

Florida Pedestrian and Bicycle Safety Coalition Meeting Report

July 22-23, 2026

Embassy Suites Downtown Orlando



*Prepared for the Florida Department of
Transportation*
8-11-2026



Attendees

Coalition Members & Program Management Support:

Last Name	First Name	Agency	Attendance
Alluri	Priyanka	Florida International University	☐
Amicarelli	Mariano	FDOT District Four	✓
Askins	Jon	Florida LEL Program	✓
Astorga	Elvira	FDOT District 6	✓
Avola-Brown	Michelle	Naples Pathway Coalition	✓
Babcock	Gina	National Coalition for Safer Roads	☐
Bhattacharya	Poorna	ASHA Planning Consultancy	✓
Bobo	Loreen	FDOT District Five	✓
Bracken	Tara	FDOT Transit Office	✓
Bryant	Curtis	Creative Fuel, LLC	☐
Bush	Emily	Bike/Walk Central FL	✓
Caldwell	Allie	FDOT Central Office	✓
Cerulli	Ronda	Florida Department of Health	✓
Chen	Cong	USF – CUTR	
Chico	Lina	Orlando Health-Arnold Palmer Hospital for Children	✓
Corkery	Terrence	FDOT Central Office	✓
Craig	Chris	FDOT – State Safety Office	✓
Crescenzi	Tara	Florida Highway Patrol	✓
Delsoin	David	Davie Police Department	✓
Crosby	Dana	FDOT Central Office	✓
Discepolo	Isabella	HCA Bayonet Point Hospital-Trauma Center	✓
Downey	Julie	Emergency Medical Services	☐
Ehmer	James	Kittelson & Associates, Inc.	✓
Fall	Matthew	City of Jacksonville	✓
Farabee	Kelly	FDOT District Seven	✓
Fellerhoff	Christopher	Hillsborough County	☐
Frank	Jason	Sarasota Police Department	✓
Galloway	Alicia	FDOT Central Office	✓
Galoso	Franko	Gresham Smith	✓
Garcia	Migdalis	Florida Highway Patrol	☐
George	Brittney	FDOT – State Safety Office	✓
George	Nathan	Palm Beach MPO	✓
Giordano	Nicole	FDOT – State Safety Office	✓
Giroux	Rupert	FDOT – State Safety Office	✓
Gray	Andrew	JMT (on behalf of FDOT District Seven)	✓
Gruener	Leilani	FLHSMV	☐
Hackett	Jensen	FDOT District Seven	✓
Hardwicke	Laura	City of Orlando	✓
Hartwell	James	Florida LEL Program	✓
Henwood	Jessica	Health First	✓
Jackman	Jason	City of Tampa	✓

Karron	Annely	FDOT District Two	✓
Katz	Eric	FDOT Central Office	✓
Kehres	Katherine	FDOT District Four	✓
Kluttz	Jessica	Alachua County BOCC	✓
Kristiansen	Angela	Kittelson & Associates, Inc.	✓
McDaniel	Gevin	SpanPath, LLC	✓
Merkle	Tanya	FDOT District One	✓
Miller	Chris	FL Highway Patrol	☐
Morales	Martha	FDOT District Four	✓
Morgan	Erin	FDOT Central Office	✓
Morris	Jaqueline	FDOT Roadway Design Office	✓
Neira	Natalia	Miami Dade Department of Transportation	✓
Peoples	Gretchen	FDOT District 3	✓
Quenneville	Kristina	FL Highway Patrol	☐
Qureshi	Fazal	Broward MPO	✓
Railey	Brett	IPTM	☐
Reinhardt	Ken	AARP Florida	✓
Reiser	James	City of Tampa	✓
Rendon	Patricia	Space Coast TPO	✓
Rider	Eugene	Florida Bicycle Association	✓
Robbins	Keith	FDOT District One	☐
Rodrigues-Silva	Karla	City of Gainesville	☐
Rodriguez	Adriana	MetroPlan Orlando	✓
Roeder	Alexandria	Tampa General Hospital	✓
Rupinta	Kelly	IPTM	✓
Russo	Tina	FDOT District Seven	✓
Severyn	Josette	Broward County Florida	✓
Silva	Lisa	Hillsborough County MPO	✓
Simpson	Kyle	Forward Pinellas	☐
Simpson	Paul	University of Florida –PedBike SRC	✓
Suguri	Vitor	FDOT District One	✓
Sully	Thuraia	FDOT Systems Implementation Office	✓
Teague	Michael	Florida Police Chief’s Association	✓
Thompson	Erika	FHWA	☐
Torres	Lauren	National Safety Council	☐
Torres	Stephanie	St Lucie TPO	✓
Walford	Kevin	Miami-Dade TPO	✓
Wall	Kathy	Safe Kids Palm Beach County	✓
Wandall	Melissa	National Coalition for Safer Roads	✓
Williams	Angel	IPTM	✓
Zenoni	Scott	Health First	☐

Coalition Guests:

Last Name	First Name	Agency
Champlin	Lindsey	AAA
Cui	Can	USF – CUTR
Fuentes	Jesus	Miami-Dade TPO
Greco	Michael	City of Orlando
Green	Daphne	City of Orlando
Hodge	Debra	Retailer
Lane	Cindi	FDOT District 5 Communications
MacDonald	Bella	City of Orlando
McMillan	Jamie	MetroPlan Orlando
Nguyen	Nicholas	City of Orlando
Panza	Patrick	Bike Walk Central Florida
Pope	Justin	FDOT District 5
Rodriguez	Said	City of Orlando
Suver	Gabrielle	Invited Guest
Tremont	Emily	Invited Guest
Wilkerson	William	City of Orlando

Wednesday, July 22, 2026

Call To Order – Chris Craig, FDOT Central Office

Chris called the meeting to order at 1:10 p.m. Chris outlined the meeting agenda and welcomed the coalition members to the meeting.

Public Meeting Announcement

Angela reminded attendees that this meeting is open to the public and announced dedicated time for public comment.

Meeting Dedication in Honor of Gabrielle Suver, Angela Kristiansen

The meeting was dedicated to Gabrielle Suver, a professional triathlete who survived serious injuries from a crash while she was biking in November 2025. Gabby Suver was invited to share her story of recovery. After several surgeries and relearning to walk, Gabby is again competing in triathlons and working toward returning to professional competition. She called for more respect for each other on the roadway and offered to share some of her advocacy work as model legislative language.

Coalition Members Introductions – All Attendees

Alicia Galloway invited attendees to introduce themselves, their role, organization, and emphasis area.

Announcements – Alicia Galloway, FDOT Central Office

Alicia provided an overview of materials included in attendee folders and reviewed travel logistics.

Lindsey Champlin of AAA shared “School’s Open, Drive Carefully” yard signs. Many coalition members expressed interest in more signs next year. Due to logistical challenges, they are not available by mail.

Stop on Red Week is August 2-8. Melissa Wandall added that the National Coalition for Safer Roads runs this, and she will share assets for this campaign including banners and buttons.

Tina Russo shared a D7 Hazard Sheet effort. These are modernized versions of previous sheets, showing modern safety hazards for bikes and micromobility.

Target Zero Policy and Strategic Highway Safety Plan – Erin Morgan, FDOT State Safety (see *Appendix B for slides*)

Erin shared some of her professional background and presented the 2026 Strategic Highway Safety Plan (SHSP), which was adopted last month and is now [available online](#). The plan identifies statewide priorities and is explicitly organized around Target Zero and the Safe Systems Approach. Eleven emphasis areas are defined around broad groups of roads, people, and behavior. Print copies are currently in production.

Erin described Target Zero and the threefold approach through engineering, campaigns, and outreach. This is performance driven, using measurable outcomes to understand progress.

Questions & Comments:

1. How will education and outreach programs be evaluated?
 - a. Behavior change is not an immediate process – we need to be aware of confirmation bias and not go only to events where folks agree with us. Look at surveys to see if

people are getting the message and surveys are being responded to, looking at impacts of changes in crash data. We'll review if efforts are being felt at the local level first, then look at crash data and how folks are talking about crashes.

2. How are things changing in the directives we get from federal government and FDOT leadership on what should be used as a safety countermeasure?
 - a. We're trying to focus on building a strategy that is broad enough that everyone can work to achieve safety goals under the same structure.
3. Is there a plan to have local partners branch off or integrate into the Strategic Highway Safety Plan? And how will the plan be rolled out?
 - a. The goal is to make materials shareable as a collective effort and use the same language so everything ties together statewide. Materials and structure should be interconnected while still addressing individual local needs (e.g. NHTSA materials that are developed centrally and distributed across the state).
 - b. Poorna commented that ready-to-use materials are especially helpful for small-scale agencies. Erin supported this idea with grab and go toolkits that anyone can take to an outreach event.
4. Can we change culture by bringing driver's education back to schools to educate teens on what their parents are not teaching them?
 - a. Erin refocused on building on the small wins with the eventual long term goals.
5. How can we change culture if policies are not in place to support that change?
 - a. When there is not a legislative effort, we appeal to people by meeting them where they are, using behavioral science and marketing.

Micromobility Safety Ordinances – Angela Kristiansen, Kittelson

(see Appendix B for slides)

Angela asked attendees who had ridden an e-bike or e-scooter - most attendees had. She presented a recent timeline of micromobility statutes in Florida. The current statutory definition ([F.S. 316.003](#) (41)) includes rented and personal, electric and human powered devices.

The team discussed how to move forward after SB 382 was vetoed. The bill would have regulated e-bike speeds on sidewalks, established a task force, and required crash data collection. Existing statutes allow local ordinances to implement age restrictions, ID requirements, and safety trainings for e-bike use.

The group discussed the variation in age restrictions that have been adopted across the state, including the difference in ages and the applicability to personally owned vs rented devices.

- Nathan shared that Wellington balanced restricting kids from riding and safety from a parental perspective. He noted a parent's right to choose the devices that their kids use. Palm Beach County plans to suggest age 16 for Class 3 e-bikes.
- Laura noted that Orlando uses age 18 for shared/rented micromobility based on the age that one can enter into a contract.
- There was some discussion about how rented fleets like Lime Bikes have been affected by age restrictions in Broward County.
- An interactive Slido poll allowed coalition members to share opinions on the advantages and disadvantages of age restrictions. (See Appendix C)

There was discussion about how E-bikes can balance the playing field, especially in hilly areas.

Attendees discussed potential implications of school restrictions like the recent Orange County Public Schools (OCPS) announcement that e-bikes on school campus will be limited to students with a learners permit or driver license. The intent is to promote understanding of rules of the road before permitting e-bike use on campus. Transportation is not provided for students who live within 2 miles of public schools or students who stay after school for extracurricular activities. Students who can't take their devices onto school property may ride them to the boundary. School closures affect the geographic distance traveled to school. E-devices can provide students with independence and transportation.

Education: very few local ordinances currently include education requirements.

- Nathan George shared that Wellington's approach was that this authority should be passed down from the state, not locally imposed.
- Poorna shared that MetroPlan Orlando has a pilot effort for a teen e-bike course.
- Michelle noted that kids are "driving" e-bikes as transportation devices, and suggested license with a test attached, similar to motor vehicles.
- Emily Bush noted that the FL Dept of Education has a requirement to teach students to ride a bicycle. Bike Walk Central Florida created online and on-bike training for kids. This isn't being done on the ground right now. Better bikers become better drivers, so it is important to teach kids in schools and teach them from a young age.

Micromobility is often used for logistics and work vehicles (delivery e-bikes). Speed governors geofenced around Central Business Districts were mentioned to promote safety in areas where more people are walking (lower speeds downtown than elsewhere).

There was some discussion about why risk has increased for micromobility devices – higher speeds vs higher ownership rates.

- The Vision Zero program in Louisville, KY, partnered with an epidemiologist to understand the root cause of increased crashes. As we learned from Erin's presentation, education requires a coordinated effort; perhaps the focus should shift to safer and more connected infrastructure for users.
- Rachele noted that serious crashes with micromobility are a nationwide issue, especially in urban areas and coastal areas. People are aligned in identifying that there is an issue, the disagreement is over how to address it. Political support is incredibly important. She pointed out how San Diego's local government stepped in to address the issue with a top-down approach.
- Alex R shared that the mean age for e-bike incidents is 44 years old at her Emergency Dept. Many of the injured patients *are* licensed, *choose* to ride, and are still involved in serious crashes. Of the deaths in her trauma center, seven have been adults. Severity-wise, adults are more frequently hurt. There was a mention of the nuance of patient populations in trauma centers, where there are more adults than pediatric patients.

Engineering considerations: Because younger riders often ride on sidewalks, repairing pavement quality and sidewalk cracks could prevent head injuries.

Enforcement Perspective:

- The enforcement team noted that E-motos should not be used on public roadways. Jason shared an example of an e-bike crash where the biker died as a result of striking a vehicle.
- Consider citing parents for their kids' misconduct or reckless riding (similar to consequence of kids driving themselves to schools unlicensed).
- Age requirements require discretion of the officer.

Helmet Up Campaign – Kathy Wall, Safe Kids Palm Beach County

(see Appendix B for slides)

Kathy Wall presented a summary of a recent Helmet Up Campaign partnership between Safe Kids Palm Beach County, Children's Services Council, and Community Partners of South Florida. The pilot program at a Boca Raton school used a multi-week program that involved a pre- and post- assessment of bike and helmet use.

Implementation Plan Updates – James Ehmer, Kittelson

James explained that we are wrapping up the current implementation cycle and asked the groups to make a final pass at closing out their plans.

Breakout Session: Emphasis Areas Implementation Plan Working Session – All

Emphasis area teams met to discuss their respective implementation plans and which objectives and tasks can be completed by the next quarterly meeting.

Collaboration Roundtable – Emphasis Area Goal Leaders

Each emphasis area team sent a representative to discuss collaboration needs.

- The Planning, Design, and Operations (**PDO**) team would like to connect with
 - o the **Data** team about access to specific data dashboards
 - o the **EMS** team about responding to emergencies on bridges and trails
 - o the **Vision Zero** team about RSA resources.
- The **Policy** team is also interested in **Data** collaboration to answer questions about ped bike crashes vs ridership and exposure.
- The **Policy** team would like to collaborate with the **PDO** team about engineering judgment vs liability, plus the statutory definition of "crosswalk"
- The e-bike focus group would like to request collaboration with the **Data** and **Enforcement** teams
- The **Communications** team would like to connect with the **EMS** team about the Helmet Up Campaign.

Public Comment Period

No comments received.

Day 1 Wrap Up

Angela closed out the day with parking and hotel logistics and an invitation to join an optional dinner.

Thursday, July 23, 2026

Coffee Talk/Teams Troubleshooting – All Attendees

As coalition members arrived, they were encouraged to discuss modes of transportation they experienced during Tuesday evening. Attendees were also given the opportunity to troubleshoot any technical difficulties with Teams.

Call to Order – Chris Craig, FDOT

The meeting was called to order by Chris Craig.

Public Meeting Announcement

Chris Craig announced the public comment period.

FDOT District 1 Spotlight – Vitor Suguri, District Planning Studio Manager

Vitor presented safety projects and planning tools in District 1. This included traffic calming and lighting on San Carlos SR 865, the Alderman Multi Use Recreational Trail (MURT) connecting to the Legacy Trail, PHBs on SR 684 Cortez Rd, RRFs on SR 29, and newly installed pedestrian fencing in LaBelle. Vitor also shared a project/segment prioritization tool, a GIS-based analysis that scores segments across four categories.

FDOT District 5 Spotlight – Loreen Bobo, District Safety Administrator

Loreen shared an evaluation of the separated bike lanes in District 5. The FDOT Design Manual (FDM) provides guidance for bike lane design, including concrete separators. There are several completed projects across central Florida, including Semoran Blvd and Conroy Rd in Orlando. District staff identified that increasing the distance between the separator and outside edge line is a potential area for improvement.

Loreen also presented on an e-bike safety toolkit created by District 5. It is built around launching for middle/high schools but is flexible for community use as well. Presentations (10 min and 30 min versions) with talking points are available for teachers. A recorded version is in the works.

Questions:

- Mariano and Jesus applauded Loreen for the District's progress. Mariano shared that District 4 has similar projects. Jesus shared there are issues with buses blocking bike lanes in District 4. He asked how to address potential bike-bus conflicts that may arise.
 - o DeWayne shared that NACTO has a standard floating bike lane for bus boarding. Laura added that boarding islands are an option with landscaping for shade.
- How do D5 implementations compare with national/state guidance, what lessons were learned?
 - o Two feet separation distance is working well compared to 3-foot guidance. This could help fit more separated bike lanes into tighter roadways.
 - o DeWayne noted that no markings on a separator is often an indication that there may be too much space, while significant damage to concrete can indicate that space is too narrow. Some tire marks can be a good indication that the separator is adequate.
- How many miles of separated bike lanes have been built and how many have been designed and planned? Loreen referred to white paper; Robinson St is the only project not built yet.
- Will there be an expansion to Curry Ford Rd? Not yet.

- Have bike counters been installed in the new separated bike lanes? There are counters on the SunTrail system. Bike counters haven't been installed yet on in-road facilities, but that's a good idea.

SAFETY Systems – Rupert Giroux, FDOT State Safety Office

The web-based SAFETY Systems application developed by FDOT aims to fulfill data requests and would be the first of its kind in the nation. It acts as a grab and go toolkit for practitioners to implement change into their projects, providing crash data and information on FDOTs approved list of safety countermeasures that support Target Zero initiatives. Access is currently permitted via FDOT login credentials, but there is a process to acquire access for those outside of the agency. There is detailed, data-driven information on each countermeasure, along with cost estimates and a location/logic flowchart. Potential locations for countermeasures are identified, along with the benefit/cost ratio associated with buildout costs compared to the lives potentially saved through implementation.

Questions:

- How do MPOs get access?
 - o The system is not currently live, it is in Phase III and still under development. Ask Rupert directly to gain access.
- Is this on local roads as well?
 - o Currently only the State Highway System. Will then work backwards to fill in data gaps.
 - o Emily Bush offered Rupert some data that she has for local roads in Central Florida.

Autonomous Vehicles and Ped Bike Safety – Jacques Coulon, City of Orlando

Jacques Coulon presented the City of Orlando's history of involvement with autonomous vehicles. He noted different requirements between Waymo and Beep autonomous vehicles, including those at Lake Nona and the SWAN Shuttle pilot. Jacques noted how the city coordinates with companies during maintenance of traffic (MOT) and special events.

Questions and discussion:

- Does Waymo consider ADA accessibility in their vehicles?
 - o Not currently, although they are considering adding bike racks to the vehicles. Because Waymo is a private company (not public transit), they are not obligated to do so.
- Waymo's stated mission is to create the road's safest driver including for ped/bike safety and it is important to remind them of this mission.
- Bicyclist visibility: Bicyclist dynamics are unknown. Waymo vehicles have sensors that warn riders not to open a door into a cyclist's path when letting passengers out adjacent to a bike lane.

Breakout Session: Collaboration & Partnerships

Emphasis area teams met to discuss their respective implementation plans. Members were encouraged to collaborate across emphasis area teams and plan for the next quarter.

Emphasis Area status Updates – Goal Leaders

- Communication, Outreach, and Education
 - o Closing Out:
 - Alert Today Website Updates

- Tip Cards
- Coming Up:
 - Connect with Teen Safe Driving Coalition on education campaign idea
 - Creation of e-bike "business card" for law enforcement
 - 6 hat method for Objectives refresh
- Data, Analysis, and Evaluation
 - Closing Out:
 - Safety Data Integration Space
 - Coming Up:
 - Update on signature projects across the state
- E-Bike Focus Group
 - Coming Up:
 - Resume development and review of model e-bike ordinance language
 - Evaluate best practices to support local governments in regulating e-bike use
 - Develop recommendations for consistent statewide policy language and legislative considerations
- Emergency Medical Services
 - Coming Up:
 - Creating Stop The Bleed toolkit following language from Broward County, counties can adapt language in their fire codes
 - Discussion with FL EMS council to help support and encourage adding bleeding control kit language to the fire code on a statewide level
 - Continue educating EMS on new micromobility codes, as well as documenting helmet use
- Law Enforcement
 - Closing Out:
 - L.E.L. e-Bike Ordinance website updated with new agencies and redirected to Municode for full ordinance text
 - Recommended connecting the Alert Today website to the LEL e-bike resources
 - Coming Up:
 - Meet again with Comms about new tip cards
- Planning, Design, and Operations
 - Closing Out:
 - Conducted training on context classification and target speed implementation
 - Changed Mast Arm loading criteria to enable additional signs and devices
 - Conducted pilot studies on Midblock Pedestrian Signals
 - Coming Up:
 - PDO will roll over items from the current plan that were completed but can be expanded.
 - Team will prepare a work plan at one of the next meetings.
- Policy & Programs
 - Closing Out:
 - Comment on FLHSMV Driver Handbook
 - Coming Up:

- Plain language translation of Crosswalk definition and best practices for placements (Statute 316.003.17).
 - Visioning future 5-year Implementation Plan.
 - Before and after crash injury data analysis at Mid-Block Crossings to validate effectiveness.
- Vision Zero:
- Closing Out:
 - Vision Zero/ Target Zero Road Show
 - D4 and D5 Separated Bike Lane Research and Ongoing Evaluation
 - Catalogued an Abundance of Resources and Knowledge
 - Coming Up:
 - Refresh- Objectives to the Safe System Approach
 - Identified Objective Leaders for Each Approach
 - Next Mid-quarter Call- Identify Objective Statements

Public Comment Period

Time was given for public comment. None were shared.

Next Steps – Coalition Management Team

Angela shared announcements about upcoming mid-quarter calls and future 2026 coalition meetings.

Closing Remarks – Chris Craig, FDOT State Safety Office

Chris thanked the coalition members for their participation and noted the great progress that was made in the breakout sessions and on implementation plan task items.

Next Meeting Announcement:

The next Coalition Meeting will be held:

October 13, 2026, 1:00PM – 5:30PM

October 14, 2026, 8:00AM – 12:30PM

Embassy Suites by Hilton Tampa USF

3705 Spectrum Boulevard

Tampa, FL 33612