

Florida Pedestrian and Bicycle Safety Coalition Meeting Report

January 28 - 29, 2025

Orlando City Hall, Orlando, FL



*Prepared for the Florida Department of
Transportation
2-24-2025*



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	✓
Askins	Jon	Florida LEL Program	✓
Avola-Brown	Michelle	Naples Pathway Coalition	✓
Babcock	Gina	National Coalition for Safer Roads	✓
Beaty-Campbell	Allison	FDOT Office of Policy Planning	✓
Bhattacharya	Poorna	ASHA Planning Consultancy	✓
Blais	Jasmine	Kittelson & Associates, Inc.	✓
Bobo	Loreen	FDOT District Five	✓
Borms	Jotan	FDOT – TDA	<input type="checkbox"/>
Bracken	Tara	FDOT Transit Office	<input type="checkbox"/>
Brown	Mark	Broward MPO	✓
Bryant	Curtis	Creative Fuel, LLC	✓
Burgess	Kevin	FHWA Florida Division	<input type="checkbox"/>
Bush	Emily	Bike/Walk Central FL	<input type="checkbox"/>
Cerame	Caitlin	City of Pensacola	<input type="checkbox"/>
Cerulli	Ronda	Florida Department of Health	✓
Chico	Lina	Orlando Health-Arnold Palmer Hospital for Children	✓
Cordle	Abigail	St. Augustine Police Department	<input type="checkbox"/>
Corkery	Terrence	FDOT Central Office	<input type="checkbox"/>
Craig	Chris	FDOT Central Office	✓
Crosby	Dana	FDOT Central Office	✓
Discepolo	Isabella	HCA Bayonet Point Hospital-Trauma Center	✓
Duran	Emmeth	FDOT District Seven	✓
Fall	Matthew	City of Jacksonville	✓
Feinberg	Rory	FDOT District Six	✓
Fellerhoff	Christopher	Hillsborough County	<input type="checkbox"/>
Frank	Jason	Sarasota Police Department	✓
Galloway	Alicia	FDOT Central Office	✓
Giroux	Rupert	FDOT Central Office	✓
Gutierrez	Ricardo	Broward MPO	✓
Gray	Andrew	JMT (on behalf of FDOT District Seven)	✓
Gray	Ray	Florida Department of Education	<input type="checkbox"/>
Gruener	Leilani	FLHSMV	✓
Hackett	Jensen	FDOT District Seven	✓
Hardwicke	Laura	City of Orlando	✓
Hawk	David	FHWA – Florida Division	✓
Hemenway	Abby	Space Coast TPO	<input type="checkbox"/>

Horst	Timothy	City of Tampa	✓
Karron	Annely	FDOT District Two	✓
Katz	Eric	FDOT Central Office	✓
Kehres	Katherine	FDOT District Four	✓
Knox	Dana	FHWA – Florida Division	✓
Kristiansen	Angela	Kittelson & Associates, Inc.	✓
Lewis	Michael	FDOT District Three	✓
Marquez	Kevin	FDOT District Five	✓
McDade	Erin	FDOT Central Office	✓
McDaniel	Gevin	SpanPath, LLC	✓
Mello	Megan	Kittelson & Associates, Inc.	✓
Merkle	Tanya	FDOT District One	✓
Miller	Chris	FL Highway Patrol	<input type="checkbox"/>
Morphy	Kelly	Florida Bicycle Association	✓
Morris	Jaqueline	FDOT Roadway Design Office	✓
Moss	Alison	Alachua County	✓
Nandam	L.K.	FDOT District One	✓
Phillips	Stephanie	FDOT District Five	✓
Quenneville	Kristina	FL Highway Patrol	<input type="checkbox"/>
Railey	Brett	IPTM	✓
Raulerson	Mary	Kittelson & Associates, Inc.	✓
Reinhardt	Ken	AARP Florida	<input type="checkbox"/>
Reiser	James	Florida LEL Program	✓
Robbins	Keith	FDOT District One	✓
Rodrigues-Silva	Karla	Dept. of Transportation/City of Gainesville	✓
Russo	Tina	FDOT District Seven	✓
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	✓
Sully	Thuraia	FDOT Systems Implementation Office	<input type="checkbox"/>
Teague	Michael	Florida Police Chief’s Association	<input type="checkbox"/>
Torres	Lauren	National Safety Council	✓
Torres	Stephanie	St Lucie TPO	✓
Walford	Kevin	Miami-Dade TPO	✓
Wall	Kathy	Safe Kids Palm Beach County	<input type="checkbox"/>
Wandall	Melissa	National Coalition for Safer Roads	✓
Williams	Angel	IPTM	✓
Zenoni	Scott	Health First	<input type="checkbox"/>

Coalition Guests:

Last Name	First Name	Agency	Attendance
Beswell	Sydney	City of Orlando	✓
Burt	David	FLHSMV	✓
Crescenzi	Lt. Tara	Florida Highway Patrol	✓
DaNa'	Perry	FLHSMV	✓
Donato	Gary	Logical Logistics	✓
Durham	Cheryl	N/A – Dedication Guest	✓
Fuentes	Jesus	Miami-Dade TPO	✓
Garcia	Tropper Migdalis	Florida Highway Patrol	✓
Gonzalez	Melissa	FLHSMV	✓
Greco	Michael	City of Orlando	✓
Green	Daphne	City of Orlando	✓
Hamagharib	Bakhhan	City of Orlando	✓
Joseph	Joel	FDOT District Five	✓
Henwood	Jessica	Health First	✓
McGrinn	Carly	N/A – Dedication Guest	✓
Shopf	Danny	Cambridge Systematics	✓
Tellez	Kathrin	Fehr and Peers	✓
Wilson	Mighk	MetroPlan Orlando	✓

Tuesday, January 28, 2025

Call To Order – Chris Craig, FDOT Traffic Safety Administrator

The meeting was called to order at 1:00 PM by Chris Craig. Chris noted that it had been a while since our last meeting due to Hurricane Milton canceling the October 2024 quarterly meeting. He highlighted key points from the meeting agenda, expressed gratitude to the Coalition for their dedication to safety, and warmly welcomed new members and guests.

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

The meeting was dedicated to the memory of David McGrinn, who tragically lost his life in a bike crash in 2019. A Marine veteran, David used the GI Bill to pursue his degree in mental health counseling, dedicating his life to helping others and giving back to his community. After suffering a brain injury in a car accident, he regained his ability to cycle and raced to support paralyzed veterans of the USA. Tragically, he was struck and killed by a car while training for a bike race. Stories like David McGrinn's are a poignant reminder of why this pedestrian and bicycle safety coalition exists. A meeting dedication certificate was presented to his wife, Carly McGrinn, in his honor.

Announcements – Angela Kristiansen, Kittelson & Associates & Dana Crosby, FDOT

Angela shared several logistical updates regarding the coalition, then Dana Crosby announced Crossing Guard Appreciation Month.

Coalition Members Introductions – All Attendees

Chris began the introductions by welcoming Alicia Galloway, the newest member of the FDOT State Safety Office, who will be managing the pedestrian and bicycle grants. Coalition members and guests then briefly introduced themselves, sharing their organization and role.

FLHSMV – Standard Crash Report Form – Melissa Gonzalez (see Appendix B for slides)

Melissa Gonzalez discussed the National Highway Traffic Safety Administration (NHTSA) State Electronic Data Collection (SEDC) Grant Award, the Florida Highway Safety and Motor Vehicles (FLHSMV) SEDC goals, the tentative project timeline, and the current crash data system. She covered Model Minimum Uniform Crash Criteria (MMUCC) alignment scores and guidelines, key elements of interest—Event, Vehicle, and Person—and sought coalition feedback on the proposed changes. She outlined the next steps to improve the process of crash data collection. She addressed data-related questions from the group, explained the team's efforts to close data gaps, and confirmed that they would like to correct the miscoding of micromobility crashes through this effort. Melissa provided insights into the crash form, offering a preview of what the new version will may like if all changes are incorporated.

FY 2023-24 High Visibility Enforcement Updates – Poorna Bhattacharya, ASHA Planning and Angel Williams, IPTM (see Appendix B for slides)

Angel began by providing an overview of the High Visibility Enforcement program, including eligible counties and agencies, program goals, and funding allocation. Poorna then explained the methodology for identifying segments, the data that is analyzed through the program, and a summary of 2023-2024 HVE Operations, including top violations and communication efforts.

Hands-Free Florida Updates – Michelle Avola-Brown (*see Appendix B for slides*)

Michelle shared key data points regarding how distracted driving contributes to crashes. She shared an overview of previous legislative campaigns and plans for proposed legislation that would prohibit the use of cellular devices while driving.

Implementation Plan Updates – Megan Mello, Kittelson & Associates, Inc. (*see Appendix B for slides*)

Megan provided an overview of emphasis area accomplishments over the last six months and introduced the agenda for the breakout sessions.

Breakout: 2025 Emphasis Area Plans and Priorities

Emphasis area teams met to discuss 2025 priorities for their implementation plans.

Regroup: Collaboration Needs – Coalition Team, Goal Leaders

The emphasis area teams regrouped to report back on their collaboration needs.

Public Comment Period

No public comments were received.

Day 1 Wrap Up

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

Wednesday, July 29, 2025

Coffee Talk – Meet & Greet with Coalition Members

Members used this time to connect before the start of the Coalition meeting. Members were encouraged to share stories and photos in preparation for Florida Bike Month in March.

Call to Order – Chris Craig, FDOT Traffic Safety Administrator

The meeting was called to order at 8:30 AM by Chris Craig.

FDOT District Spotlights – FDOT Districts 6 and 7 (*see Appendix B for slides*)

Rory Feinberg, FDOT District 6 Bicycle, Pedestrian, and ADA Coordinator

Rory Feinberg highlighted key bicycle and pedestrian projects led by his district and local stakeholders. The presentation showcased the new Underline Trail in Miami, highlighting urban design elements that enhance safety and facilitate pedestrian and bicycle travel. Additionally, he covered the accessibility features of the Underline, including well-lit areas designed to enhance the sense of security.

Questions:

- Kelly Morphy asked about the expected economic return on the projects Rory presented. Rory responded that the total cost of the Underline is approximately \$170 million, with an estimated economic return of \$150 to \$160 million in tax revenue. He emphasized that this return on investment helps justify future funding for similar projects.
- Lauren Torres asked if there are plans to assess how existing public transportation systems integrate with these projects and how effectively they serve the area. Rory replied that the underline is heavily connected to transit options and this element was considered in the design of the trail.
- Another question was raised about where to find information on ADA compliance for bus stations. Rory noted that this is primarily a county matter but confirmed that all stations will be fully ADA accessible.

Jensen Hackett, FDOT District 7 Bicycle Pedestrian Coordinator, Bicycle Program Manager

Jensen Hackett presented on the District 7 Bicycle and Pedestrian Facility Plan update, which focuses on integrating new and updated agency plans and projects. The plan aims to provide a "how-to" guide to assist local agencies with implementation and enhance GIS data integration into FDOT databases. Jensen also presented on success stories within District 7.

Question:

- Jensen addressed a question about funding, explaining that implementing comprehensive changes to a corridor can be challenging through resurfacing alone. However, SU funds (Surface Transportation Block Grant Urban Attributable Fund) can be utilized to prioritize sidewalk and bicycle gap projects, supplementing existing funding sources. By leveraging SU funds, projects can receive additional financial support to enhance pedestrian and bicycle infrastructure.

FL Case Studies: Walkable and Bikeable Places – Alison Moss and Allison Beaty-Campbell, Policy & Programs Team (*see Appendix B for slides*)

Alison Beaty opened the presentation by showcasing an example of a well-planned development, highlighting the Baldwin Park neighborhood in Orlando. She discussed its original concept plan and reviewed the transportation strategies and standards integrated into the plan. She also covered how Orlando's transportation code has been applied to smart street design in Baldwin Park.

Alison Moss continued the discussion with the SW 62nd Boulevard Complete Street project in Gainesville. This new road project connects high-density multifamily developments with commercial areas and transit hubs, creating a more urbanized and accessible environment. The completed project features a two-lane road with a shared-use path, tree-lined streets, and on-street bike lanes. She highlighted the project's success in expanding the transportation network, improving circulation, and enhancing safety in the area.

The presentation concluded with a request for similar examples of walkable and bikeable developments from other coalition members.

Discussion: Right Hook Crash Prevention Outreach – Stephanie Phillips, FDOT District 5 (*see Appendix B for slides*)

Stephanie Phillips presented on the issue of right hook crashes and their relevance to attendees of the Pedestrian & Bicycle Coalition. The goal was to gather feedback on potential strategies to prevent these crashes and on a draft tip card titled “Move Right to Turn Right.”

She began by defining a right hook crash and reviewing standards and guidelines related to right turns, including the statute that requires vehicles to “turn as close as practicable to the right-hand curb or edge of roadway.” She then opened the discussion for attendee input, which included the following feedback for preventing right hook crashes:

- Using a double solid white line instead of a single dashed white line up to the stop bar
- Positioning pedestrians and cyclists at a 90-degree angle within a driver's cone of vision
- Enforcing the new MUTCD rule which prohibits right turns on red where there is a bike/ped crossing.
- Programming vehicle alerts similar to those that notify drivers of an upcoming speed check.
- Adding delineators and continuous striping at the stop bar, along with a dashed line through the intersection.
- Using NACTO guidance for handling right turns near bicycle lanes.
- Increasing educational outreach. Physical delineators alone won't ensure drivers look for cyclists before turning.
- Adjusting turning geometry at intersections.

Other feedback was as follows:

- Crash data shows that the risk of right hook crashes is lowest for pedestrians and highest for bicyclists, with risk fluctuating based on speed.
- There is a need for broader discussions on prevention.
- There may be conflicting guidance from MUTCD and state statutes.

- Crash data shows that less than a third of right hook crashes occur at signalized intersections.
- The use of color-coded lane markings can sometimes cause more confusion than clarity, as evidenced by a recent trail redesign in downtown Sarasota.
- At the same time, using similar pavement markings for both drivers and cyclists can create confusion and distinct markings help to delineate space.
- Right hook crashes sometimes occur between two vehicles, when they are both trying to turn right but one is turning from the bike lane while the other is turning from the travel lane.
- This issue remains a challenge for which traffic engineers may not yet have a definitive solution .
- The Florida Bicycle Association offers a free bicycle safety quiz and funds in-classroom education programs for young cyclists and drivers.

Crossing Guard Thank You Notes – All Attendees (*see Appendix B for slides*)

Megan provided instructions on how to complete the thank-you cards for crossing guards. Coalition members then completed thank you notes for crossing guards in the Tampa metro area. The cards will be distributed for Crossing Guard Appreciation Day in February.

Breakout Session: Collaboration & Work Session

Emphasis area teams broke out to work on tasks that were being closed out since the last meeting and to identify upcoming ideas and items.

Emphasis Area Status Updates – Goal Leaders (*see Appendix B for slides*)

- **Policy and Programs (Stephanie Torres):**
 - Closing Out (Oct-Jan):
 - Champions letter
 - Ped-Bike accommodations during construction education (on-hold).
 - Coming Up (Jan-Apr):
 - Champions list
 - Accommodations during construction best practice case study reviews.
 - Permissive left turns – Evaluate crash data / Suggest changes to TEM.
- **Data, Analysis, & Evaluation (Rupert Giroux):**
 - Closing Out (Oct-Jan):
 - Data dictionary
 - Coordination with LE agencies on adopting the S4 Geolocation tool as TRCC is taking on that task
 - EMS Data Request
 - Coming Up (Jan-Apr):
 - Coordination with LE agencies on adopting the S4 Geolocation tool as TRCC is taking on that task
 - EMS Request
- **Enforcement (Jason Frank):**
 - Closing Out (Oct-Jan):
 - HVE Survey Results: Administrative burden of grants – concerns will be discussed at round tables.
 - Apopka PD Questions regarding unmarked crosswalks
 - Tip cards available by request rather than blanketed.

- Coming Up (Jan-Apr):
 - Discussions with Signal 4 team to host a map of LEO boundaries
 - Discussions with non top 25 county agencies for proactive activities (not grant eligible)
 - HVE survey will be year 4 of each implementation plan.
- **Vision Zero (Josette Severyn/Laura Hardwicke/Lisa Silva):**
 - Closing Out (Oct-Jan):
 - Automated Enforcement Updates
 - Orlando
 - Hillsborough
 - FLHSMV Reports
 - World Remembrance Day - Jacksonville
 - Coming Up (Jan-Apr):
 - Cleaning up Implementation Plan by Objective
 - Crash Report Update Recommendations
- **Planning, Design, and Operation (Mariano Amicarelli):**
 - Closing Out (Oct-Jan):
 - Coordinated with Design the implementation of NCHRP-1116. If needed on project-specific basis, it could be used without a Standard Plan.
 - Adjusted task leads for ongoing tasks.
 - Coming Up (Jan-Apr):
 - Verify completion of testing for use of AI to determine probability of potential crashes.
 - Work with FDOT CO on clarifying requirements and specifications for a prioritized approach to accommodating pedestrians through TTC zones for various contract scenarios.
- **EMS (Lina Chico):**
 - Closing Out (Oct-Jan):
 - EMS Review Injury & Fatal Data from FL Dept of Health vs Crash Reports
 - EMS provided feedback on how to handle patients involved in Pedestrian or Bicycle incident by Trauma Centers
 - Coming Up (Jan-Apr):
 - Provide snack size tips to EMS agencies located in top 3 priority counties.
 - Identifying in the top 3 counties if there is an algorithm level to dispatching 911 calls related to Bike / Ped injuries
 - Learn more about FDOT pilot program for emergency vehicle signal preemption
 - Members expressed interest in the reporting and data comparison. Requested it be boiled down to an “apples to apples” comparison. Lina specified data is coming from different systems right now which is not conducive to simplifying under one category as of yet.
- **Communication (Stephanie Phillips):**
 - Closing Out (Oct-Jan):
 - Root Cause Tip Card
 - RRFB Tip Card
 - PHB Tip Card

- Decided to wait on updates to Florida Law Synopsis Tri-Fold
- Coming Up (Jan-Apr):
 - Updating Florida Law Synopsis for Kids
 - Updating Alert Today Website

Public Comment Period

No public comments were received.

Next Steps

Megan reminded everyone that March is Florida Bicycle Month. Several other updates were shared by coalition members:

- 3/1: Bike Your City 2025 Group Ride in Pinellas Park hosted by Forward Pinellas.
- 3/2: Naples Bike Brunch event
- 3/7: Bike with the Mayor event in Temple Terrace.
- 3/7: City of Miami will celebrate Bike to Work Day.
- 3/7: Helmet Fitting Training session in Deland.
- 3/13: City of Tampa will celebrate Bike to Work Day.
- 3/14: Pi Day celebration and 3.14 mile bike ride hosted by FDOT District 5.
- 3/17: Helmet Fitting and Training session hosted by Bike 305.
- 3/28: City of Orlando will celebrate Bike to Work Day.
- The Orlando Bike Coalition will celebrate its 10-year anniversary.
- The City of Orlando recently earned the Silver Bicycle Friendly Community Award by Bicycle-Friendly America.

Kelly Morphy asked for folks to email these events to her so the Florida Bicycle Association could share the information on their social platforms.

Angela Kristiansen shared some housekeeping reminders and announced the date of the next meeting.

Closing Remarks – Chris Craig, FDOT Traffic Safety Administrator

Chris Craig delivered the closing remarks, briefly reviewing the key points presented during the coalition meeting and thanking everyone for their attendance.

Next Meeting Announcement:

The next Coalition Meeting will be held:

April 8, 2025, 1:00 – 5:30PM

April 9, 2025, 8:00AM – 12:00PM

Orlando City Hall

400 S Orange Ave

Orlando, FL 32801

Appendix A – Meeting Agenda



Florida's Pedestrian and Bicycle Safety Coalition

Meeting Agenda

January 28 - 29, 2025

Orlando City Hall

Tuesday, January 28, 2025 – General Session 1

1:00 – 1:05 PM	Call to Order – Chris Craig, FDOT Traffic Safety Administrator
1:05 – 1:15 PM	Meeting Dedication in Honor of David McGrinn
1:15– 1:25 PM	Coalition Meeting Announcements – Kittelson
1:25 – 1:35 PM	Introductions – Coalition Members and Guests
1:35 – 2:35 PM	FLHSMV – Standard Crash Report Form – Melissa Gonzalez
2:35 – 3:10 PM	FY 2023-2024 High Visibility Enforcement Updates – Poorna Bhattacharya, ASHA Planning and Angel Williams, IPTM
3:10 – 3:25 PM	BREAK
3:25 – 3:35 PM	Hands-Free Florida Updates – Michelle Avola-Brown
3:35 – 3:45 PM	Implementation Plan Updates – Kittelson
3:45 – 5:10 PM	Breakout Session: Emphasis Areas Implementation Plan Working Session
5:10 – 5:15 PM	Task Collaboration Needs – Emphasis Area Goal Leaders
5:15 – 5:25 PM	<i>Public Comment Period</i>
5:25 – 5:30 PM	Day 1 Wrap Up

Wednesday, January 29, 2025 – General Session 2

8:00 – 8:30 AM	Coffee Talk – All Attendees
8:30 – 8:35 AM	Call to Order and Welcome – Chris Craig, FDOT Traffic Safety Administrator
8:35 – 9:10 AM	FDOT District Spotlights – Rory Feinberg, District 6 and Jensen Hackett, District 7
9:10 – 9:30 AM	FL Case Studies: Walkable and Bikeable Places – Alison Moss and Allison Beaty-Campbell, Policy & Programs Team
9:30 – 9:55 AM	Discussion: Right Hook Crash Prevention Outreach – Stephanie Phillips, FDOT D5
9:55 – 10:15 AM	Crossing Guard Thank You Notes – All Attendees
10:15 – 10:30 AM	BREAK
10:30 – 11:45 AM	Breakout Session: Collaboration & Partnerships
11:45 AM –12:10 PM	Emphasis Area Status Updates – Goal Leaders (3 Min Each)
12:10 – 12:20 PM	<i>Public Comment Period</i>
12:20 – 12:25 PM	Next Steps – Kittelson and IPTM
12:25 – 12:30 PM	Closing Remarks – Chris Craig, FDOT Traffic Safety Administrator

Appendix B – Presentation Slides




FLORIDA'S PEDESTRIAN AND BICYCLE SAFETY COALITION MEETING

January 28, 2025
Orlando, FL

Wifi: City Guest




1



CALL TO ORDER

Chris Craig
FDOT Traffic Safety Administrator



2



PUBLIC MEETING ANNOUNCEMENT

January 28, 2025
5:15 – 5:25 PM





January 29, 2025
12:10 – 12:20 PM



3

MEETING DEDICATION

In honor of David McGrinn, who was struck by a vehicle while on a group ride in Orlando training for the Paralympic World Championships in cycling in 2019.



DAVID McGRINN

4

MEETING DEDICATION



DAVID McGRINN

5



COALITION ANNOUNCEMENTS

Coalition Management Team



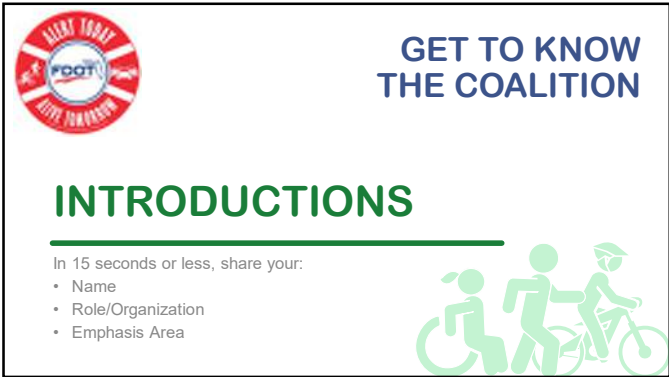
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7



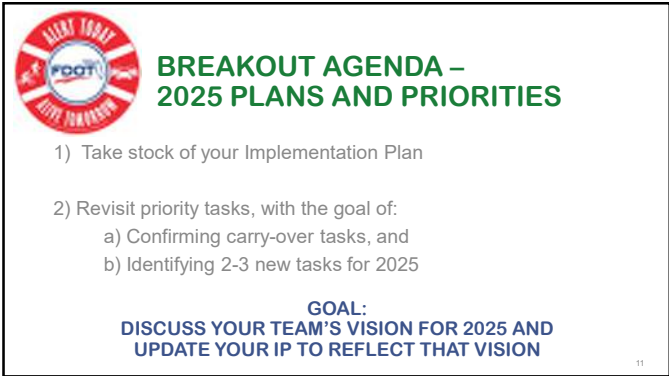
8



9




10



11




12




BREAKOUT: EMPHASIS AREAS

3:25 – 5:10 PM




13




Please return at 5:10 pm


BREAKOUT LOCATIONS



Fairview




Nona




Fredrica

14


14



• What are you most excited to tackle in 2025?




15




PUBLIC COMMENT PERIOD


5:15 – 5:25 PM



16



TUESDAY WRAP UP



17

PEDESTRIAN AND BICYCLE SAFETY COALITION MEETING

January 29, 2025





Wifi: City Guest

18



What is the craziest thing you've transported by bike?

Where is your favorite place to bike?

Do you have a photo of yourself on a bike as a kid?


COFFEE TALK

How will you be celebrating Florida Bike Month?

The Alert Today Facebook Account is seeking photos for their bike month posts. Share yours via email to mmello@kittelson.com!




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CALL TO ORDER

Chris Craig
FDOT Traffic Safety Administrator



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PUBLIC MEETING ANNOUNCEMENT

12:10 – 12:20 PM




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THANKING LOCAL CROSSING GUARDS

"Thank you for keeping students safe on their journey to and from school."


"Your commitment to safeguarding our students' journey to school does not go unnoticed. Thank you for all you do to make each school day a success!"


"We wanted to  and express our thanks for keeping kids safe every day."

Sign your card from: (First Name), Florida's Pedestrian and Bicycle Safety Coalition

Address your envelope: Recipient's first and last name


22





BREAKOUT: COLLABORATION & WORK SESSION

10:15 – 11:45 AM



23




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


24

24




Please return at 11:45 AM


BREAKOUT LOCATIONS




Fairview




Nona



Fredrica




Lancaster




Richmond


25




COLLABORATION REQUESTS & LOCATIONS




Fairview




Nona




Fredrica




Lancaster




Richmond




Alison Moss/Vitor Suguri




Permissive Left Turns




Florida Law Synopsis



Data Request for Florida Law Synopsis for Kids




Ped/Bike Accommodations During Construction



Post Crash Care and Messaging

Be prepared to start report outs at 11:35 am


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EMPHASIS AREA STATUS UPDATES

1. What are you closing out?


2. What is coming up in the next quarter?



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EMERGENCY MEDICAL SERVICES



Lina Chico, Orlando Health

Ronda Cerulli, Safe Kids Florida

Isabella Discepolo, HCA Bayonet Point Hospital-Trauma Center

Kathy Wall, Safe Kids Palm Beach County

Scott Zenoni, Health First


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

★ = Goal Leader

5 members

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EMERGENCY MEDICAL SERVICES



Closing Out (Oct - Jan)

Review Injury & Fatal Data from FL Dept of Health vs Crash Reports

EMS provided feedback on how to handle patients involved in Pedestrian or Bicycle incident by Trauma Centers


Coming Up (Jan - Apr)

Provide snack size tips to EMS agencies located in top 3 priority counties.


Identifying in the top 3 counties if there is an algorithm level to dispatching 911 calls related to Bike / Ped injuries

Learn more about FDOT pilot program for emergency vehicle signal preemption

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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

Dana Crosby, FDOT Central Office

Michelle Avola-Brown, Naples Pathways Coalition

Allison Beaty, FDOT Office of Policy Planning

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

12 members

30



POLICY & PROGRAMS

Closing Out (Oct - Jan)

- Champions letter
- Ped-Bike accommodations during construction education (on-hold).

Coming Up (Jan - Apr)

- Champions list
- Accommodations during construction best practice case study reviews.
- Permissive left turns – Evaluate crash data / Suggest changes to TEM.

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VISION ZERO


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

Josette Severyn, Broward County	★
Gina Babcock, National Coalition for Safer Roads	
Loren Bobo, FDOT District Five	
Emmett Duran, FDOT District Seven	
Matt Fall, City of Jacksonville	
Christopher Fellerhoff, Hillsborough County	
Laura Hardwicke, City of Orlando	
Katherine Kehres, FDOT District Four	
Timothy Horst, City of Tampa	
Ken Reinhardt, AARP Florida	
Keith Robbins, FDOT District One	
Lisa Silva, Plan Hillsborough	
Kyle Simpson, Forward Pinellas	
Kim Smith, Space Coast Advocate	
Melissa Wandall, National Coalition for Safer Roads	

★ = Goal Leader

15 members

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VISION ZERO


Closing Out (Oct - Jan)

- Automated Enforcement Updates
 - Orlando
 - Hillsborough
 - FLHSMV Reports
- World Remembrance Day
 - Jacksonville

Coming Up (Jan - Apr)

- Cleaning up Implementation Plan by Objective
- Crash Report Update Recommendations

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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, FDOT Transportation Data and Analytics (TDA) Office	
Mark Brown, Miami-Dade Department of Transportation and Public Works (DTPW)	
Terrence Corkery, FDOT Forecasting and Trends Office	
Rory Feinberg, FDOT District Six	
Annelly Karron, FDOT District Two	
Eric Katz, FDOT Transportation Data and Analytics (TDA) Office	
Karla Rodrigues-Silva, City of Gainesville	

★ = Goal Leader

10 members

34



DATA, ANALYSIS, & EVALUATION

Closing Out (Oct - Jan)

- Data dictionary
- Coordination with LE agencies on adopting the S4 Geolocation tool as TRCC is taking on that task
- EMS Request

Coming Up (Jan - Apr)

- Data sources update (ongoing)
- Tip card development – root cause
- Children related crash typing
- SAFETY Systems Phase 1

35



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.

Michael Lewis, FDOT District Three	★
Mariano Amicarelli, FDOT Central Office Traffic Engineering & Operations	★
Kevin Burgess, Federal Highway Administration (FHWA) Florida Division	
Andrew Gray, FDOT District 7	
Jensen Hackett, FDOT District Seven	
David Hawk, Federal Highway Administration (FHWA) Florida Division	
Gevin McDaniel, SpanPath	
Tanya Merkle, FDOT District One	
Jacqueline Morris, FDOT Central Office Roadway Design	
Derwood Sheppard, FDOT Central Office Roadway Design	
Thuraia Sully, FDOT Central Office Systems Implementation	

★ = Goal Leader

11 members

36

PLANNING,
DESIGN, & OPERATIONS

Closing Out (Oct - Jan)

- Coordinated with Design the implementation of NCHRP-1116 and was determined that if needed on project-specific basis, it could be used without a Standard Plan.
- Adjusted leads for ongoing tasks.

Coming Up (Jan - Apr)

- Verify completion of testing for use of AI to determine probability of potential crashes.
- Work with FDOT CO on clarifying requirements and specifications for a prioritized approach to accommodating pedestrians through TTC zones for various contract scenarios.

37

ALERT TODAY
FDOT
HIVE INNOVATION

LAW ENFORCEMENT

Jason Frank, Sarasota Police Department

Jon Askins, Florida Law Enforcement Liaison (LEL) Program

Abigail Cordle, St Augustine Police Dept

Kevin Marquez, FDOT District Five

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, Florida Law Enforcement Liaison (LEL) Program

Michael Teague, Retired Police Chief

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

10 members

38

LAW ENFORCEMENT

Closing Out (Oct - Jan)

- HVE Survey Results
 - Administrative burden of grants – concerns will be discussed at round tables.
- Apopka PD Questions regarding unmarked crosswalks
- Tip cards available by request rather than blanketed.

Coming Up (Jan - Apr)

- Discussions with S4 team to host a map of LEO boundaries
- Discussions with non top 25 county agencies for proactive activities (not grant eligible)
- HVE survey will be year 4 of each implementation plan.

39

ALERT TODAY
FDOT
HIVE INNOVATION

COMMUNICATIONS,
OUTREACH, & EDUCATION

Emily Bush, Bike/Walk Central Florida

Tara Brecken, FDOT Central Office Transit

Curtis Bryant, Creative Fuel LLC

Caitlin Cerame, City of Pensacola

Ricardo Gutierrez, Broward MPO

Abby Hemenway, Space Coast TPO

Dana Knox, Federal Highway Administration (FHWA)

Stephanie Phillips, FDOT District Five

Tina Russo, Pasco Metropolitan Planning Organization (MPO)

Paul Simpson, University of Florida: Florida PedBike Safety Resource Center

Chris Wiglesworth, FDOT Central Office Transit

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.

11 members

40

COMMUNICATIONS,
OUTREACH, & EDUCATION

Closing Out (Oct - Jan)

- Root Cause Tip Card
- RRFB Tip Card
- PHB Tip Card
- Decided to wait on updates to Florida Law Synopsis Tri-Fold

Coming Up (Jan - Apr)

- Updating Florida Law Synopsis for Kids
- Updating Alert Today Website

41

ALERT TODAY
FDOT
HIVE INNOVATION


PUBLIC COMMENT PERIOD

12:15 – 12:25 PM

42

Pedestrian and Bicycle Safety Coalition


7




MARCH IS

FLORIDA
BICYCLE MONTH

How will you celebrate?




43




NEXT STEPS

IPTM
Kittelson & Associates, Inc.





44



NEXT MEETING

April 8 – 9, 2025
Orlando City Hall





45




2025 MEETINGS

January 28 – 29 Orlando City Hall	April 8 – 9 Orlando City Hall
July 29 – 30 Embassy Suites Orl I-Drive ICON Park	October 21 – 22 Embassy Suites Tampa USF



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CLOSING REMARKS

Chris Craig
FDOT Traffic Safety Administrator



47



NHTSA SEDC Grant Award

Presented to: Florida's Pedestrian and Bicycle Safety Coalition

Presented by: Melissa Gonzalez, FLHSMV





Date: 1/28/25



1

AGENDA

- » NHTSA SEDC Grant Award
- » FLHSMV SEDC Goals & Tentative Project Timeline
- » FLHSMV Current Crash Data System
- » MMUCC Alignment Scores & Guidelines
- » Elements of Interest: Event, Vehicle, Person
- » Coalition Feedback Criteria of Proposed Changes
- » Next Steps



2

NHTSA SEDC GRANT









3

FLHSMV SEDC GOALS

- » New Crash Database
- » Improve data quality processes
- » Redaction Functions- PII protection
- » **Align database, crash reports, to MMUCC v.6**
- » Better integration with other databases
- » New Data Governance Plan

Project Timeline	Year
Phase I: MMUCC Alignment Planning; Crash Database Update Planning	2025
Phase II: Database Design, MMUCC Database Documentation Updates	2026
Phase III: Software & System Testing, Full MMUCC Implementation	2027
Phase IV: Implementation & Validation	2028
Phase V: Training and Support, Final Evaluation and Report to NHTSA	2029



4

FLHSMV SEDC SOW

Modernize the crash model by improving data collection, quality, distribution and enhancing the value of traffic safety initiatives.









5

FLHSMV CURRENT CRASH DATA SYSTEM

Florida Annual Crash Submissions			
Stat. Type	2022	2023	2024
Total Crashes	706,901	714,967	732,815
Total Fatalities	3,553	3,375	3,140 (pending)
E-Crash %	98.64%	99.08%	99.40%

- » 99% of crash reports are submitted e-crash
- » FLHSMV crash database > 14 years old
- » Staff relies on manual procedures
- » FL alignment = MMUCC v.3



6

FL MMUCC V.6 ALIGNMENT SCORES

MMUCC Defined & Purpose

» Federal guidelines to standardize data variables to describe MV traffic crashes

» Improve traffic safety problem identification

» Improve design countermeasures

» Aligns multiple federal reporting requirements (MIRE, FARS, NEMISIS, etc.)

FL Total Uniformity and Completeness Alignment for All Elements

Data Level	Uniformity Alignment (%)	Completeness Recommendations
Overall Alignment	45.22%	50
System-Populated	50%	
Crash	55.25%	14
Vehicle	39.51%	23
Driver	31.25%	3
Person	61.54%	5
Non-Motorist	49.47%	5

7

MMUCC V.6 GUIDELINES

Data Level	All MMUCC		SEDC-Required		SEDC-Recommended	
	Number of Elements	Number of Attributes	Number of Elements	Number of Attributes	Number of Elements	Number of Attributes
System-Populated	4	6	4	6		
Crash	18	181	4	7	3	73
Vehicle	44	529	5	19	3	148
Driver	10	112	2	9	1	12
Person	20	143	10	54	3	28
Non-Motorist	10	95	1	17		
Total	106	1066	26	112	10	261

8

MMUCC V.6 DATA ELEMENT FORMAT

New FLHSMV Crash Documentation (Manual, Data Dictionary, & Validations) = Increases Data Collection Uniformity

1.1 MMUCC Data Element Format

Data elements are presented using the following format:

Data Element Identifier = Number, Data Element Name

Attribute Definition

The element definition will be found here.

Attribute Values

Number of attribute values:

1 Not applicable

2 State use only

3 Attribute use

4 Attribute use

5 Other

6 Validation

2.1 MMUCC Data Element Format

Attribute Definition

The importance of the element for improving highway safety will be found here.

Implementation Suggestions

Suggestions for electronic implementation will be found here.

Validation Rules

1 Y/N use

2 Y/N use

3 Y/N use

4 Y/N use

Alignment/Coordination for ELEMENTS

Coordination for mapping the State element to the MMUCC element will be found here.

9

EVENT ELEMENTS OF INTEREST

» Crash Identifiers

o Crash Date

o Date of Report

o Time of Crash

» Roadway Condition

» Crash Information

o Light & Weather Conditions

o Manner of Collision/Impact

o First Harmful Event

10

MMUCC:C17.RELATED FACTORS - CRASH LEVEL

» Uniformity Alignment : 14.29% - The State currently does not have an element that matches MMUCC RELATED FACTORS - CRASH LEVEL and is instead receiving mappings using the State elements:

"Emergency Vehicle Use," "Non-Motorist Actions/Circumstances," "First Harmful Event Relation to Junction," "First Harmful Event," "Sequence of Events" and "Most Harmful Event."

» Rationale Guidance: Attributes drawn from other elements tend to be incomplete as they are intended for a use incongruent with the element in question.

» NHTSA Recommendation:

• create this MMUCC element with the identical definitions found in the MMUCC 6th Edition.

• revise the crash report to collect all MMUCC elements separately

11

MMUCC C17.RELATED FACTORS - CRASH LEVEL

1.1 Related Factors - Crash Level

Element Definition

Attribute Definition

Attribute Values

1 Y/N use

2 Y/N use

3 Y/N use

4 Y/N use

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MMUCC NM9. NON-MOTORIST DEVICE TYPE

MMUCC Non-Motorist Device Type

Element Definition:
The type of transport device and association of the device reported by the non-motorist

Attribute Values:

Subfield 1: Device Type (color use)

• Street (not device)

• Pedestrian or Non-Motorist Who Operates a Device

• Group 2: Two-Wheel Vehicle Transport Device

- Bicycle, Scooter or Assist Device, Scooter
- Roller Skate or Skateboard

• Group 3: Cycles

- Bicycle
- Other Cycle

Subfield 2: Device Motorization (color use)

• Group 4: Personal Transportation

- 3-Wheel Scooter or Other Mobility Aid Device
- Skate
- Skateboard
- Self-Balancing Scooter
- Electric Scooter or Scooter
- Personal Scooter or Scooter
- Personal Scooter or Scooter

Subfield 2: Device Motorization (color use)

• Not Motorized

• Motorized

• Not Applicable

• Unknown if Motorized or Not Motorized

FDOT

ZERO

NHTSA

FLHSMV

19

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COALITION FEEDBACK CRITERIA

» Current crash report positives:

- What questions/answer are fulfilled today?

» Current crash report gaps:

- What questions do you expect crash data to answer?
- Common data element/attribute discrepancies
- Prior revised requests

» Comments or recommendations

- What other revisions should we consider?

HELPFUL TIPS

FDOT

ZERO

NHTSA

FLHSMV

20

20

FLHSMV NEXT STEPS

» Onboard a vendor

» Identify approach for Coalition feedback

- Survey
- Chart in Excel or Word detailing MMUCC 6th Edition page #s for reference

» Create SEDC Phase I Work Plan

» What other engagement would you like to see?

FDOT

ZERO

NHTSA

FLHSMV

21

21

FLHSMV

CONTACT INFO: MELISSAGONZALEZ@FLHSMV.GOV

THANK YOU

FDOT

ZERO

NHTSA

22

22

Pedestrian and Bicycle Safety Coalition

4

PEDESTRIAN & BICYCLE
HIGH VISIBILITY
ENFORCEMENT PROGRAM
HVE UPDATE – JANUARY 2025

1

THE PROBLEM

Florida ranks **1st** in the nation
for bicyclist fatalities¹

1 in 19 traffic fatalities is a bicyclist¹

95% of bicyclist fatalities in Florida were Florida residents²
(31 years old – Median age of bicyclist in fatal crashes)

94% of drivers involved were Florida residents³

Source: 1. NHTSA, FARS 2021; 2. AIP, National Highway Traffic Safety Administration's Traffic Safety Facts Annual Report, generated 05/02/2024; 3. Florida Department of Transportation, 2024, Traffic Safety Facts Annual Report, generated 05/02/2024

2

THE PROBLEM

Florida ranks **2nd** in the nation
for pedestrian fatalities¹

1 in 5 traffic fatalities is a pedestrian¹

93% of pedestrian fatalities in Florida were Florida residents²
(47 years old – Median age of pedestrian in fatal crashes)

93% of drivers involved were Florida residents³

Source: 1. NHTSA, FARS 2021; 2. AIP, National Highway Traffic Safety Administration's Traffic Safety Facts Annual Report, generated 05/02/2024; 3. Florida Department of Transportation, 2024, Traffic Safety Facts Annual Report, generated 05/02/2024

3

HIGH VISIBILITY ENFORCEMENT (HVE) PROGRAM
OVERVIEW

Focus on
25 Priority
Counties

Represents
~89%
of ped/bike KSIs*

Source: Signal & Analytics, CrashData, Year: July 1, 2018-June 30, 2023 (occurred March 2024)

4

PEDESTRIAN & BICYCLE FOCUSED INITIATIVE
HVE CONTRACT PROGRAM

The FDOT awards one subgrant to IPTM to fund contracts with agencies in the top 25 counties

- Crash mitigation funds
- Driven by data – location, time, day, audience
- Funds overtime high visibility education and enforcement (HVE) details based upon the data
 - Approved high crash locations
 - Times and days when crashes are most frequent
- Runs on the State Fiscal Year cycle (July 1 – June 30)
 - Contracts close around mid-May to allow subgrant close-out

Source: Signal & Analytics, CrashData, Year: July 1, 2018-June 30, 2023 (occurred March 2024)

5

PEDESTRIAN & BICYCLE FOCUSED INITIATIVE
HVE CONTRACT PROGRAM

GOAL: Reduce unlawful and undesirable traffic behaviors that contribute to pedestrian and bicycle fatalities and serious injuries (KSIs).

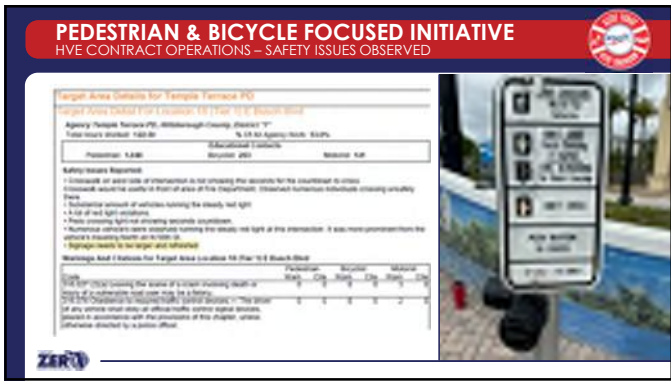
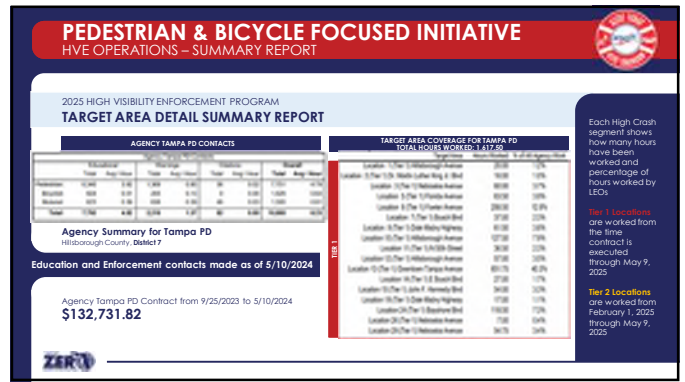
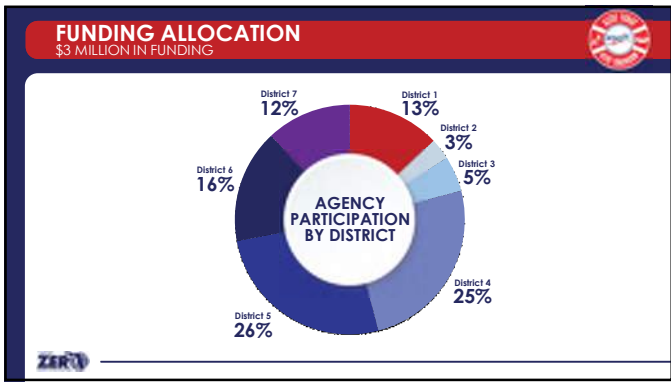
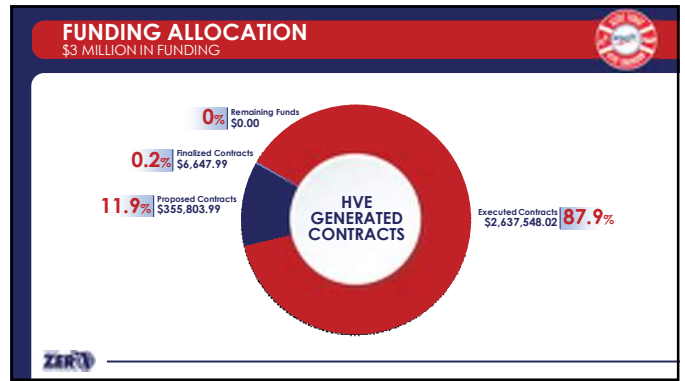
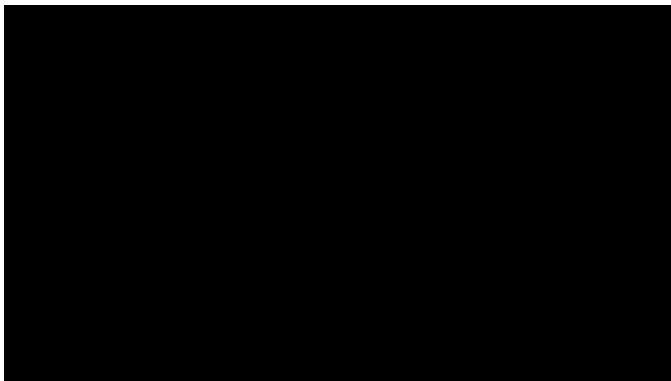
- Law Enforcement Training
- Combines operations with a media campaign to raise awareness about dangerous behaviors
- Educational Materials (Tip Cards/Brochures & Bicycle Lights): New HVE Material Distribution Order Form

Source: Signal & Analytics, CrashData, Year: July 1, 2018-June 30, 2023 (occurred March 2024)

6

Pedestrian and Bicycle Safety Coalition

1



2024-2025 HVE SEGMENT IDENTIFICATION

13

HIGH VISIBILITY ENFORCEMENT (HVE) PROGRAM
METHODOLOGY FOR IDENTIFYING SEGMENTS

- Most recent 5 years of crash data
 - Pedestrian and bicyclist
 - Fatal and serious injuries
- Identify high crash segments within each county
 - Generally, 3+ KSI crashes & 1/2 to 1-mile
 - Exceptions – usually have 15+ KSI
- Segments ranked within each county

14

HIGH VISIBILITY ENFORCEMENT (HVE) PROGRAM
OVERVIEW

CRASH SUMMARY*

The top six counties represent more than half of all ped/bike KSIs

Miami-Dade, Broward, Orange, Hillsborough, Palm Beach and Pinellas Counties

Source: Signal 4 Analytics, Crash Data, Years July 1, 2018-June 30, 2023 (accessed March 2024)

15

2018-2023 PEDESTRIAN & BICYCLE
HILLSBOROUGH COUNTY CRASH FACTS

16

PEDESTRIAN & BICYCLE FOCUSED INITIATIVE
METHODOLOGY FOR IDENTIFYING SEGMENTS

TIER 1 - TIER 2
HIGH CRASH SEGMENTS

Source: Signal 4 Analytics, Crash Data, Years July 1, 2018-June 30, 2023 (accessed March 2024)

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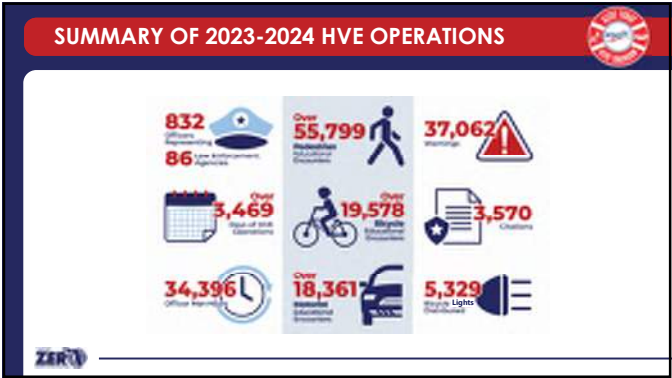
FUNDING ALLOCATION

COUNTY FUNDING	2024-25 HVE Program DRAFT Funding Allocation(s)		
	County/Law Enforcement Agency	Funding Allocation	No. of Segments
• Allocated based on number of ped-bike KSIs per county	Alachua	\$ 47,484.00	12
	Gainesville Police Department	\$ 39,878.89	10
AGENCY FUNDING	University of Florida Police Department	\$ 7,605.11	2
	Bay	\$ 35,133.00	11
• Allocated based on weighted combination of crashes, number of segments and segment length within each county	Bay County Sheriff's Office	\$ 9,384.44	3
	Panama City Beach Police Department	\$ 9,325.79	3
• LE roundtable and agency meetings	Panama City Police Department	\$ 16,422.77	5
	Brevard	\$ 89,220.00	29
• Minimum amount of \$5,000 per agency	Brevard County Sheriff's Office	\$ 27,308.26	9
	Cocoa Police Department	\$ 5,000.00	1
	Indian Harbour Beach Police Department	\$ 5,565.69	2
	Melbourne Police Department	\$ 20,754.29	7
	Palm Bay Police Department	\$ 16,593.03	5
	Titusville Police Department	\$ 8,998.73	4
	West Melbourne Police Department	\$ 5,000.00	1

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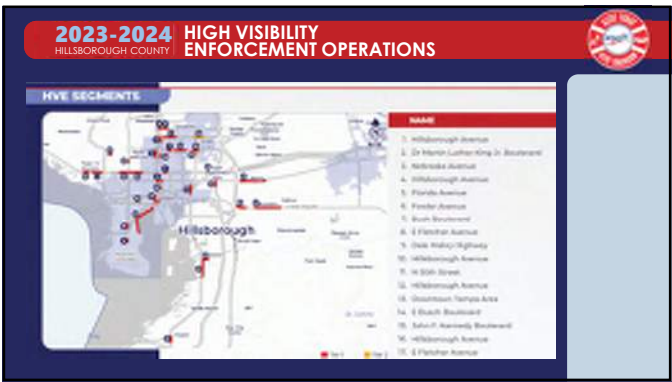
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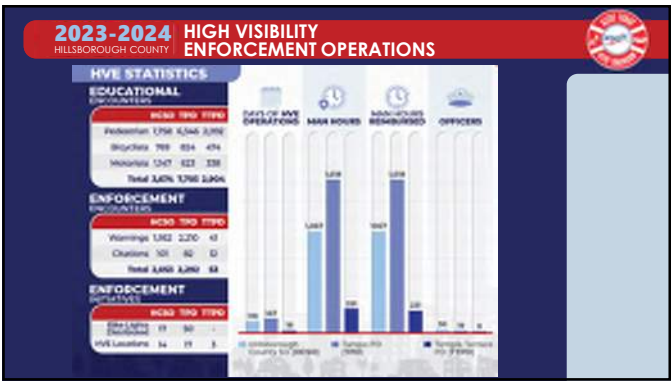
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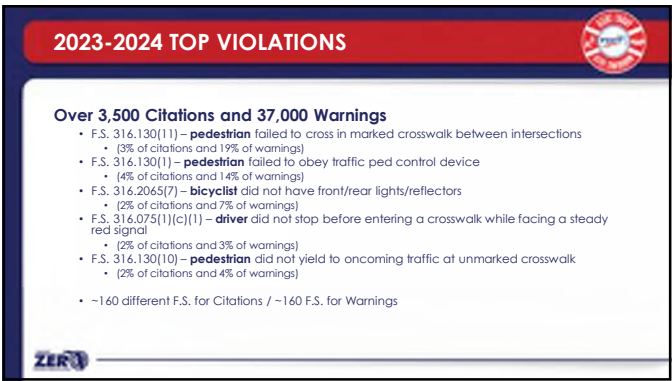
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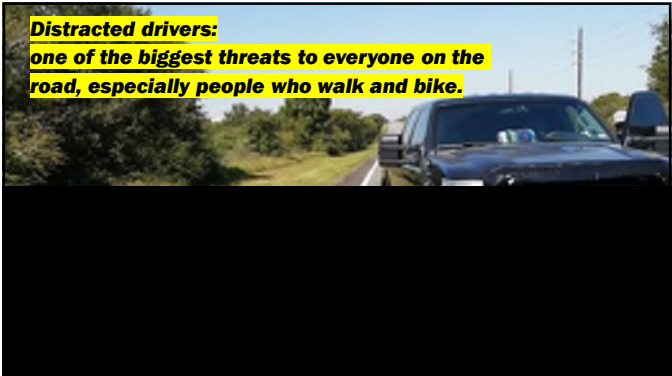


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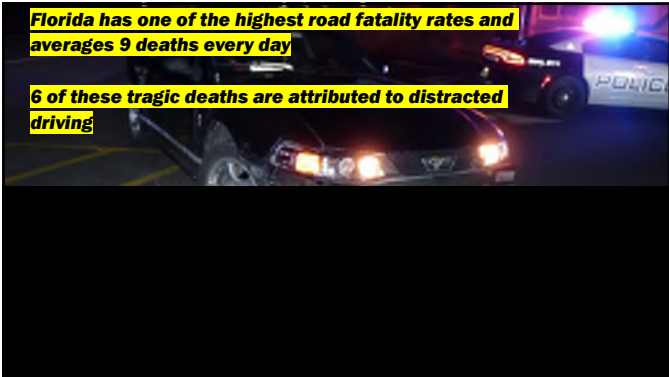




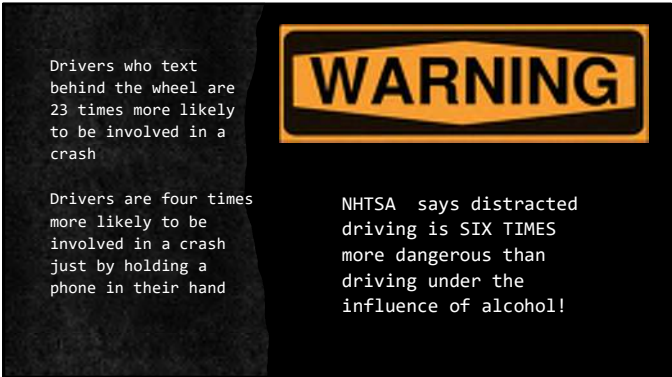
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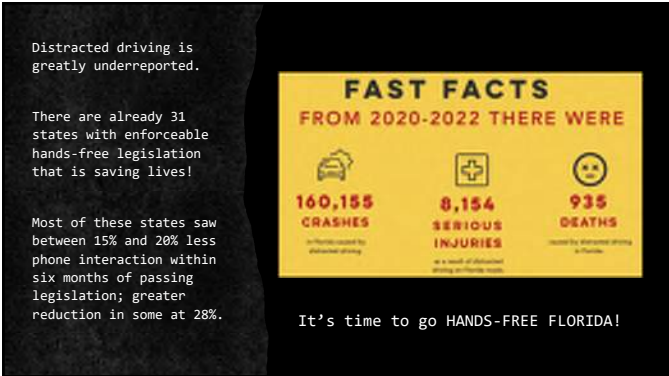
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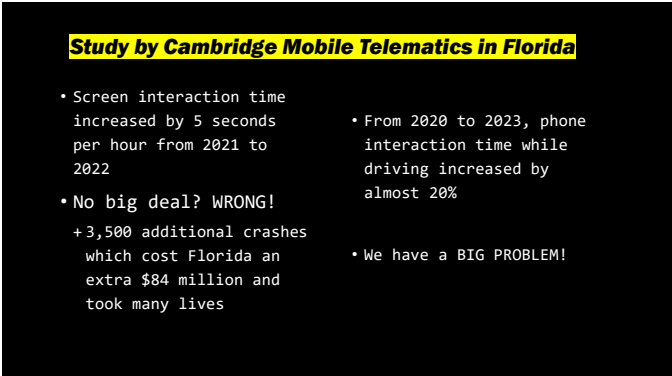
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6

Study by Cambridge Mobile Telematics in Florida

- In first 9 months of 2024 in FL:
 - 301,383 crashes
 - 2,329 deaths
 - 194,272 injuries
- What if we prevented 34%?
 - 102,000 fewer crashes
 - Save more than 800 lives

7

The Economics of Road Crashes

- NHTSA estimates road crashes cost US economy \$340 BILLION every year
- According to Bankrate, Florida drivers pay 37% higher rates for full coverage auto insurance and 45% more for minimum coverage than the national average

- Health insurance
- Medical bills
- Out of work
- Funeral expenses

8

Texting while driving is a primary offense

Only \$30 ticket

Hands-Free Cell Use only mandatory in school and construction zones

Loop-hole allowing drivers to manually enter address into GPS

Can't subpoena phone records even for a fatality or serious injury

Our Current Laws:

Too Weak and Unenforceable

9

Legislative Efforts

Last session we passed the House unanimously!

Senate blocked bill from being heard

This session, Rep. Allison Tant and Sen. Erin Grall/Sen. Ana Maria Rodriguez sponsoring and committed to driving bills

Tremendous support across the state - automotive, insurance and hospital lobbyists, League of Counties, Sheriff's Assoc, many cities and counties, MADD, etc.

10

Will Hands-Free Legislation End Distracted Driving?

No, Hands-Free Legislation is not the perfect solution, but it is the next logical step.

Just talking on the phone hands-free reduces focus by 30%.

What Else Can We Do?

Raise awareness of the dangers of other distractions like car technology, pets in the front seat, hot coffee/messy food, grooming, reaching for dropped items, etc.

Continual messaging. It will take years to truly change behavior.

Will Hands-Free Legislation Save Lives?

Absolutely! It's saving lives in 31 other states!

11

How Can You Help?

Get resolutions of support from your City Councils and County Commissioner.

Contact your state representatives - ask not only for their support but that they push others to support to get it to the governor's desk.

Contact Gov. DeSantis and ask him to sign the bill into law

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Help Us Get 10,000 Petition Signatures

Please sign the petition now.
Encourage everyone you know to sign it too!



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FLORIDIANS DESERVES SAFER ROADS!

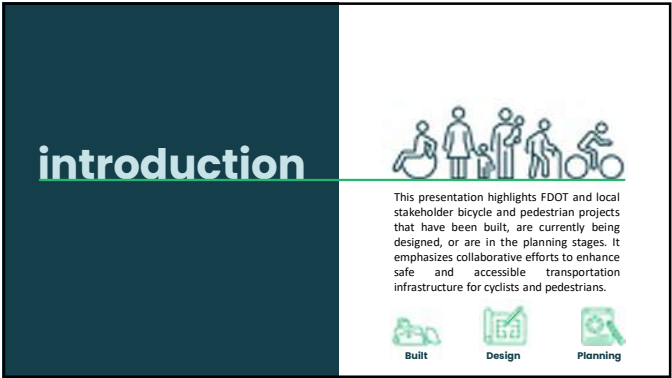


It's time to go Hands-Free

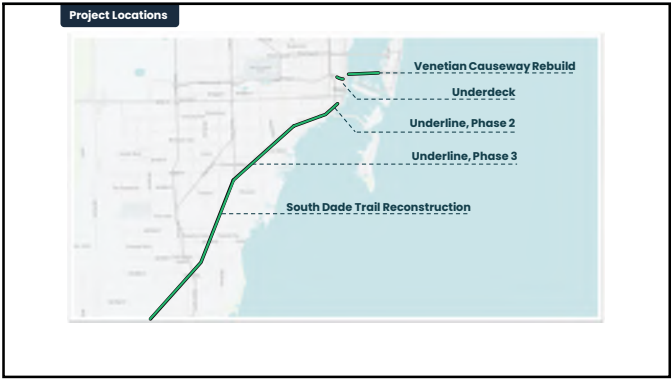
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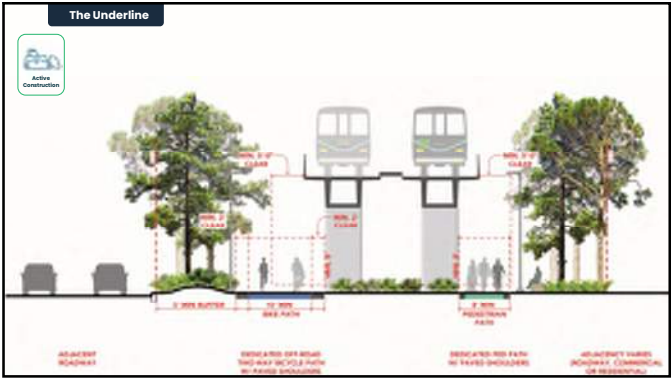
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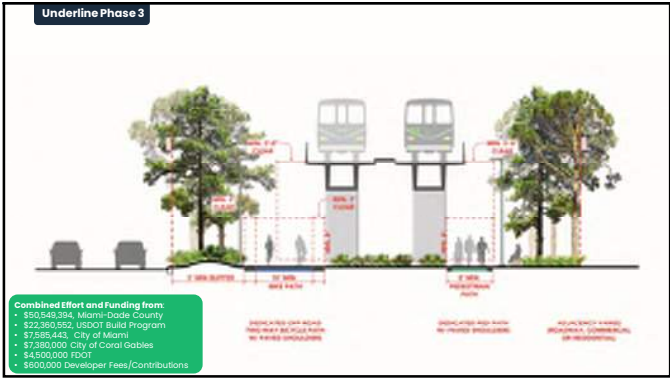
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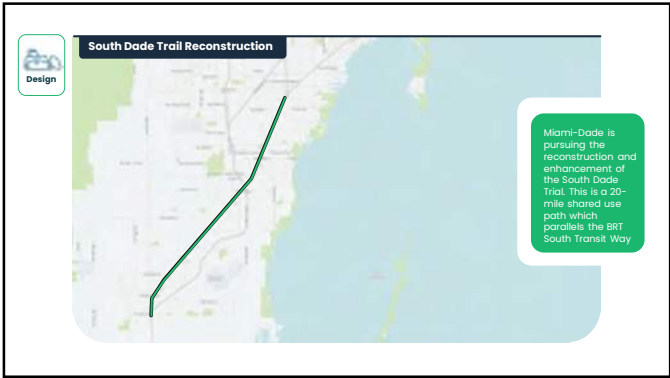
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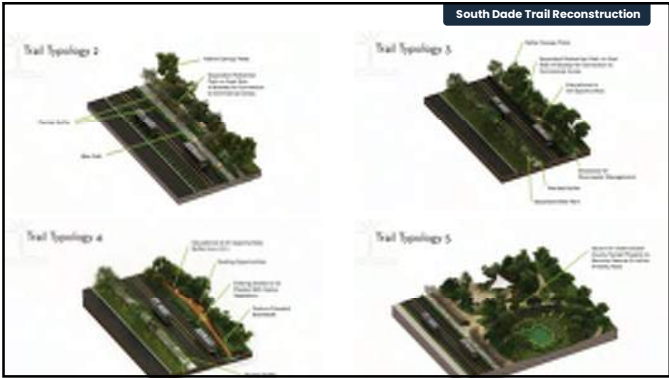
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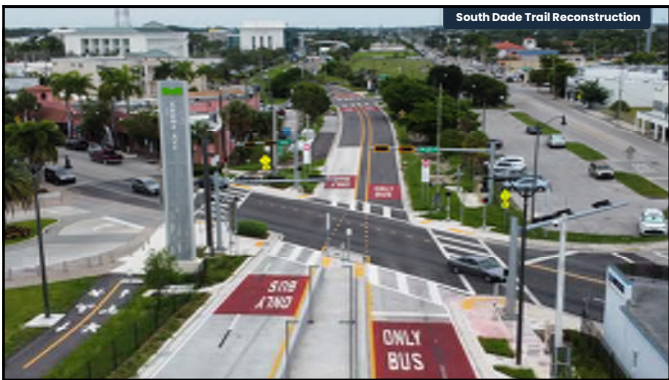
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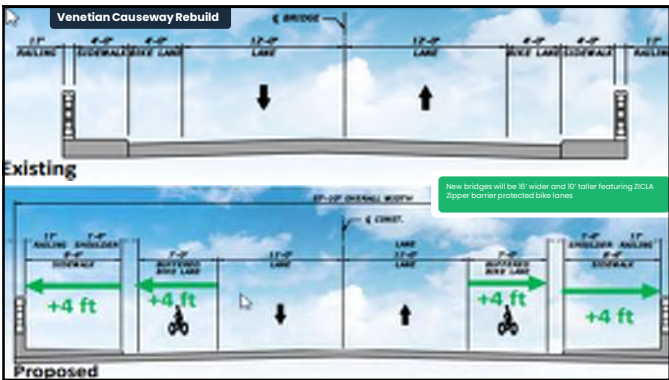
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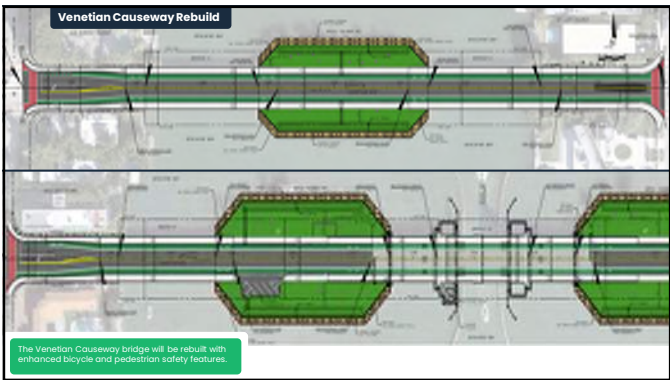
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RECENT
SUCCESS

7

Terminal 2
Project Area

Pinellas Bayway
(Tierra Verde, Pinellas County)

7

RECENT
SUCCESS

4th St Curb Extensions
(St. Petersburg)

Fowler Ave Reduced Turn Radii
(Hillsborough County)

5th Ave N Neighborhood Greenway
Crossings (St. Petersburg)

4th St N Midblock Pedestrian Signals
(St. Petersburg)

8

OTHER UPCOMING PROJECTS

- Bruce B Downs and SR 56 Intersection Improvements (Pasco County)
- US 19 Pedestrian Crossings (Pasco County)
- Ola and Central Avenue Bikeways (City of Tampa)
- SR 50 Widening & C2C completion (Hernando)
- Howard Frankland Bridge Trail Connections (Hillsborough/Pinellas)
- Pinellas Trail Wayfinding (Pinellas County)

9


BICYCLE & PEDESTRIAN
DEVELOPER REQUIREMENTS

Case Studies from around Florida
Allison Beaty-Campbell
Alison Moss

1

BALDWIN PARK

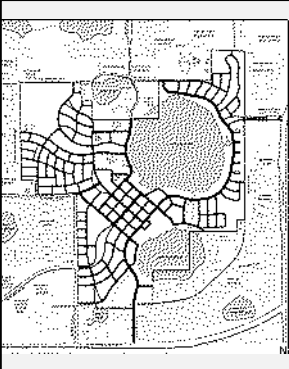
Orlando, FL



Orlando Naval Training Center Concept Plan

- Design objectives focused on:
 - environment, transportation, development pattern, Orlando's Vision Plan process
- "Green framework" parks and greenways connecting new development with existing neighborhoods and commercial areas
- Goal: "Balanced transportation system with an emphasis on walking, bikes, and transit"
- "Priority given to enhancing the pedestrian experience."
- "Use of bicycles and mass transit would be encouraged."
- "Basic services would be within a short walking distance to minimize unnecessary use of the automobile and promote a sense of community."

2

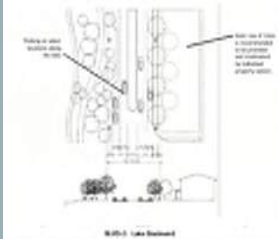



TRANSPORTATION STRATEGY

- Implement regional response to traffic
- Minimize traffic volume impact
- Create streets as great as parks
- Create a walkable community
- Expand the community bike trail system
- Accommodate current and future transit facilities

3

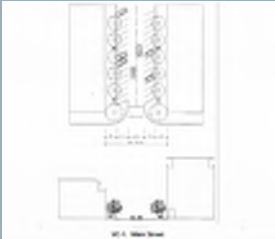

TRANSPORTATION STANDARDS



Mode	Width (ft)
Vehicle	12
Bicycle	6
Pedestrian	6
Multi-use trail	10

4

TRANSPORTATION STANDARDS



Mode	Width (ft)
Vehicle	12
Bicycle	6
Pedestrian	6
Multi-use trail	10

5

ORLANDO TRANSPORTATION CODE

STREET DESIGN STANDARDS

- Interconnected street network
- Connectivity to all transportation modes
- Connectivity Index Requirement – more links than nodes
- Special requirements for cul-de-sac bike/ped connectivity

PEDESTRIAN & BICYCLE DESIGN

- 6 ft sidewalks on both sides of all new streets
- Sidewalks priority near schools
- Dedicated bicycle infrastructure on all public and private streets or off-street multi-use trail
- Bike parking requirements based on uses


6



DEVELOPMENT STRATEGY

- Pedestrian oriented Village Center
 - 10-minute walk from neighborhoods in Baldwin Park
- Main street retail leading to lakefront
- Centralized walkable public schools
- Development block sizes based on urban context
- No minimum or max parking requirement
- Parking behind buildings
- No drive-thru uses
- 200 acres dedicated to open space

7



DEVELOPMENT STRATEGY

- Orlando NTC Partners - one developer
 - Plan, zone, purchase, develop
- Planned Development Overlay
- Reduced densities than what was approved
- New Urbanism and Traditional Neighborhood Design

8

ORLANDO LAND DEVELOPMENT CODE

STREET DESIGN STANDARDS

- Interconnected street network
- Connectivity to all transportation modes
- Connectivity Index Requirement – more links than nodes
- Special requirements for cul-de-sac bike/ped connectivity

PEDESTRIAN & BICYCLE DESIGN

- 6 ft sidewalks on both sides of all new streets
- Sidewalks priority near schools
- Dedicated bicycle infrastructure on all public and private streets or off-street multi-use trail
- Bike parking requirements based on uses

9

SW 62nd Boulevard Complete Street – City of Gainesville

10


SW 62nd Boulevard

Intersecting Roadway: SW 62nd Boulevard

Project Location: Gainesville, FL

Project Status: Approved

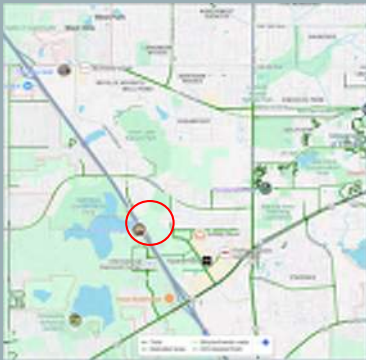
Project Description: The City of Gainesville is planning to improve the intersection of SW 62nd Boulevard and SW 10th Street. The project includes widening the road, adding a dedicated bike lane, and improving pedestrian crossings. The project is expected to be completed in 2025.



11

Broader Context –

- Better connecting SW Gainesville
- Serving as alternate route/frontage road along I-75, between two existing on/off ramps
- Critical gap in bicycle/pedestrian network
- Plans to extend path south to SW 40th Blvd, connecting Newberry Rd to Williston Rd



12



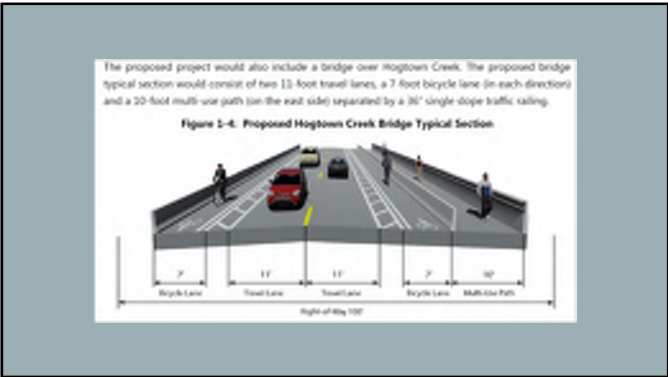
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16

NUMBER OF LANES & WIDTH
City of Gainesville – Land Development Code
The following level of service (LOS) standards shall be used to implement the concurrency management system and the transportation mobility program:
A. Transportation mobility:
1. Roadway LOS:
a. The LOS for all roadways in city limits shall be LOS E, except for I-75 and roadways operating as backlogged or constrained.

City of Gainesville – Engineering Design & Construction Manual:
4.4 Lane Widths
Travel lanes shall be designed to safely and cost-effectively accommodate vehicles, transit, and bicycle travel. Travel lanes shall be 30' wide unless mandated otherwise by law. Travel lanes may be reduced to 30' wide where justified and approved by the City Engineer. Where there are high volumes of transit or other large vehicles, travel lanes may be a minimum of 32' wide. Travel lanes shall not exceed 31' wide.

FDM →

Begin Sta.	End Sta.	Required Width	Provided Width	Recommendation
10+00	11+00	31' feet	31' feet	None
11+00	12+00	30' feet	30' feet	Design Variation
12+00	13+00	31' feet	31' feet	None

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BIKE FACILITIES			
FDM			
Design Element	Criterion	Source / Justification	Remarks
Roadway Base	2 feet (min)	FDM Section 210.10.3	
Clearance Over High Water Elevation	360 feet	FDM Table 210.11.1	
Minimum Stopping Sight Distance	Varies	FDM Section 212.11	
Intersection Sight Distance	24 feet	FDM Table 215.2.1	
Lateral Offset	Varies	FDM Table 215.2.2	
Sidewalk Width	8 feet	FDM Table 222.1.1	
Bicycle Lane Width	7 feet	FDM Section 223.2.1.1	
Multi-Use Path Width	12 feet (10 feet min)	FDM Section 224.6	

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BIKE FACILITIES

City of Gainesville – Engineering Design & Construction Manual

4.9 Bicycle Facilities

Bicycle facilities shall be provided on resurfacing projects, if sufficient right-of-way and/or pavement width exists, and/or on new roadway projects. The H&T/O Urban Bikeway Design Guide also provides design solutions to help accommodate bicyclists and achieve complete streets in roadway design.

1. Shared lane markings may be required at the City Engineer's discretion on roadways with posted speed of 25 mph or less, with AAD of 1,000 or less. Shared lane markings shall be ordered in 75 percentiles.
2. Dedicated on-street bike facilities may be required at the City Engineer's discretion for any roadway, dedicated to street bicycle facilities shall be provided for all roadways with posted speeds greater or equal to 25 mph or projected to carry an AAD greater than 1,000. The type of facility shall be in accordance with Table 4-1.
3. The preferred bicycle lane width is 6' and the minimum bicycle lane width shall be 5' measured to the face of curb. A minimum of 4' width is required for roadways without curbs.
4. Bicycle lanes adjacent to on-street parallel parking shall have a width of 7' (6' minimum) and a 2' buffer to allow for door swing from parked cars.
5. Bicycle lanes along corridors with arterial speeds posted above 35 mph shall be buffered or separated (protected) with a vertical element.

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PEDESTRIAN-SCALE LIGHTING

City of Gainesville – Land Development Code

Sec.30-6.12.- Outdoor lighting.

E. Specific illumination requirements.

In addition to the general requirements applicable to all outdoor lighting uses, the following requirements for specific outdoor lighting uses or areas shall apply. If provisions in this subsection conflict with any of the general requirements, the provisions in this subsection shall prevail.

4. Pedestrian areas.

a. Lighting levels for pedestrian areas in transect zones U1 to U3 and any residential development must maintain an average horizontal illuminance of 1.0 footcandles at ground level, an average uniformity ratio of 6:1 or less.

b. Lighting levels for pedestrian areas in transect zones U4 and DT and any mixed-use or non-residential development must maintain an average horizontal illuminance of 2.0 footcandles at ground level, an average uniformity ratio of 4:1 or less, and a maximum uniformity ratio of 10:1 or less.

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PEDESTRIAN-SCALE LIGHTING

FDM

in 6' C, Multisue Trail Lighting Design

The multisue trail that runs along the northbound side of the roadway wanders from being located at the back of curb to over 60-ft away from the edge of pavement. Preliminary analysis completed along the corridor indicated that the selected Roadway Cut-off 2 streetlights would be insufficient to light the 2.5 H.F.C. required for pedestrian facilities separated from the roadway. The IES Type III lights were unable to cast a sufficient light cone and the spacing was established to meet an average of just over 1.0 H.F.C. These limitations resulted in the selection of an additional pedestrian specific luminaire. A decorative pedestrian acorn light was selected to service the multisue trail. Utilizing this light spaced approximately 50-ft center to center and 2 ft off the back side of the trail resulted in adequate H.F.C. values. The multisue trail requires 48 of the acorn pedestrian lights. The results from AG32 are summarized in Table 7 (below).

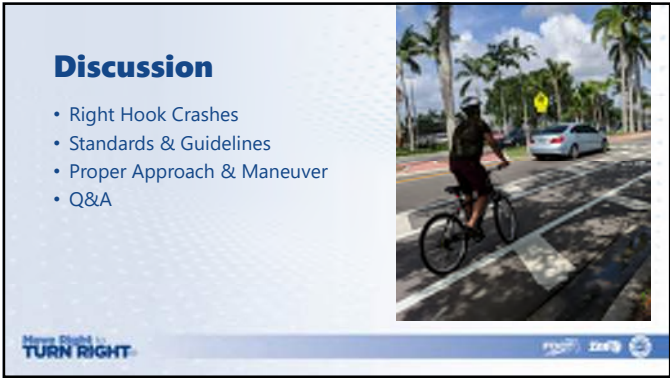
ZONE NAME	ANALYSIS ZONE DESCRIPTION	ILLUMINATION VALUES		
		AVG. H.F.C.	AVG/MIN	MAX/MIN
Trail Intersection to Bridge	Limits of separated multi-use trail from the intersection to the bridge	2.69	2.45	4.73
Trail Bridge to End of Project	Limits of separated multi-use trail from the bridge to the end of project	2.95	2.46	4.42

Table 7: Project Multisue Trail Calculation

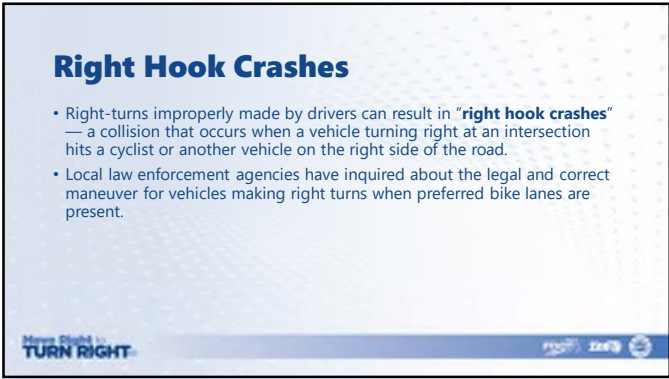
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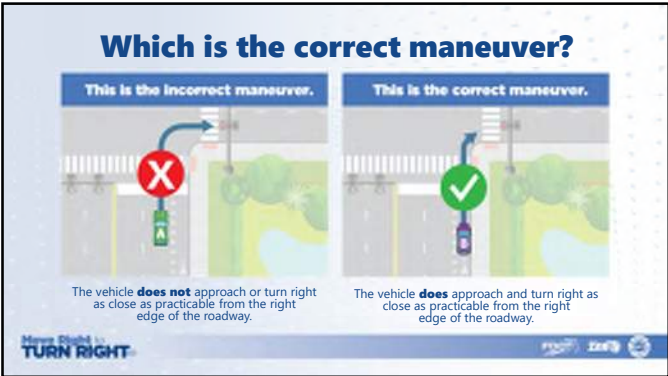
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Appendix C – Map

PEDESTRIAN & BICYCLE SAFETY COALITION MEETING

JANUARY 28-29, 2025



ORLANDO CITY HALL



400 S Orange Ave, Orlando, FL 32801

PARKING INFORMATION



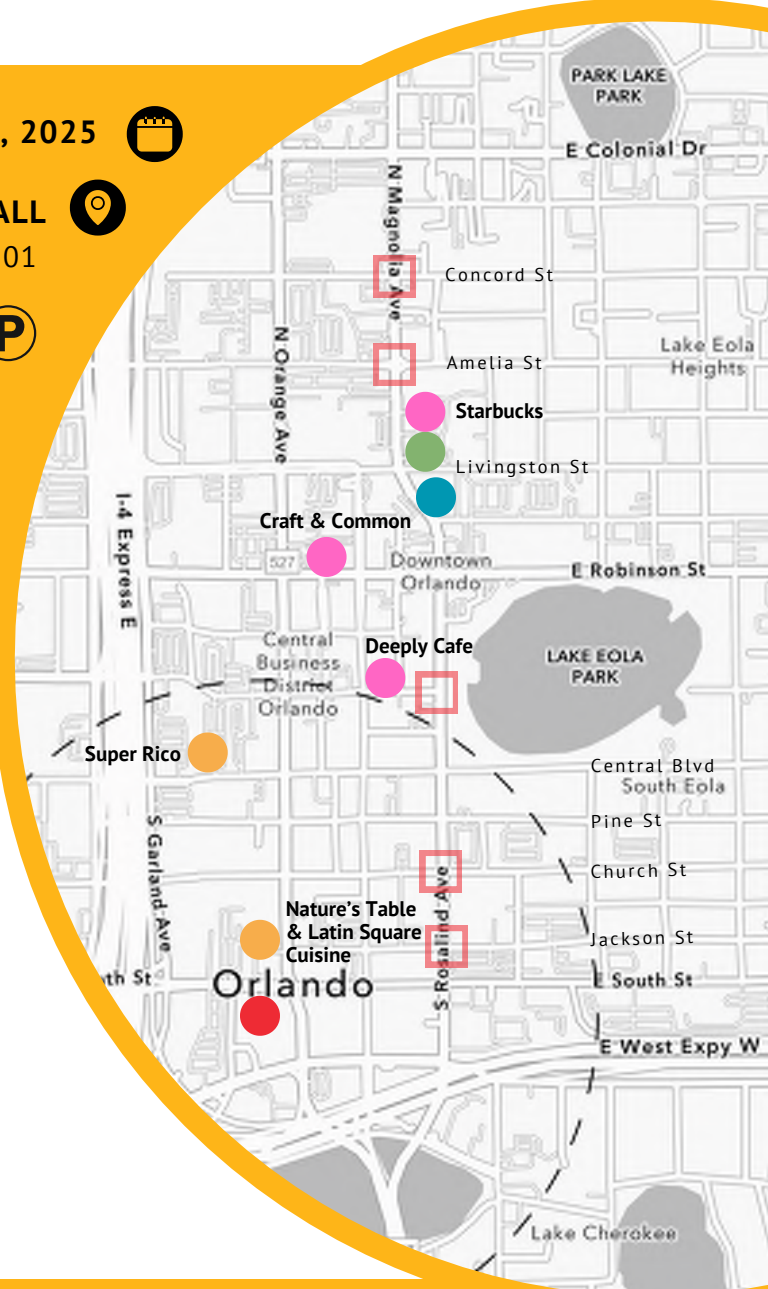
Option 1: City Commons Parking Garage (460 Boone Ave, Orlando FL, 32801).

Validation codes will be available to those who request them by Friday, January 24.

Option 2: Home2Suites Hotel (401 N Magnolia Ave, Orlando, FL 32801) Individuals staying at the hotel may valet park at this location and walk or take public transportation to the meeting site.

Downtown Orlando

- Orlando City Hall (Meeting Location)
- Home2Suites Hotel
- Optional Dinner Location (The Drake)
- Nearby Coffee Shops
- Nearby Lunch Locations
- New Quick Build Curb Extensions
- 10 minute walkshed



Transportation Alternatives



LYNX is Orlando's local bus service with 68 daily routes. A single ride fare is \$2. LYNX also provides LYMMO, a free downtown Orlando circulator with three different routes. For more information, please visit go.lynx.com. For real time bus location activity, please download the [TransitApp](#) or [Lynx app](#).



If taking the train would be a better fit, SunRail offers fares from \$2. The rail system operates for over 49 miles with 16 stations through Volusia, Seminole, Orange and Osceola counties. For more information, please visit sunrail.com



Want to try one of Orlando's micromobility options? Three companies offer bike or scooter alternatives

