would still apply to these locations.

Speed Detection Systems (see Appendix B for slides)

Chief Brett Railey, Mariano Amicarelli, and Matt Fall shared perspectives on speed detection systems. Chief Railey began with a brief update on the automated enforcement statute and the enforcement of school bus passing infractions. Mariano then shared an overview of FDOT requirements for speed detection systems, including the installation of signs. Lastly, Matt shared an example of implementing automated speed enforcement in school zones in Jacksonville. Chief Railey shared some more thoughts on information privacy.

Kim Smith shared Brevard County recently passed an ordinance, and she offered to distribute a copy to coalition members.

Emmeth Duran asked for clarification on the enforcement signage and flashing lights. Mariano confirmed that ticketing for exceeding the school zone speed will only occur during the hours on the enforcement signs.

Tiffany Gehrke asked if the ticketing is publicized. The panelists confirmed that the county is required to conduct a thirty-day public awareness campaigns. Chief Railey said automated enforcement does not preclude an agency from posting an officer in a school zone and ticketing for any amount over the posted speed; however, automated enforcement can only be applied to speeds in excess of ten miles.

Lisa Silva asked how Jacksonville is selecting schools for automated enforcement. Matt said the vendor they are working with will provide a list of prioritized schools.

Kevin Marquez offered that speed data collection can be used to inform where officers may be posted in addition to automated enforcement.

E-Bike Tip Card Review (see Appendix B for slides)

Emily Bush shared an introduction to the creation of the E-Bike Tip Card by the Communications team. Angela Kristiansen explained that several of the comments received on Teams have been addressed in the most recent version. The “No” cells were kept separate to facilitate the use of screen readers. She then facilitated a discussion on a few remaining comments:

- Relationship to more restrictive municipal codes: Idea to add something more prominent in the empty space on page 2.
- Helmet use: Idea to add a recommendation for helmet use on page 2.
- Safe Speeds: Option to rephrase this to “safe speeds and distance” to be clearer.

Laura Hardwicke asked if we could dedicate some white space for local agency logos or QR codes so municipal regulations can be referenced. This way, local agencies can disseminate the materials further and have some ownership of their materials.

Kim Smith suggested referencing other tip cards through QR codes but Emily shared that those resources might change and it is best to avoid potentially referencing outdated resources.

Tiffany Gehrke suggested having two versions, one with the “always check local codes” message and another with a blank space for local additions. However, it makes sense to serve both purposes on the same card.

There was some discussion about the recommendation to “Use safe speeds.” Alison Moss suggested “slow your roll.” Curtis Bryant suggested “ride cautiously, especially in shared spaces.” Kyle Simpson shared that “safe speeds” encompasses the idea of context-sensitive speeds and that he preferred the phrase. Melissa Wandall shared that this problem came up when working to pass the “right turn on red” bill. Tiffany agreed that using “safe speeds” gives space for interpretation. Emily confirmed that the most important thing is slowing in shared spaces, which is noted on the tip card. Jon Askins agreed that “safe speeds” is best. Tina Russo shared that existing signs on the Coast-to-Coast trail say “use safe speeds and distance.” The team agreed to use “safe speed and distance.”

Kevin Marquez asked if there is any current proposed legislation that would change the “where can I ride?” column. Emily was not aware of any.

Poorna Bhattacharya shared that page 2 text in green is misleading: users have rights, not vehicles. Angela agreed and said this would be addressed.

Implementation Plan Update – Megan Mello, Kittelson & Associates, Inc.

Megan introduced the structure of the breakout sessions.

Breakout: 2024 Emphasis Area Plans and Priorities

Emphasis area teams met to discuss updates to and priorities of their implementation plans.

Urban Mobility Tips, Walkshop Prep – Laura Hardwicke, City of Orlando

Laura shared information regarding the next day’s walkshop.

Public Comment Period

Chief Brett Railey shared that he is participating in a safety effort out of state and one of his contacts is seeking successful case studies of corridors with pedestrian barriers along medians that encourage crossing compliance. He asked that coalition members share examples with him if they are aware of any similar corridors. Terry Corkery and Michael Lewis shared examples in Tallahassee and Pensacola, respectively.

Chief Railey also requested that the coalition explore how to reconcile [Florida Statute 316.1995](#) with the use of electric micromobility on paths and sidewalks. Alison Moss shared that e-bikes have the rights and privileges of regular cyclists ([Florida Statute 316.20655](#)). Chief Railey felt that there was still conflict and that this requires clarifying language, especially since 316.1995 exempts motorized wheelchairs.

Emily Bush asked if anyone had examples for successfully working through the 3R process with FDOT partners so that safety features are maintained throughout the scoping and design process.

Day 1 Wrap Up

Members and guests were provided with reminders about travel and the optional group dinner.

Wednesday, January 31, 2023

Walkshop – Laura Hardwicke, City of Orlando

Coalition attendees met and walked to City Hall with several stops along the way. Laura Hardwicke highlighted outcomes of the City of Orlando’s Quick-Build Program along the route, including new green bike lanes, an intersection mural, and future intersection plans.

Call to Order – Chris Craig, FDOT Traffic Safety Administrator

The meeting was called to order at 9:25 AM by Chris Craig. He recapped the presentation topics from Tuesday and previewed Wednesday’s topics. Chris mentioned that emphasis area teams would be focusing on specific tasks identified on Day 1. Chris shared a public meeting announcement and some general housekeeping information.

Walkshop Recap

Laura Hardwicke recapped the “shoulds” and “shalls” in relation to MUTCD guidance around aesthetic crosswalk treatments. She discussed what elements should be considered in the planning and execution of quick-build murals and other aesthetic treatments. Angela Kristiansen opened the floor to questions and comments from the group. Alison Moss noted it was interesting to see drivers approaching the quick-build mural apprehensively.

FDOT District Spotlight – District 4 and 7 (*see Appendix B for slides*)

District 4 (Claudette de los Santos):

Claudette began her presentation with an introduction to the District Four Bicycle and Pedestrian Master Plan 2.0. She then highlighted the goals and objectives of the Master Plan, including the interactive functionality and accounting for projects that have been built since the previous master plan. She covered the timeline and shared that the Plan will be completed in early 2025.

District 7 (Andrew Gray):

Andrew highlighted the enhanced law enforcement engagement program in District Seven. Twenty-five agencies currently participate in this program. The next step in the program is to implement and analyze high friction surface treatments at intersections, ramps, and curves. He shared the results from a before and after study for the new treatments, with improved stopping behavior at intersections. Andrew shared that FHWA and the Roadway Safety Foundation awarded District 7 for the high friction surface treatment work at the 2023 National Roadway Safety Awards in Washington, D.C. in November. Andrew shared the Florida Avenue Raised Crosswalks video analysis and the Pinellas Byway Cycle Track video analysis.

Breakout Rotations: Collaboration & Partnerships

Megan Mello recommended that emphasis area teams use the breakout time to discuss how to approach tackling tasks in the next quarter. Emphasis area teams tracked progress in their implementation plans and sent representatives to other partner EAs to collaborate on specific tasks.

Emphasis Area Status Updates – Goal Leaders

- **Policy and Programs (Alison Moss):**
 - Closing Out (October – January):
 - Micromobility definition

- Amendments to Crash Report form
 - Coming Up (January – April):
 - Hands Free Legislation
 - Side Guards on Commercial Trucks Legislation
 - Policy/programs to strengthen Ped/Bike Accommodation during Construction
 - Program showcasing great projects and developments, and the land Development Regulations that facilitated them
 - Alison asked the coalition for examples of great land development policy language that locals could adopt/implement.
- **Data, Analysis, & Evaluation (Poorna Bhattacharya):**
 - Closing Out (October – January):
 - Finalized performance metrics document
 - Draft glossary of terms
 - Coordination activities for location of proven safety countermeasure implementation
 - Geolocation concerns with crash data
 - Coming Up (January – April):
 - Before/after studies coordination with PDO team
 - Finalize glossary of terms
 - Starting draft of data sources
 - Before/after studies for safety countermeasures
 - Map of FHWA proven countermeasures
 - Data format for countermeasures that will be effective in evaluating before/after
- **Enforcement (Jason Frank):**
 - Closing Out (October – January):
 - Implementing HVE Surveys for participating and non-participating agencies
 - Continued evaluation of HVE Enforcement materials to ensure the materials reflect current laws/changes
 - Evaluate current implementation plan to eliminate any duplicate tasks and consolidate where necessary
 - Coming Up (January – April):
 - Finalize letters to non-participating agency heads to solicit involvement in HVE activities
 - Continue work on app based/web based interactive reference tool for officers to use while conducting HVE activities
- **Vision Zero (Josette Severyn):**
 - Closing Out (October – January):
 - Toolkit finishing touches. Goal to publish end of February.
 - Coming Up (January – April):
 - LTAP webinar development for promoting toolkit
 - Case Study Collection
 - Implementation Plan Clean Up
 - Reassignments

- Task and Deliverable updates
- **Planning, Design, and Operation (Tiffany Gehrke):**
 - Closing Out (October – January):
 - Manual and policy updates that reflect many items in Implementation Plan
 - Coming Up (January – April):
 - Continue efforts of evaluation of speed management and safety countermeasures
 - Increase FDOT engagement with development community
 - Use AI to evaluate and apply predictive analysis and prioritize safety countermeasures
- **EMS (Mandy Robinson):**
 - Closing Out (October – January):
 - Who reports to EMSTARS
 - Coming Up (January – April):
 - Continue to look at data gaps with what is reported to FDOT and what is reported to FDOH (vehicle crash reports vs. EMSTARS vs. hospital data)
 - Research education programs within EMS for pedestrian and bicycle crashes
- **Communication (Emily Bush):**
 - Closing Out (October – January):
 - Review existing tip cards
 - Create e-bike tip card
 - Support LE's HVE Survey
 - Coming Up (January – April):
 - Identify partners pulling resources from PedBike SRC
 - Finish tip card review
 - Start crafting survey for partners

Next Steps

Angela Kristiansen shared that March is Florida Bike Month and asked members to share activities and events with the coalition. She followed up with housekeeping items.

Public Comment Period

No public comments were received.

Closing Remarks – Chris Craig, FDOT Traffic Safety Administrator

Chris closed the meeting and asked everyone about their experience in Orlando. He proposed extending the meeting duration by 30 minutes each day, and coalition members agreed. He thanked everyone for their participation and reminded members of the upcoming meeting location.

Next Meeting Announcement:

The next Coalition Meeting will be held:

April 23, 2024, 1:00 – 5:30PM

April 24, 2024, 8:00AM – 12:30PM

Orlando City Hall

400 S Orange Avenue

Orlando, FL 32801

Appendix A – Meeting Agenda

Florida's Pedestrian and Bicycle Safety Coalition

Meeting Agenda – January 30 - 31, 2024

Tuesday, January 30, 2024 – General Session 1	
1:00 – 1:05 PM	Call to Order – Chris Craig, FDOT Traffic Safety Administrator
1:05 – 1:10 PM	Welcome – Jim Young, Orlando Special Events Division Manager, Retired DCOP
1:10 – 1:20 PM	Meeting Dedication in Honor of Jason Stiteler
1:20 – 1:25 PM	Coalition Meeting Announcements – Kittelson
1:25 – 1:40 PM	Introductions – Coalition Members
1:40 – 2:05 PM	2024 FDOT Design Manual Updates – Tiffany Gehrke, FDOT
2:05 – 2:15 PM	2024 Traffic Engineering Manual Updates – Mariano Amicarelli, FDOT
2:15 – 2:55 PM	Speed Detection Systems – Panel and Roundtable Discussion
2:55 – 3:05 PM	<i>BREAK</i>
3:05 – 3:25 PM	E-Bike Tip Card Review – Coalition Team
3:25 – 3:30 PM	Implementation Plan Update
3:30 – 4:30 PM	Breakout: 2024 Emphasis Area Plans and Priorities
4:30 – 4:35 PM	Regroup: Collaboration Needs
4:35 – 4:45 PM	Urban Mobility Tips, Walkshop Prep – Laura Hardwicke, City of Orlando
4:45 – 4:55 PM	<i>Public Comment Period</i>
4:55 – 5:00 PM	Day 1 Wrap Up

Wednesday, January 31, 2024 – General Session 2	
8:00 – 8:15 AM	Meet at Home2Suites
8:15 – 9:15 AM	Walkshop – Led by Laura Hardwicke, City of Orlando
9:15 – 9:20 AM	Call to Order at City Hall – Chris Craig, FDOT Traffic Safety Administrator
9:20 – 9:35 AM	Walkshop Recap – Roundtable Discussion of Experiences, Photos
9:35 – 10:10 AM	District Spotlight – Districts 4 & 7
10:10 – 10:20 AM	<i>BREAK</i>
10:20 – 11:20 AM	Breakout Rotations: Collaboration & Work Session
11:20 – 11:40AM	Emphasis Area Status Updates – Goal Leaders (3 Min Each)
11:40 – 11:45 AM	Next Steps – Kittelson and IPTM
11:45 – 11:55 AM	<i>Public Comment Period</i>
11:55AM – 12:00PM	Closing Remarks – Chris Craig, FDOT Traffic Safety Administrator

Appendix B – Presentation Slides



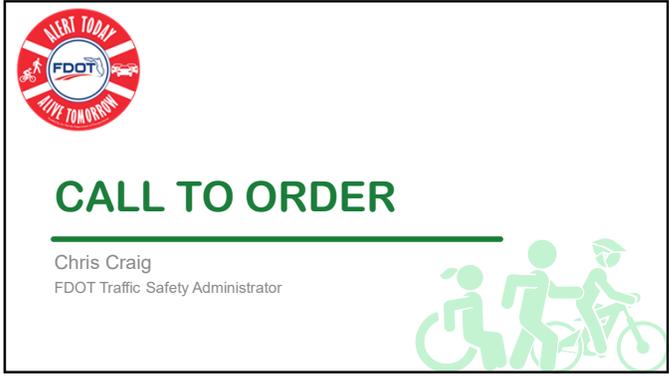
FLORIDA'S PEDESTRIAN AND BICYCLE SAFETY COALITION MEETING

January 30, 2024
Orlando, FL




Wifi: City Guest

1

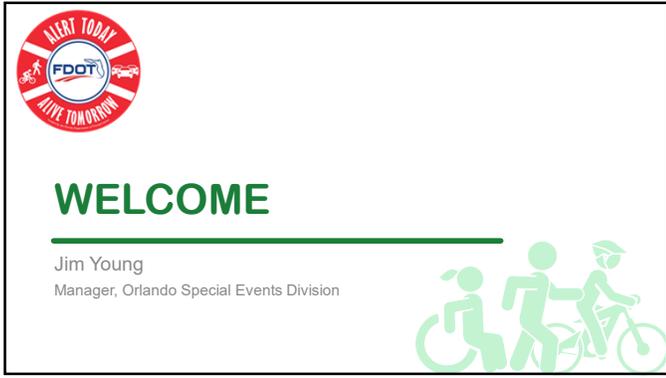



CALL TO ORDER

Chris Craig
FDOT Traffic Safety Administrator



2




WELCOME

Jim Young
Manager, Orlando Special Events Division



3




PUBLIC MEETING ANNOUNCEMENT

January 30, 2024
4:45 – 4:55 PM

January 31, 2024
11:45 – 11:55 AM



4



MEETING DEDICATION



In honor of Jason Thomas (JT) Stiteler, who lost his life in a crash while walking in Orlando in February 2021.

5



Jason's Story

Jason Stiteler was someone who believed in helping others. If you knew him you knew he gave his money away faster than he could make it. It's who he was.

As a teen who struggled with mental health, he decided to build his career around helping those with similar struggles. But in 2021 he tragically lost his life when he was struck and killed by a hit-and-run driver while walking in front of his residence. It's in his honor that Jason's Race was created.

[The Kindness Lives On](#)



6



COALITION MEETING ANNOUNCEMENTS

Wifi: City Guest



7



GET TO KNOW THE COALITION

INTRODUCTIONS

In 15 seconds or less, share your:

- Name
- Role/Organization



8



BREAK

Until 3:12 PM

HAPPY NEW YEAR!

Resolutions:

- Drive Safe
- Always Buckle my Seatbelt
- Put my Phone on Do Not Disturb While Driving
- Never Drive Impaired
- Speak Up as a Passenger
- Keep a Safety Kit in my Car
- Obey Speed Limits



9



E-BIKE TIP CARD



10

Know the Difference: Electric Bicycles & More					
Details/Questions	Scooter/Mopedboard	Motorized Scooter*	Class 1** E-Bike	Class 2** E-Bike	Class 3** E-Bike
Photo					
Description:	Designed for one person. Self-balancing, two non-rigid wheels.	Designed for one person. With or without a seat or saddle no more than three wheels.	Bike with electric motor that only engages while the rider is pedaling (pedal-assist or pedelec).	Bike with electric motor that can be engaged at any time, with or without the rider pedaling.	Bike with electric motor that only engages while the rider is pedaling (pedal-assist or pedelec).
What is the max assisted speed?	10 MPH	20 MPH	20 MPH	20 MPH	28 MPH
Do I need a license?	NO	NO	NO	NO	NO
Do I need to register my vehicle?	NO	NO	NO	NO	NO
Where can I ride?***	Trails, multi-use paths, and sidewalks may only operate on roads with a speed limit of 25 mph or less.	Roadways, bike lanes, trails, multi-use paths, and sidewalks	Roadways, bike lanes, trails, multi-use paths, and sidewalks	Roadways, bike lanes, trails, multi-use paths, and sidewalks	Roadways, bike lanes, trails, multi-use paths, and sidewalks
Do I need to wear a helmet?†	Recommended for all; required for riders under 18	Recommended for all; required for riders under 18	Recommended for all; required for riders under 18	Recommended for all; required for riders under 18	Recommended for all; required for riders under 18

*Additional local regulations may apply to shared fleets.
**All classes of e-bikes can be visually similar. The difference is in their max assisted speed and how the user can engage the motor.
***Unless prohibited by local municipal code. Refer to local government regulations for more information and additional local e-bike restrictions.

11

Know the Difference: Electric Bicycles & More					
Details/Questions	Scooter/Mopedboard	Motorized Scooter*	Class 1** E-Bike	Class 2** E-Bike	Class 3** E-Bike
Photo					
Description:	Designed for one person. Self-balancing, two non-rigid wheels.	Designed for one person. With or without a seat or saddle no more than three wheels.	Bike with electric motor that only engages while the rider is pedaling (pedal-assist or pedelec).	Bike with electric motor that can be engaged at any time, with or without the rider pedaling.	Bike with electric motor that only engages while the rider is pedaling (pedal-assist or pedelec).
What is the max assisted speed?	10 MPH	20 MPH	20 MPH	20 MPH	28 MPH
Do I need a license?	NO	NO	NO	NO	NO
Do I need to register my vehicle?	NO	NO	NO	NO	NO
Where can I ride?***	Trails, multi-use paths, and sidewalks may only operate on roads with a speed limit of 25 mph or less.	Roadways, bike lanes, trails, multi-use paths, and sidewalks	Roadways, bike lanes, trails, multi-use paths, and sidewalks	Roadways, bike lanes, trails, multi-use paths, and sidewalks	Roadways, bike lanes, trails, multi-use paths, and sidewalks
Do I need to wear a helmet?†	Recommended for all; required for riders under 18	Recommended for all; required for riders under 18	Recommended for all; required for riders under 18	Recommended for all; required for riders under 18	Recommended for all; required for riders under 18

*Additional local regulations may apply to shared fleets.
**All classes of e-bikes can be visually similar. The difference is in their max assisted speed and how the user can engage the motor.
***Unless prohibited by local municipal code. Refer to local government regulations for more information and additional local e-bike restrictions.

12

Remember that electric bicycles, motorized scooters, segways, and hoverboards have all the same rights - and must follow all the same rules - as traditional bicycle users.

Whatever and wherever you're riding, always:

- Use safe speeds, especially in shared spaces.
- Be visible. It is always recommended to use light colored clothes, white front lights and rear red lights when traveling in low light conditions.
- Slow down at corners and make sure you halt before entering and crossing the road.
- Give an audible warning signal when passing others.
- Be courteous to others and always yield to pedestrians.
- Stay to the right, except when passing.
- Follow all rules of the road and be predictable.

For more information, see Florida Statutes 316.003, 316.2065, 316.20655, and 316.2068

13

Remember that electric bicycles, motorized scooters, segways, and hoverboards have all the same rights - and must follow all the same rules - as traditional bicycle users.

Whatever and wherever you're riding, always:

- Use safe speeds, especially in shared spaces.
- Be visible. It is always recommended to use light colored clothes, white front lights and rear red lights when traveling in low light conditions.
- Slow down at corners and make sure you halt before entering and crossing the road.
- Give an audible warning signal when passing others.
- Be courteous to others and always yield to pedestrians.
- Stay to the right, except when passing.
- Follow all rules of the road and be predictable.

For more information, see Florida Statutes 316.003, 316.2065, 316.20655, and 316.2068

Always Check Local Codes
Local municipalities might adopt more restrictive rules for devices

A helmet can keep you safe in bicycle crashes, minimizing the risk of a traumatic brain injury

14

IMPLEMENTATION PLAN UPDATE

15

BREAKOUT AGENDA – 2024 PLANS AND PRIORITIES

- 1) Take stock of your Implementation Plan
- 2) Revisit priority tasks, with the goal of:
 - a) Confirming carry-over tasks, and
 - b) Identifying 2-3 new tasks for 2024

GOAL:
DISCUSS YOUR TEAM'S VISION FOR 2024 AND UPDATE YOUR IP TO REFLECT THAT VISION

16

COLLABORATION PREP

- Which tasks require collaboration?
 - What Objective, Strategy, and Task #?
- Who are your task leaders?
 - Who are you sending from your team?
- Who can support you from another emphasis area?
 - Who do they need to talk to?

17

BREAKOUT: EMPHASIS AREAS

3:45 – 4:30 PM

18



BREAKOUT LOCATIONS



Please return at 4:30pm



Richmond



Lancaster



Fredrica

Remain in the Fairview Room

19

19



TASK TEAM COLLABORATION

- Goal leader report out
 - Communication
 - Data
 - Enforcement
 - Vision Zero
 - EMS
 - Policy and Programs
 - Planning, Design, and Operations



20

20



URBAN MOBILITY TIPS: WALKSHOP PREP

Laura Hardwicke
Orlando Department of Transportation, Safe Mobility Manager

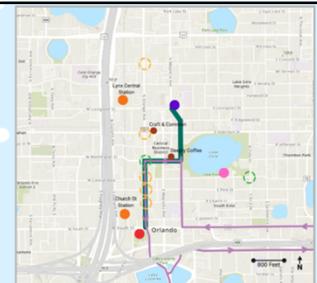


21

21



Add your photos here!



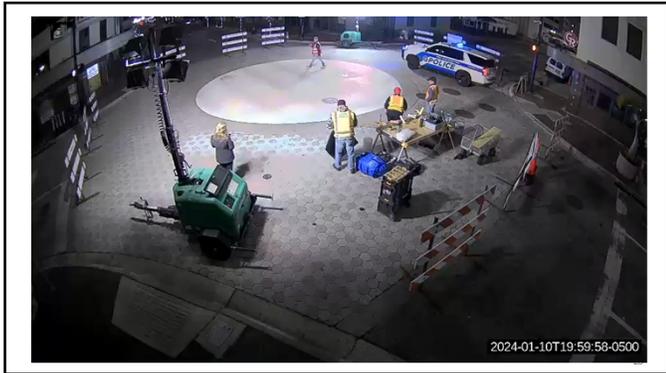
- Orlando City Trail
- Home2 Suites
- Existing Quick Build Intersection Projects
- Future Quick Build Intersection Projects
- Walkshop Route
- Dinner Location: Ophelia Neighborhood Grill
- Coffee Shops
- Sunrail Train Stations
- U.S. Olympic Team Marathon Trial Course (Feb. 2nd 2024)





22

22



23



PUBLIC COMMENT PERIOD

4:45 – 4:55 PM



24

24



TUESDAY WRAP UP



25

PEDESTRIAN AND BICYCLE SAFETY COALITION MEETING

January 31, 2024




Add your walkshop photos here!



Wifi: City Guest

26



CALL TO ORDER

Chris Craig
FDOT Traffic Safety Administrator



27



PUBLIC MEETING ANNOUNCEMENT

11:45 – 11:55 AM



28




Add your photos here!

WALKSHOP RECAP



29



BREAK

9:30 – 9:45 AM

ABC Safety Check



A **TIRES** SHOULD BE FIRM. SQUEEZE THEM TO BE SURE THEY ARE FULL OF AIR.

B **BRAKES** CHECK THEM BEFORE YOU RIDE. THEY SHOULD NOT PULL ALL THE WAY TO THE HANDLEBARS (TOO LOOSE!).

C **CHAIN** MAKE SURE THE CHAIN IS CLEAN, WELL OILED AND SMOOTHLY MOVING.

30



BREAKOUT: COLLABORATION & WORK SESSION

10:05 – 11:20 AM



31



BREAKOUT AGENDA – COLLABORATION AND WORK SESSION

- **Collaboration Partners** – Connect and discuss your collaboration needs
- **Everyone else** – Take this time to run through the agenda you prepped yesterday
 - Come up with a plan for chipping away at your new priority tasks over the next quarter
 - Assign task leaders and set internal deadlines
- **Goal Leaders** – Prepare to share status updates

**GOAL:
MAKE A PLAN FOR THE NEXT QUARTER**

32



BREAKOUT LOCATIONS

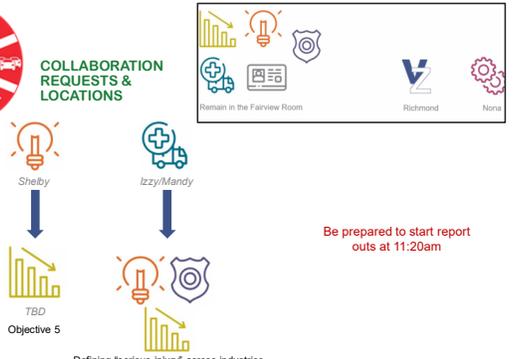


Remain in the Fairview Room Richmond Nona

33



COLLABORATION REQUESTS & LOCATIONS



Be prepared to start report outs at 11:20am

34



EMPHASIS AREA STATUS UPDATES

1. What are you closing out?
2. What is coming up in the next quarter?



35



POLICY & PROGRAMS



Goal: Strengthen legislation, regulations, policies and programs to support the overall goal of eliminating fatal and serious injury crashes involving people walking and biking.

- Leilani Gruener**, Florida Highway Safety and Motor Vehicles (FLHSMV)★
- Alison Moss**, Alachua County★
- Libertad Acosta-Anderson**, FDOT District Five
- Michelle Avola-Brown**, Naples Pathways Coalition
- Ray Gray**, Florida Dept. of Education
- Kelly Morphy**, Florida Bicycle Association
- Vitor Suguri**, FDOT District One
- Lauren Torres**, National Safety Council
- Stephanie Torres**, St. Lucie Transportation Planning Organization (TPO)
- Kevin Walford**, Miami-Dade Transportation Planning Organization (TPO)

★ = Goal Leader

10
members

36



POLICY & PROGRAMS

Closing Out (Oct –Jan)

- Micromobility definition
- Amendments to Crash Report form

Coming Up (Jan – Apr)

- Hands Free Legislation
- Side Guards on Commercial Trucks Legislation
- Policy/programs to strengthen Ped/Bike Accommodation during Construction
- Program showcasing great projects and development, and the Land Dev Regs that facilitated

37




DATA, ANALYSIS, & EVALUATION

Goal:
Increase data literacy and facilitate the use of timely, relevant, and quality data to support equitable and data-driven decision-making to improve the mobility and safety of people walking and biking in Florida.

Poorna Bhattacharya, ASHA Planning Consultancy★
Rupert Giroux, FDOT State Safety Office★
Priyanka Alluri, Florida International University
Jotan Borms, Transportation Data and Analytics (TDA) Office
Mark Brown, Broward MPO
Terrence Corkery, FDOT Central Office
Annely Karron, FDOT District Two
Eric Katz, FDOT Central Office
Karla Rodrigues-Silva, City of Gainesville
Tina Russo, Pasco MPO

★ = Goal Leader

10 members

38

DATA, ANALYSIS, & EVALUATION



Closing Out (Oct –Jan)

- Finalized performance metrics
- Draft glossary of terms
- Before/after studies coordination with PDO team

Coming Up (Jan – Apr)

- Finalize glossary of terms
- Starting draft of data sources
- Before/after studies for safety countermeasures
- Map of FHWA proven countermeasures
- Data format for countermeasure that will be effective in evaluating before/after

39




LAW ENFORCEMENT

Goal:
Identify, develop, and implement diverse enforcement strategies in support of Target Zero.

Jason Frank, Sarasota Police Department ★
Jon Askins, Florida Law Enforcement Liaison (LEL) Program
Abigail Cordle, St Augustine Police Dept
Tommi Lyter, Escambia County Sheriff's Office
Kevin Marquez, FDOT District Five
Janice Martinez, Florida Law Enforcement Liaison (LEL) Program
Chris Miller, Florida Highway Patrol
Sharon Murchison, Institute of Police Technology and Management (IPTM)
Kristina Quenneville, Florida Highway Patrol
Chief Brett Railey, Institute of Police Technology and Management (IPTM)
Sgt. James Reiser, Tampa Police Department
Michael Teague, Florida Police Chiefs Association

★ = Goal Leader

12 members

40

LAW ENFORCEMENT



Closing Out (Oct –Jan)

- Implementing HVE Surveys for participating and non-participating agencies
- Continued evaluation of HVE Enforcement materials to ensure the materials reflect current laws/changes.
- Evaluate current plan to eliminate any duplicate tasks and consolidate where necessary.

Coming Up (Jan – Apr)

- Finalization of letters to non-participating agency heads to solicit involvement in HVE activities.
- Continue work on app based/web based interactive reference tool for officers to use while conducting HVE activities



41




VISION ZERO

Goal:
Eliminate fatalities and serious injuries for people walking and biking.

Josette Sevryn, Broward County ★
Gina Babcock, National Coalition for Safer Roads
Loren Bobo, FDOT District Five
Emmett Duran, FDOT District Seven
Valentina Facuse, Palm Beach Transportation Planning Agency (TPA)
Matt Fall, City of Jacksonville
Laura Hardwicke, City of Orlando
Peter Hsu, FDOT District Seven
Katherine Kehres, FDOT District Four
William Porth, City of Tampa
Ken Reinhardt, AARP Florida
Keith Robbins, FDOT District One
Lisa Silva, Palm Hillsborough
Kyle Simpson, Forward Pinellas
Kim Smith, Space Coast Advocate
Melissa Wandall, National Coalition for Safer Roads

★ = Goal Leader

16 members

42



VISION ZERO

Closing Out (Oct –Jan)

- Toolkit to be published

Coming Up (Jan – Apr)

- LTAP webinar development for promoting toolkit
- Case Study Collection
- Implementation Plan Clean Up
 - Reassignments
 - Task and Deliverable updates

43



PLANNING, DESIGN, & OPERATIONS



Goal:
Prioritize safety for non-motorized users on Florida's transportation facilities to encourage implementation of safe systems resulting in safer behavior by and increased safety for all road users.

Jenna Bowman, FDOT Central Office ☆
Michael Lewis, FDOT District Three ☆
Mariano Amicarelli, FDOT Central Office ☆
Kevin Burgess, Federal Highway Administration (FHWA) Florida Division
DeWayne Carver, FDOT District Five
Tiffany Gehrke, FDOT Central Office
Jensen Hackett, FDOT District Seven
David Hawk, Federal Highway Administration (FHWA) Florida Division
Gevin McDaniel, HNTB Corporation
Tanya Merkle, FDOT District One
L.K. Nandam, FDOT Central Office
Derwood Sheppard, FDOT Central Office
Claudette De Los Santos, FDOT District Four

☆ = Goal Leader

13 members

44

PLANNING, DESIGN, & OPERATIONS



Closing Out (Oct –Jan)

- Manual and Policy Updates that Reflect Many Items in Implementation Plan

Coming Up (Jan – Apr)

- Continue Efforts of Evaluation of Speed Management and Safety Countermeasures
- Increase Department's Engagement with Development Community
- Use AI to Evaluate and Apply Predictive Analysis and Prioritize Safety Countermeasures

45



EMERGENCY MEDICAL SERVICES



Goal:
Improve medical response and reduce mortality and morbidity resulting from crashes involving people walking and biking.

David Summers, Injury Prevention Expert ☆
Isabella Discepolo, HCA Bayonet Point Hospital-Trauma Center
Cory Richter, Indian River Fire Rescue
Mandy Robinson, Health First
Kathy Wall, Safe Kids Palm Beach County
Scott Zenoni, Health First

☆ = Goal Leader

6 members

46

EMERGENCY MEDICAL SERVICES



Closing Out (Oct –Jan)

- Who reports to EMSTARS

Coming Up (Jan – Apr)

- Continue to look at data gaps with what is reported to FDOT and what is reported to FDOH (vehicle crash reports vs EMSTARS vs hospital data)
- Research education programs within EMS for Pedestrian and Bicycle crashes, etc

47



COMMUNICATIONS, OUTREACH, & EDUCATION



Goal:
Develop and deploy clear and targeted communication, outreach, and educational campaigns both internally and externally with the goal of increasing awareness, facilitating behavior change for all road users, and decreasing fatalities and injuries to people walking and biking.

Emily Bush, Bike/Walk Central Florida ☆
Allison Beatty, FDOT State Safety Office
Curtis Bryant, Creative Fuel LLC
Dana Crosby, FDOT Central Office
Claudia Machado, MADD Florida
Stephanie Moss, FDOT District Five
Paul Simpson, University of Florida: Florida PedBike Safety Resource Center
Shelby Villatoro, Space Coast Transportation Planning Organization (TPO)
Chris Wiglesworth, FDOT Central Office

☆ = Goal Leader

9 members

48



COMMUNICATIONS, OUTREACH, & EDUCATION

Closing Out (Oct –Jan)

- Review existing tip cards
- Create e-bike tip card
- Support LE's HVE Survey

Coming Up (Jan – Apr)

- Identify partners pulling resources from PedBike SRC
- Finish tip card review
- Start crafting survey for partners

49



NEXT STEPS

IPTM
Kittelson & Associates, Inc.



50



SAFETY MESSAGE



51



STATE TROOPER

« MOVE OVER »

flhsmv.gov/moveover

FLHSMV

52



PUBLIC COMMENT PERIOD

11:45 – 11:55 AM



53




NEXT MEETING

April 23 – 24, 2024
Orlando City Hall



54



CLOSING REMARKS

Chris Craig
 FDOT Traffic Safety Administrator



55



**In life we each run
 our own race.
 Our job is to help each
 other along the way.**

56

2024 FDOT Design Manual

**FDM 2024
Ped/Bike Updates**

Presented by:
Tiffany Gehrke



FDOT
January 2024

1

2024 FDOT Design Manual

**FDM 211
Limited Access Facilities**



FDOT
January 2024

2

FDOT **Major Changes to FDM 211**

- FDM 211.18 Interchange Areas Bicycle and Pedestrian Facilities

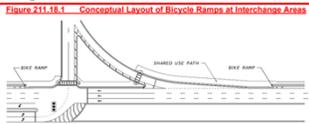
3

FDOT **FDM 211.18 Interchange Areas
Bicycle and Pedestrian Facilities**

- New Section for Bicycle and Pedestrian Facilities
- Shared Use Paths
 - Based on Research
 - New Interchanges
 - Not Required on RRR or Existing Interchanges



Figure 211.18.1 - Conceptual Layout of Bicycle Ramps at Interchange Areas



4

2024 FDOT Design Manual

**FDM 213
Modern Roundabouts**



FDOT
January 2024

5

FDOT **Major Changes to FDM 213**

- FDM 213.8.2 Bicycle Facilities
- FDM 213.8.3 Pedestrian Crossings
- FDM 213.10 Signing and Pavement Markings

6

FDOT FDM 213.8.2 Bicycle Facilities

- Relocation of Figures 213.8.1 and 213.8.2 from FDM 213 to FDM 223
- Complete Overhaul of Original Text
 - Included Text for On-Road Bicycle Facilities
 - Included Text for Physically Separated Bicycle Facilities

213.8.2 Bicycle Facilities
Do not carry bicycle lanes through the roundabout.

Inclusion of bicycle ramps is required for multi-lane roundabouts and is optional for single-lane roundabouts. Temporary bicycle lanes on sidewalks are illustrated in Exhibit 213-1.

Figure 213.8.1 illustrates the geometry for a bicycle ramp when a utility strip of at least 6 feet is present. The clearance angle between the ramp and the roadway center line shall be 25 degrees however, angle is not to exceed 30 degrees.

Figure 213.8.2 illustrates the geometry for a bicycle ramp when sidewalk on the approaching roadway is not present or not the full width.

Notes: Directional Traffic Marking Surface Indicator (a.k.a., Directional Indicator) at the top of the bicycle ramp to provide a tactile cue for visually impaired pedestrians is not shown in the sidewalk. Do not place detectable warning surfaces on the bicycle ramp when Departmental Identification (white) over Departmental Standard (blue) (DID) under 2024-01 for additional requirements.

There are several types of on-road and physically separated bicycle facilities available to accommodate bicycle lanes as discussed in FDM 223. The following information outlines the considerations for bicycle facilities at roundabouts.

On-road bicycle facilities. On-road bicycle facilities include bicycle lanes and paved shoulders. Physically separate bicycle facilities at the outside edge of the approach and around them at the roundabout, and as shown in Figure 213.8.1. Locate pavement ramps close to the roundabout where vehicle speeds are slow. Physically separated bicycle facilities should be continuous around the perimeter, separate in the early lane and follow the roadway of the roundabout. Figure 213.8.1 shows a typical design for a separated bike lane. Details for sidewalk-mounted bicycle lanes and separated bike lanes are shown.

Physically separated bicycle facilities. Physically separated bicycle facilities include concrete and steel barriers, raised concrete curbs, and raised concrete walls. Physically separated facilities should be continuous around the perimeter, separate in the early lane and follow the roadway of the roundabout. Figure 213.8.1 shows a typical design for a separated bike lane. Details for sidewalk-mounted bicycle lanes and separated bike lanes are shown.

Separation techniques for physically separated bicycle facilities are covered in FDM 223.

Provide the same or similar bicycle roundabouts to allow cyclists to be confident that they can use the physically separated bike facility to cross the intersection or to take an exit ramp and use the crosswalks to cross. These ramps are optional for single-lane roundabouts.

Source: New items in accordance with FDM 213.8.2.

7

FDOT FDM 213.8.3 Pedestrian Crossings

- Added New Subsection 213.8.3
 - Angled Crossings
 - Straight Crossings
 - Offset Crossings

213.8.3 Pedestrian Crossings

- **Angled Crossings** - Angled crossings are the preferred configuration because they minimize pedestrian crossing distance. When developing Angled Crossings, place each leg of the crosswalk perpendicular to the outside curb of the entry and exit lanes and locate the angle point near the center of the splitter island. (See Figure 213.8.1 for angled crossings)
- **Straight Crossings** - Straight crossings are used when avoiding continuity of a major multi-lane road. For Straight Crossings, place the entire crosswalk perpendicular to the centerline of the approach roadway. (See Figure 213.8.1 for straight crossings)
- **Offset Crossings** - Offset crossings (Figure 213.8.3) are used at multi-lane roundabouts where supplemental crossing treatments such as Pedestrian Hybrid Beacons or Rectangular Rapid Flashing Beacons are proposed. When developing offset crossings, locate the approach lane crosswalk 20 feet from the outside of the ILC and the exiting lane crosswalk 50 feet from the outside of the ILC. The design is intentionally opposite the similar 2-Crossing found at roundabout locations. The longer distance at the exit allows for a 2-sec. clearance between the crosswalk and roundabout.

8

FDOT FDM 213.8.3 Pedestrian Crossings

- Added New Figures for Subsection 213.8.3
 - Figure 213.8.1 Angled and Straight Crossings
 - Figure 213.8.1 Offset Crossings

Figure 213.8.1 Angled and Straight Crossings

Figure 213.8.2 Offset Crossings

9

FDOT FDM 213.10 Signing and Pavement Markings

- Modified Text for 213.10
 - Change Location of Some Text Within the Section
 - Text Regarding New Figure
 - Guidance on the Use of Green-Colored Pavement

213.10 Signing and Pavement Markings

Well-designed signing and pavement markings will enhance safety and traffic operations by clarifying the rules of the road and proper lane assignments to drivers as they navigate through the roundabout.

Use the standard left-turn arrow with a circular dot on the left-most lane of the approach to multi-lane roundabouts as shown in Standard Plans, Index 711-001. Use standard arrows within the circulatory roadway.

Follow the details presented in Exhibits 213-3, 213-4, 213-4, and Figure 213.10.1 when developing roundabout signing and pavement marking plans to promote consistency throughout the state.

Use the standard left-turn arrow with a circular dot on the left-most lane of the approach to multi-lane roundabouts as shown in Standard Plans, Index 711-001. Use standard arrows within the circulatory roadway.

Figure 213.10.1 shows roundabout signs and pavement markings with the bicycle lane. There are options for green or no green color pavement markings depending on the location and conditions. Green-colored pavement is permitted for use with Interim Approval from FHWA. This figure also identifies features that should be included in the design of street crossings.

Additional measures may be needed to induce yielding to bicyclists and pedestrians at certain locations of multi-lane roundabouts or roundabouts where exit geometry may prompt faster exiting speeds and reduced chances of yielding by motorists. Consider devices such as a Rapid Flashing Beacon or a Pedestrian Hybrid Beacon.

10

FDOT FDM Signing and Pavement Markings

- Added Figure 213.10.1 Roundabout S&PM with Separated Bicycle Lane

Figure 213.10.1 Roundabout S&PM with Separated Bicycle Lane

11

2024 FDOT Design Manual

FDM 222
Pedestrian Facilities

January 2024

12

FDOT Major Changes to FDM 222

- FDM 222.2.1 Sidewalk

13

FDOT FDM 222.2.1 Sidewalk

- Requirement for Sidewalk in C3C Context

Provide sidewalk on high speed curbed and flush shoulder roadways within C2T, C3C, C4, C5 or C6 context classification; and within C1, C2 or C3R where the demand for use is demonstrated.

14

2024 FDOT Design Manual

FDM 223
Bicycle Facilities

FDOT
January 2024

15

FDOT Major Changes to FDM 223

- FDM 223.2 Bicycle Facilities
- FDM 223.2.1 Bicycle Lanes
- FDM 223.2.1.1 Bicycle Lane Width
- FDM 223.2.1.3 Keyhole Lanes
- FDM 223.2.4 Separated Bike Lanes
- FDM 223.2.4.1 Type of Separation
- FDM 223.2.4.2 Sidewalk Level Separated Bike Lane
- FDM 223.2.4.4 Separated Bicycle Lane Widths
- FDM 223.2.5 SBL Curb Types
- FDM 223.2.6 Bicycle Ramps
- FDM 223.5 Bicycle Parking Amenities

16

FDOT FDM 223.2 Bicycle Facilities

- Added Bicycle Ramps as a Bicycle Facility

223.2 Bicycle Facilities

A bicycle facility accommodates bicycle travel. Bicycle facilities play an important role in supporting bicycle travel.

Bicycle facilities include the following:

- Bicycle lanes
- Keyhole lanes
- Intersection Bicycle Box and Two-Stage Bicycle Turn Box
- Paved shoulders
- Shared use paths
- Separated bicycle lanes
- **Bicycle ramps**

17

FDOT FDM 223.2.1 Bicycle Lanes

- Moved 223.2.2.1 Marked Shoulder Subsection to the 223.2.1 Bicycle Lanes Subsection
 - Modified Context Classification Allowance for Marking Paved Shoulders as Bicycle Lanes
 - Modified Condition 4 to Include Separated Bicycle Lanes as not being present along Corridor

Bicycle lanes can be used on unlined roadways with a design speed ≤ 45 mph. However, it is best practice to consider other types of facilities for design speeds greater than 30 mph, such as a separated bicycle lane or shared use path.

Mark paved shoulders as bicycle lanes when all the following are met:

- (1) Design speed ≤ 45 mph.
- (2) Shoulder width ≥ 5-foot.
- (3) Within C2T, C4, C5, C6, C3C context classification, or within C3R when demand is demonstrated, and
- (4) Shared use path or separated bicycle lanes are not present along corridor.

223.2.2.1—Marked Shoulders

A paved shoulder that has the Helmeted-Bicyclist-Symbol-and-Bicycle-Lane-Arrow pavement markings (see FDM 223.2.1.2) is referred to as a "marked shoulder".

18

FDOT FDM 223.2.1.1 Bicycle Lane Width

- Modified Criteria Regarding the Placement of a Bicycle Lane Adjacent to a 10 Foot Travel Lane

For projects where a bicycle lane is needed and it is not practical to move the existing curb (e.g., RRR), the width of the bicycle lane depends on the width of the available roadway pavement. For these types of projects, the options in the order of priority are:

- 7-foot buffered bicycle lane
- 6-foot buffered bicycle lane
- 5-foot bicycle lane
- 4-foot bicycle lane

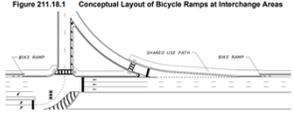
Do not place a 4-foot bicycle lane with less than 5 feet of width adjacent to a 10-foot traffic lane.

19

FDOT FDM 223.2.1.3 Keyhole Lanes

- Modified Keyhole Lane Criteria

223.2.1.3 Keyhole Lanes
 A keyhole lane is a bicycle lane that is placed between a through lane and the adjacent right-turn lane, merge lane, bus bay, or parking lane.
 To reduce conflicts between motorists and bicyclists, consider transitioning a bicycle lane to an adjacent separated bicycle lane, shared use path, or urban side path prior to and through the conflict area. Keyhole lanes are not required where a separated bicycle lane is provided.
 Provide a keyhole lane on curbed roadways that have a bicycle lane approaching the intersection of a right-turn lane, merge lane, bus bay, or parking lane. On curbed roadways that do not have a bicycle lane approaching an intersection with a right-turn lane, consider providing a 17-foot right-turn lane for development of future bicycle facilities.
 Provide a keyhole lane on flush shoulder roadways of any design speed where the approaching or departing paved shoulder is of at least 4 feet in width.
 Provide a 7-foot buffered keyhole lane on curbed roadways; however, when 7 feet is not obtainable, provide the greatest keyhole lane width possible, but not less than 5 feet. The keyhole lane should match the width of the shoulder on flush shoulder and high-speed curbed roadways, but not less than 5 feet.



20

FDOT FDM 223.2.4 Separated Bike Lanes

- Added language to support separated bicycle lanes in advance of interchange ramps as well as other intersections and roundabouts

223.2.4 Separated Bicycle Lanes (SBL)
 Separated bicycle facilities lanes are one-way or two-way bicycle lanes that are adjacent to and physically separated from the vehicular travel lane. Bicyclists in these facilities are separated from vehicular traffic.
 A separated bicycle lane may be used when all the following conditions are met:

- Minimum required combined width of the separator and separated bicycle lane can be obtained.
- Separation can be maintained between bicycle and motorized traffic through intersections, and
- Conflict points are minimal and mitigated. Cyclists should be given priority at the driveway and side street crossings.

A separated bicycle lane should be considered when street level bicycle facility transitions are needed for interchange ramp and intersection approaches. See FDM 223.2.6 for criteria for transitions between driveways and FDM 211.6.6 for ramp crossover criteria.

21

FDOT FDM 223.2.4.1 Type of Separation

- Modified language for clarification
- Point to the new section on curb types

223.2.4.1 Type of Separation
 Tubular markers, islands, on-street parking, and rigid barriers may be used as forms of separation for the appropriate design speeds as follows:

- 35 mph or less: Tubular markers, traffic separators, islands, rigid barriers, or on-street parking. For separated bicycle lanes adjacent to on-street parking, use an island (see Figure 223.2.2).
- 40-45 mph: Median/Traffic separator, islands, or rigid barriers

Use curb types for separated bicycle lanes as shown in FDM 223.2.6. Other forms of separation require approval from the State Roadway Design Engineer.

22

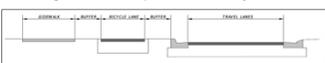
FDOT FDM 223.2.4.2 Sidewalk Level Separated Bike Lane

- Added Sidewalk Level Separated Bicycle Lanes as an option
- Design Criteria for widths and other design criteria including buffer between sidewalk and SBL

223.2.4.2 Sidewalk Level Separated Bicycle Lanes
 Sidewalk level separated bicycle lanes, also known as raised bicycle lanes, are exclusive bicycle facilities located at sidewalk level, adjacent to the roadway.
 Use the following criteria when installing sidewalk level SBLs:

- In C27, C4, C5, or C6 where design speed is 35 mph or less, use urban side path when an FDOT SBL for the following elements. In other conditions, use the SBL and criteria for these elements:
 - Horizontal Clearance
 - Vertical Clearance
 - Design Speed
 - Minimum Clearance
 - Separation from Roadway
 - Longitudinal Grades
 - Cross Slopes
- Follow the width criteria in Table 223.2.1.
- When adjacent to a sidewalk, provide a 2-foot detourable buffer or a cross curb or vertical separator between the sidewalk and separating curb lane. A 1-foot detourable buffer may be used in coordinate conditions.

A sidewalk level bike lane does not substitute for a sidewalk, where a sidewalk is required. See Figure 223.2.2 for examples of a sidewalk level bike lane.



23

FDOT FDM 223.2.4.4 Separated Bicycle Lane Widths

- More Flexibility in Minimum Lane Widths of SBLs
- Accounting for curbs

Table 223.2.1 Minimum Separated Bicycle Lane Widths

Facility	Width (feet)
One-Way Facility	
Between drop curbs, types E or B curbs, at sidewalk level, or adjacent to one type F or D curb	5
Between two type F or D curbs	6
Two-Way Facility	
Between drop curbs, types E or B curbs, or at sidewalk level	8
Adjacent to one type F or D curb	9
Between two type F or D curbs	10

Notes:
 (1) A continuous barrier is treated the same as a type F or D curb.

24

FDM 223.2.5 SBL Curb Types

Figure 223.2.4 SBL Curb Types

Curb Types	Description
<p>223.2.5 Separated Bicycle Lane (SBL) Curb Types</p> <p>Selecting the appropriate curb type is important when designing separated bicycle lanes and street buffer zones. Increased risks of bicycle wheel or pedal strikes and crashes can be influenced by the curb type. The curb angle and curb height can have an impact when exiting the bicycle lane, accessing parking, and determining risk of encroachment by motor vehicles. Figure 223.2.4 illustrates and describes curb types used for separated bicycle lanes.</p>	<p>Drop Curb</p> <p>Cross section width that could be used for the bicycle lane or a buffer. The curb is offset from the edge of the bicycle lane, without impeding motor vehicles. However, the curb can be encroached by motor vehicles and bicycles.</p> <p style="text-align: right;">(N.T.S.)</p>

See References:
 FDOT Standard Plan Index 520-001, 520-002
 FDOT Drainage Manual-Table 3.2

25

FDM 223.2.6 Bicycle Ramps

Figure 223.2.6 Straight Bicycle Ramp

Figure 223.2.5 Angled Bicycle Ramp

not include a Directional Indicator when connecting an on-street bicycle facility to a sidewalk level SBL.

26

FDM 223.5 Bicycle Parking Amenities

- Adding "Micromobility" Given the Challenges of Scooter Clutter on

Micromobility Device
 A range of small, lightweight vehicles (typically less than 36" wide and 50 lbs.) operated by users personally at speeds between 15 mph and 28 mph. Micromobility devices include, but are not limited to, electric scooters, electric skateboards, and electric pedal assisted (pedelec) bicycles.

- Clarified lateral offset requirements

223.5 Bicycle Parking Amenities

Appropriately placed bicycle and micromobility parking supports those who choose to use the bicycle or micromobility devices (devices) as their mode of transportation. Bicycle and micromobility parking facilities are installed and maintained by local agencies and

Lockers are desirable for long-term device parking and for shielding devices from inclement weather conditions.

- Lockers can provide a secure place to store and prevent access when closed
- When on-street parking is being used to create bicycle and micromobility device parking as seen in **Figure 223.5.1** and **Figure 223.5.2**:
- Use only where vehicular on-street parking is also allowed per **FDM 219.2.3**
- Parking should be flush with the bicycle lane or accessible by a rounded curb
- Vertical ground-mounted objects (i.e. tubular markers) may also be used for motor vehicle and bicycle parking separation

Figure 223.5.1 illustrates on-street bicycle parking at midblock and **Figure 223.5.2** illustrates on-street bicycle parking at an intersection.

27

FDM 223.5 Bicycle Parking Amenities

- Offset Requirement
- Spacing Between Racks
- Midblock and Intersection
- Spacing Adjacent to Cars to Allow for Entering & Exiting
- Separation from Parked Cars
- Parking Accessible to Bike Facility

Figure 223.5.2 On-Street Bicycle Parking (Intersection)

Figure 223.5.1 On-Street Bicycle Parking (Midblock)

28

2024 FDOT Design Manual

FDM 224 Shared Use Paths

January 2024

FDOT
 2024 FDOT Design Manual
 January 2024

29

Major Changes to FDM 224

- FDM 224.4.1 Tunnel and Bridge Width
- FDM 224.7 Horizontal Clearance

30

FDOT **FDM 224.4.1 Tunnel and Bridge Width**

- Added Needed Clarification of Criteria on Vehicular Bridges

224.4.1 Tunnel and Bridge Widths

Clear width for tunnels is the width of the shared use path plus four feet. The geometrics and lighting requirements should be discussed with the Department Project Manager and the District Pedestrian/Bicycle Coordinator.

Clear width for standalone pedestrian & bicycle Bridges can be found in [FDM 266.3](#).

Clear width for shared use paths on vehicular bridges is the width of the approach facility plus four feet (2-foot wide on each side). The minimum clear width is 12 feet under constrained conditions.

31

FDOT **FDM 224.7 Horizontal Clearance**

- Language supports the changes in FDM 224. 4.1

224.7 Horizontal Clearance

Provide a 4-foot clear area adjacent to both sides of the path, including placement of signs. Maintain a 2-foot-wide graded area with a maximum 1:6 slope adjacent to both sides of the path. For restricted conditions, bridge abutments, sign columns, fencing and railing may be located within 4 feet of the edge of pavement.

For Urban Side Paths, the following criteria reflect the lower design speed. Provide a minimum 2-foot buffer area adjacent to both sides of the path, including placement of signs. Signs, plantings, or other items must be located outside of the 2-foot buffer. Maintain a graded area with a maximum 1:6 slope adjacent to both sides of the path within the 2-foot minimum buffer area.

Horizontal clearance on standalone pedestrian & bicycle bridges, shared use paths alongside or on vehicular bridges, and tunnels is accounted for in the required clear widths as described in [FDM 224.4.1](#).

32

FDM 213 Modern Roundabouts

The End

FDOT

33

Background

What is TEM?
The manual that outlines standards and guidelines for traffic engineering practices in Florida.
It covers various aspects, including the adoption process for standards, as well as specific guidelines for highway signs, traffic signals, markings, and others.
TEM is updated annually on November 1st, and it takes effect on January 1st of the following year.

Where Can You Find It?
The manual is available in [electronic format](#).




FDOT

1

General Updates

- Chapter 1 language updated for the 2023 release.
- Chapter 2 updates are anticipated to be completed with MUTCD updates.
- Applied Plain Language Guidelines and updated Chapters 3, 4, and 5.
- Updated reference links and terminology to be consistent with current practices (e.g., sign panels changes to plaques where applicable).
- Updated references to match current FTP sign numbering.
- Added table/figure cross-referencing.

Previous Text

3.1.6 APPLICATION REQUIREMENTS FOR FLASHING BEACONS AND OPERATION REQUIREMENTS

(1) All existing flashing beacons are considered to meet the MUTCD requirements whether they are single or dual installed.

(2) However, all new or replacement intersection control beacon installations shall be designed and installed with dual indicators. Wherever practical, the dual indicators shall both be positioned laterally within each approach width to the intersection. For example, a four-way beacon assembly over each side of a divided four-lane highway does not meet this requirement. In no instance shall intersection control beacon indicators on an approach be closer than 8 feet apart measured horizontally.

New Text

3.1.6 INTERSECTION CONTROL BEACONS INSTALLATION AND OPERATION REQUIREMENTS

When replacing or installing new intersection control beacons (ICB), clear the traffic control devices with a minimum of two 15-second intervals for all approaches. Place the indicators on the approach to be replaced, and clear the indicators within the clearance zone at that approach. (2) In addition, the approach indicator shall be in operation for 15 seconds, and the approach indicator shall be in operation for 15 seconds after each intersection approach independently. (3) In addition, one approach may be a single indicator installation for emergency vehicles only.

The vehicle approach indicator for each ICB signal head shall be installed and not placed alternately to ensure other segments of the intersection control.

FDOT

2

Chapter 3: Signals

- Section 3.1.3 – Flashing Mode Applications**
Added guidance on when to choose red-red vs. yellow-red flashing mode. Updated language to include all turn arrow indications.
- Section 3.1.6 – Intersection Control Beacons Installation and Operation Requirements**
Updated guidance to clarify the requirements for new beacons.
- Section 3.2 – Guidelines for Left Turn Treatment**
Added Variable Left-Turn Mode definition and display guidance.

3.1.3 FLASHING MODE APPLICATIONS

Use the following signal flashing mode and start-up sequences:

3.1.3.1 Yellow-Red Flashing Mode

Main Street: Flashing yellow during flashing mode, then steady green on start-up sequence.

Arrow Turn signals: Flashing red signal arrows during yellow-red flashing mode, then steady red arrow on start-up sequence.

Side Street: Flashing red during flashing mode, then steady red on the start-up sequence.

3.1.3.2 Red-Red Flashing Mode

Main Street: Flashing red during flashing mode, then steady green on the start-up sequence.

Arrow Turn signals: Flashing red signal arrows during red-red flashing mode, then steady red arrow on start-up sequence.

Side Street: Flashing red during flashing mode, then steady red on the start-up sequence.

FDOT

3

Chapter 3: Signals

- Section 3.3 – Scheduling Intersection Control Evaluations and Funding Arrangements**
Updated Traffic Signal Maintenance and Compensation Agreement procedure to match current practice.
- Section 3.4 – Emergency Signal Configuration and Operation**
Updated Figure 3.4-1 to match written guidance.

3.4.4 EMERGENCY SIGNAL CONFIGURATION AND OPERATION

MUTCD Section 4G.02 defines the operational requirements for locating an emergency signal mid-block. The MUTCD allows either a steady green or flashing yellow signal when emergency vehicles are not entering the roadway.

For new or reconstructed emergency signal installations, follow the criteria below, which are based on the MUTCD Section 4G.04 requirements:

- Provide dual signal faces for each roadway approach. Install a minimum of one signal face for the emergency vehicle driveway. Two signal faces are preferred for the emergency vehicle driveway.
- If the emergency service is off the main roadway and emergency vehicles access it by the minor street, emergency signals may be installed at the intersection of these roadways. Use dual signal faces on the minor street, with the signals resting on the flashing red mode.
- Operate mid-block emergency signals in flashing yellow mode when emergency vehicles are not entering the roadway. Use a three-section roadway signal head operated as shown in Figure 3.4-1. The engineer may use strobe signals, LEDs, or solar powered signals. Check permitting requirements before installation.
- Design signal operation at intersections near or at the intersection preempted by emergency vehicles entering the roadway on an individual basis.

FDOT

4

Chapter 3: Signals

- Section 3.5 – Traffic Signal Mast Arm Support Boundaries**
Updated boundary map description.
- Section 3.7.4 – APS Request Review Process**
Clarified District Traffic Operations Engineer approval on Accessible Pedestrian Signals being required for intersection and midblock signals on the State Highway System.

3.7.4 APS REQUEST REVIEW PROCESS

DTOEs review all requests for APS installations on the State Highway System, either directly or through engineering studies. The DTOEs consider the needs of all pedestrians in the review, not just those with visual impairments.

The initial review may require site visits to verify field conditions. The Department records and maintains all data gathered during the initial screening. Recalculate all data and analysis with MUTCD Sections 4E.09 to 4E.13 standards. Although local government concurrence is desirable, it is not a prerequisite for committing Department resources for an APS installation.

If the DTOE denies an APS installation after the initial review, document the reasons, advise the requestor of the review findings, and provide the local government with a copy.

FDOT

5

Chapter 3: Signals

- Section 3.9 – Installing Retroreflective Signal Backplates of Existing Structures**
Updated procedure for the use of Flexible Retroreflective Backplates on existing mast arm and span wire structures.
- Section 3.10 – Flashing Yellow Arrow Signal Application**
Included background information on the Flashing Red Arrow Signal Application. Clarified installation guidance on replacing a five-section signal head with a four-section Flashing Yellow Arrow signal head.

3.9.4 PROCEDURE

For existing mast arm and span wire structures, the use of FRBs listed on the Department's Approved Product List (APL) is exempt from the FOM 201 structural capacity analysis requirements. This exemption applies only when the elements to be added to an existing signal structure are FRBs.

The District Traffic Operations Office track and document locations and implementation dates within the signposted assets by district found in a traffic.

When recommending replacing a five-section signal head with a four-section FYA signal head for the left-turn lane and a three-section signal head for the inside through lane, the engineer must confirm the Department's structural loading capacity requirements are met.

FDOT

6



AUTOMATED ENFORCEMENT OF SCHOOL ZONE SPEED LIMITS

- F.S. 316.008(J), 316.0776: County or municipal governments may use speed detection systems to enforce speed limits in school zones
 - Active 30 minutes before breakfast program or school session begins until 30 minutes after school session ends
 - Can enforce school zone limit or posted speed by time of day
 - May capture photos or videos of rear of vehicle
 - Violation: \$100 fine for 11+ mph over the speed limit
- Effective July 1, 2023
- Read more: [HB 0657 / SB 0588](#)



1



AUTOMATED ENFORCEMENT OF SCHOOL ZONE SPEED LIMITS

County or Municipal Requirements:

- Enact an ordinance to authorize installation
- Consider traffic data or other evidence to support installation
- Determine that school zone constitutes a "heightened safety risk that warrants additional enforcement measures"
- Post signs indicating photo enforcement
- Conduct a 30-day public awareness campaign for first zone
- Report results annually

FDOT requirements:

- Establish placement and installation specifications by December 31, 2023



2



ENFORCEMENT OF SCHOOL BUS PASSING INFRACTIONS

- F.S. 316.172(1): School districts may install detection systems on school buses to enforce stop requirement
 - School district may contract a private vendor to install detection systems on school bus fleet
 - Record of violation must be given to local law enforcement within 30 days of infraction to enforce violations
 - Violation: \$200 fine passing left, \$400 on loading side
- Effective July 1, 2023
- Read more: [SB 766](#)



3



ENFORCEMENT OF SCHOOL BUS PASSING INFRACTIONS

School District Requirements:

- Install high-visibility reflective signs on rear of bus to indicate detection system use
- Conduct a 30-day public awareness campaign before first use
- Report results quarterly

State Board of Education Requirements:

- Establish school bus infraction detection system specifications on or before December 31, 2023



4

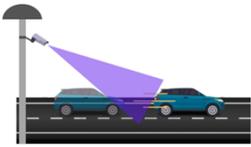


School Zone Speed Detection System (SDS)

5

Overview

- School Zone SDS is an automated system used for speed enforcement in school zones.
- Two types of SDS:
 - Portable
 - Fixed
- SDS may utilize Radar or LiDAR to capture a photograph or video of a motor vehicle that exceeds the speed limit.




6

Process

- Collect Necessary Documentation
- Submitted application using FDOT's online permitting system, [One Stop Permitting](#), or by completing the FDOT [Form 850-040-05](#)
- Obtain a General Use Permit (GUP) which is valid for five years.

2021 Florida Statutes (Including 2021B Session)

TITLE XXXII MOTOR VEHICLES	CHAPTER 316 STATE UNIFORM TRAFFIC CONTROL Entire Chapter	SECTION 0776 Traffic infraction detectors; placement and installation.
-------------------------------	--	---

316.0776 Traffic infraction detectors; placement and installation.—

(1) Traffic infraction detectors are allowed on state roads when permitted by the Department of Transportation and under placement and installation specification developed by the Department of Transportation. Traffic infraction detectors are allowed on streets and highways under the jurisdiction of counties or municipalities in accordance with placement and installation specifications developed by the Department of Transportation.

7

Permitting Documentation

- Letter from the County or Municipality signed by the Chief Executive requesting the installation of an SDS.
- A copy of the County or Municipality Ordinance authorizing the SDS, including the time of day and the speed limits that are to be enforced.
- Site Plans denoting:
 - The location of each proposed fixed or portable SDS installation
 - Location(s) of the nearby FDOT infrastructure
 - Electrical, communication, and Speed Limit Photo Enforced sign assembly details
- Signed and sealed standard structural installation and foundation details.
- A certification statement indicating that the SDS conforms to FDOT [SDS Placement and Installation Specifications](#).

8

Special Provisions to GUP - Installation

Remove or relocate SDS within 30 days of FDOT notice.	Coordinate SDS installation with FDOT construction to avoid delays.
Comply with Underground Facility Damage Prevention and Safety Act	Repair FDOT right-of-way damage caused by SDS promptly.
Install fixed SDS on standalone pole, not attached to structures.	Remove SDS within 30 days if permanently deactivated; notify FDOT.
Ensure electrical and communication installations meet FDOT specifications.	SDS must have its own electrical service, communication system
Present Final As-Built Plans at permit close-out for adjusted locations.	Valid for five years; may be renewed with County/Municipality and FDOT approval.

Changes to FDOT Standards may require new GUP application.

9

Installation

- The SDS needs to be installed in accordance with FDOT [SDS Placement and Installation Specifications](#).
- Ground-mounted Speed Limit Photo Enforced signs shall be installed 100 feet prior to the furthest upstream S1-1 school zone warning signs.
 - Signs shall meet the requirements of FDOT Standard Specifications Section 700 and be designed in accordance with FDOT Standard Plans, Index 700-010.
 - For school zones located along multilane divided roadways with a physical median, the signs shall be installed on both the roadside and the median.

Speed Limit Photo Enforced Signs

SPEED LIMIT PHOTO ENFORCED	SPEED LIMIT PHOTO ENFORCED
7:30 - 8:30AM 2:30 - 3:30PM	7:30 AM TO 3:30 PM

10



11

Snapshot: City of Jacksonville & HB 657

- Roughly 1M population (949,611 reported in 2020 Census)
- COJ is an FHWA designated Focus MPO Area in a Focus State:
 - 6th highest in ped fatalities, 3rd highest in bike fatalities
- COJ is largest city in contiguous U.S. = larger area for enforcement
- COJ implemented speed enforcement cameras 2013-2017

12

DANGEROUS BY DESIGN 2022

No metros in the top 20 are improving
All have gotten significantly more deadly

Average fatality rate (2012-19) | Average fatality rate (2019-20)

City	Total Population	Number	Percentage of Total Fatalities		Fatality Rate per 100,000 Population	
			Total	Pedestrian	Total	Pedestrian
New York, NY	202	8	3.7%	4,877,513	2,398	0.39
Los Angeles, CA	202	12	3.7%	3,900,207	892	0.31
Chicago, IL	203	11	4.7%	2,696,555	834	0.41
Houston, TX	207	12	3.8%	2,288,255	713	0.32
Phoenix, AZ	201	12	3.4%	1,624,568	1731	0.32
Philadelphia, PA	193	7	7.3%	1,510,211	844	0.44
San Antonio, TX	200	6	3.0%	1,401,853	1319	0.41
San Diego, CA	198	6	4.6%	1,381,811	834	0.36
Dallas, TX	208	5	3.3%	1,280,487	1715	0.25
San Jose, CA	191	6	6.8%	958,489	713	0.61
Austin, TX	193	4	3.4%	958,812	1038	0.21
Washington, DC	199	2	1.6%	692,528	1508	0.21
Columbus, OH	197	3	3.1%	906,528	1010	0.33
San Francisco, CA	184	3	4.7%	862,208	1613	0.38
Charlotte, NC	199	3	1.8%	879,709	1219	0.33
San Francisco, CA	191	3	0.7%	811,225	308	0.30
Seattle, WA	145	3	6.7%	733,812	813	0.41
Denver, CO	98	1	1.6%	711,483	938	0.14

Traffic Safety Facts 2021 Data

13

Buy-In & Implementation: Expected Hurdles

- Safety benefits are obvious (easy sell), so get to the logistics
 - Division of labor, stakeholders, studies, drafting ordinance, installation, maintenance, public notice, etc. **COSTS??**
- Provide relevant case studies & examples
- Draft ordinance, schedule, partnerships, etc. prior to Council/elected
- Works most effectively **IN-TANDEM** with stop arm cameras

14

Duval County schools add cameras to buses to catch illegal passing

The law went into effect on July 1

MORE THAN 4,300 ILLEGAL BUS PASSINGS

News 4 JAX

15

Vendors: Typical Services Offered

- Zero cost for physical units (use partial generated revenues)
- Conduct required traffic studies (vendor provided methodology)
- Provide training
- Branding
- Acquire permits and coordinate installation
- Coordinate with schools, enforcement, local jurisdictions, etc.
- Maintenance, ticketing (citation mailing), and reporting costs

16

Benefits: Obvious & Not-So-Obvious

- “Big Brother” effect in areas where no cameras installed
- Enforcement can screen for select vehicles
- Cities can make existing school zones more robust

17

CONTACT:
Matt Fall
Bicycle-Pedestrian Coordinator
MFall@coj.net

18

DISTRICT 4 SPOTLIGHT: BICYCLE AND PEDESTRIAN MASTER PLAN 2.0

Claudette de los Santos
Bicycle, Pedestrian and Complete Streets Coordinator

1

CONTENT

1. INTRODUCTION
2. GOALS AND OBJECTIVES
3. UPDATED COMPONENTS
4. TIMELINE

2

INTRODUCTION

- The Department’s mission is to provide a safe transportation system that ensures the mobility of people and goods.
- Fulfilling this commitment requires providing a system that ensures reasonable safety and mobility for pedestrians and bicyclists.
- In 2018, District 4 OMD, completed a first of it’s kind Pedestrian Bicycle and Pedestrian Master Plan that will be updated with this Plan.

3

GOALS AND

- The purpose of this Master Plan is to update the previous plan while also including the following factors:
 - To make this Master Plan as actionable as possible.
 - Convert the Static Master Plan to have interactive functionality for a web-based experience.
 - Account for projects that have been built since the previous Master Plan.
 - Account for the most recent LRTP’s from local planning organizations.
 - Provide connectivity to premium transit corridors.
 - Identify needs and opportunities for alternate routes for right-of-way constrained gaps in the FDOT network.

4

UPDATED

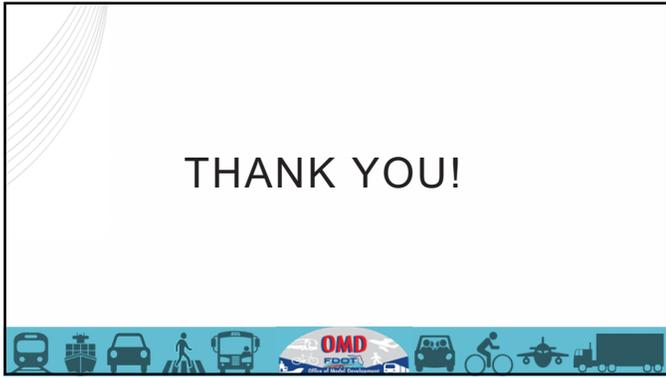
- Interactive Functions
- State of the art data collection
- Walk Scores
- Assessments and identification of needs throughout all five counties
- Manual Components (latest FDM, MUTCD, NACTO Urban Bikeway Design Guide, etc.)
- Many, many more!

5

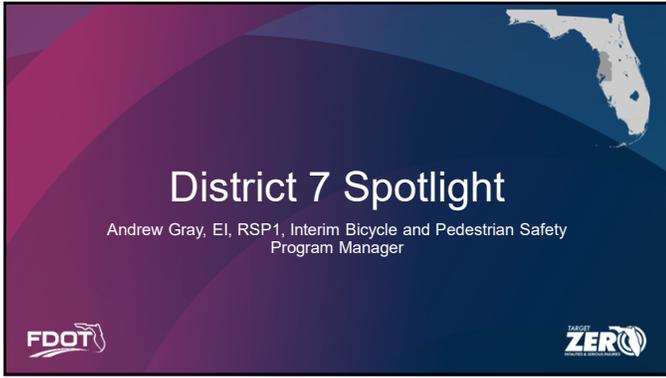
TIMELINE

01	02	03	04
Early 2024: Finalize Scope	Spring 2024: Data collection begins	Late 2024: All deliverables to be completed	Early 2025: Completion of Master Plan

6



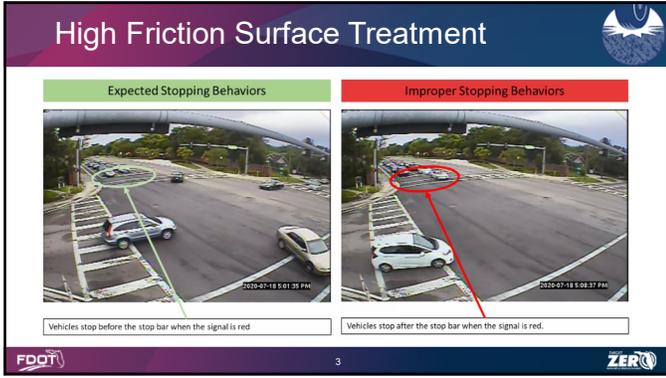
7



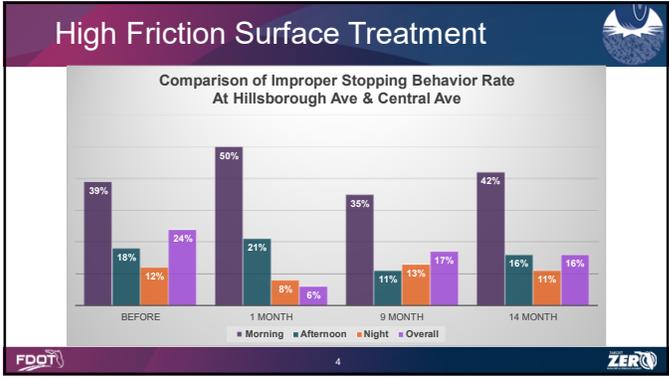
1



2



3



4



5



6



7

Florida Avenue Raised Crosswalks

- Preliminary Meeting with Planning and Traffic Operations
- Coordinate with Transit Agency
- Engineering Review
 - Existing Conditions & Planned Developments
 - Existing Crosswalk Evaluation
 - Speed Evaluation

8



9



10

Pinellas Bayway Cycle Track Follow Up & Near Miss Data

440244-1

11

Pinellas Bayway Cycle Track

- Public Safety Concerns
- Collected Near Miss Data

12



13



14



15

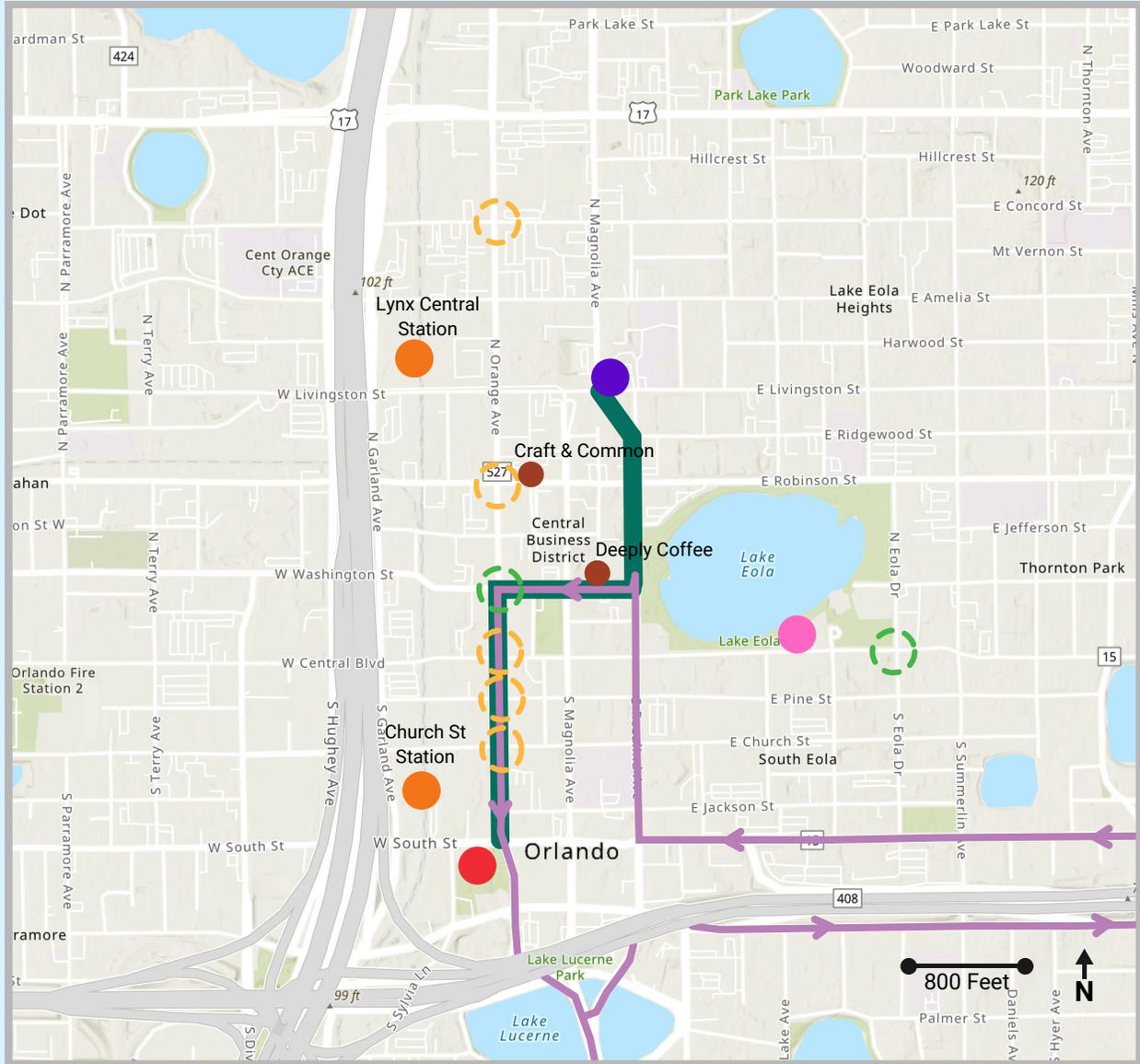
Appendix C – Walkshop Route

FINDING YOUR WAY AROUND Downtown Orlando

Use this QR code to upload pictures from the walkshop.



Below is a map highlighting key areas to help you find your way around Downtown Orlando. On the morning of January 31st, the City of Orlando staff will host a walkshop at **8:15 am** starting at the Home2Suites Hotel Lobby.



- Orlando City Hall
- Home2Suites
- Dinner Location: Osphere Neighborhood Grill
- Coffee Shops
- Existing Quick Build Intersection Projects
- Sunrail Train Stations
- Future Quick Build Intersection Projects
- U.S. Olympic Team Marathon Trial Course (Feb 3rd 2024)
- Walkshop Route

