

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	<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 checked="" type="checkbox"/>
Beaty-Campbell	Allison	FDOT Office of Policy Planning	<input checked="" type="checkbox"/>
Bhattacharya	Poorna	ASHA Planning Consultancy	<input checked="" type="checkbox"/>
Blais	Jasmine	Kittelson & Associates, Inc.	<input checked="" type="checkbox"/>
Bobo	Loreen	FDOT District Five	<input checked="" type="checkbox"/>
Borms	Jotan	FDOT – TDA	<input type="checkbox"/>
Bracken	Tara	FDOT Transit 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 type="checkbox"/>
Cerame	Caitlin	City of Pensacola	<input type="checkbox"/>
Cerulli	Ronda	Florida Department of Health	<input checked="" type="checkbox"/>
Chico	Lina	Orlando Health-Arnold Palmer Hospital for Children	<input checked="" type="checkbox"/>
Cordle	Abigail	St. Augustine Police Department	<input type="checkbox"/>
Corkery	Terrence	FDOT Central Office	<input type="checkbox"/>
Craig	Chris	FDOT Central Office	<input checked="" type="checkbox"/>
Crosby	Dana	FDOT Central Office	<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"/>
Fall	Matthew	City of Jacksonville	<input checked="" type="checkbox"/>
Feinberg	Rory	FDOT District Six	<input checked="" type="checkbox"/>
Fellerhoff	Christopher	Hillsborough County	<input type="checkbox"/>
Frank	Jason	Sarasota Police Department	<input checked="" type="checkbox"/>
Galloway	Alicia	FDOT Central Office	<input checked="" type="checkbox"/>
Giroux	Rupert	FDOT Central Office	<input checked="" type="checkbox"/>
Gutierrez	Ricardo	Broward MPO	<input checked="" type="checkbox"/>
Gray	Andrew	JMT (on behalf of FDOT District Seven)	<input checked="" type="checkbox"/>
Gray	Ray	Florida Department of Education	<input type="checkbox"/>
Gruener	Leilani	FLHSMV	<input checked="" 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"/>
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



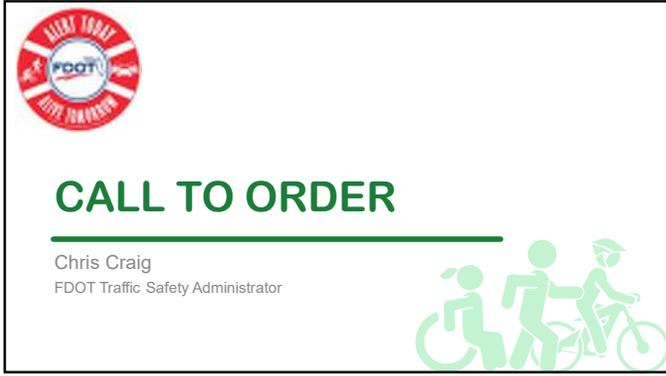
FLORIDA'S PEDESTRIAN AND BICYCLE SAFETY COALITION MEETING

January 28, 2025
Orlando, FL




Wifi: City Guest

1




CALL TO ORDER

Chris Craig
FDOT Traffic Safety Administrator



2



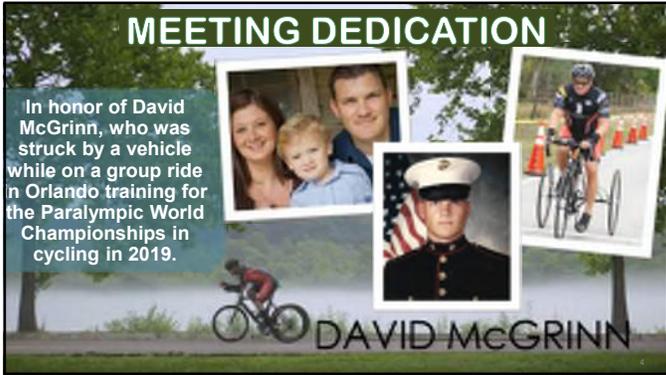

PUBLIC MEETING ANNOUNCEMENT

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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FRIDAY, FEBRUARY 7, 2025

Florida School Crossing Guard Training Program
 Safety Office, Florida Department of Transportation

CROSSING GUARD APPRECIATION DAY
 Annually on the first Friday in February!
 Let's take a moment to thank our guards for keeping our school crossings safe for students on their journey to and from school.



Thank You!
 FLORIDA DEPARTMENT OF TRANSPORTATION

ZERO **FDOT**

7

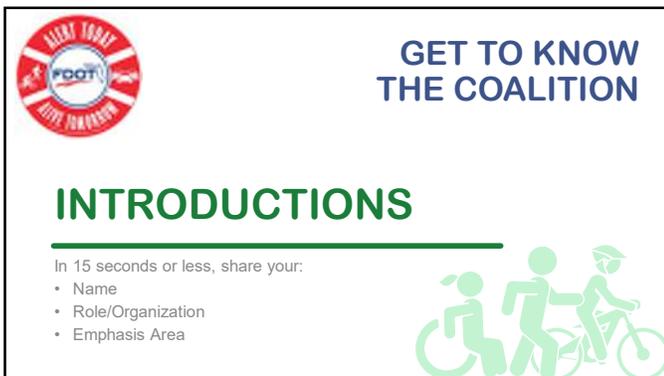



FDOT SAFETY OFFICE ANNOUNCEMENTS

Chris Craig
 FDOT Traffic Safety Administrator



8




GET TO KNOW THE COALITION

INTRODUCTIONS

In 15 seconds or less, share your:

- Name
- Role/Organization
- Emphasis Area



9




IMPLEMENTATION PLAN UPDATE



10




BREAKOUT AGENDA – 2025 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 2025

GOAL:
DISCUSS YOUR TEAM'S VISION FOR 2025 AND UPDATE YOUR IP TO REFLECT THAT VISION

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11




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?



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



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**TUESDAY
WRAP UP**



17

**PEDESTRIAN AND BICYCLE
SAFETY COALITION
MEETING**

January 29, 2025




Wifi: City Guest

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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



20



PUBLIC MEETING ANNOUNCEMENT

12:10 – 12:20 PM



21



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

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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

Please return at 11:45 AM

BREAKOUT LOCATIONS

Fairview Nona Fredrica Lancaster Richmond

25

COLLABORATION REQUESTS & LOCATIONS

Alison Moss/Vitor Suguri

Erin McDade

Be prepared to start report outs at 11:35 am

- Permissive Left Turns
- Florida Law Synopsis
- Data Request for Florida Law Synopsis for Kids
- Ped/Bike Accommodations During Construction
- Post Crash Care and Messaging

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EMPHASIS AREA STATUS UPDATES

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

27

EMERGENCY MEDICAL SERVICES

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

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 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

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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

33




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

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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

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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.

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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.

★ = Goal Leader

10 members

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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.

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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 Wigglesworth , 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.

★ = Goal Leader

11 members

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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

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PUBLIC COMMENT PERIOD

12:15 – 12:25 PM



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MARCH IS FLORIDA BICYCLE MONTH

How will you celebrate?



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NEXT STEPS

IPTM
Kittelson & Associates, Inc.



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NEXT MEETING

April 8 – 9, 2025
Orlando City Hall



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2025 MEETINGS

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



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CLOSING REMARKS

Chris Craig
FDOT Traffic Safety Administrator



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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

INVESTING IN AMERICA: NHTSA Announces \$171 Million in Grants to 19 States and Territories to Upgrade Crash Data Collection Systems

Program fulfills Bipartisan Infrastructure Law directive and advances the Department's National Roadway Safety Strategy

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, NEMESIS, 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

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MMUCC V.6 DATA ELEMENT FORMAT

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

MMUCC Data Element Format

Three elements are presented using the following format:

Data Element Identifier + Number, Data Element Name

Element Definition

The element definition will be found here:

Attribute Values

- Number of allowable selections:
- Not applicable
- State use only
- Attribute use
- Attribute use
- Attribute use
- Other
- Validation

Remarks:

Qualifiers and machine definitions will be found here:

Aligner Index Remarks:

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

Implementation Suggestions:

Integration of electronic implementation will be found here.

Validation Rules:

- Y/N use
- Y/N use
- Y/N use
- Y/N use

Aligner/Coordination for ELEMENT:

Contributions 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

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MMUCC C17.RELATED FACTORS - CRASH LEVEL

SEDC Related Factors - Crash Level

Element Definition:

Attribute Values:

- Y/N use
- Y/N use
- Y/N use
- Y/N use

Group A: Incident Related

- Yellow Cross Symbol
- Emergency Vehicle Related
- Traffic Incident Other Than a Crash
- Noted as Disabled Vehicle
- Not Observed Traffic Vehicle

Group A: Nonmotorist Vehicle Related

- Observed Driver of a Nonmotorist Vehicle
- Apparent Driver of a Nonmotorist Vehicle Observed
- Not Observed Nonmotorist Vehicle Observed

Group B: Other and Unknown

- Other Incident in progress
- Unknown

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VEHICLE ELEMENTS OF INTEREST

- Elements of Interest
 - Area of Initial Impact / Most Damaged Area
- Most Harmful Event
 - Non-Collision
 - Collision w/Non-fixed object,
 - Collision w/Fixed object
 - Sequence of Events;

Logos: FDOT, ZERO, NHTSA, FLHSMV

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MMUCC:V38. MOST HARMFUL EVENT FOR THIS MV

Uniformity Alignment : 56.86%

Most Harmful Event Groups	NHTSA Attribute Recommendations
Group 01. Non-Collision Harmful Events	+ [A]:08.Pavement Surface Irregularity (ruts, potholes, grades, etc.) + [A]:09.Other Non-Collision
Group 02. Collision with Motor Vehicle	Revise Defn: [A]:02.Parked Motor Vehicle Revise Defn & Name: [A]:03.Working Motor Vehicle
Group 03.Collision With Non-Fixed Object	Revise Defn & Name: [A]:02.Live Animal + [A]:03.Ridden Animal or Animal-Drawn Conveyance + [A]:05.Road Vehicle on Rails + [A]:06.Strikes Object at Rest That Had Fallen From Motor Vehicle In-Transport + [A]:07.Striking or Struck by Object, Cargo, or Person From Other Motor Vehicle In-Transport Revise Defn & Name: [A]:08.Other Object (not fixed) + [A]:09.Unknown Object Not Fixed

Logos: FDOT, ZERO, NHTSA, FLHSMV

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MMUCC:V38. MOST HARMFUL EVENT FOR THIS MV CONTINUED...

Uniformity Alignment : 56.86%

Most Harmful Event Groups	NHTSA Attribute Recommendations
Group 04. Collision With Fixed Object	+ [A]:08.Pavement Surface Irregularity (ruts, potholes, grades, etc.) + [A]:09.Other Non-Collision Revise Dfn [A]:13.Traffic Signal or Support to capture railroad crossing arm or gate Revise Dfn [A]:19.Embankment + [A]:20.Boulder; 21.Ground; 23.Shrubbery; 24.Snowbank; 27.Fire Hydrant; 28.Unknown Fixed Object Separate FL [A] 39- Other Fixed Object (wall, building, tunnel, etc.)
Group 05. Unknown	+ [A]:01.Harmful Event, Details Unknown

Logos: FDOT, ZERO, NHTSA, FLHSMV

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PERSON ELEMENTS OF INTEREST

- Non-Motorist
 - Non-Motorist Description
 - Non-Motorist Location at Time of Crash
 - Action Prior to Crash
 - Safety Equipment
 - Non-Motorist Actions/Circumstances
 - Action Prior to Crash
- Driver or Passenger
 - Helmet Use (HU)

Logos: FDOT, ZERO, NHTSA, FLHSMV

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MMUCC P5.PERSON TYPE & NON-MOTORIST ELEMENTS

PE Person Type

Element Definition: The role of the person involved in the crash.

Element Values:

- Driver
- Operator
- Passenger
- Non-Motorist
- Unknown

Logos: FDOT, ZERO, NHTSA, FLHSMV

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FL NON-MOTORIST ELEMENT SCORES

Non-Motorist Elements	Total Non-Motorist Scores	Uniformity Alignment (%)
NM1. Vehicle Number of Motor Vehicle Striking Non-Motorist		0%
NM2. Non-Motorist Status Prior to Critical Event		53.85%
NM3. Non-Motorist Distraction		0%
NM4. Non-Motorist Contributing Circumstances		78.57%
NM5. Non-Motorist at Intersection		100%
NM6. Non-Motorist in Crosswalk		100%
NM7. Non-Motorist Specific Location		35.71%
NM8. Non-Motorist Safety Equipment		77.78%
NM9.Non-Motorist Device Type		17.65%
NM10. Non-Motorist Traffic Control Device		0%

Logos: FDOT, ZERO, NHTSA, FLHSMV

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MMUCC NM9. NON-MOTORIST DEVICE TYPE

MMUCC Non-Motorist Device Type
 Element Definition: The type of transport device and accessories of the device reported by the respondent

Attribute Values:

- Subfield 1: Device Type (color use)
 - Group 1: Other (not listed)
 - Subfield of Conventional Two-Wheelers & Choppers
 - Group 2: Two-Wheel Vehicle - Emergency Vehicle
 - Subfield of Ambulance/Other Emergency
 - Subfield of Vehicle or Boat Vehicle or Boat
 - Group 3: Cycle
 - Bicycle
 - Other Cycle
- Group 4: Personal Conveyance
 - Subfield of Other Mobile All-terrain
 - Skate
 - Skateboard
 - Subfield of Scooter
 - Device of Personal Conveyance
 - Device of Personal Conveyance - Other
 - Device of Personal Conveyance - Scooter, Skate
- Subfield 2: Device Motorization (color use)
 - Not Motorized
 - Motorized
 - Not Applicable
 - Subfield of Motorized or Not Motorized



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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



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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?



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CONTACT INFO: MELISSAGONZALEZ@FLHSMV.GOV

THANK YOU



22

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
(21 years old - Median age of bicyclists in fatal crashes)

94% of drivers involved were Florida residents²

Source: 1. NHTSA, FARS 2021; 2. APF, National Highway Traffic Safety Administration's Traffic Safety Facts Annual Report, generated 05/22/2024

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 pedestrians in fatal crashes)

93% of drivers involved were Florida residents²

Source: 1. NHTSA, FARS 2021; 2. APF, National Highway Traffic Safety Administration's Traffic Safety Facts Annual Report, generated 05/22/2024

3

HIGH VISIBILITY ENFORCEMENT (HVE) PROGRAM OVERVIEW

Focus on **25** Priority Counties

Represents **~89%** of ped/bike KSIs*

Source: Sprint 4 Analytics, Crash Data, Years July 1, 2018-June 30, 2021 (accessed 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

5

PEDESTRIAN & BICYCLE FOCUSED INITIATIVE HVE CONTRACT PROGRAM

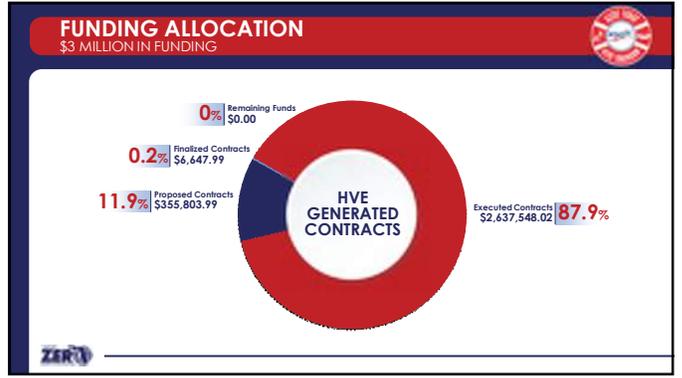
GOAL: Reduce unlawful and undesirable traffic behaviors that contribute to pedestrian and bicycle fatalities and serious injuries (KSIs).

- 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

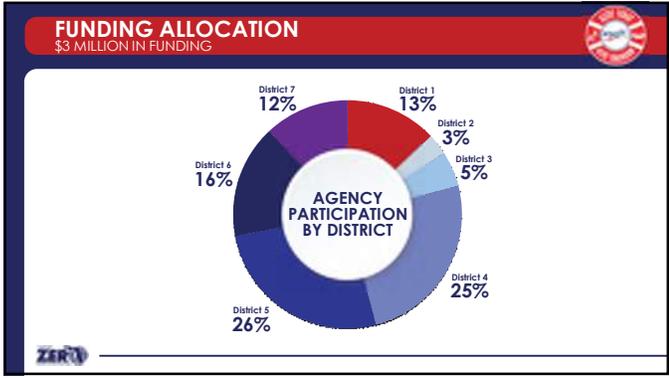
6



7



8



9

PEDESTRIAN & BICYCLE FOCUSED INITIATIVE

HVE OPERATIONS - SUMMARY REPORT

2025 HIGH VISIBLE ENFORCEMENT PROGRAM

TARGET AREA DETAIL SUMMARY REPORT

AGENCY TAMPA PD CONTACTS				TARGET AREA COVERAGE FOR TAMPA PD			
Location	Time	Hours	Percentage	Location	Time	Hours	Percentage
Location 1	Time 1	Hours 1	Percentage 1	Location 1	Time 1	Hours 1	Percentage 1
Location 2	Time 2	Hours 2	Percentage 2	Location 2	Time 2	Hours 2	Percentage 2
Location 3	Time 3	Hours 3	Percentage 3	Location 3	Time 3	Hours 3	Percentage 3
Location 4	Time 4	Hours 4	Percentage 4	Location 4	Time 4	Hours 4	Percentage 4
Location 5	Time 5	Hours 5	Percentage 5	Location 5	Time 5	Hours 5	Percentage 5
Location 6	Time 6	Hours 6	Percentage 6	Location 6	Time 6	Hours 6	Percentage 6
Location 7	Time 7	Hours 7	Percentage 7	Location 7	Time 7	Hours 7	Percentage 7
Location 8	Time 8	Hours 8	Percentage 8	Location 8	Time 8	Hours 8	Percentage 8
Location 9	Time 9	Hours 9	Percentage 9	Location 9	Time 9	Hours 9	Percentage 9
Location 10	Time 10	Hours 10	Percentage 10	Location 10	Time 10	Hours 10	Percentage 10

Agency Summary for Tampa PD
Hillsborough County, District 17

Education and Enforcement contacts made as of 5/10/2024

Agency Tampa PD Contract from 9/25/2023 to 5/10/2024
\$132,731.82

Each High Crash segment shows how many hours have been worked and percentage of hours worked by ECVs.

Top 10 Locations are worked from the time contract is executed through May 9, 2025.

Top 2 Locations are worked from February 1, 2025 through May 9, 2025.

10

PEDESTRIAN & BICYCLE FOCUSED INITIATIVE

HVE CONTRACT OPERATIONS - SAFETY ISSUES OBSERVED

Target Area Details for Tampa PD

Agency Name: Hillsborough County, District 17

Contract Start: 9/25/2023

Contract End: 5/10/2024

Contract Value: \$132,731.82

Contract Type: HVE Contract

Contract Status: Active

Contract Description: High Visible Enforcement (HVE) Contract for Pedestrian and Bicycle Safety.

Contract Location: Hillsborough County, District 17

Contract Manager: [Name]

Contract Contact: [Name]

Contract Phone: [Phone]

Contract Email: [Email]

Contract Website: [Website]

Contract Address: [Address]

Contract City: [City]

Contract State: [State]

Contract Zip: [Zip]

Contract Country: [Country]

Contract Currency: [Currency]

Contract Language: [Language]

Contract Timezone: [Timezone]

Contract Units: [Units]

Contract Measurements: [Measurements]

Contract Symbols: [Symbols]

Contract Characters: [Characters]

Contract Collisions: [Collisions]

Contract Colors: [Colors]

Contract Sounds: [Sounds]

Contract Images: [Images]

Contract Videos: [Videos]

Contract Animations: [Animations]

Contract Fonts: [Fonts]

Contract Styles: [Styles]

Contract Scripts: [Scripts]

Contract Plugins: [Plugins]

Contract Widgets: [Widgets]

Contract Modules: [Modules]

Contract Packages: [Packages]

Contract Themes: [Themes]

Contract Templates: [Templates]

Contract Frameworks: [Frameworks]

Contract Libraries: [Libraries]

Contract Tools: [Tools]

Contract Services: [Services]

Contract Providers: [Providers]

Contract Partners: [Partners]

Contract Suppliers: [Suppliers]

Contract Vendors: [Vendors]

Contract Contractors: [Contractors]

Contract Subcontractors: [Subcontractors]

Contract Consultants: [Consultants]

Contract Engineers: [Engineers]

Contract Architects: [Architects]

Contract Planners: [Planners]

Contract Designers: [Designers]

Contract Developers: [Developers]

Contract Testers: [Testers]

Contract QA: [QA]

Contract Operations: [Operations]

Contract Support: [Support]

Contract Training: [Training]

Contract Documentation: [Documentation]

Contract Compliance: [Compliance]

Contract Security: [Security]

Contract Privacy: [Privacy]

Contract Accessibility: [Accessibility]

Contract Usability: [Usability]

Contract Performance: [Performance]

Contract Reliability: [Reliability]

Contract Scalability: [Scalability]

Contract Flexibility: [Flexibility]

Contract Portability: [Portability]

Contract Interoperability: [Interoperability]

Contract Compatibility: [Compatibility]

Contract Integration: [Integration]

Contract Migration: [Migration]

Contract Deployment: [Deployment]

Contract Updates: [Updates]

Contract Patches: [Patches]

Contract Releases: [Releases]

Contract Versions: [Versions]

Contract Builds: [Builds]

Contract Packages: [Packages]

Contract Artifacts: [Artifacts]

Contract Logs: [Logs]

Contract Metrics: [Metrics]

Contract Analytics: [Analytics]

Contract Reporting: [Reporting]

Contract Monitoring: [Monitoring]

Contract Alerting: [Alerting]

Contract Auditing: [Auditing]

Contract Debugging: [Debugging]

Contract Troubleshooting: [Troubleshooting]

Contract Maintenance: [Maintenance]

Contract Backups: [Backups]

Contract Recovery: [Recovery]

Contract Disaster: [Disaster]

Contract Business: [Business]

Contract Continuity: [Continuity]

Contract Resilience: [Resilience]

Contract Security: [Security]

Contract Privacy: [Privacy]

Contract Accessibility: [Accessibility]

Contract Usability: [Usability]

Contract Performance: [Performance]

Contract Reliability: [Reliability]

Contract Scalability: [Scalability]

Contract Flexibility: [Flexibility]

Contract Portability: [Portability]

Contract Interoperability: [Interoperability]

Contract Compatibility: [Compatibility]

Contract Integration: [Integration]

Contract Migration: [Migration]

Contract Deployment: [Deployment]

Contract Updates: [Updates]

Contract Patches: [Patches]

Contract Releases: [Releases]

Contract Versions: [Versions]

Contract Builds: [Builds]

Contract Packages: [Packages]

Contract Artifacts: [Artifacts]

Contract Logs: [Logs]

Contract Metrics: [Metrics]

Contract Analytics: [Analytics]

Contract Reporting: [Reporting]

Contract Monitoring: [Monitoring]

Contract Alerting: [Alerting]

Contract Auditing: [Auditing]

Contract Debugging: [Debugging]

Contract Troubleshooting: [Troubleshooting]

Contract Maintenance: [Maintenance]

Contract Backups: [Backups]

Contract Recovery: [Recovery]

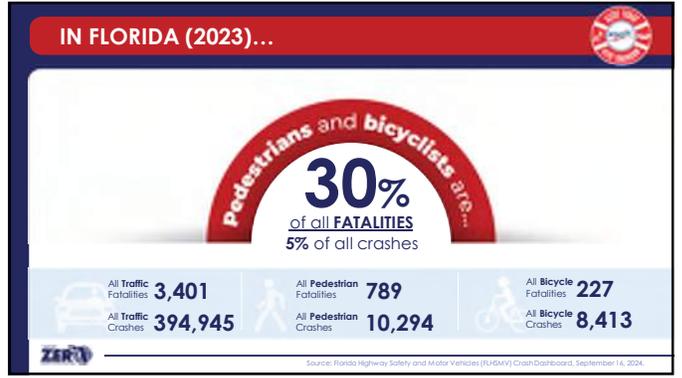
Contract Disaster: [Disaster]

Contract Business: [Business]

Contract Continuity: [Continuity]

Contract Resilience: [Resilience]

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12

2024-2025 HVE SEGMENT IDENTIFICATION

ZERO

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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

ZERO

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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, Year: July 1, 2018-June 30, 2023 (accessed March 2024)

ZERO

15

2018-2023 PEDESTRIAN & BICYCLE CRASH FACTS

HILLSBOROUGH COUNTY

ZERO

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PEDESTRIAN & BICYCLE FOCUSED INITIATIVE

METHODOLOGY FOR IDENTIFYING SEGMENTS

TIER 1 - TIER 2 HIGH CRASH SEGMENTS

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

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FUNDING ALLOCATION

2024-25 HVE Program DRAFT Funding Allocation(s)

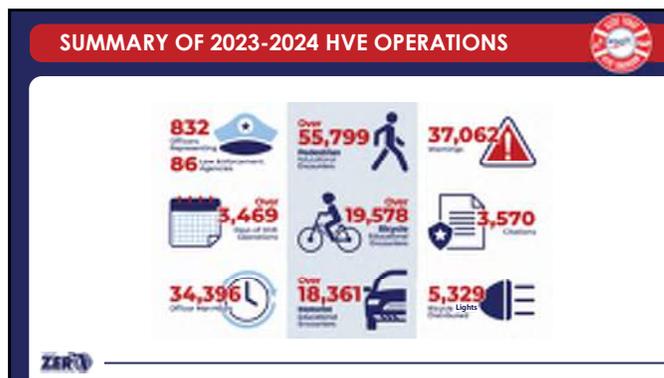
County/Law Enforcement Agency	Funding Allocation	No. of Segments
Alachua	\$ 47,484.00	12
Gainesville Police Department	\$ 39,878.89	10
University of Florida Police Department	\$ 7,605.11	2
Bay	\$ 35,133.00	11
Bay County Sheriff's Office	\$ 9,384.44	3
Panama City Beach Police Department	\$ 9,325.79	3
Panama City Police Department	\$ 16,422.77	5
Brevard	\$ 89,220.00	29
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

ZERO

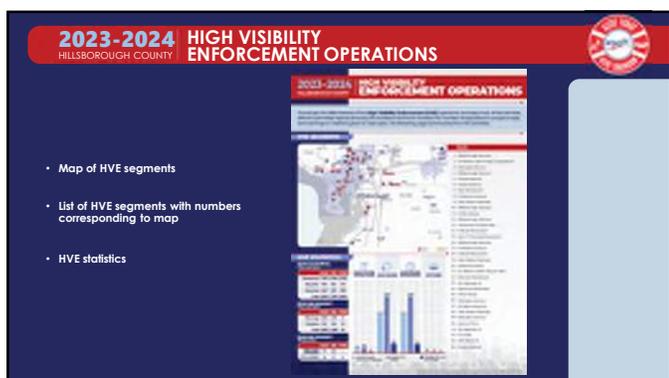
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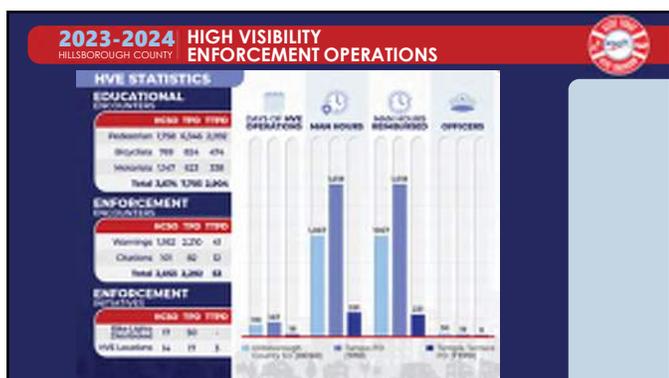
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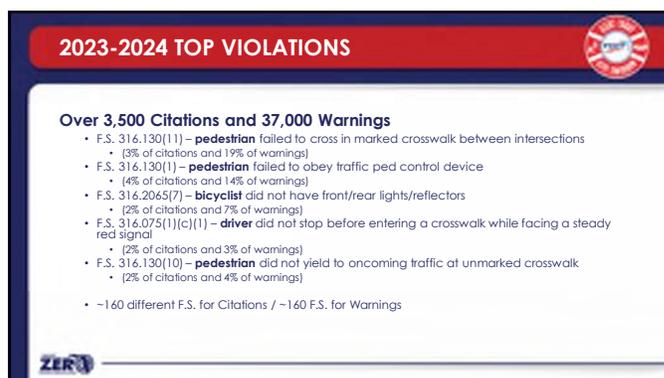
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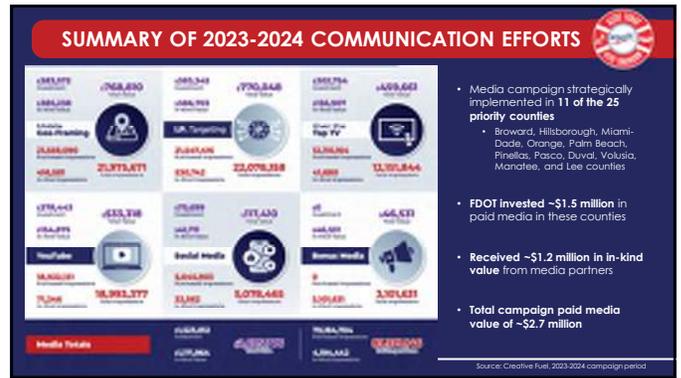
EVALUATION OF HVE OPERATIONS (BY COUNTY)

2022-2023 / 2023-2024

County	2022-2023	2023-2024	% Change of Serious Injury and Fatal Crashes
Alachua County	4	2	-50%
Bay County	1	2	100%
Brevard County	5	3	-40%
Broward County	74	48	-25%
Collier County	8	5	-28%
DeSoto County	23	9	-61%
Escambia County	7	3	-57%
Hillsborough County	35	30	-17%
Lake County	1	1	0%
Lee County	10	8	-20%
Leon County	9	4	-56%
Total	462	314	-32%

Source: Signal Analytics, July 1, 2022 - May 15, 2024

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HANDS FREE FLORIDA UPDATES

Michele Avola Brown
Naples Pathways Coalition

1

Distracted drivers:
one of the biggest threats to everyone on the road, especially people who walk and bike.

2

Florida has one of the highest road fatality rates and averages 9 deaths every day

6 of these tragic deaths are attributed to distracted driving

3

Drivers who text behind the wheel are 23 times more likely to be involved in a crash

Drivers are four times more likely to be involved in a crash just by holding a phone in their hand

NHTSA says distracted driving is **SIX TIMES** more dangerous than driving under the influence of alcohol!

4

Distracted driving is greatly underreported.

There are already 31 states with enforceable hands-free legislation that is saving lives!

Most of these states saw between 15% and 20% less phone interaction within six months of passing legislation; greater reduction in some at 28%.

FAST FACTS

FROM 2020-2022 THERE WERE

 160,155 CRASHES <small>attributed to distracted driving</small>	 8,154 SERIOUS INJURIES <small>as a result of distracted driving on Florida roads</small>	 935 DEATHS <small>caused by distracted driving in Florida</small>
---	--	---

It's time to go HANDS-FREE FLORIDA!

5

Study by Cambridge Mobile Telematics in Florida

- Screen interaction time increased by 5 seconds per hour from 2021 to 2022
- From 2020 to 2023, phone interaction time while driving increased by almost 20%
- No big deal? WRONG!
+3,500 additional crashes which cost Florida an extra \$84 million and took many lives
- We have a BIG PROBLEM!

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

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Our Current Laws: Too Weak and Unenforceable

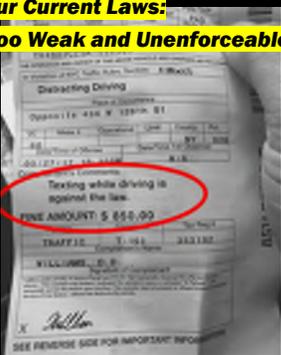
Texting while driving is a primary offense

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



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.

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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

12

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!

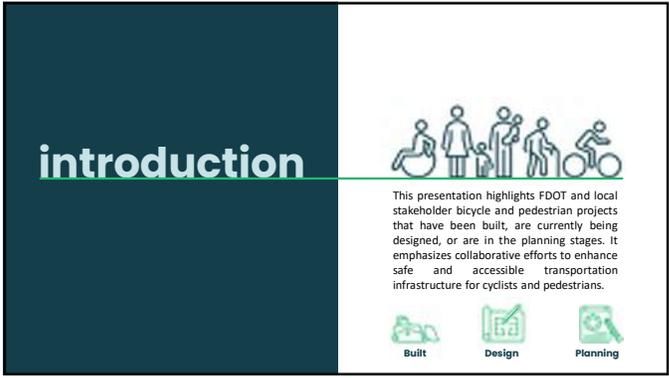



It's time to go Hands-Free

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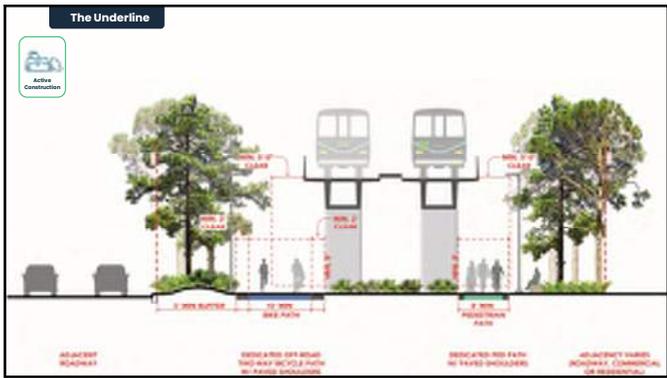
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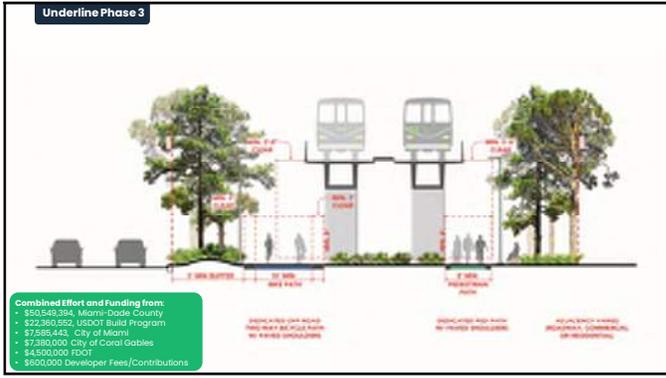
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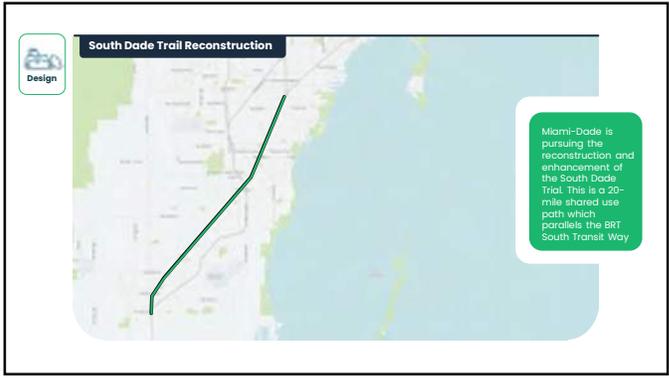
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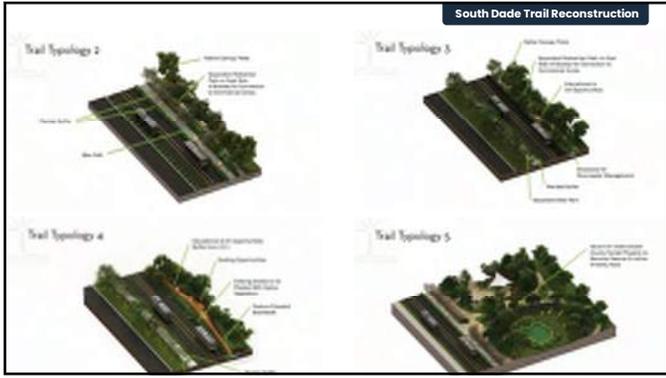
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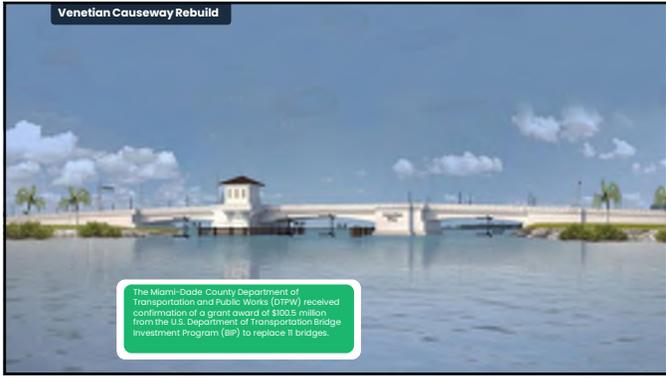
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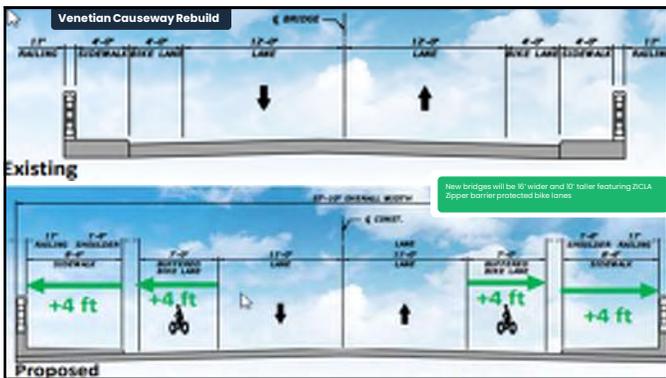
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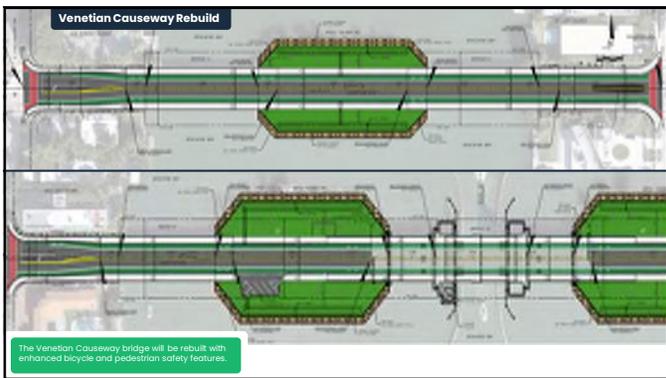
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Thank you!

59

**FDOT DISTRICT 7
BICYCLE AND PEDESTRIAN
FACILITY PLAN**

JENSEN HACKETT
FDOT District 7
Bike & Ped Coordinator | Multimodal Project Manager
January 2025

1

FACILITY PLAN OVERVIEW

- Identify existing and planned facilities
- Identify bicycle and pedestrian risk factors
- Provide facility selection recommendations
- Identify gaps on states roads
- Create prioritization process
- Prioritized list of bicycle and pedestrian projects**

2

LOCAL PRIORITIZATION

Agency	Title	Description	Status	Year	Notes
...
...
...

3

UPCOMING FACILITY PLAN UPDATE

- Integrate new/updated agency plans and projects
- Integrate new state and national guidance (MUTCD, FDM, etc.)
- Add level of traffic stress analysis and best ways to use it
- Provide a how-to for local agencies to assist in implementation
- Integrate GIS data into FDOT databases

4

RECENT SUCCESS

Terminal 2
Project Area

Jackson St (Tampa)

5

RECENT SUCCESS - LOCAL SPOTLIGHT

Terminal 2
Project Areas
Existing Separated Bike Lanes

Nuccio Pkwy (Tampa)

Cass St (Tampa)

Photos: City of Tampa

6

RECENT SUCCESS

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Terminal 2
Project Arda

Pinellas Bayway
(Tierra Verde, Pinellas County)

7

RECENT SUCCESS

8

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)

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BICYCLE & PEDESTRIAN DEVELOPER REQUIREMENTS

Case Studies from around Florida
Allison Beaty-Campbell
Alison Moss

1

BALDWIN PARK

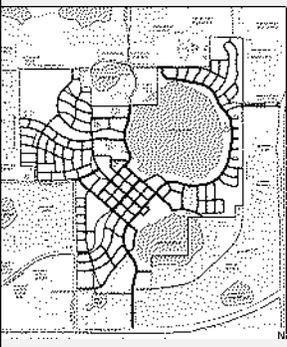
Orlando, FL



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



STREET DESIGN STANDARDS		PEDESTRIAN & BICYCLE DESIGN	
STREET WIDTH	30' - 40'	6' SIDEWALKS	6' SIDEWALKS ON BOTH SIDES OF ALL NEW STREETS
STREET SPACING	100' - 150'	SIDEWALKS PRIORITY	SIDEWALKS PRIORITY NEAR SCHOOLS
STREET TYPE	LOCAL, COLLECTOR, ARTERIAL	BIKE INFRASTRUCTURE	DEDICATED BIKE INFRASTRUCTURE ON ALL PUBLIC AND PRIVATE STREETS OR OFF-STREET MULTI-USE TRAIL
STREET LIGHTS	STREET LIGHTS	BIKE PARKING	BIKE PARKING REQUIREMENTS BASED ON USES

4

TRANSPORTATION STANDARDS



STREET DESIGN STANDARDS		PEDESTRIAN & BICYCLE DESIGN	
INTERCONNECTED STREET NETWORK	INTERCONNECTED STREET NETWORK	6' SIDEWALKS	6' SIDEWALKS ON BOTH SIDES OF ALL NEW STREETS
CONNECTIVITY TO ALL TRANSPORTATION MODES	CONNECTIVITY TO ALL TRANSPORTATION MODES	SIDEWALKS PRIORITY	SIDEWALKS PRIORITY NEAR SCHOOLS
CONNECTIVITY INDEX REQUIREMENT - MORE LINKS THAN NODES	CONNECTIVITY INDEX REQUIREMENT - MORE LINKS THAN NODES	BIKE INFRASTRUCTURE	DEDICATED BIKE INFRASTRUCTURE ON ALL PUBLIC AND PRIVATE STREETS OR OFF-STREET MULTI-USE TRAIL
SPECIAL REQUIREMENTS FOR CUL-DE-SAC BIKE/PED CONNECTIVITY	SPECIAL REQUIREMENTS FOR CUL-DE-SAC BIKE/PED CONNECTIVITY	BIKE PARKING	BIKE PARKING REQUIREMENTS BASED ON USES

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

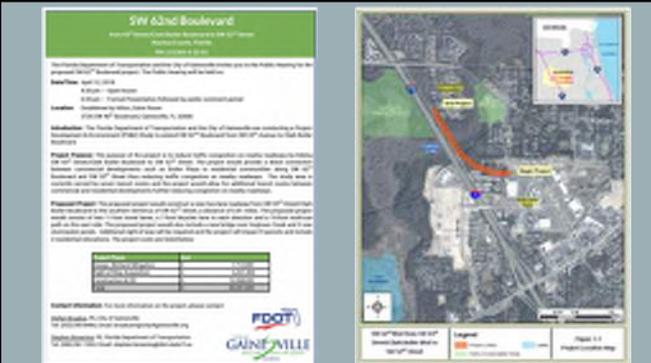
PEDESTRIAN & BICYCLE DESIGN

- 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

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SW 62nd Boulevard Complete Street – City of Gainesville

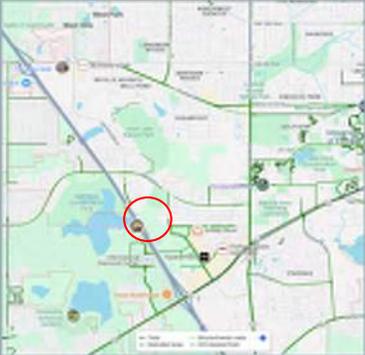
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Broader Context –

- 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



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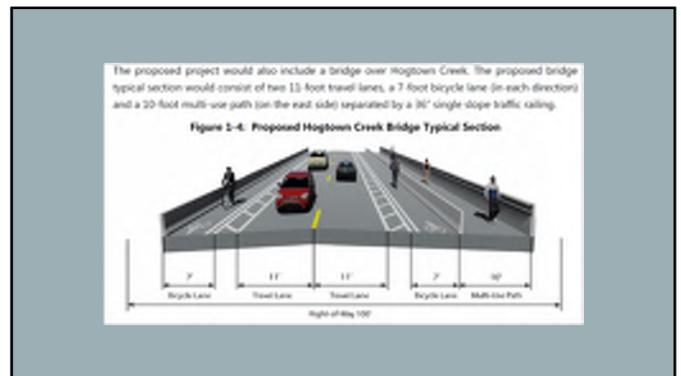
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NUMBER OF LANES & WIDTH

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 vehicular, 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.

Table 1- NW 42nd Boulevard Lane Widths

Begin Sta.	End Sta.	Required Width	Provided Width	Recommendation
0+00	10+41	31 feet	31 feet	None
10+41	40+00	32 feet	31 feet	Design Variation
40+00	51+30	31 feet	31 feet	None

FDM →

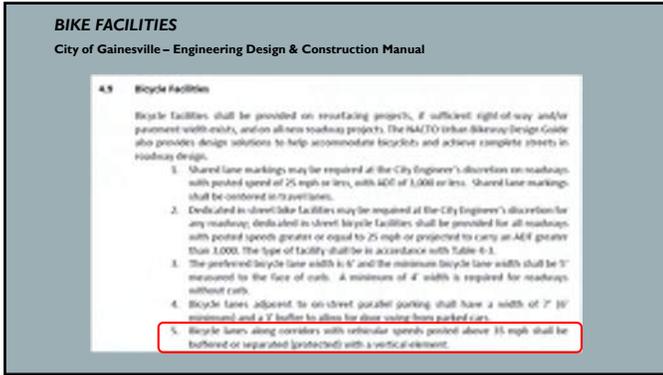
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BIKE FACILITIES

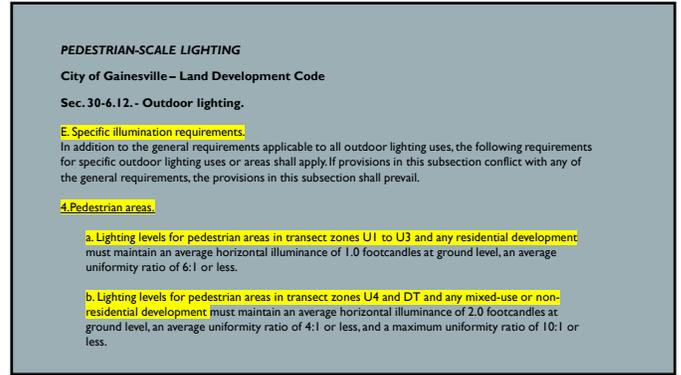
FDM

Design Element	Criterion	Source / Justification	Remarks
Roadway Base Clearance Over High Water Elevation	2 feet (min)	FDM Section 210.10.3	
Minimum Stopping Sight Distance	360 feet	FDM Table 210.11.1	
Intersection Sight Distance	Varies	FDM Section 212.11	
Clear Zone Width	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	

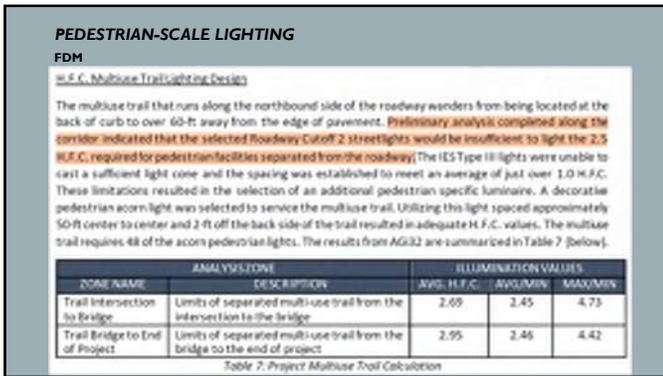
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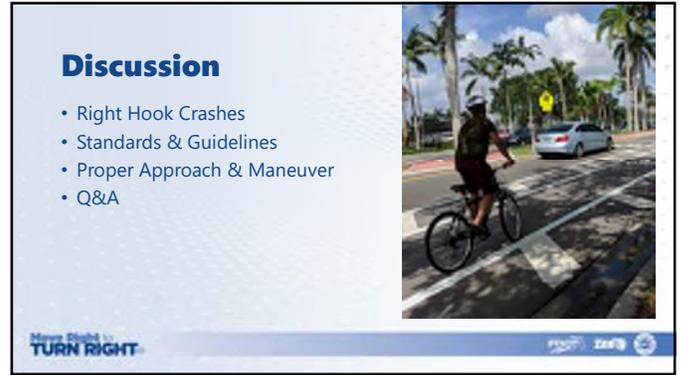
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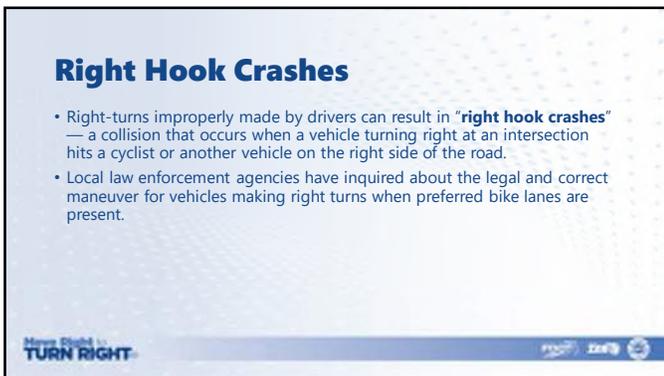
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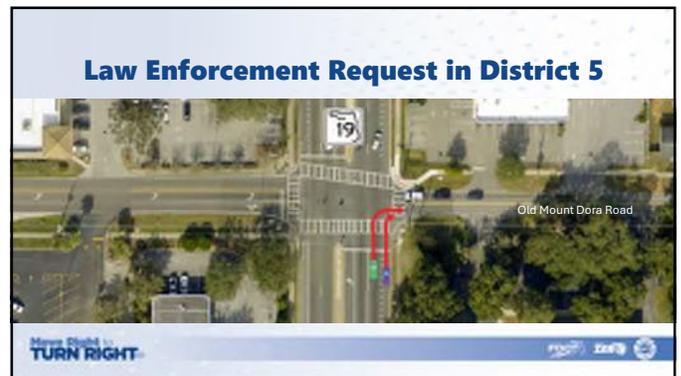
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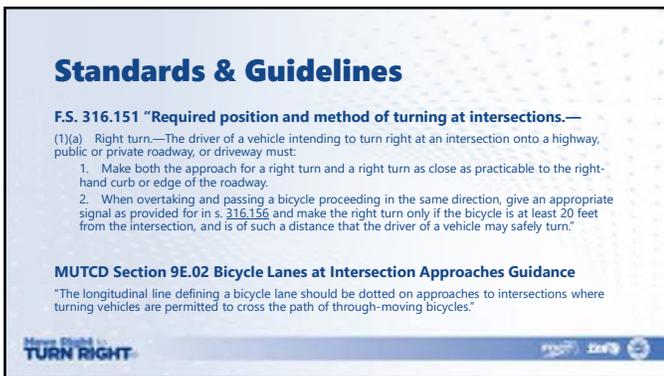
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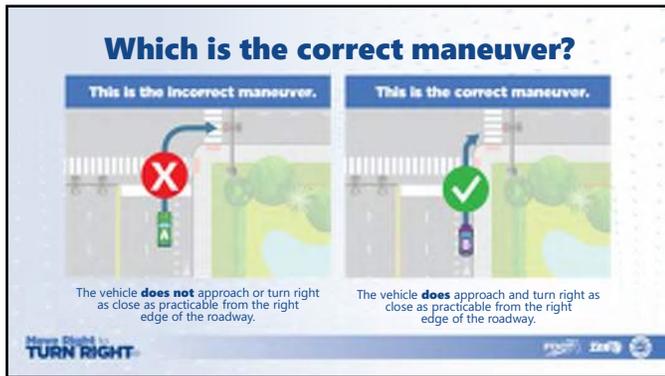
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Appendix C – Map

PEDESTRIAN & BICYCLE SAFETY COALITION MEETING

JANUARY 28-29, 2025 

ORLANDO CITY HALL 

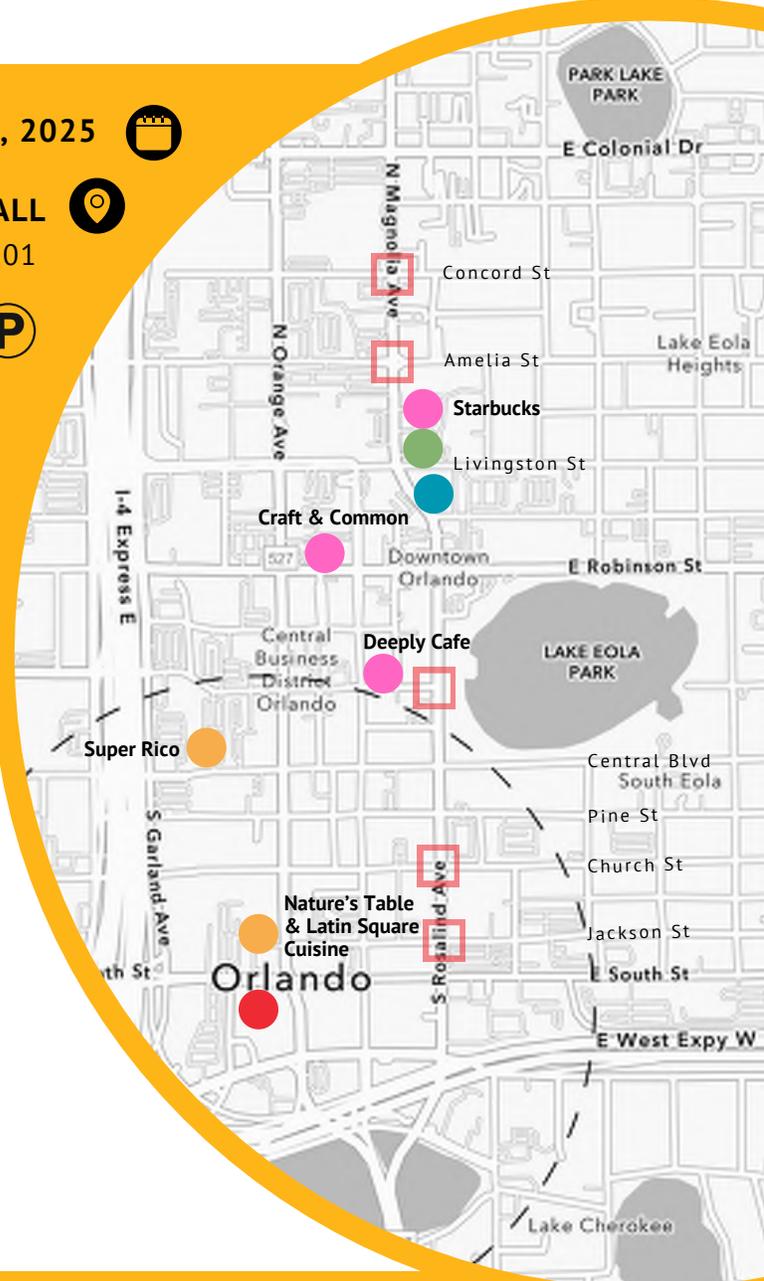
400 S Orange Ave, Orlando, FL 32801

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 golynx.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



BIRD



Lime



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

