

## Appendix A

Sample Invite from Mayor Carlos A. Gimenez



CARLOS A. GIMENEZ

MAYOR  
MIAMI-DADE COUNTY

August 28, 2015

Mayor Oliver Gilbert  
City of Miami Gardens  
18605 N.W. 27th Avenue  
Miami Gardens, FL 33056

Dear Mayor Gilbert:

You are cordially invited to serve on the Miami-Dade Safer People, Safer Streets Local Action Team. You were selected for this pivotal taskforce because of your expertise in addressing a critical issue in our community—pedestrian, bicycle, and vehicle crashes. For the implementation of a multi-pronged approach to reduce these types of avoidable injuries and fatalities, we need your help in identifying the most effective legislative, educational, planning, engineering, and enforcement steps necessary to achieve our goal of a safer, more inviting environment for pedestrians, cyclists, transit users, and motorists alike.

This spring, Mayor Carlos A. Gimenez announced the County's participation in the US Department of Transportation Mayors' Challenge for Safer People, Safer Streets. This initiative calls, in part, for a stakeholder group to advise leadership on how to create an environment that encourages more physical activity and greater access to our transportation network for people of all ages and abilities. Additionally, Commissioner Dennis C. Moss recently co-sponsored a Complete Streets Resolution to ensure that all modes of transportation are accommodated.

The Local Action Team's kick-off meeting is scheduled for Tuesday, September 15, 2015 from 3 – 5 pm on the 10<sup>th</sup> floor of the Stephen P. Clark Government Center, located at 111 NW 1 Street, Miami, Florida, 33128. As an action-oriented group, your time commitment will be focused and limited. The deadline to complete our efforts and produce an action plan is March 2016 and we do not anticipate meeting more than six times.

Your input would be invaluable to this process. Please contact Patrice Gillespie Smith at (305)755-7801 or [gsp109@miamidade.gov](mailto:gsp109@miamidade.gov) to RSVP or to advise if you are unable to serve, so that we may discuss alternative representation.

We look forward to your participation, as we believe that this process will bring about new solutions to this challenge that we face throughout Miami-Dade County.

Sincerely,

A blue ink signature of Carlos A. Gimenez, written in a cursive style.

Carlos A. Gimenez  
Mayor

A blue ink signature of Dennis C. Moss, written in a cursive style.

Dennis C. Moss  
Commissioner, District 9

## Appendix B

Press Release about the LAT

**Media Contact:**

Patrice Gillespie Smith, Neat Streets Miami

[gsp109@miamidade.gov](mailto:gsp109@miamidade.gov)305-755-7801 

## Miami-Dade Launches Safer People, Safer Streets Action Team

### *Experts Tasked With Addressing Pedestrian and Bicycle Crashes*

**MIAMI (September 18, 2015)** — Responding to a troubling pedestrian and bicycle crash rate, Miami-Dade County Mayor Carlos A. Gimenez and Miami-Dade County Commissioner Dennis C. Moss, District 9, on Tuesday kicked off the **Miami-Dade Local Action Team for Safer People, Safer Street**. This taskforce of 19 community leaders is charged with developing an action plan of high level legislative, educational, engineering and enforcement recommendations to improve the safety of Miami-Dade's streets. As a participant in the U.S. Department of Transportation Mayor's Challenge for Safer People, Safer Streets, the County has brought together representatives from various fields to reduce bicycle and pedestrian fatalities and injuries.

"Clearly, the status quo isn't preventing these avoidable pedestrian and bicyclist deaths and injuries," said Mayor Gimenez. "I am proud to bring in outside experts to challenge and change the norm to help us stop this epidemic in its tracks."

Recently, the Centers for Disease Control and Prevention released a study on bicycle mortality, which stated that at the rate of .57/100,000 people (or approximately one death per 50,000 residents), Florida was the worst state for bicycle deaths - more than doubling the national average of .23/ 100,000. Miami-Dade's bicycle fatality rate in 2013 was .4/100,000 residents and its pedestrian fatality rate was 2.7/100,000 residents, which was the highest among Florida's urban counties.

"For years, we have worked with municipalities and the Florida Department of Transportation to improve the safety of our roads. Now we are engaging new partners to identify innovative solutions," said Commissioner Moss. "Creating a safe environment for bicyclists and pedestrians will increase mobility options for all residents, visitors and employees." With the vision of "A more livable Miami-Dade through the realization of healthier, safer streets accommodating all modes" - this initiative is supported by the Health Foundation of South Florida (HFSF) which strives to create healthier communities through such strategies as increasing physical activity opportunities. HFSF has invested in several Miami-Dade pedestrian and bicycle programs.

"We understand that safer streets mean more opportunities to be physically active," said Peter Wood, Vice President of Programs and Community investments. "HFSF is investing in this program to create safer, healthier communities."

The Local Action Team will research existing practices; identify national best practices to be adopted in Miami-Dade; hold a public meeting to solicit input, and expects to release its findings in March 2016.

**Local Action Team Members:**

- Brian Breslin, ReFresh Miami
- Alice Bravo, Miami-Dade Transit
- Claudius Carnegie, Ph.D, Florida International University, Citizens Transportation Advisory Committee, Neat Streets Miami
- Benjamin de la Peña, Knight Foundation
- Tabitha Fazino, Miami-Dade County Public School Board
- Cesar Garcia Pons, Perkins + Will
- Mayor Oliver G. Gilbert III, City of Miami Gardens
- Alina Hudak, Miami Dade County Mayor's Office, Public Works & Waste Management
- Ramiro Inguanzo, City of Bal Harbour
- Jack Kardys, Miami-Dade Parks, Recreation & Open Spaces Department
- Kevin Kirwin, City of Miami Parks & Recreation
- Jimmy Morales, City of Miami Beach
- Nicholas Namias, MD, Jackson Memorial
- Gus Pego, FDOT - District 6
- Juan Perez, Miami-Dade Police Department
- Alyce Robertson, Miami Downtown Development Authority
- Paul Schweip, Citizens' Independent Transportation Trust
- Eli Stiers, Aronovitz Law
- Mayor Philip Stoddard, City of South Miami
- Debbie Swain, Milian, Swain & Associates
- Peter Wood, Health Foundation of South Florida

**About Health Foundation of South Florida**

Health Foundation of South Florida, a nonprofit grantmaking organization, is dedicated to improving health in Broward, Miami-Dade and Monroe Counties. By advancing health solutions, the Foundation makes a measurable and sustainable impact in ensuring access to affordable, quality health services for all residents. Since 1993, the Foundation awarded more than \$106 million in grants and program support. For more information, please call 305-374-7200  or see their website, <http://www.hfsf.org/>

**About the USDOT Mayors' Challenge**

The Mayors' Challenge for Safer People and Safer Streets is a call to action by U.S. Department of Transportation (USDOT) Secretary Foxx for mayors and local elected officials of any political jurisdiction whether town, city, county, tribal lands, territory, or State to take significant action to improve safety for bicycle riders and pedestrians of all ages and abilities over the next year. The challenge is based on the 2010 USDOT Policy Statement on Bicycle and Pedestrian Accommodation to incorporate safe and convenient walking and bicycling facilities into transportation projects. USDOT recognizes the many benefits walking and bicycling provide —

including health, safety, environmental, transportation, and quality of life. Nearly 200 cities across the nation have accepted the Challenge. Visit [www.transportation.gov/mayors-challenge](http://www.transportation.gov/mayors-challenge).

###

*To request materials in accessible format, sign language interpreters, and/or any accommodation to participate in any County-sponsored program or meeting, please call Lucy Binhack, 305-755-7848  or email, [binhack@miamidade.gov](mailto:binhack@miamidade.gov), five days in advance to initiate your request. TTY users may also call 711 (Florida Relay Service).*

### **Parks, Recreation, and Open Spaces**

**Media Contact:**

Patrice Gillespie Smith, Neat Streets Miami

[gsp109@miamidade.gov](mailto:gsp109@miamidade.gov)

305-755-7801

## **Transportation innovation expert to engage leaders in safe streets discussion**

*Knight Foundation and the Miami Foundation invite Gabe Klein to shift perspectives on roads.*

**MIAMI (January 13, 2016)** — Taking on the critical problem of bicyclist and pedestrian safety in Miami-Dade, on Thursday, elected officials and transportation leaders will speak with Gabe Klein, author of *Start-Up City* and former transportation director for both Chicago and Washington, DC. After Mr. Klein's presentation, Miami-Dade County Mayor Carlos A. Gimenez and Miami-Dade Board of County Commissioners Vice-Chair Esteban Bovo Jr., District 13, along with five key officials will engage in a dialogue about how to make our streets safer. Klein's visit is underwritten by the John S. and James L. Knight Foundation and The Miami Foundation and coordinated with the Miami-Dade Local Action Team for Safer People, Safer Streets (LAT).

### **About Knight Foundation**

Knight Foundation supports transformational ideas that promote quality journalism, advance media innovation, engage communities and foster the arts. We believe that democracy thrives when people and communities are informed and engaged. For more information, visit: [knightfoundation.org/](http://knightfoundation.org/).

### **About The Miami Foundation**

Established in 1967, The Miami Foundation uses civic leadership, community investment, and philanthropy to improve the quality of life for everyone who calls Greater Miami home. We've partnered with individuals, families and corporations who have created more than 1,000 personalized, philanthropic funds. Thanks to them, we've awarded over \$200 million in grants and currently manage more than \$280 million in assets to build a better Miami. Learn more about the Foundation and the Our Miami Report, which informs our work, at [miamifoundation.org](http://miamifoundation.org) and [ourmiami.org](http://ourmiami.org).

### **About the Local Action Team for Safer People, Safer Streets**

As a result of the 2015 USDOT's Mayors Challenge for Safer People, Safer Streets, Miami-Dade Mayor Carlos A. Gimenez joined Miami-Dade Commissioner Dennis C. Moss, District 9 and Chairman of Neat Streets Miami in convening a taskforce of 21 community leaders charged with developing an action plan of high level legislative, educational, engineering and enforcement recommendations to improve the safety of Miami-Dade's streets. The Health Foundation of South Florida is supporting these efforts by funding engineering, planning and outreach technical assistance. For more information visit, [www.completestreets.miami](http://www.completestreets.miami).

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Brian Breslin, ReFresh Miami

Alice Bravo, Miami-Dade Transit

Claudius Carnegie, PhD, FIU, Citizens Transportation Advisory Committee, Neat Streets Miami

Benjamin de la Peña, Knight Foundation

Tabitha Fazino, Miami-Dade Public School Board

Cesar Garcia Pons, Perkins + Will

Mayor Oliver Gilbert, City of Miami Gardens/Miami-Dade MPO

Alina Hudak, Miami-Dade County Mayor's Office

Ramiro Inguanzo, City of Bal Harbour

Jack Kardys, Miami-Dade Parks, Recreation and Open Spaces

Kevin Kirwin, City of Miami Parks & Recreation

Jimmy Morales, City of Miami Beach

Nicholas Namias, MD, Jackson Memorial

Gus Pego, FDOT - District 6

Juan Perez, Miami-Dade Police Department

Alyce Robertson, Miami DDA

Paul Schwiep, Citizens' Independent Transportation Trust

Eli Stiers, Stiers Law

Mayor Philip Stoddard, City of South Miami

Debbie Swain, Milian, Swain & Associates

Peter Wood, Health Foundation of South Florida

**Who:** County and municipal elected officials, transportation professionals, agency leaders, advocates, Miami-Dade Commissioner Dennis C. Moss, District 9, Matt Haggman, Knight Foundation Program Director for Miami and Stuart Kennedy, the Miami Foundation Director of Program Strategy and Innovation. Moderated by Gabe Klein, the panel will include: Miami-Dade Mayor Gimenez; Miami-Dade Board of County Commissioners Vice Chair and Chairman of the Transportation Committee Esteban Bovo Jr.; Florida Department of Transportation District 6 Secretary Gus Pego; Miami Beach City Manager Jimmy Morales; Miami Gardens Police Chief Antonio Brooklen; University of Miami's Public Health Department Chairman Jose Szapocznik; and Miami-Dade Metropolitan Planning Organization's new Executive Director, Aileen Boucle.

- What:** Presentation by noted transportation innovation expert, Gabe Klein and a public official panel discussion. Supported by Knight Foundation and The Miami Foundation, this event will highlight the LAT's recent efforts and recommended action steps to take Miami-Dade off the list of most dangerous metropolitan areas for bicyclists and pedestrians.
- When:** January 14, 2016 — 08:30 a.m. - 10:30 a.m.
- Where:** University of Miami Miller School of Medicine, Clinical Research Building, Gordon Center Auditorium, First Floor, 1120 NW 14th Street, Miami FL 33136.
- Editor's Note:** \*\* Photo-op of panel at 9:30 a.m.

# # #

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### **Parks, Recreation and Open Spaces**

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Patrice Gillespie Smith, Neat Streets Miami

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305-755-7801

## **Mayor Gimenez to build Complete Streets demonstration project after county-wide civic leaders forum with transportation innovator Gabe Klein**

**MIAMI (January 19, 2016)** — On the heels of the **Safer Streets Forum** with 75 elected officials and key transportation leaders, Miami-Dade Mayor Carlos A. Gimenez announced the County would build a **Complete Streets demonstration project** to highlight the benefits of designing streets for all modes of transportation and all users.

“Forward looking communities are those that plan for everyone, whether you are getting around on two feet, two wheels or more wheels,” said Mayor Gimenez. “To enhance walking and biking opportunities in Miami-Dade, I am committed to implementing a Complete Streets demonstration project this year. From this effort, I am confident we will learn how to move more people through our streets and increase mobility for all.”

In an effort to tackle the critical problem of bicyclist and pedestrian safety in Miami-Dade, public officials gathered last week at University of Miami Medical School for a presentation and panel discussion led by Gabe Klein, author of *Start-Up City* and former transportation director for both Chicago and Washington, D.C. Klein’s visit was underwritten by the John S. and James L. Knight Foundation and The Miami Foundation and coordinated with the Miami-Dade Local Action Team for Safer People, Safer Streets (LAT).

“Reshaping Greater Miami’s streets into multimodal corridors is a major step toward improving local transit,” said Javier Alberto Soto, president and CEO of The Miami Foundation. “It’s exciting to see Mayor Gimenez and Miami-Dade County use national best practices to create much-needed solutions here in our community.”

“In addition to the clear safety benefits, this project signals a recognition by Mayor Gimenez and the county that a more transit-friendly Miami, where people can easily walk and bike, can reap greater benefits— from improving civic life and helping to keep and attract talent to fostering economic development,” said Matt Haggman, Knight Foundation program director for Miami. “It has wide reaching implications for Miami’s future success.”

Klein stressed the need to increase safety on our streets by recognizing the 1,240,000 people killed by cars worldwide last year. Throughout the room, 471 candles were lit to represent the individuals who lost their lives walking or biking on County roads between 2009 and 2014. After Klein’s presentation, a group of public officials participated in a panel about the LAT’s Action Plan. The panel included: Mayor Gimenez, joined Miami Dade County Commission Vice-Chair Esteban Bovo, Jr., District 13; Florida Department of Transportation District 6 Secretary Gus Pego; Miami Beach City Manager Jimmy Morales; Miami Gardens Police Chief Antonio Brooklen; University of Miami’s

Public Health Department Chairman Jose Szapocznik; and Miami-Dade Metropolitan Planning Organization's new Executive Director, Aileen Boucle.

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### **Parks, Recreation and Open Spaces**

## Appendix C

Information on Mayor's Challenge from USDOT Website

## Mayors' Challenge for Safer People, Safer Streets



*Photo Caption: U.S. Transportation Secretary Anthony Foxx at the [2014 Pro Walk, Pro Bike, Pro Place Conference](#)*

This past January, Secretary Foxx challenged city leaders to raise the bar for bicyclist and pedestrian safety by joining a year-long "Mayors' Challenge for Safer People and Safer Streets" effort. In March, the USDOT and cities from across the nation launched the Challenge during the Mayors' Summit for Safer People, Safer Streets at the USDOT headquarters in Washington, DC.

Mayors and other elected city officials participate by leading a call to action and forming a local action team to advance safety and accessibility goals by taking on one or more Challenge activities outlined below. Over the course of the year, USDOT will invite Challenge Cities to participate in forums, webinars, and learn about available resources to help them accomplish their Challenge activity goals. The Challenge is based on the [2010 USDOT Policy Statement on Bicycle and Pedestrian Accommodation](#). You can download an executive summary of the Mayors' Challenge [here](#).

**Interested cities can still join the more than 200 Challenge cities committed to improving walking and biking by emailing [pedbikesafety@dot.gov](mailto:pedbikesafety@dot.gov).**

### Mayors' Challenge Activities

- [Take a Complete Streets approach](#)
- [Identify and address barriers to make streets safe and convenient for all road users including people of all ages and abilities and those using assistive mobility](#)

[Submit Feedback >](#)

- [Gather and track biking and walking data](#)
- [Use designs that are appropriate to the context of the street and its uses](#)
- [Take advantage of opportunities to create and complete ped-bike networks through maintenance](#)
- [Improve walking and biking safety laws and regulations](#)
- [Educate and enforce proper road use behavior by all](#)

## **Take a Complete Streets approach**

Complete streets make it safe and convenient for people of all ages and abilities to reach their destination whether by car, train, bike, or foot. A Complete Streets approach starts with a policy commitment to prioritize and integrate all road users into every transportation project.

[Read more about Take a Complete Streets approach](#)

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## **Identify and address barriers to make streets safe and convenient for all road users, including people of all ages and abilities and those using assistive mobility devices**

The ability for older adults, young children, and people with disabilities to travel safely is critical to freedom of mobility and quality of life. People may have challenges with eyesight, reaction times, cognitive ability and muscle dexterity that make travel difficult.

[Read more about Identify and address barriers](#)

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## **Gather and track biking and walking data**

The lack of systematic data collection related to walking and bicycling transportation, such as count data, travel survey data, and injury data, creates challenges for improving non-motorized transportation networks and safety. Communities that routinely collect walking and biking data are better positioned to track trends and prioritize investments.

[Read more about data collection](#)

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## **Use designs appropriate to the context of the street and its uses**

Transportation agencies are encouraged, when possible, to go beyond designing walking and bicycling facilities to the minimum standards. It is more effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

[Read more about appropriate street design](#)

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## **Take advantage of opportunities to create and complete ped-bike networks through maintenance**

Expanding and improving existing roads and facilities to build biking and walking networks as part of regular and routine resurfacing and other maintenance programs can be a low cost alternative to building new roads or widening existing roads.

[Read more about create networks](#)

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## **Improve walking and biking safety laws and regulations**

Traffic laws such as reduced speed, failure to yield, passing, and helmet laws can be effective in improving safety for pedestrians, bicyclists, and others.

[Read more about walking and biking safety laws and regulations](#)

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## **Educate and enforce proper road use behaviors by all**

Highly-visible and well publicized targeted enforcement tied with educational campaigns has shown to be effective in reducing crashes.

[Read more about education and enforcement](#)

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Updated: Wednesday, May 4, 2016



**U.S. Department of Transportation**  
**Pedestrian and Bicyclist Road Safety Assessments**



*Summary Report*

October 2015

**UPCOMING WEBINARS:**

[Webinar on Walk Friendly Communities](#)

*Related Links*

- [Mayors' Challenge Awards](#)
- [Mayors' Challenge Executive Summary](#)
- [Mayors' Challenge Q's & A's](#)
- [Mayors' Challenge Cities](#)
- [State DOT Bicycle and Pedestrian Coordinator Contact Information](#)
- [NHTSA Regional and State Highway Safety Offices](#)

*Related Documents*

- [Summary Report: DOT Pedestrian and Bicyclist Road Safety Assessments](#)

*Pedestrian and Bicycle Safety*

**US Department of Transportation**

1200 New Jersey Ave, SE  
Washington, DC 20590  
United States  
[pedbikesafety@dot.gov](mailto:pedbikesafety@dot.gov)

Business Hours:  
9:00am-5:00pm ET, M-F

*Share*

# Safer People, Safer Streets:

## Summary of U.S. Department of Transportation Action Plan to Increase Walking and Biking and Reduce Pedestrian and Bicyclist Fatalities

September 2014



## A Message about Pedestrian and Bicyclist Safety

Americans are increasingly walking and riding bicycles to commute, run errands, get exercise, access public transportation, and save money. At the U.S. Department of Transportation, we believe that everyone should have the choice to safely take advantage of these healthy and economical transportation options.

Walking and biking are not just lifestyle choices. They complete our transport system and are the first and last leg of almost every trip. Expanded access to these options can improve the economic and social well-being of a community and its residents. Safer and more convenient access to affordable transportation means that we are all better connected to our communities, to essential services, and to new job and education opportunities.

Despite our success in reducing passenger vehicle occupant deaths by 33 percent in the past decade, in the past few years we have seen rising numbers of pedestrian and bicyclist injuries and fatalities related to collisions with motor vehicles. We must better protect people on foot and bicycle by fostering environments and multimodal transition points that are safe, so that even more Americans will feel comfortable enough to take advantage of walking and biking.

That is why we have launched a comprehensive and coordinated approach that builds off our existing work to improve pedestrian and bicycle safety. This initiative will include new research and tools to improve safety, generate better data on pedestrian and bicycle activity, crashes, and infrastructure, and build stronger partnerships between DOT headquarters and field offices, local officials, safety organizations, State, regional, and local planners and engineers, and advocacy groups.

The U.S. Department of Transportation is committed to making safe walking and biking a reality for all Americans, regardless of age, income, or ability. I strongly encourage you to get involved in your own communities and at all levels of government to make the case for improved pedestrian and bicyclist safety. When these options are safe and available to all Americans, we will have a transportation system that connects people to endless possibilities.



Anthony R. Foxx

A handwritten signature of Anthony R. Foxx in blue ink. The signature is stylized and cursive.

Secretary of Transportation

## Introduction

Around the country, States and cities are documenting increasing numbers of people walking and bicycling for their commutes, errands, recreation, and other travel. For some people, walking and bicycling are the only transportation options. This boom in non-motorized travel has been supported by infrastructure and design improvements that encourage safe walking and bicycling, increased use of public transportation, as well as the development of urban bike-sharing programs. Americans have demonstrated that when we have greater access to safe infrastructure for walking or bicycling, we are eager to enjoy the health benefits, cost savings, and pleasure of walking or riding through our communities.

Secretary Foxx and the U.S. Department of Transportation strongly support this increase in use of these environmentally-friendly transportation options which help reduce congestion and general wear and tear on roadways. Non-motorized infrastructure and bike-share systems are critical to increasing access and connectivity to existing and planned bus and passenger rail systems, linking our transportation systems together into a multimodal network.

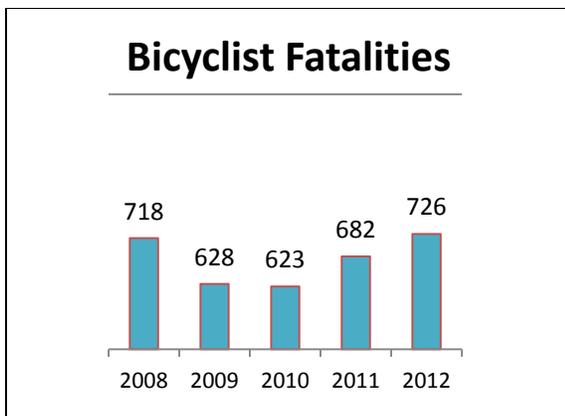
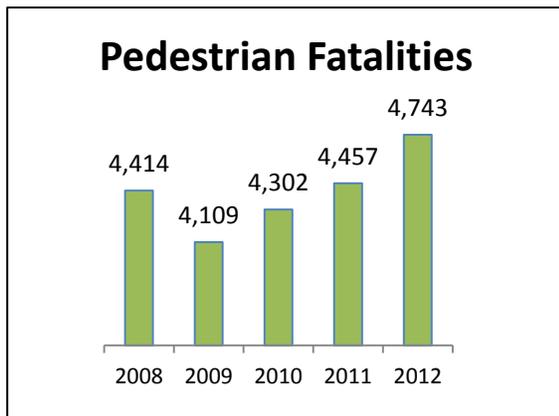
With the increase in biking and walking, the potential for conflict between motorized and non-motorized travelers has also increased. Since 2009, fatalities have been increasing for bicyclists and pedestrians. In 2012, bicyclist and pedestrian fatalities were over 16% of all traffic-related fatalities.

Secretary Foxx has declared pedestrian and bicyclist safety as a top priority for the DOT. The Department's pedestrian and bicyclist safety initiative focuses many departmental resources on the problem and helping to improve the safety of the growing number of Americans traveling by bike or by foot to reach transit or other important destinations including work, job training, school, healthcare and community services.



## Injury and Fatality Trends and Risk Factors: We Need to Improve Safety Outcomes

A quick review of roadway death and injury data makes clear why we need to do better when it comes to pedestrian and bicycle safety. Despite declines in motor vehicle crash fatalities, pedestrian and bicycle injuries and fatalities have steadily increased since 2009. In 2012, more than 5,000 pedestrians and bicyclists across the U.S. were killed in crashes with motor vehicles.



NHTSA's National Center for Statistics and Analysis

Walking or biking fatalities and serious injuries can happen anywhere, but understanding when and where crashes are most likely to occur can help transportation professionals target road safety improvement projects and thereby increase safety for all road users. Rural roads can pose safety challenges where traffic is moving fast and drivers may not be expecting a bicyclist or pedestrian. But the majority of fatalities—73% of pedestrian deaths and 69% of bicyclists deaths in 2012—occur in urban areas where interactions between vehicles and non-motorized users are most

*“Cities and towns across the country are taking steps to make biking an option for their residents, but we have a responsibility to make sure that it’s a safe option, too...this isn’t just an issue of recreation; it’s an issue of equality, bringing people together, expanding the middle class, and helping people who are trying to get into the middle class. It’s an issue of making sure, when someone’s only or best option to get to work is a bike, that they have an option to ride it, and ride it in safety.”*

Secretary Anthony Foxx

frequent, and where many people walk or bike to reach destinations or transit stops and stations. A majority of fatalities take place on urban arterials.

*“Our roads should be safe; they should be easy places to travel no matter how we’re traveling on them”*  
Secretary Anthony Foxx

Whether in rural or urban areas, the most dangerous area is mid-block, where drivers may be less alert to the presence of pedestrians and bicyclists. In 2012, 60% of bicyclist deaths and 70% of pedestrian deaths occurred outside of the intersection.

Recent data indicates that residents of low-income and minority neighborhoods are disproportionately represented in bike and pedestrian injuries and fatalities, and low-income neighborhoods often have fewer sidewalks and other safe infrastructure. Safe

non-motorized travel, and safe access to transit stops, is essential for disadvantaged Americans seeking to reach jobs, schools, and other opportunities, so DOT sees pedestrian and bicycle safety as an essential part of our Ladders of Opportunity initiative.

Time of day and lighting conditions also contribute to risks for bicyclists and pedestrians. The majority of pedestrian fatalities occur in the evening to nighttime hours during low-light conditions, particularly between 8 pm and midnight. For bicyclists, the highest percent of fatalities occur between the hours of 4pm and 8pm.

Alcohol impairment is also a serious risk for all road users, and particularly critical for pedestrians and bicyclists. In 2012, 14% of drivers involved in fatal pedestrian or bicyclist crashes were at or above blood alcohol concentrations of .08 g/dL—the legal limit for driving in the U.S. Further, nearly one-fourth (24%) of bicyclists and one-third (36%) of pedestrians killed in traffic crashes had blood alcohol concentrations of .08 BAC or higher.

## **The DOT Pedestrian and Bicycle Safety Initiative**

The DOT is committed to continuing to improve the safety of our roadways to protect all users, and to working with the public, state, regional, and local officials, community leaders, and organizations to improve safety by focusing on changes that can have a lasting impact. Over the course of the next year and a half, the Department will be doing more to address non-motorized safety issues and help communities create safer, better connected bicycling and walking networks. We will be rolling out a variety of new resources, issuing new research, and highlighting existing tools for a range

*“Americans are increasingly embracing a new approach to work and school commutes that includes less time behind the wheel and more time walking or cycling... We need to bring new resources and tried and true strategies to bear to better protect Americans when they choose to walk or ride their bikes.”*  
-Acting NHTSA Administrator David Friedman

of transportation professionals. We will engage safety experts, existing and new stakeholders, local officials, and the public on a range of targeted strategies to help us get these materials into use and encourage safety in and around our streets, including transit stations and other multi-modal connections.

## Infrastructure Safety

The DOT will promote infrastructure and design improvements to ensure safe and efficient routes and facilities are available wherever people walk and bike.

- Walk and Bike Assessments: In every state, FHWA, FTA, and NHTSA field offices will facilitate or participate in on-the-ground safety assessments of selected corridors to understand the extent of the safety need. This will also be an opportunity to build relationships with local practitioners and stakeholders around the topics of connected pedestrian and bicycle networks and the safety of non-motorized users. Pilot assessments have already been conducted in three metropolitan areas – Boston, MA; Dallas/Ft. Worth, TX; and Lansing, MI.
- The Road Diet Guide: Road Diets will be one of FHWA’s 2015 Every Day Counts (EDC) Initiatives, in which FHWA works with state, local, and industry partners to deploy new innovations. Road diets help balance street space between vehicles, pedestrians, bicyclists and transit, and they can improve mobility and access for all road users, reduce crashes and injuries, and improve quality of life.



- How to Design Safe Bicycling Facilities: FHWA will update the popular resource Bikesafe: Bicycle Countermeasure Selection System to provide practitioners with the latest information available for improving the safety and mobility of those who bicycle. **Bikesafe** is an expert system that allows the user to select treatments (mainly engineering with some enforcement and education activities) that help mitigate a known crash problem or help achieve a specific performance objective. An update to the companion tool for pedestrian safety, **Pedsafe**, was recently completed.

- Separated Bike Lane Planning and Design: FHWA's document, to be released in fall 2014, will document planning and design considerations for separated bike lanes, which are exclusive bike facilities physically separated from motor traffic and distinct from the sidewalk. The project includes a detailed safety analysis of existing separated bike lanes throughout the U.S. and will cover issues such as design flexibility, accessibility, intersection design, and maintenance.



- FHWA's Research Agenda: In fall 2014, FHWA will be initiating an aggressive research agenda on a range of topics including pedestrian and bicycle safety, performance measures, design flexibility, and network development. Planned research projects include:
  - Flexibility in Pedestrian and Bicycle Facility Design
  - Global Benchmarking Program Desktop Review on Delivering Safe and Connected Pedestrian and Bicycle Networks
  - Multimodal Conflict Points
  - Guidebook for Evaluating, Establishing, and Tracking Pedestrian and Bicycle Performance Measures
  - Workbook for Building On-Road Bike Networks through Routine Resurfacing Programs

The capstone of these projects will be a Strategic Agenda for Pedestrian and Bicycle Transportation (to identify critical gaps, prioritize near term investments, and establish a national framework for issues such as data collection and management, network implementation and documentation, research, training, and national design guidance).

- Assist Residents Making their Communities Safe for All Road Users: The Resident's Guide for Creating Safe and Walkable Communities is being updated with new information and will also include bicycle safety issues. The guide includes information, ideas, and resources to help residents learn about issues that affect walking and bicycling conditions; find ways to address or prevent these problems; and promote pedestrian and bicyclist safety. The Guide provides examples from communities working to improve pedestrian and bicyclist safety, and also contains fact sheets, worksheets, and sample materials that can be distributed or adapted to meet the needs of a community.

- Infrastructure Design Innovations: Many new design innovations are showing promise in improving bicycle and pedestrian safety. The Department will research and promote evidence-based design concepts that help drivers, bicyclists, and pedestrians share the road together safely, including roadway reconfigurations that better serve all users.



- Focus Resources Where They're Most Needed: The *Pedestrian Safety Focus States and Focus Cities* effort concentrates technical assistance on evaluating, planning, and solving safety issues in states and cities with the highest pedestrian fatalities and fatality rates. This focus will carry over to specific high-incidence locations in these jurisdictions.

- Evaluation of Pedestrians Safety Engineering Countermeasures at Urban and Suburban Midblock Crossing Locations: About 70 percent of pedestrian fatalities occur at non-intersection locations. The goals of this research effort are to improve pedestrian safety at urban and suburban midblock crossing locations by identifying and evaluating low- to medium-cost pedestrian countermeasures to reduce

pedestrian fatalities and injuries at these locations.

- Pedestrian Countermeasure Crash Modification Factor Study: This new research will develop statistically rigorous CMFs for high-priority pedestrian crash countermeasures using current state-of-the-art analytical methods. The study will focus on the sites and 18 countermeasures installed in three cities from a previous study (San Francisco, Las Vegas, and Miami). Based on data availability and FHWA priorities, a select group of countermeasures will be evaluated for CMF development.

- Road Safety for Transit Patrons: Safer bike and pedestrian infrastructure depends on effective relationships and communication between road agencies and transit agencies. Transit agencies and their customers can often identify gaps in the transportation network, but they do not typically have the authority to fill those gaps. The Road Safety for Transit Patrons Initiative will work at the intersection of road and transit agency responsibilities. This effort will bring staff from FTA, FHWA and NHTSA – both headquarters and field offices – to provide technical assistance to local and regional planners, engineers, public safety officers and public works professionals who work for transit operators, State DOTs, MPOs, counties and cities.



- Transit Agency Safety Plans: As part of MAP-21 implementation, FTA is developing its National Safety Plan, which will guide transit agencies in areas of all sizes to: establish policies for encouraging safe access to transit; consider

safety risks; and develop mitigations for those safety risks in partnership with the communities they serve through the implementation of a Safety Management Systems (SMS) approach to safety. Transit agencies will further speak to these safety activities in their Transit Agency Safety Plans. Because all transit riders are bicyclists or pedestrians for some part of their journey, communication and awareness of safety actions are large components of any strategy for improving safe access to transit.

Improving Connected Pedestrian and Bicycle Networks: The Department will promote the development of multimodal networks which include interconnected pedestrian/and or bicycle transportation facilities that allow people of all ages and abilities to safely and conveniently get where they want to go. This will be accomplished, in part, by promoting pedestrian and bicycle facility design flexibility, and by highlighting best practices at the local, regional, and state level.

- In December 2013, FHWA issued an interim approval for bike signals through the Manual on Uniform Traffic Control Devices (MUTCD). A range of new devices and applications for pedestrian and bicycle facilities are being considered for inclusion in the next edition of the MUTCD, which is expected to be published in 2016.

### Engaging the Public

The Pedestrian and Bicycle Information Center and the National Center for Safe Routes to School provide research, tools, training opportunities, and other resources that the public can use to get informed and actively engaged in the process of improving pedestrian and bicycle safety in their community. We encourage you to visit these sites!

- FHWA supports the [Pedestrian and Bicycle Information Center](http://www.pedbikeinfo.org), which develops, synthesizes, promotes, and distributes current bicycling and walking information, provides expert technical assistance to various audiences to ensure that citizens and professionals have access to the best available information, and generates a network of informed individuals and organizations who can increase the exposure of ped/bike issues to the general public. [www.pedbikeinfo.org](http://www.pedbikeinfo.org)
- FHWA supports the [National Center for Safe Routes to School](http://www.saferoutesinfo.org), which assists States and communities in enabling and encouraging children to safely walk and bicycle to school. The National Center serves as the information clearinghouse for the Federal Safe Routes to School program. The organization provides technical support and resources and coordinates online registration efforts for U.S. Walk to School Day and facilitates worldwide promotion and participation. <http://www.saferoutesinfo.org>

### Behavioral Safety and Education

To enable individuals to make the choices that best protect their safety and the safety of their families and communities, the Department will provide tools to help people understand how their behavior affects their own safety and the safety of others.

- New Behavioral Countermeasures: New research into risks and solutions will include a detailed examination of behavioral choices and the role of electronic distractions – of drivers, bicyclists, and pedestrians – in crash risk.
- Pedestrian Enforcement Demonstration Program: The Department is evaluating law enforcement and education techniques applied in three pilot locations, New York

City, Philadelphia, PA, and Louisville, KY. Results of these programs will be incorporated into law enforcement training and community program guides to promote safer behavior.

- Research on Impaired Pedestrians and Bicyclists: New research to determine safety risk related to alcohol impaired pedestrians and bicyclists will be used to identify and share strategies to prevent impaired walking and biking and encourage less risky choices.
- New Safety Campaign Materials: The Department will develop new safety campaign materials focused on helping pedestrians and bicyclists make good choices and provide tools and resources for broad dissemination.

## Vehicle Safety

Advanced technology holds great potential for making roads and vehicles safer, adding features that could warn road users about hazards, and even intervene to avoid crashes.

- Vehicle-to-Pedestrian Communications: The Department is examining the potential for vehicle-to-pedestrian (V2P) communications technology to help drivers see pedestrians, as well as warn pedestrians that they are crossing or entering a roadway.
- Crash Avoidance Technologies: The Department is researching advanced crash avoidance technologies such as sensor-based warning systems and automated braking systems that can help drivers detect pedestrians to avoid or reduce the severity of a crash.
- Promote and Regulate Vehicle-based Solutions: The Department will advance the adoption of vehicle-based solutions through its consumer information and regulatory programs. The New Car Assessment Program will continue to inform consumers of currently available safety systems, such as rear-visibility cameras, that can significantly improve pedestrian and bicyclist safety. The Department will also continue its efforts to require audible alerts for electric and hybrid vehicles operating in quiet mode and vehicle designs to reduce the harm to a pedestrian struck by a vehicle.



## Improvements in Data Collection and Analysis

Fundamental to this initiative is the need to improve the quality and availability of data to enable more informed transportation decisions. This includes data on walking and bicycling activity (i.e. volume), existing and proposed pedestrian and bicycle infrastructure, and the basic circumstances of all pedestrian and bicycle crashes. As part of our commitment to performance-based design and decision making, DOT will support improvements to bicycle and pedestrian data and research.

- Data Initiatives: DOT will host three sessions to focus on data needs and how better data can be used to develop policies. These include (1) a gathering of the University Transportation Centers and modal practitioners who research relevant bicycle and pedestrian safety topics; (2) a “datajam” with technology and data experts to identify data sources and innovative analysis methods; and (3) a Transportation Research Board workshop to promote development and use of resources and best practices.
- Pedestrian and Bicycle Updates to the Traffic Monitoring Guide (TMG) and the Traffic Monitoring Analysis System (TMAS): TMAS receives raw data in the TMG-recommended data forms from automatic collection programs, vehicle classification counts, and weigh-in-motion counters, and produces basic traffic volume reports from those data sets. An extension of this system scheduled to be released in 2015 will receive bicycle and pedestrian counts.
- Non-Motorized Toolkit (NMTK): A toolkit framework implemented as a GIS-enabled, open-source, Web-based system has been developed to allow researchers and planners to readily share analytic tools for bicycle and pedestrian data analysis and modeling.



## Conclusion

This new Initiative recognizes the need to work in a coordinated, multimodal fashion, not just across the U.S. Department of Transportation, but throughout America's states, regions, towns and cities. The growing interest in bicycling and walking needs to be encouraged and supported through continued investment in safer infrastructure, and through new resources and tools to ensure that we choose the safest designs and promote safer behaviors.

We look forward to engaging the public and practitioners in a conversation about pedestrian and bicycle safety. Your input and contribution is essential to making progress on bicycle and pedestrian safety, because everyone has a role to play in improving the safety of our communities. At the State and regional level, we're asking officials and practitioners to commit to enhancing walking and biking networks, promote laws to reduce risks to bicyclists and pedestrians, and ensure that resources are allocated to solving this problem. At the community level, we're asking individuals to start a safety dialogue, get involved in local, regional, and state transportation planning efforts, and identify critical gaps in multimodal transportation networks. Throughout the Fall of 2014 we will be engaging local officials, safety organizations, State, regional, and local planners and engineers, and advocacy groups in helping us plan innovative ways to spread the word about these resources and develop a comprehensive approach to pedestrian and bicycle safety.

When safe and convenient transportation opportunities are available to every American, regardless of age, ability, or income, we all benefit from safer communities, a stronger economy, and a cleaner environment.



## Appendix D

### Early Wins in Miami-Dade County

## Early Wins in Miami-Dade County

This section provides information related to policies and facilities already implemented that help enhance Complete Streets in Miami-Dade County.

- **Pedestrian Priority Zone in Downtown Miami** – To encourage pedestrian safety and comfort throughout Downtown, the Miami City Commission adopted Ordinance No. 13426 establishing the Downtown Pedestrian Priority Zone (DPPZ). The provisions of the DPPZ are intended to slow motor vehicle traffic, particularly at intersections, and prioritize the movement of pedestrians within the unique exceptional urban context of downtown Miami. The DPPZ grew out of recommendations developed by the Downtown Development Authority (DDA) and the MPO in the Bicycle and Pedestrian Mobility Plan for the Miami DDA Area. The Miami-Dade County Commission passed resolution R-347-14 supporting the creation of the DPPZ and calling for the establishment of a process in coordination with the City of Miami by which the DPPZ may be implemented. The recommendations of the DPPZ are summarized on the following page. Unfortunately implementation of several of the recommendations remains elusive in part due to the conventional approach associated with maintaining motor vehicle speeds and reducing motor vehicle delay.
- **Miami Pedestrian Safety Countermeasure Study** – Miami-Dade MPO facilitates and participates in pedestrian safety initiatives. One such example is the Federal Highway Administration (FHWA) pedestrian safety countermeasure studies in three major U.S. cities, including Miami. The impacts of the countermeasures were assessed through self-evaluations by individual field teams. Researchers focused on measures of effectiveness (MOEs) related to pedestrian and driver behavior and before-and-after crash data. MOEs included measured motor vehicle speed, percentage of drivers braking, percentage of pedestrians trapped in the crosswalk, percentage of drivers yielding pedestrian delay time, and pedestrian crossing time. Countermeasures implemented as part of the FHWA research include the following.
  - TURNING TRAFFIC YIELD TO PEDESTRIANS signs
  - In-Street Pedestrian Crossing signs
  - NO TURN ON RED signs
  - Portable radar speed trailers
  - Pedestrian signal push buttons that confirm the press
  - Automated pedestrian detection



# Downtown Pedestrian Priority Zone

## 1. Create a Clear Pedestrian Path

Provide a minimum six-foot unobstructed pedestrian path at all sidewalks

**OTHER CITIES:**

Boston, NYC: 8 ft. clear zone or 1/2 the sidewalk width, whichever is greater  
Seattle, LA County, Washington DC: 6 ft. clear zone, 10 ft. clear zone with Sidewalk Cafe.  
Philadelphia, Chicago: 6, 8 or 10 ft. clear based on street classification



## 6. Extend the Sidewalk at all Intersections

Provide sidewalk bulb-outs extending at least 20 feet from crosswalks in either direction at all street intersections and curb radii not exceeding 15 feet

**OTHER CITIES:**

Philadelphia, LA County: 15 ft. curb radius per residential street classification  
Seattle: No obstructions within 20 ft. of the legal crosswalk



## 2. Align Curb Ramps with Sidewalks

Provide perpendicular curb ramps at all intersections

**OTHER CITIES:**

California and Virginia Perpendicular ramps are preferred for new sidewalk construction, and where feasible, for upgrades to existing sidewalks.



## 7. Enhance Mid-Block Lighting

Provide broad spectrum (white) mid-block street lighting that ensures a consistent and uniform distribution of illumination on all sidewalks

**OTHER CITIES:**

San Francisco, San Diego, Portland, Seattle, and San Jose: LED Mid-Block Lighting



## 3. Require Crosswalks at all Intersections

Provide marked crosswalks at all intersections at all four corners and mid-block crosswalks at blocks greater than 400 feet

**OTHER CITIES:**

Boston, San Diego, Seattle: 10 ft. min., ladder style design.  
NYC, Chicago, Portland, DC: 10 ft. local, 15 ft. collector, 20 ft. major streets



## 8. Provide Shade at Sidewalks

Provide continuous shade tree canopy on all sidewalks with widths 10 feet or greater; where sidewalks are less than 10 feet wide, require adjacent buildings to have canopies, overhangs and/or other architectural devices that provide shade onto the sidewalk area

**OTHER CITIES:**

Boston, San Francisco, San Diego, Portland, Seattle, San Jose and Madison Urban Forestry Plans



## 4. Provide Automatic Countdown Timers with More Crossing Time

Provide pre-timed fixed signals at all traffic controlled intersections with a minimum of one second of crossing time for every 2.8 feet of street width

**OTHER CITIES:**

San Francisco: 2.8 ft./sec.  
Code: 3.5 ft./sec.



## 9. Designate 25 MPH Speed Limit

To be designed to and posted at a maximum speed limit of 25 miles per hour

**OTHER CITIES:**

Portland: 20 MPH (Residential) and 25 (Commercial), Boston, San Diego, San Jose, Sacramento, Salt Lake City: 25 MPH  
Madison, Seattle, San Francisco: 25 MPH (majority of streets), 30-35 MPH (Arterials).



## 5. Reduce Drive Lane Widths

Provide driving lane widths of no more than 10 feet, turning lanes of no more than 12 feet, and sharrow lanes of no more than 12 feet.

**OTHER CITIES:**

Portland: 10 ft. drive lanes, 11 ft. turn lanes.  
LA County Model Street Manual: 10 ft. drive lanes, 11 ft. heavy service or bus lanes and shoulders are 12 ft., 2012 NACTO Urban Design Guidelines: 10 and 11 ft. lanes



## 10. Prohibit Right Turns On Red

Prohibit "right turn on red" at all intersections.

**OTHER CITIES:**

New York City: NTO Policy with some exceptions.  
Chicago Pedestrian Plan: proposes NTO in downtown



- Rectangular rapid flashing beacons (RRFBs)
- Leading pedestrian interval
- Prohibition of permissive left-turns
- **Parks and Open Space Master Plan** – Miami-Dade County envisions that great parks, public spaces, streets, greenways, blueways, and trails can form the framework for a more sustainable community. One of the visionary aspects of the Parks plan is the concept of a connected linear system through the use of greenways, open spaces, and streets to connect people to the parks system. Implementing the *Parks and Open Space Master Plan* is consistent with the themes of Safer People, Safer Streets.
- **University of Miami WalkSafe** – WalkSafe is an elementary school based program that educates students on safety and health through an interactive environment. The program was initiated by the University Of Miami Miller School Of Medicine in 2001 to promote safety education for children and to prevent juvenile pedestrian injuries. The WalkSafe program consists of a 3-day curriculum that is taught to children in the classroom for grades K-5. The class is taught yearly through audio, visual, and motor skills and has shown an increase in pedestrian safety knowledge among school children. The WalkSafe program partners with police departments and local authorities to ensure that children are provided with safe environments. Based on a 10-year pedestrian injury analysis, the WalkSafe program has resulted in a 43 percent decrease in juvenile pedestrian injuries. There have been increases in walking and bicycling since schools have begun implementing Safe Routes programs like Walksafe. Engineering improvements are associated with an 18% relative increase in walking and bicycling, and the effects of education and encouragement programs are cumulative.
- **Age-Friendly Initiative** – The Miami-Dade Age-Friendly Initiative addresses the walkability challenges associated with an aging population. This initiative of the Health Foundation of South Florida (HFSF) is made possible through Grantmakers in Aging's (GIA) Community Agenda: Improving America for All Ages, with funds from the Pfizer Foundation. The initiative is based on the successes, assets, needs and gaps multiple sectors face in creating a metropolitan area that fosters a physical and social environment for older adults of all ages to stay active and healthy with dignity and enjoyment. In the first two years, the initiative worked to make age-friendly revisions to long-term County planning policies affecting land use, community health and design and transportation, improve the safety and ease with which older adults walk to neighborhood amenities such

as banks, grocery stores and pharmacies, improve park programming and infrastructure for older adults, increase employment opportunities for older adults, and foster multi-sector leadership and action.

- **Alert Today, Alive Tomorrow** – In November 2011, the Secretary of the Florida Department of Transportation (FDOT) charged FDOT District One Secretary Billy Hattaway with the task of championing Florida’s Pedestrian and Bicycle Focused Initiative. Secretary Hattaway quickly formed a team and began working towards the goal of increasing awareness and decreasing fatalities of bicyclists and pedestrians in Florida. FDOT initiated this award-winning awareness and education campaign in 2012. As part of the FDOT Initiative, the “Alert Today, Alive Tomorrow” campaign is being presented via TV, radio, social media, transit advertising, local education, and enforcement activities. The message that “Safety Doesn’t Happen by Accident” is a reminder for all roadway users to pay attention and follow the rules of the road. Some of the many activities of Alert Today, Alive Tomorrow include developing and deploying a “Stop on Red” media campaign, sponsoring and announcing messages at high profile events like Major League Baseball games, and sponsoring bicycle rallies.

## Appendix E

LAT Meetings

**Local Action Team (LAT) for Safer People, Safer Streets --An initiative of the USDOT Mayor's Challenge**  
**Stephen P. Clark Building, 18<sup>th</sup> Floor (#18-04)**  
**September 15, 2015, 3-5 pm**

**Vision:** A more livable Miami-Dade through the realization of healthier, safer streets accommodating all modes.

**Goal:** To create an action plan that reduces pedestrian and bicycle crashes and encourages more biking, walking and transit use by achieving Safer People and Safer Streets in Miami-Dade.

**Attendees:**

**LAT Members:**

Brian Breslin, ReFresh Miami  
Alice Bravo, Miami-Dade Transit  
(Transportation)  
Claudius Carnegie, Ph.D , Florida International  
University, CTAC, NSM  
Benjamin de la Peña, Knight Foundation  
Tabitha Fazino, Miami-Dade County Public  
School Board  
Cesar Garcia Pons, Perkins + Will  
Alina Hudak, Miami Dade County Mayor's  
Office, Public Works & Waste Management  
Ramiro Inguanzo, City of Bal Harbour

Kevin Kirwin, City of Miami Parks & Recreation  
Jimmy Morales, City of Miami Beach  
Nicholas Namias, MD, Jackson Memorial  
Harold Desdunes, FDOT- District 6  
Juan Perez, Miami-Dade Police Department  
Alyce Robertson, Miami Downtown  
Development Authority  
Paul Schweip, Citizens' Independent  
Transportation Trust  
Eli Stiers, Aronovitz Law  
Honorable Philip Stoddard, City of South Miami  
Debbie Swain, Milian, Swain & Associates  
Peter Wood, Health Foundation of South Florida

**Staff:**

Kimberly Brown, AICP, RER, Planning Division  
Monica Cejas, Miami-Dade Transit  
Antonio Cotarelo, Miami-Dade Public Works  
Yanek Fernandez, Public Works  
Miguel Gonzalez, Miami-Dade County  
Attorney's Office  
Patrice Gillespie Smith Neat Streets Miami

David Henderson, Miami-Dade Metropolitan  
Planning Organization  
Fanny Navarro, Miami-Dade Parks, Recreation  
and Open Spaces  
Zak Lata, Florida Department of Transportation,  
District 6  
Stewart Robertson, Kimley Horn & Associates  
Joshua Rodriguez, Miami-Dade Police

**I. Welcome and Introductions:**

A. Hudak welcomed the Local Action Team, gave an overview of the USDOT Mayor's Challenge for Safer People, Safer Streets. She said she has been working on this issue with many of the stakeholders at the table for years. She will be co-chairing this effort with the new Transportation Director, Alice Bravo.

**II. Our Charge**

PG Smith gave an overview of the Member's Charge: Contribute to your fullest ability to improve the overall safety of Miami-Dade's People and its Streets. She said it involves the OCD model: **O**ffer your expertise to find solutions; **C**hallenge the norm and **D**eliver results for our residents

P. Wood said that the Health Foundation of South Florida(HFSF) supports this effort because of its commitment to creating healthy communities whether looking at cancer, diabetes or healthy aging, HFSF is working to move the needle . In particular, increasing physical activity is a primary goal of HFSF.

### III. Status Report

David Henderson presented the crash data and distributed a copy of maps where the highest incidents of pedestrian and bicycle crashes occur.

36% of roadway fatalities are bicyclists and pedestrians. However, there is a shift in the ages. It used to be among the youngest groups, now it is shifting to middle-aged populations.

Typically, bicyclist fatalities were more dispersed and more suburban than pedestrians and are higher specifically among middle-aged riders, whereas pedestrian fatalities tend to happen among older populations.

P. Schweip asked who is causing the accidents? What percentage of the time was the driver cited?

B. de la Peña asked if the research would ever show the details of the bicyclist's behavior in the accident? There is cell phone data that can provide more details.

E. Stiers cautioned that we can't look at speed in a vacuum. How many of these accidents are happening where traffic calming measures have already been implemented?

P. Wood asked if the BikeSafe program is just for schools? D. Henderson responded, that there are no adult BikeSafe programs.

Dr. Namias asked if anyone has studied the bicyclists' behavior? There are the enthusiasts and there are risk-taking cyclists and it would be interesting to see which group is involved in crashes more.

M. Gonzalez provided an overview of the County legislation pertaining to bicycle and pedestrian safety. He explained that there is a level of preemption by the State legislature to ensure some traffic laws are uniform. The State wields an enormous amount of power. There are some areas where the state has ceded power to the local authorities. He added that any legislative change will require coordination at both the state and municipal levels.

P. Schweip reminded us that we are here to challenge the norm. Thus, we should explore all possibilities and not be inhibited by existing legislation or code.

K. Brown provided an overview of the portions of the Comprehensive Development Master Plan pertaining to Complete Streets and indicated that the last time it was updated in 2013, many policies were written to encourage Complete Streets.

A. Cotarelo provided a handout that illustrated several of the County's recent Complete Streets investments. He explained that for every construction project the Public Works department considers pedestrian needs first. Over the next five years the Public Works Department will invest \$180 million in Complete Streets type of projects.

Z. Lata gave an update on the Florida Department of Transportation's Complete Streets policies and explained that FDOT's goal is to "right size" streets to reflect their context. He cited two road diets recently implemented by Fort Lauderdale.

M. Cejas gave an overview of the Transit Development Plan, which is updated every five years. Two major goals are to improve accessibility and to provide safe environments. She also provided examples

of upcoming investments for bicycle and pedestrian accommodations at transit facilities—such as covered bike parking, a new pedestrian bridge on US 1, more bike storage options on buses and trains.

B. de la Peña asked how many bus and train riders use a bike? M. Cejas said she will get back with that information.

J. Rodriguez provided an update on the Miami-Dade Police Department's education efforts in the unincorporated portions of the County. They have a team of six educational staff members who influence parents, students, older adults about safety issues.

F. Navarro provided an overview of the Community's Open Space Master Plan and showed the Parks Department's vision of a network of 500 miles of greenways.

#### **IV. Questions from the Local Action Team**

A. Robertson expressed a need to just get something done. Citing two FDOT grants for pedestrian safety that have been mired in red-tape, she said, we've been making lots of progress over the last five years, but now we need to move faster.

Z. Lata pointed out that FDOT has dispersed a lot of grants to other communities across the state

A. Hudak said that at the highest levels, there is a commitment to get something done about bicyclist and pedestrian safety, but as the issue gets relegated down, it gets lost in other priorities. She said this is the first time we have had Police at the table and that already she is seeing opportunities to work together.

A. Robertson said this the right group of people at the table. She urged the group to focus on retrofitting our existing roads, as this is where there is a lot of opportunity.

B. de la Peña asked what is the goal of this group? PG Smith responded that it is to develop an action plan to achieve safer people, safer streets.

B. de la Peña asked what is the intended outcome of the action plan? PG Smith said that it will be a measurable reduction in bicycle and pedestrian crashes. The LAT will have to define what measurable means.

B. de la Peña suggested that the outcome was too narrow. If we just reduce crashes, what does that mean? What about creating livable communities? Is there a city we are emulating?

Dr. Namais asked what can this group do? What type of action plan will be the result? Is it going to be high level or detailed?

PG Smith responded, high level. She said with the help of Stewart Robertson of Kimley Horn, an assessment of existing practices, projects and procedures will be conducted to identify the missing links in the County. She also addressed Mr. de la Peña's question about a specific city we are emulating saying that when the Miami-Dade contingent went to Washington, DC they observed many amazing practices that can be adopted here.

J. Morales said that he wants to understand the problem better. We keep saying we are the worst, but why? Is there a unique aspect to this problem in Miami-Dade? Is there a cultural issue? He also

encouraged a prioritization of modes. He and A. Robertson are working to prohibit right turns on red. Perhaps there is some basic procedure we can go through to implement this new regulation?

As for the US 1 pedestrian bridge presented by Miami-Dade Transit, he asked for the data. He said while it is beautiful, he'd like to understand why this bridge is merited in this location. It's a very expensive solution.

K. Kirwin said there is a big problem with the distracted driver. He cited Fred Grimm's column about biking along A1A. He said the Dutch are separating the bike lanes from the cars. We've got to do it. This is a step that would really bring out more cyclists.

H. Desdunes asked how many of these crashes involve tourists? We need to understand if these are mostly residents or visitors. He also asked when the county's Complete Streets work would be finished? He said that the planners and engineers need the Complete Streets guidelines as soon as possible.

E. Stiers said that it is great to see the city, county and FDOT all focused on bicycling and pedestrian issues, but how are we going to pay for it? Why isn't MDX at the table?

P. Schweip said we need some sort of prioritization of the crashes.

A. Hudak said we really are at a critical point because the Mayor is focused on elevating mobility issues and bringing together the resources necessary to establish a comprehensive Transportation Department

The County recently gave the City of Miami \$13M toward the reconstruction of Flagler Street downtown. The county is also reviewing options of redirecting People's Transportation Plan funds toward alternative transportation projects. There's a real commitment to getting something done. Look at the Rickenbacker Causeway and the role Miami-Dade Police have played in enforcement.

J. Perez responded that we have to remember that enforcement is a band-aid and that his department can also play an educational role.

J. Morales said we also need to address the tension between bicyclists and pedestrians. We can't lump both users together.

## **V. Where Do We Go From Here?**

S. Robertson introduced himself and gave a brief overview of the role Kimley Horn & Associates will be playing in writing the assessment, researching best practices and ultimately developing an Action Plan in collaboration with the LAT.

## **VI. Next Steps**

- PG Smith encouraged the LAT members to send their thoughts about what was missing from today's presentations.
- What do they want to see?
- Send best practices to her and she will begin to catalogue them for Stewart's work.

## **VII. Moment of Inspiration:**

PG Smith showed Google Maps before and after images of street transformations that were implemented to better accommodate pedestrians. She said next meeting one of the LAT members will provide the moment of inspiration.

**Local Action Team (LAT) for Safer People, Safer Streets --An initiative of the USDOT Mayor's Challenge  
Stephen P. Clark Building, 18<sup>th</sup> Floor (#18-03)**

**October 27, 2015, 3-5 pm**

**Vision:** A more livable Miami-Dade through the realization of healthier, safer streets accommodating all modes.

**Goal:** To create an action plan that reduces pedestrian and bicycle crashes and encourages more biking, walking and transit use by achieving Safer People and Safer Streets in Miami-Dade.

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Benjamin de la Peña, Knight Foundation  
Cesar Garcia Pons, Perkins + Will  
Office, Public Works & Waste Management  
Ramiro Inguanzo, City of Bal Harbour  
Jack Kardys, MD PROS  
Kevin Kirwin, City of Miami Parks & Recreation

Jose Gonzalez, City of Miami Beach  
Nicholas Namias, MD, Jackson Memorial  
Debora Rivera, FDOT- District 6  
Juan Perez, Miami-Dade Police Department  
Alyce Robertson, Miami Downtown  
Development Authority  
Paul Schweip, Citizens' Independent  
Transportation Trust  
Eli Stiers, Stiers Law  
Honorable Philip Stoddard, City of South Miami  
Debbie Swain, Milian, Swain & Associates  
Peter Wood, Health Foundation of South Florida

**Staff:**

Patrice Gillespie Smith Neat Streets Miami  
Stewart Robertson, Kimley Horn & Associates

**I. Welcome and Introductions:**

J. Kardys welcomed the Local Action Team and asked them to introduce themselves. Miami-Dade County Commissioner Dennis C. Moss, District 9 and Chairman of Neat Streets Miami, thanked the group for its efforts and reminded them that this is a very important job. He said looking around it looks like the right people are at the table to find solutions. Benji de la Pena provided booklets, entitled, "A brief history of modern transportation" to all of the members.

**II. Vision and Outcomes**

PG Smith asked the group to review the vision and the outcome as a follow-up to last month's discussion. She asked with the vision as a broader goal, is the outcome sufficient or is it too narrow? The idea was to have the LAT members to indicate a percentage when saying "measurable." B. de la Pena asked is it "Vision Zero?" Mayor P. Stoddard said focusing only on it could be problematic because we can reduce crashes by keeping children in doors. P. Wood agreed that we don't want any unintended consequences. B. deLaPena asked if we could add the outcome of increasing ridership and pedestrian activity? PG Smith asked the group. Dr. Carnegie suggested combining both outcomes into one. Dr. Namias requested that we keep the reduction in pedestrian crashes as the first outcome. After much

discussion, the LAT members agreed to list two outcomes: 1) A measurable reduction in bicycle and pedestrian crashes. 2) An increase in both bicycle and pedestrian trips.

### **III. Overview of ideas received to date**

PG Smith informed the LAT that to date, they have recommended 21 actions for the action plan. She provided one an example of one recommendation offered by P. Schweip who suggested educating municipalities of the Complete Streets improvements that can be made by using their PTP funds. She said this is an example of an idea that doesn't cost anyone any money. She encouraged the LAT members to keep the ideas coming.

### **IV. Assessment Overview**

S. Robertson provided an overview of the Assessment of National Best Practices and Existing Conditions in Miami-Dade. He provided highlights from the McKinsey Report, "Urban Mobility at a Tipping Point," which illustrates how car use is declining- especially among Millennials. He also discussed the disparity of Miami-Dade's crash breakdown and that of the US. While the US average for pedestrian fatalities is 15% of the total fatalities, in Miami-Dade they make up 31%.

K. Kirwin asked why are bike crashes going up but fatalities going down? S. Robertson said it may be because these crashes are happening in highly urbanized areas where traffic is not able to travel that fast.

J. Perez said that these numbers are a little misleading because while Miami Beach has a population of approximately 90,000, they have approximately 10 million visitors traversing on their roads, thus they face a lot more traffic than other cities of comparable size.

### **V. Deliverables and Timeline**

PG Smith showed a matrix with the deliverables associated with the LAT. She said that our next step will be to prioritize potential action steps. She said the next meeting will be held on November 16 at 10:30 am in the Main Library. The Dec. 14 meeting will entail a hands on tour of two projects that are under consideration and that she hopes someone from FDOT will be in attendance. D. Rivera said often times the public offers recommendations too late. PG Smith said that a project like SW 7<sup>th</sup> Street/SW 8<sup>th</sup> street, which is under study right now would be a good example of the type of project we would see.

### **VII. Moment of Inspiration:**

PG Smith showed a TED talk from Janette Sadik-Kahn, the former NYC Transportation Commissioner regarding the transformation of Times Square. While she only showed five minutes of the video, people can watch all 14 minutes should anyone be interested. She also thanked Benji de la Pena for his video by Gabe Klein on reducing pedestrian crashes by 73 percent.

**Local Action Team (LAT) for Safer People, Safer Streets –An initiative of the USDOT Mayor’s Challenge**

**Main Library Auditorium, 101 W. Flagler Street**

**November 16, 2015, 10:30 – 12:30 pm**

**Vision:** A more livable Miami-Dade through the realization of healthier, safer streets accommodating all modes.

**Goal:** To create an action plan that reduces pedestrian and bicycle crashes and encourages more biking, walking and transit use by achieving Safer People and Safer Streets in Miami-Dade.

**Attendees:**

**LAT Members:**

Claudius Carnegie, Ph.D., Florida International University, CTAC, NSM  
Carlos Cruz Casas, Miami-Dade Transit (for Alice Bravo)  
Benjamin de la Peña, Knight Foundation  
Xavier Falconi, City of Miami Beach (for Jimmy Morales)  
Ramiro Inguanzo, City of Bal Harbour  
Kevin Kirwin, City of Miami Parks & Recreation  
Dr. Nicholas Namias, University of Miami School of Medicine

Secretary, Gus Pego, Florida Department of Transportation, (DIST 6)  
Alyce Robertson, Miami Downtown Development Authority  
Paul Schweip, CITT  
Eli Stiers, Stiers Law  
Honorable Philip Stoddard, City of South Miami  
Debbie Swain, Milian, Swain & Associates

**Staff:**

Kim Brown, RER  
Yanek Fernandez, Public Works  
Anamarie Garces, UHS  
David Henderson, Miami-Dade Metropolitan Planning Organization  
Mark Heinike, Miami-Dade Parks, Recreation and Open Spaces  
Giani Lodi, RER – Development Services  
Gasper Miranda, Miami-Dade Public Works

Leandro Ona, Miami-Dade Public Works  
John McWilliams, Kimley Horn & Associates  
Joshua Rodriguez, Miami-Dade Police  
Sgt. Melcon, Miami-Dade Police  
Pablo Castillo, Miami-Dade Transit  
Patrice Gillespie-Smith, Neat Streets Miami  
Madelyn Rodriguez, Miami-Dade Parks, Recreation and Open Spaces  
Wanda Torres, Neat Streets Miami

**I. Welcome and Introductions**

A. Local Team members’ introductions and their charge to improve the overall safety of Miami-Dade’s People and Safer Streets. Each Member was asked to list one barrier they feel we face in the implementation of the Local Action Plan.

**III. Assessment/Recommendation Overview**

PG Smith gave an overview of changes made to the assessment:

- Page 15 – examples of funding

- Page 16 – Enforcement (additional examples of best practices)
- Page 36 – Public Works Manual (One cross section illustrated so readers can see the opportunity for complete guidelines)
- Page 39 – Early Wins (More examples such as the Age Friendly Initiative.)

LAT Team feedback on the Assessment needs to be wrapped up by the end of the week (Friday).

The Team offered the following feedback:

- 1) Make it abundantly clear that this group is developing actions in the first paragraph. WE need a very strong statement at the top.
- 2) Highlight data gathering best practices (not enough in here)
- 3) Add Bike305 under early wins
- 4) Add Bike safe to early wins
- 5) Add a discussion about road width
- 6) FDOT is working with Smart Growth to transition all of its documentation to ensure context sensitive design.
- 7) On page 39, Anamarie says you need to change 43 percent to 65%
- 8) Include more on the legislative section that highlights changing behaviors of staff

Ms. Gillespie Smith presented the initial Recommendations Matrix. Stewart Robertson prepared the matrix to reflect the ideas and recommendations that the LAT had been submitting since the group's formation. He formatted it according to the seven Mayor's challenge areas presented by the USDOT.

The following is a list of comments the LAT offered in response to the Matrix:

- 1) Expand matrix to include an 1) Action Column (what are the exact steps that will accomplish these recommendations?), 2) Lead Column (Who is the lead agency or person that will ensure implementation) and 3) Outcome Column (which outcome is being achieved by the action?)
- 2) Need to empower staff to make these types of changes
- 3) Make goal of "separated" bike lanes wherever possible ("Go big or go home")
- 4) Be specific with where the ideas will take place. (i.e., in urban centers we will implement lowered speed limits.)
- 5) Create street classification map that guides transportation officials
- 6) Add new ways to gather data (there are lots of these around the world)
- 7) Need legislative changes from the state
- 8) Need legislative changes that empower local municipalities to make decision
- 9) Create a "fast track" system for certain efforts that would bypass or expedite the traffic study necessary for each change
- 10) Under CS approach, include more about the pedestrian
- 11) Create a process in which a complete street is the default and that you don't get public works \$\$ or MPO \$\$ without putting the pedestrian and cyclist first.
- 12) Currently, when the county asks for a traffic study or an analysis that has a chilling effect on the request. Figure out a way to change that.
- 13) Encourage pilot projects just to get things done
- 14) Get away from an LOS analysis of projects (this is currently in the CDMP and I believe you were going to call this out in the assessment?)

- 15) Indicate how far into the future this action plan goes because we haven't discussed automated cars yet.
- 16) Discussed funding... could impact fees be directed to these improvements?
- 17) Change "fast track high crash areas," it should say all of the actions in the action plan
- 18) Educate all stakeholders—including businesses on the value of investing in all modes. Right now businesses are reluctant to give up parking.
- 19) Vision Zero: outline what it would take to achieve that?
- 20) Incorporate a change in culture...
- 21) Try to reflect the conflicting goals of the urban dense areas versus the suburban areas
- 22) Incorporate land use and planning, along with employment centers
- 23) Include specific guidance on how to incorporate bike lanes.
- 24) Include methods to compel the municipalities –county funding should be taken from the surtax.
- 25) Look into developing connected grids for all modes—selecting the right streets
- 26) Update statutes to reflect current mindset
- 27) Show the strategies to get this matrix into an action plan (addressed above)

Public Comment:

Ms. Chiu, Miami Dade College student, asked members, (C-3) how do you improve moving to a safe zone after a car crash?

- Secretary Pego responded, it is important to move to a safe location if your vehicle is not disabled
- Dr. Namias suggested getting away from the car and get behind the guardrail

Ms. Urbaez, another student, suggested to the members, Kendall Drive needs major improvement. Ms. Urbaez stated, there were no safety measures for pedestrians.

- Mayor Stoddard responded that we have to structurally stop the traffic for crossing. We should build attractive over passes
- Ms. Swain response there has to be safe measures

Ms. Ferbeyre asked, how do you test actions?

- Secretary Pego responded that much data is collected on each accident.

**V. Public Involvement**

Ms. Garces of Urban Health Solutions presented the Safer Streets Public Outreach Strategy. This will be a high-tech high touch strategy. That includes the following: A website ([www.completestreetsmiami.com](http://www.completestreetsmiami.com)) which will focus on the 7 USDOT Challenge Areas and multiple engagements of various target audiences.

Its target areas would be:

- Local Voices

- Civic Agencies and Elected Officials
- Voters
- Non-Voters

The Public Outreach Strategy will be an email based communication

There will be a Public/Elected Official Breakfast January 14, 2016, 8:30 – 10:30 a.m. featuring Gabe Klein, former Transportation Commissioner of Washington, DC and Chicago.

There will also be a public Meeting January 13, 2016

A student discussion will be facilitated with a high school. The Objectives of this outreach will be:

- Provide Students with knowledge
- Gain feedback on how to address each domain

Additionally, UHS will facilitate a dialogue with older adults as part of the Age Friendly Initiative. This discussion will address things such as, how to:

- Ensure every older adult can live independently without a car
- Increase mobility options

### **Questions**

- P. Wood asked, are there specific objectives.
- P. Wood asked how this influences the Local Action Plan and the value it adds to the overall product?
- B. de la Peña asked that there needs to be clear goals for each activity. He also encouraged more technology approaches where there can be questions asked; Safe App Florida and we need to explore other ways to collect data

### **VI. Announcements**

Ms. Gillespie-Smith announced the next meeting will be December 14, 2016 an explore tour. She asked if members wanted to conduct tour by bike, but couldn't get unanimous approval so it will be conducted by van. Everyone will meet at the Steven P. Clark Center, 1<sup>st</sup> Floor Lobby at 1:15 pm. Ms. Gillespie-Smith announced November 20<sup>th</sup> would be final edits and December 4<sup>th</sup> recommendations for Action Plans.

Ms. Gillespie-Smith announced per the request of Paul Schwiep, we would dedicate each meeting to a cyclist or pedestrian who was struck and killed. One cyclist was killed last week, but remains unnamed. However at the end of October a pedestrian was struck and killed. Her name was Jaliah Cross and this meeting will be dedicated in her honor.

**VII. Moment of inspiration – Mr. de la Peña** explained that the video the Team was about to see showed the power of advocacy in getting Green bike lanes in Pittsburgh. Due to volume issues, the members asked PG Smith to distribute the link to the video so everyone could hear the presentation.

**Meeting adjourned at 12:20 pm**

## Local Action Team Walking Tour (Mini assessments)

December 14, 2015

1:15- 3:30 pm

### SW 8th Street (Slated for intermediate improvements. Currently going through a PDE process)

- 1 Conflicts between pedestrians and bicyclists
- 2 Narrow sidewalks
- 3 Tripping hazards
- 4 People crossing mid-block , but not at the crosswalk
- 5 Lack of tree canopy
- 6 Pavers not well maintained
- 7 Crowded sidewalks
- 8 Many older adults
- 9 No LPI at intersection
- 10 Missing/dead trees
- 11 Unattractive bus stops
- 12 Distracted driving
- 13 Abandoned bulb outs that appear to have once been bus stops
- 14 No formal bike facilities
- 15 Parking on both sides
- 16 Space for landscaped bulb-outs
- Walkability in the direction opposite of moving traffic is challenging at the
- 17 intersections lacking ped signals.

### SW 7th Street (Same as above)

- 1 Many curb cuts
- Sloped sidewalks, which would be difficult to traverse if you had a cane or a
- 2 wheelchair
- 3 Trash
- 4 Rocks or tripping hazards on the ground
- 5 Fast traffic
- Compliance with school bus stop (all cars stopped when bus driver put out
- 6 "stop" sign.
- 7 Barely existing bus stops
- 8 Utility lines on both sides of the road -- making trees difficult
- 9 Lack of maintenance of brick pavers
- 10 No formal bike facilities
- 11 No buffer between the sidewalk and traffic

**Questions:** What is current LOS?  
What would happen if you reduced number of through lanes to 2?  
What is keeping us from 10' lanes?

None of the participants would want to live along this corridor and no one felt

**Consensus:** comfortable with their parents living along the corridor.

### SW 1st Avenue

- 1 Wide ROW to cross
- 2 Wide ROW appears to encourage speeding

- 3 Nice wide sidewalks
- 4 Some shade
- 5 Lots of transit access
  
- 6 No apparent traffic calming devices despite the residential landuse on the street  
In road yield signs help increase motorists compliance with yielding to
- 7 pedestrians

**S. Miami Ave (DDA conducted a master plan in 2010 Slated for PDE)**

- 1 Distracted driving
- 2 Lots of construction
- 3 Pedestrian not the priority with construction sites
- 4 Sidewalk narrow in a few places  
Trash and uninviting sidewalk along SW 8th Street (doesn't appear to be ADA ,  
5 yet the other side is closed.
- 6 No bike facilities
- 7 Connections to transit not clear even though its only one block away
- 8 Intersection crosswalks are fading
- 9 Construction projects involve closing portions of sidewalk
- 10 Scaffolding does not give everyone a sense of safety
- 11 Some of the planters are pedestrian obstacles
- 12 On-Street parking on one side

**Questions:** What is the coordination between the City and the County?

**I -395 On-Ramp (FODT recently improved crosswalk -- looking at longer term solutions)**

- 1 Crosswalk bold and clear
- 2 Pedestrian and bicyclists cautious to cross
- 3 Some motorists don't stop for pedestrians despite crosswalk



**Safer Streets Public Officials Breakfast:  
Roadmap to a Holistic Transportation System in Miami-Dade**  
Thursday, January 14, 2016

Time	Item	Speaker
8:30 AM	Registration and coffee	
9:00 AM	Welcome	<b>Stuart Kennedy</b> , Miami Foundation Director of Program Strategy and Innovation <b>Matt Haggman</b> , Knight Foundation Program Director For Miami <b>Dennis C. Moss</b> , Miami-Dade County Commissioner, District 9, Chairman, Neat Streets Miami
9:10 AM	<b>Using Innovation to Create Safer Streets</b>	<b>Gabe Klein, Author:</b> " Start-Up City: Inspiring Private & Public Entrepreneurship, Getting Projects Done and Having Fun"
9:30 AM	<b>Panel: How Are Communities are Achieving Safer Streets</b>	<b>Moderator: Gabe Klein</b> <b>Panelists:</b> <b>Carlos A. Gimenez</b> , Mayor, Miami-Dade County <b>Esteban Bovo</b> , Vice Chair Miami Dade Board of County Commissioners, District 13 <b>Gus Pego</b> , District 6 Secretary, Florida Department of Transportation <b>Jimmy Morales</b> , City Manager, City of Miami Beach <b>Antonio Brooklen</b> , Chief, City of Miami Gardens Police Department <b>Jose Szapocznik, Ph.D.</b> , Chair, University of Miami Miller School of Medicine, Department of Public Health <b>Aileen Boucle</b> , Executive Director, Miami-Dade Metropolitan Planning Organization
	Q& A	All Presenters
10:30 AM	Conclusion	<b>Matt Haggman</b>

*Please take a moment to review and comment upon the Local Action Team’s Recommendations for Safer Streets in Miami-Dade.* To view materials from today, please visit: [www.CompleteStreets.Miami](http://www.CompleteStreets.Miami)



## Appendix F

### LAT Team Member Binders

- Overview – Member’s Charge
- Overview – Initial Vision, Goal, and Outcome
- Data – FDOT Florida Pedestrian and Bicycle Strategic Safety Plan
- Background – USDOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations
- Background – Centers for Disease Control and Prevention (CDC), Bicycle Safety
- Background – Centers for Disease Control and Prevention (CDC), Helmet Safety
- Background – Centers for Disease Control and Prevention (CDC), Pedestrian Safety
- Background – FDOT Complete Streets Policy
- Background – Miami-Dade County Complete Streets Resolution R-995-14
- Background – Miami-Dade County Downtown Pedestrian Priority Zone Resolution R-347-14
- Background – Pedestrian/Bicyclist Legislation in Miami-Dade County
- Background – Miami-Dade MPO Bicycle Facilities Map, dated October 16, 2015
- Background – Miami-Dade County Parks and Open Space System Master Plan, Executive Summary
- Background – Miami-Dade MPO Bicycle/Pedestrian Safety Plan Update, Executive Summary
- Background – Miami-Dade MPO Transit System Bicycle Master Plan, Introduction
- Background – Miami-Dade MPO Safe Routes to School 2013 Infrastructure Plans
- Resources – FHWA Bicycle and Pedestrian Funding, Design, and Environmental Review: Addressing Common Misconceptions
- Resources – Florida Pedestrian Laws Synopsis
- Resources – Florida Bicycle Laws Synopsis

**Local Action Team For Safer People, Safer Streets**

**Member's Charge:**

Contribute to your fullest ability to improve the overall safety of Miami-Dade's People and its Streets

- Offer your expertise to find solutions
- Challenge the norm
- Deliver results for our residents

## **Local Action Team for the USDOT Mayors' Challenge for Safer People, Safer Streets**

**Vision:** A more livable Miami-Dade through the realization of healthier, safer streets accommodating all modes.

**Goal:** To create an action plan that reduces pedestrian and bicycle crashes and encourages more biking, walking and transit use by achieving Safer People and Safer Streets in Miami-Dade.

**Context:** This Spring Mayor Carlos Gimenez announced Miami-Dade is participating in the USDOT Challenge. In July, Neat Streets Miami, chaired by Commissioner Dennis C. Moss, approved creation of an Action Team and the hiring of a consultant to draft the action plan.

**Membership Composition:** External partners from both the public and private sectors who have experience in creating healthy, safe environments, with representation from the following groups or sectors:

- |  |                       |
|--|-----------------------|
| 1.) Florida Department of Transportation       | 9.) Downtown          |
| 2.) Metropolitan Planning Organization         | 10.) Technology       |
| 3.) Health Foundation of South Florida         | 11.) Engagement       |
| 4.) Miami Dade Police Department (MDPD)        | 12.) Municipalities   |
| 5.) Jackson Memorial                           | 13.) Advocate         |
| 6.) Miami-Dade County School Board             | 14.) Engineering      |
| 7.) Citizens' Independent Transportation Trust | 15.) Urban Design     |
| 8.) Foundation Leader                          | 16.) Higher Education |

**Staffing:** Neat Streets Miami, Florida Department of Transportation, Miami-Dade Metropolitan Planning Organization, Public Works, Parks and Recreation, County Attorney's Office, Transit, Regulatory and Economic Resources, Police and an engineering consultant.

### **Action Team Objectives:**

- 1) Identify progress to date in creating an environment conducive to walking, biking and transit use
- 2) Highlight best practices/counter measures and recommend which are appropriate in South Florida
- 3) Participate in a hands-on experience (tour of projects) to understand biking and walking challenges
- 4) Contribute expert insights and strategies
- 5) Solicit external input on action plan for improving Miami-Dade's Streets (through a public meeting)
- 6) Finalize action plan outlining the legislative, enforcement, engineering, educational and planning steps that need to be made to create Safer People, Safer Streets.
- 7) Create the basis for county and municipal practices to accelerate efforts to enhance safety

### **Deliverables:**

- Assessment/scan of existing counter measures and national best practices that can be adopted in South Florida.
- Compilation of community priorities to create safer people and safer streets.
- Public meeting engaging residents in a discussion about the proposed priorities.
- Action plan outlining the legislative, planning, enforcement, capital improvement and educational steps to encourage biking and walking by creating Safer Streets in Miami-Dade.
- Model language for local legislation
- Engaged group of stakeholders
- Springboard from which to grow awareness and action for street safety

**Outcome: a measurable reduction in bicycle and pedestrian crashes countywide**

# FLORIDA PEDESTRIAN AND BICYCLE STRATEGIC SAFETY PLAN

SAFETY DOESN'T HAPPEN BY ACCIDENT



# **Florida Pedestrian and Bicycle Strategic Safety Plan**

Prepared by

**The Center for Urban Transportation Research  
University of South Florida**

Prepared for

**Florida Department of Transportation**

February 2013



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# 1.0 Introduction

## 1.1 Florida Strategic Highway Safety Plan

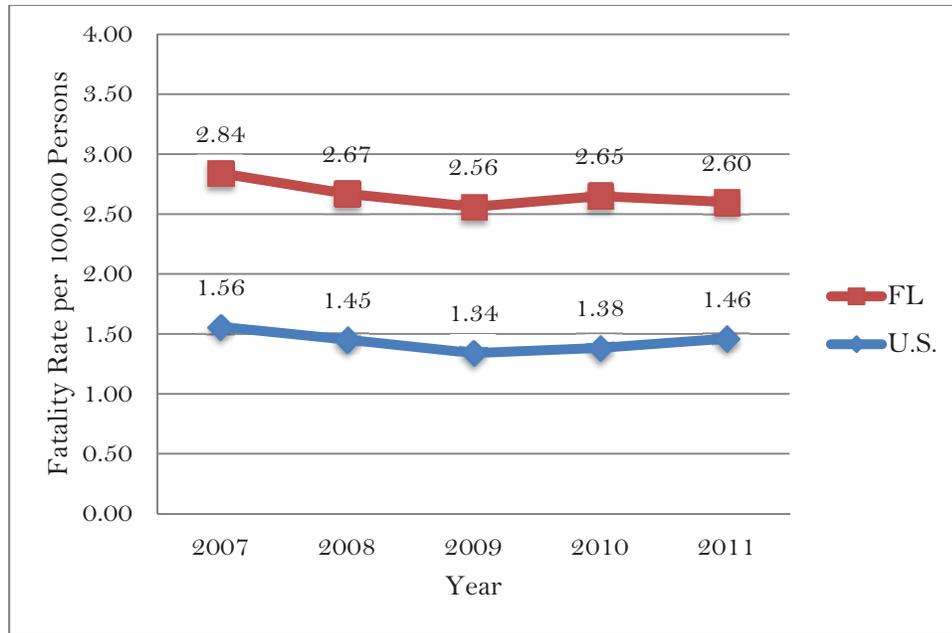
The Florida Strategic Highway Safety Plan (SHSP) is aimed at providing a comprehensive framework for reducing traffic fatalities and serious injuries on all public roads. The SHSP establishes targeted statewide goals, objectives, and key emphasis areas developed in consultation with federal, state, local, and private sector safety stakeholders. The key areas addressed in the SHSP are aggressive driving, intersection crashes, vulnerable road users, lane departure crashes, impaired driving, at-risk drivers (aging road users and teens), distracted driving, and traffic data. It addresses pedestrian and bicycle safety issues in the Vulnerable Road Users emphasis area where the goal is to reduce the rate of fatalities, injuries, and crashes of those users. The Florida Pedestrian and Bicycle Strategic Safety Plan (PBSSP) supplements and expands on the SHSP by providing more detailed objectives and strategies to improve pedestrian and bicycle safety in Florida.

## 1.2 Florida's Challenge

The 2011 Florida pedestrian fatality rates were nearly double the national average and bicycle fatality rates were nearly triple the national average. Based on the National Highway Traffic Safety Administration (NHTSA) Traffic Safety Facts reports, Florida had the highest pedestrian fatality rate among all states in 2011, 2.60 pedestrian fatalities per 100,000 persons. While the Florida pedestrian fatality rate declined slightly in 2011 compared to 2010, the bicycle fatality rate increased from 0.40 fatalities per 100,000 persons, to 0.63.

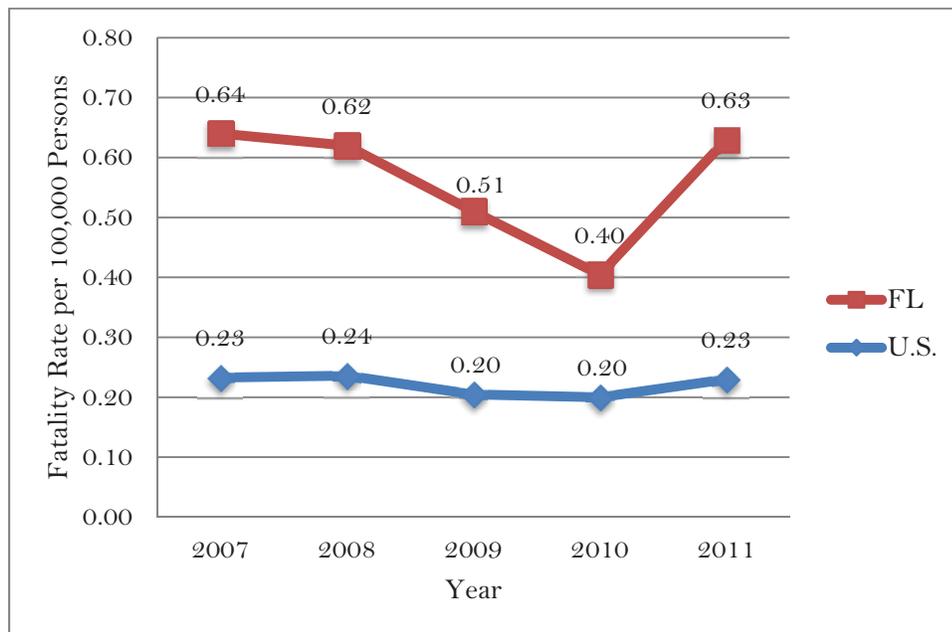
Florida represented six percent of the U.S. population in 2011, but accounted for 11 percent of all U.S. pedestrian fatalities and 17.4 percent of all U.S. bicycle fatalities. According to the "Dangerous by Design" report, Florida has the top four metropolitan areas on the list of most dangerous large metro areas for walking in the U.S.: 1) Orlando-Kissimmee, 2) Tampa-St. Petersburg-Clearwater, 3) Jacksonville, and 4) Miami-Fort Lauderdale-Pompano Beach.

Figure 1-1 and Figure 1-2 show the national and Florida trends related to pedestrian and bicycle fatalities from 2007 to 2011, based on the available data from the NHTSA Fatality Analysis Reporting System (FARS).



**Figure 1-1. Pedestrian fatality rates per 100,000 persons.**

*Source: NHTSA FARS.*



**Figure 1-2. Bicycle fatality rates per 100,000 persons.**

*Source: NHTSA FARS.*

Pedestrians and bicyclists are considered vulnerable road users because of the lack of protection in case of a crash. The number of hospitalizations and emergency room visits related to pedestrian and bicycle crashes show that the magnitude of the problem extends beyond what police reported crashes show. In 2010, pedestrian traffic crashes in

Florida resulted in 499 fatalities, 2,072 nonfatal hospitalizations, and 7,650 nonfatal emergency room (ER) visits.

Finally, the financial impacts and burdens of pedestrian fatalities and injuries are significant and the full extent unknown. Based on the emergency room discharge data from the Florida Agency for Health Care Administration (2008-2010), the reimbursement sources for hospitalizations are commercial insurance (41%), self-pay or under insured (34%), Medicaid (16%), and Medicare (7%).

### **1.3 Purpose of the PBSSP**

The purpose of Florida's Pedestrian and Bicycle Strategic Safety Plan (PBSSP) is to focus funding and resources on the areas that have the greatest opportunity to reduce pedestrian and bicycle fatalities, injuries, and crashes. The PBSSP is designed to provide a comprehensive strategy to address pedestrian and bicycle safety issues by identifying goals, objectives, strategies, tasks, and performance measures for key program areas. The five-year plan will provide guidance to the FDOT Bicycle/Pedestrian Safety Program and key stakeholders concerned with improving pedestrian and bicycle safety, including the Florida Department of Highway Safety and Motor Vehicles (DHSMV), the Florida Department of Health (DOH), law enforcement, local governing agencies, and pedestrian and bicycle safety advocates. The PBSSP will make great strides to meet the Florida Strategic Highway Safety Plan's goal to achieve a five percent annual reduction in the actual number of fatalities and serious injuries for pedestrians and bicycles.

The Florida Department of Transportation (FDOT) is the designated lead agency for the PBSSP and provides funding support.

### **1.4 PBSSP Development Process**

The development of the PBSSP spanned a one-year period between January 2012 and January 2013. The process began with Florida Transportation Secretary Ananth Prasad's initiation of a Bicycle/Pedestrian Focused Initiative to begin addressing the safety issues identified in a report released by a national transportation safety coalition, Transportation for America. In October 2011, Secretary Prasad appointed FDOT District 1 Secretary Billy Hattaway to lead the Bicycle/Pedestrian Focused Initiative and serve as a champion for Florida's pedestrian and bicycle safety. In March 2012, Ms. Lora Bailey Hollingsworth was selected to serve as the FDOT Chief Safety Officer to provide guidance and full support on the initiative to reduce pedestrian and bicycle fatalities, injuries, and crashes in Florida. In May 2012, Ms. Tenda McPherson was appointed by Ms. Hollingsworth as the State Bicycle/Pedestrian Safety Program

Manager to develop Florida's Pedestrian and Bicycle Strategic Safety Plan, form a Florida Pedestrian and Bicycle Safety Coalition, and lead the Coalition to vigorously implement the plan. The FDOT Safety Office involved a wide range of safety partners throughout the process. The following sections describe the key activities conducted to develop the PBSSP.

#### **1.4.1 Pedestrian Safety Assessment**

The National Highway Traffic Safety Administration (NHTSA) assembled a multidisciplinary Technical Assessment Team (TAT) of national experts to conduct a thorough review of the state's pedestrian safety efforts. The technical assessment was conducted in Tallahassee between January 8 and 13, 2012. Arrangements were made for state program experts and key individuals to deliver briefings and provide support materials to the TAT over a five-day period. Based on the assessment results, the TAT provided recommendations for improvement. The recommendations played an integral role in the development of the PBSSP. The plan outlines objectives and strategies to accomplish the recommendations and action steps desired by stakeholders.

#### **1.4.2 Pedestrian 101 Training**

The Florida Public Safety Institute hosted NHTSA's Pedestrian 101 training in Tallahassee, Florida, May 30-31, 2012. The National Highway Institute (NHI), in partnership with the National Highway Traffic Safety Administration (NHTSA), designed a course, Pedestrian Safety Program Management, on how to manage a comprehensive program to reduce pedestrian crashes and create more walkable communities. This course is designed so that those involved in pedestrian safety can gain the skills and knowledge to manage a successful and sustainable pedestrian safety program. Materials for the course were developed by the Transportation Safety Institute (TSI), an agency whose parent organization is the Research and Innovative Technology Administration (RITA) within the U.S. Department of Transportation (DOT). The two-day course was instructed by FDOT and NHTSA trainers.

#### **1.4.3 Pedestrian and Bicycle Safety Statewide Meetings**

FDOT sponsored a series of roundtable discussions to gain stakeholder input on the PBSSP; learn what strategies are being used to improve pedestrian and bicycle safety; hear thoughts about effective programs, regulations, and other opportunities to improve pedestrian safety; and identify a core group of persons committed to pedestrian safety improvement to serve on a coalition.

Roundtable discussions were held at the following locations and dates:

- Tampa, Florida, August 6, 2012
- Bartow, Florida, August 6, 2012
- Miami, Florida, August 7, 2012
- Ft. Lauderdale, Florida, August 8, 2012
- DeLand, Florida, August 9, 2012
- Jacksonville, Florida, August 10, 2012

The roundtable discussions allowed participants to offer recommendations for improving the PBSSP and to recruit their participation and commitment to help implement the plan.

## **1.5 Florida Pedestrian and Bicycle Safety Coalition**

The purpose of the Coalition is to prioritize and implement the strategies identified in the PBSSP to reduce pedestrian and bicycle related fatalities, injuries, and crashes in Florida. The State Bicycle/Pedestrian Safety Program Manager, Ms. Trenda McPherson, facilitated the establishment of a Florida Pedestrian and Bicycle Safety Coalition to help implement the PBSSP. The Coalition includes representatives from the Florida Department of Transportation, Department of Highway Safety and Motor Vehicles, Florida Highway Patrol, Department of Health, Florida Emergency Medical Services, Florida Committee on Trauma, Florida Public Transportation Association, the University of South Florida, Florida Sheriff's Association, Florida Police Chiefs Association, Florida Judicial Outreach Liaison, Lynx Orlando, Florida Bicycle Association, AAA Auto Club South, and many other safety advocates. The Coalition meets regularly to discuss and update the progress on implementing the PBSSP.

## **1.6 Pedestrian and Bicycle Safety Stakeholders**

Many agencies, organizations, and groups have responsibilities and interests in pedestrian and bicycle safety issues. NHTSA identified the programs and activities that make up a comprehensive pedestrian and bicycle safety program. The PBSSP provides a plan for the implementation process.

### **1.6.1 Public Agencies**

Several state agencies play key roles in the pedestrian safety planning process. FDOT houses several offices that are focused on pedestrian and bicycle safety. The State Safety Office manages the Pedestrian and Bicycle Program and the Safe Routes to School Program. The Office of Design, State Traffic Engineering and Operations Office, Office

of Maintenance, Office of Construction, and Office of Materials provide transportation services that must integrate pedestrian and bicycle safety into their work.

The Bicycle/Pedestrian Partnership Council will promote the livability, health, and economic benefits of bicycle and pedestrian activity by serving as a forum to provide guidance to FDOT, its partners, and other stakeholders on policy matters and issues affecting the bicycle and pedestrian transportation needs of Florida.

The Florida DHSMV houses the Florida Highway Patrol (FHP), the Division of Driver Licenses, and the Division of Motor Vehicles. Each of these divisions provides key input into the pedestrian and bicycle safety planning process because of its enforcement, licensing, and vehicle registration responsibilities.

The Department of Health is involved in promoting physical activity including walking and bicycling through a variety of programs and initiatives. The Department of Health's Division of Emergency Medical Operations is responsible for oversight of emergency medical services, emergency operations, public health preparedness, injury prevention, trauma, and brain and spinal cord injury.

Local agencies are also key players in the implementation of pedestrian and bicycle safety strategies. Local law enforcement agencies, community traffic safety teams (CTST), planning and engineering departments, school districts and public health agencies are responsible for implementing programs to reduce pedestrian and bicycle crashes and educate the public.

### **1.6.2 Private Organizations**

Pedestrian and bicycle advocacy groups, safety and health organizations, as well as business partners are also involved in the pedestrian and bicycle safety planning process. These organizations advocate for safe conditions for pedestrians and bicycles and may provide pedestrian and bicycle safety information to the community and the general public.

### **1.6.3 Citizens**

Walking and biking advocates and enthusiasts participate in planning activities related to pedestrian and bicycle safety. These groups generally provide a public viewpoint on legislation, enforcement activities, and proposed strategies to improve pedestrian and bicycle safety.

## 2.0 Pedestrian and Bicycle Crash Analysis

A number of factors are associated with pedestrian and bicycle crashes. Understanding these factors will help the Coalition to identify goals and strategies to address pedestrian and bicycle safety issues. The following sections identify the locations and factors that uniquely contribute to pedestrian and bicycle crashes in Florida.

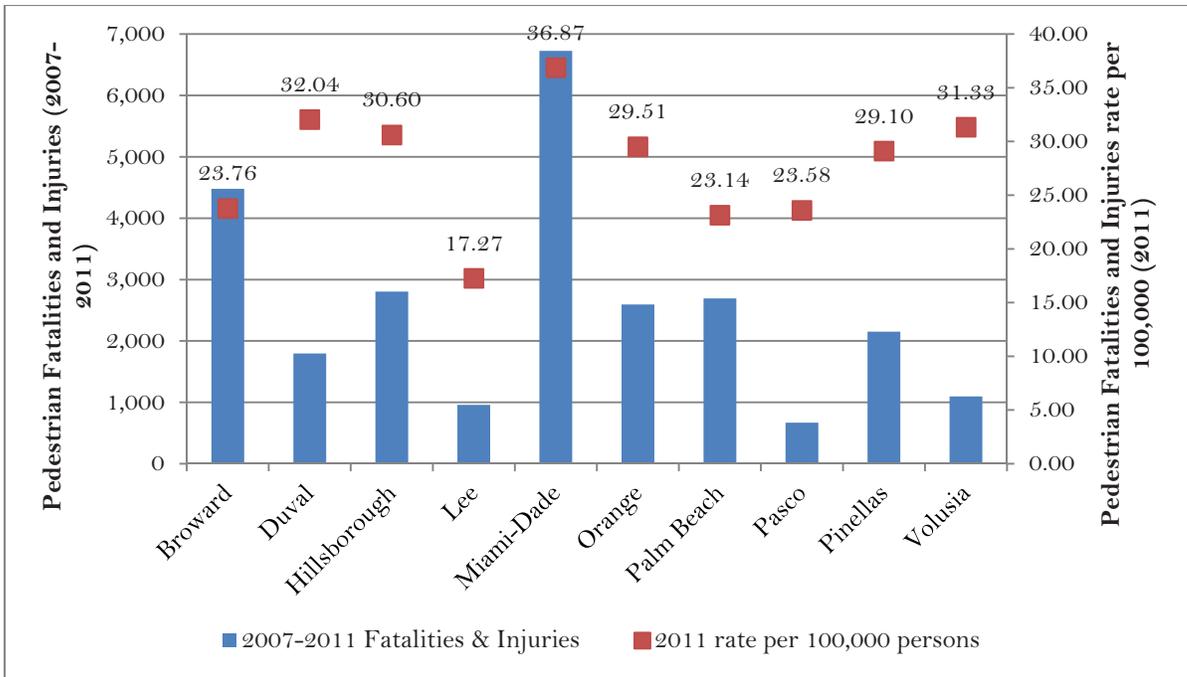
### 2.1 Top Ten Highest Priority Counties

According to the Florida DHSMV Traffic Crash Statistics Reports, the ten counties with the highest number of pedestrian fatalities and injuries for 2007-2011 are as follows:

<u>Fatalities</u>	<u>Injuries</u>
1. Miami-Dade	1. Miami-Dade
2. Broward	2. Broward
3. Orange	3. Palm Beach
4. Hillsborough	4. Hillsborough
5. Palm Beach	5. Orange
6. Pinellas	6. Pinellas
7. Duval	7. Duval
8. Volusia	8. Volusia
9. Polk	9. Lee
10. Lee	10. Polk

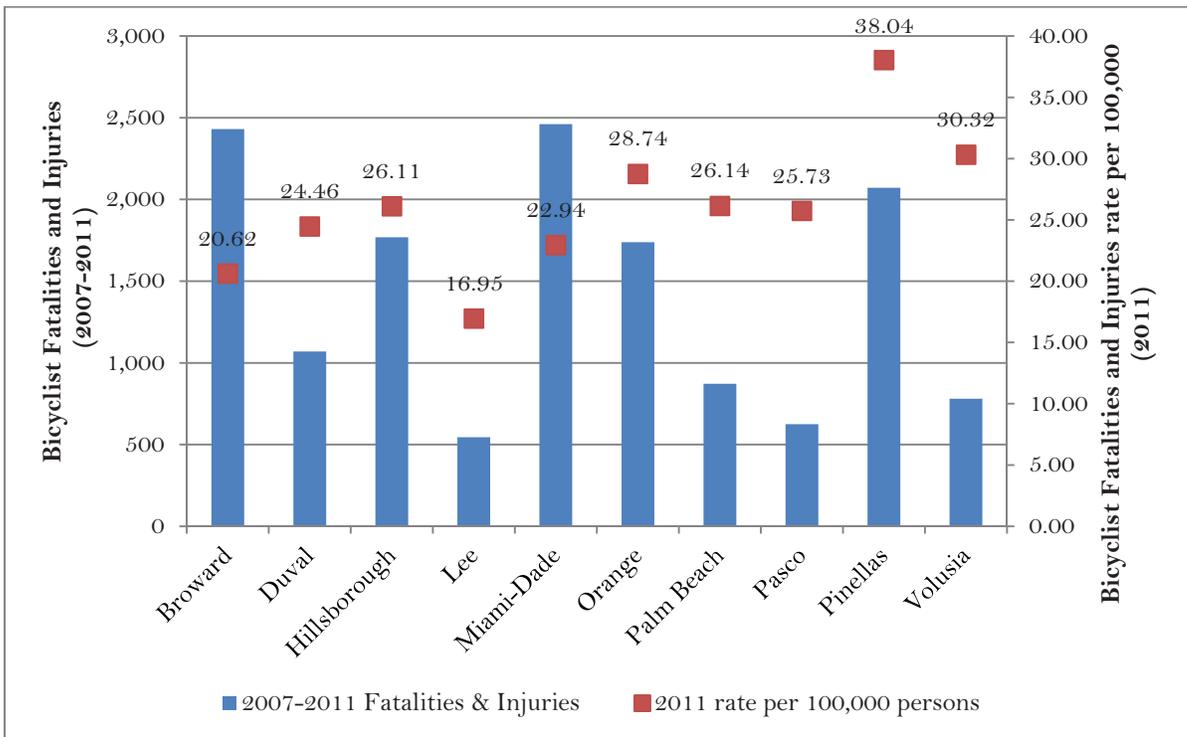
Initial efforts will focus on the following top ten counties (based on the combination of pedestrian fatality and injury totals for 2007 to 2011 from FDOT Crash Analysis Reporting System -CARS): Miami-Dade, Broward, Hillsborough, Orange, Palm Beach, Pinellas, Duval, Pasco, Volusia, and Lee as shown in Figure 2-1. Rollout of the program will eventually be statewide as implementation of the PBSSP progresses.

Between 2007 and 2011, there were 532 bicycle fatality crashes on Florida roads and highways, and 21,935 were injured. The top 10 counties in Florida with the highest number of bicycle fatalities and injuries during this time period were as follows: Broward, Miami-Dade, Pinellas, Hillsborough, Orange, Duval, Palm Beach, Pasco, Lee, and Alachua (Figure 2-2). These counties represented 62 percent of bicycle fatalities and injuries in Florida from 2007 through 2011.



**Figure 2-1. Pedestrian fatalities and injuries in top 10 counties.**

*Source: FDOT CAR System.*



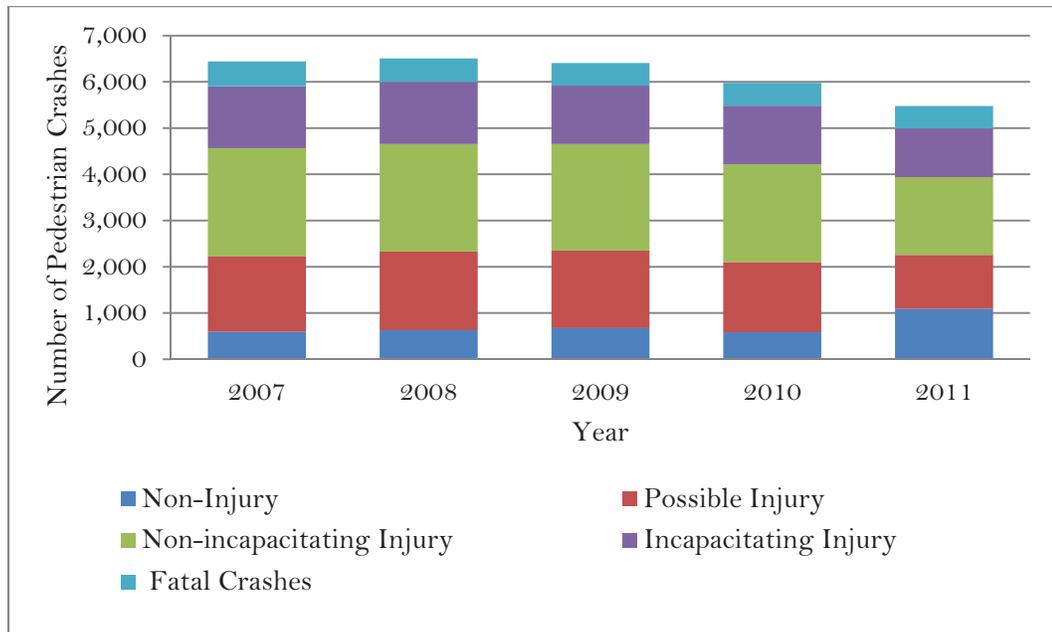
**Figure 2-2. Bicycle fatalities and injuries in top 10 counties.**

*Source: FDOT CAR System.*

## 2.2 Pedestrian and Bicycle Crash Characteristics

### 2.2.1 Injuries and Fatalities

The injury severity of pedestrian crashes for the years 2007 to 2011 is shown in Figure 2-3. Even though the total number of crashes has slightly decreased, the number of injuries and fatalities remains high.

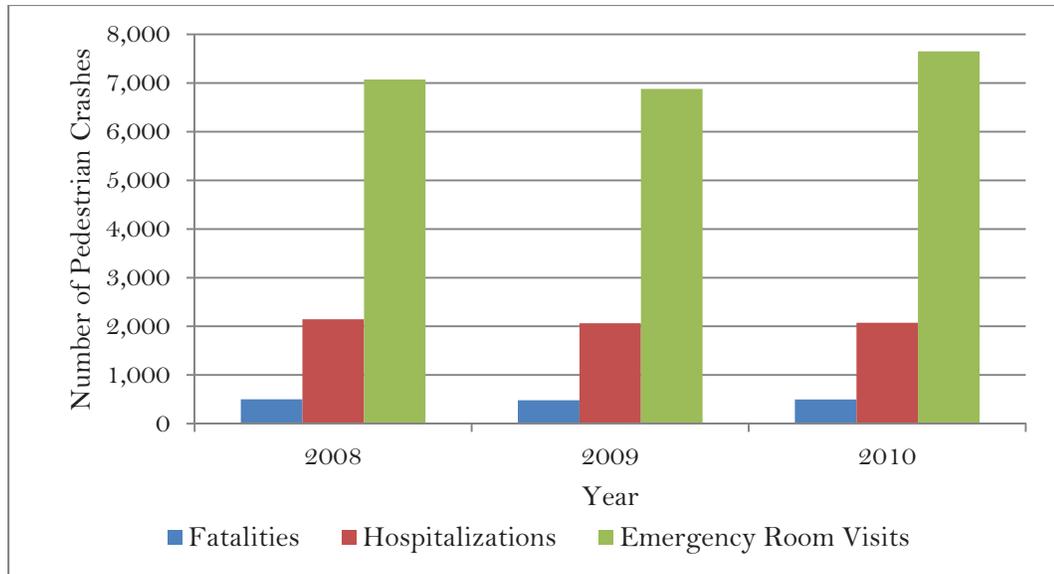


**Figure 2-3. Injury severity of pedestrian crashes.**

*Source: FDOT CAR System.*

The proportion of pedestrian crashes to total crashes has declined 0.41 percent from 2009 through 2011 but has remained above three percent. Although this reduction in percentage of crashes is positive, pedestrian fatalities occurring in 2011 still account for nearly 21 percent of all fatalities.

Pedestrian crashes are more likely to result in fatal or serious injuries (requiring inpatient or outpatient hospital care and treatment) more than any other type of traffic crashes. The number of hospitalizations and emergency room visits related to pedestrian crashes show that the magnitude of the problem may be larger than what police reported crashes show. Figure 2-4 shows pedestrian fatalities, hospitalizations, and emergency room visits from 2008 to 2010.



**Figure 2-4. Pedestrian crash injuries in Florida by year.**

*Source: Hospital Discharge Data, Florida Agency for Health Care Administration.*

*\*2011 data not available at time of publication.*

In 2010, pedestrian traffic crashes in Florida resulted in 499 fatalities, 2,072 nonfatal hospitalizations, and 7,650 nonfatal emergency room (ER) visits. From 2008 to 2009, fatalities decreased 3.98 percent to 482, hospitalizations decreased 3.82 percent to 2,064; and ER visits decreased 2.76 percent to 6,877. From 2009 to 2010, fatalities increased 3.40 percent to 499; hospitalizations increased .39 percent to 2,072 and ER visits increased 10.1 percent to 7,650.

The financial impact of pedestrian fatalities and injuries is significant and the full extent unknown. Based on the emergency room discharge data from the Florida Agency for Health Care Administration (2008-2010), the reimbursement sources for hospitalizations are commercial insurance (41%), self-pay or under insured (34%), Medicaid (16%), and Medicare (7%).

According to the Vital Statistics death records data, available from 2008-2010, 39.8 percent of pedestrian traffic fatalities were associated with multiple body regions, 30 percent with traumatic brain injuries, and 27.6 percent with injuries to an unspecified region.

**Table 2-1. Percent of Pedestrian Fatalities Involving Specified Body Regions**

Injured Body Region	Percent
Multiple body regions	39.8
Traumatic Brain Injury	30.0
Unspecified	27.6
Trunk, other	7.8
Neck	6.0
Thorax	5.9
Spinal Cord	4.2
Vertebral column	4.2
Abdomen, lower back, pelvis	2.9
System-wide	2.9
Other lower extremity	2.4
Head and neck	1.4
Pelvis and lower back	1.0
Abdomen	0.8
Other head	0.2
Upper extremity	0.1
Hip	0.1

Source: Vital Statistics death records. Period: 2008, 2009 and 2010. Additional limitations: Pedestrians only, ICD10 code V00-V09.  
\*2011 data not available at time of publication.

Death certificates provide limited information about the nature of injuries contributing to pedestrian traffic fatalities. According to Table 2-2, nearly 98 percent of certificates cited at least one unspecified injury as an immediate or contributing cause of death, internal organ injuries were implicated in 11 percent, and fractures in 6.7 percent of fatalities.

**Table 2-2. Pedestrian Traffic Fatalities in Florida by Nature of Injury (2009-2011)**

Nature of Injury	(%)	Nature of Injury	(%)	Nature of Injury	(%)
Unspecified Nature	97.53	Multiple Injuries	<1	Poisoning	<1
Internal Organ	10.99	Amputation	<1	Superficial Wound, Bruise	<1
Fracture	6.73	Crush	<1		
Dislocation	3.22	Open Wound	<1		
Blood Vessel	2.02	Toxic Effects	1.27		

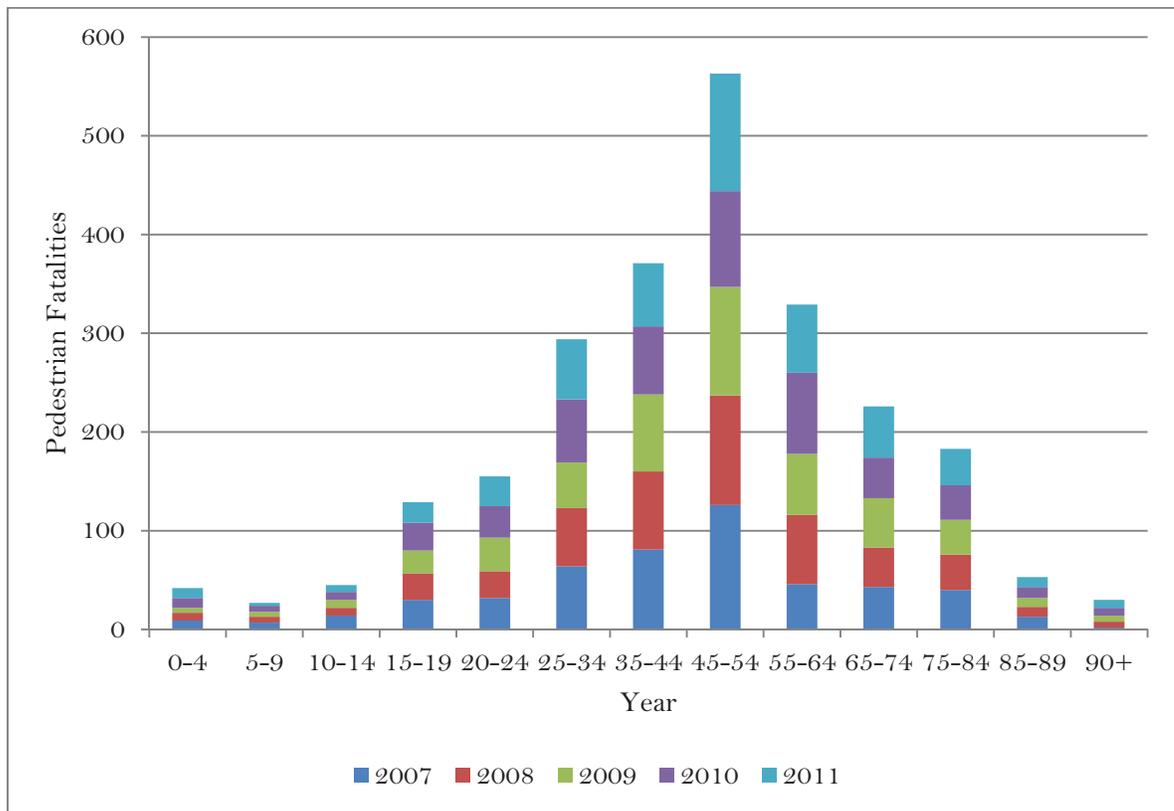
\*One fatality may involve multiple injury natures.

Source: Vital Statistics death records. Period: 2009-2011. Additional limitations: Pedestrians only, ICD10 code V00-V09.

### 2.2.2 Age

Figure 2-5 shows pedestrian traffic fatalities in Florida by age group and year. In the five year period from 2007 to 2011:

- More pedestrians ages 45-54 were fatally injured in pedestrian crashes than any other group, followed by pedestrians ages 35-44 and 55-64.
- The largest overall increase in pedestrian fatalities was among pedestrians ages 65-74 which increased three percent from 2008 to 2011.
- The largest overall decrease in pedestrian fatalities was among pedestrians ages 35-44 which decreased three percent from 2008 to 2011.

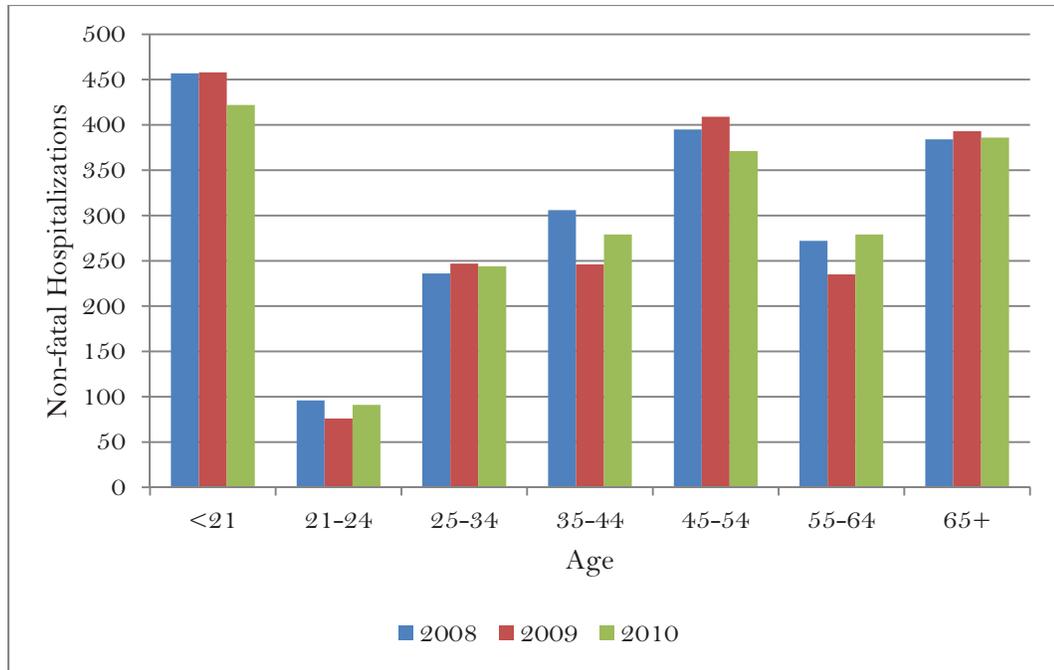


**Figure 2-5. Pedestrian traffic fatalities in Florida by age and year.**

*Source: FL DHSMV Crash Facts.*

Figure 2-6 shows the hospitalizations in Florida for nonfatal injuries sustained in pedestrian crashes. In the three year period 2008-2010:

- More pedestrians under age 21 were hospitalized in Florida for nonfatal injuries than any other group, followed by pedestrians ages 45-54.
- Pedestrians ages 55-64 experienced the largest increase in hospitalizations for nonfatal injuries from 2009 to 2010 with 19 percent.

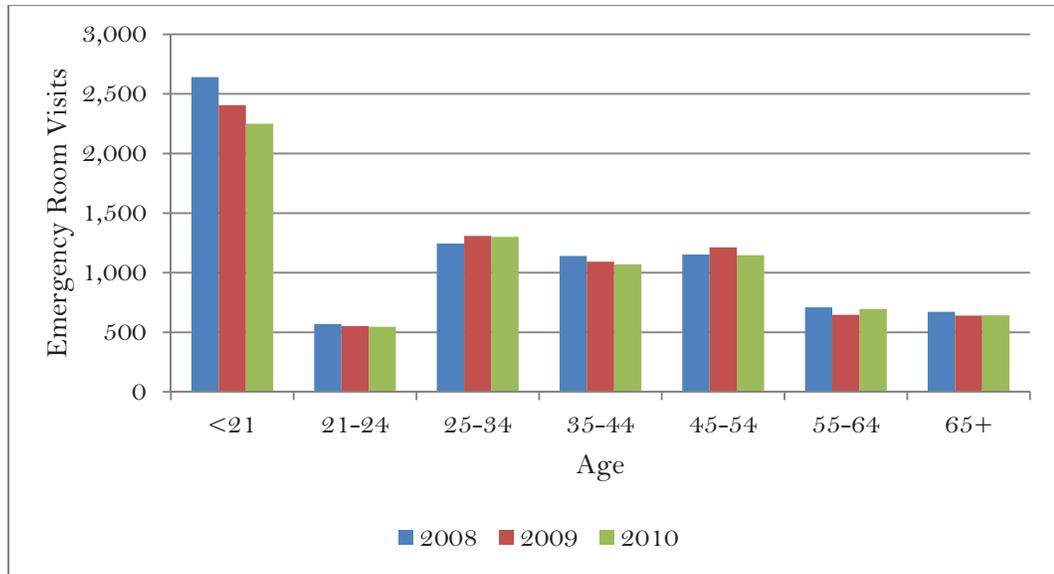


**Figure 2-6. Hospitalizations in Florida for nonfatal injuries sustained in pedestrian traffic crashes by age and year.**

*Source: Florida Department of Health.  
\*2011 data not available at time of publication.*

From 2009 to 2010, four age groups experienced a decrease and three experienced an increase in the number of hospitalizations. Figure 2-7 shows emergency room visits in Florida for nonfatal injuries sustained in pedestrian crashes by age group. In the three year period from 2008 to 2010:

- More pedestrians under age 21 visited an Emergency Room (ER) in Florida for nonfatal injuries sustained in pedestrian traffic crashes than any other age group, followed by pedestrians ages 25-34, 45-54, and 35-44.
- Pedestrians ages 21-24 experienced the highest decrease in number of ER visits for nonfatal injuries (6.5%), however this remains a problem.



**Figure 2-7. Emergency room visits in Florida for nonfatal injuries sustained in pedestrian traffic crashes by age and year.**

*Source: Florida Department of Health.  
\*2011 data not available at time of publication.*

### 2.2.3 Residence

Despite the large numbers of seasonal residents in Florida, Table 2-3 shows that the vast majority (86%) of pedestrians injured in pedestrian traffic crashes in Florida are residents of Florida and the county in which the crash occurred.

**Table 2-3. Percentage of Pedestrian Crashes by Residency**

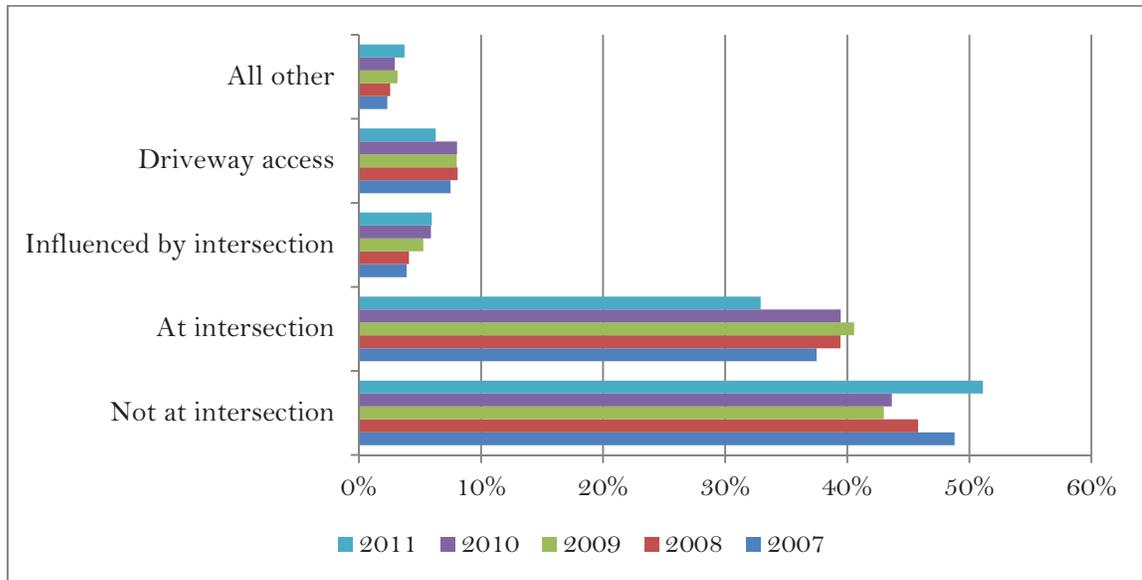
Residency of Pedestrians	2007	2008	2009	2010	2011
Same County as Crash	82%	82%	82%	80%	80%
Florida-other county	6%	6%	6%	6%	6%
Out of State	3%	3%	3%	3%	3%
International	1%	2%	1%	1%	1%
Unknown	8%	7%	8%	10%	10%

*Source: FDOT CAR System.*

### 2.2.4 Location

Pedestrian crashes and fatalities occur at greater frequencies in some locations due to traffic operational characteristics and population. According to data obtained from the FDOT Crash Analysis Reporting (CAR) System, pedestrian crashes occur most frequently at midblock locations without a crosswalk (identified as “not at intersection” in Figure 2-8). The second highest location for pedestrian crashes is at intersections, mainly due to left-turning maneuvers and right-turn-on-red maneuvers. Figure 2-8

shows the statewide breakdown of pedestrian crashes by site location. Note that the “All other” category includes railroad, bridge, entrance/exit ramp, toll booth, and public bus stop crashes involving pedestrians.



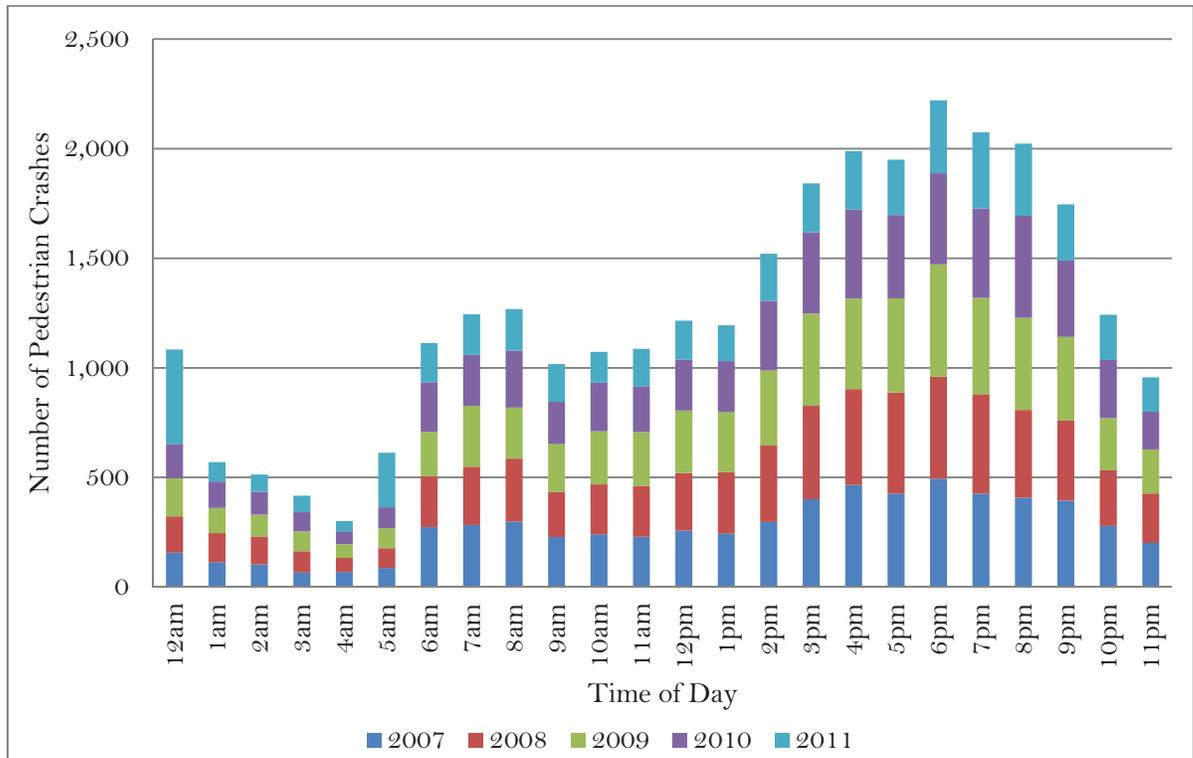
**Figure 2-8. Statewide pedestrian crashes by site location.**

*Source: FDOT CAR System.*

Parking lots also pose a threat to pedestrians and bicycles. Parking lot pedestrian and bicycle crashes are grossly underreported in data sets due to challenges presented by state and local laws governing the reporting of parking lot traffic crashes in police reports. According to the “Aging Driver and Pedestrian Safety: Parking Lot Hazards Study” an estimated 32 percent of backing crashes involved a pedestrian fatality and 60 percent of backing crashes involving a pedestrian injury occurred in parking lots. The study was conducted in five counties in the west central region of Florida and assessed data taken from police reports from pedestrian-vehicle collisions that occurred between 2004 and 2008. After an extensive examination of the police reports and recoding of the data set, it was determined there were 1,394 total cases and 254 cases involving fatal or incapacitating injuries in parking lots. Understanding the factors related to pedestrian-vehicle crashes in non-traffic settings, such as parking lots, needs to be addressed in Florida.

### 2.2.5 Time of Occurrence

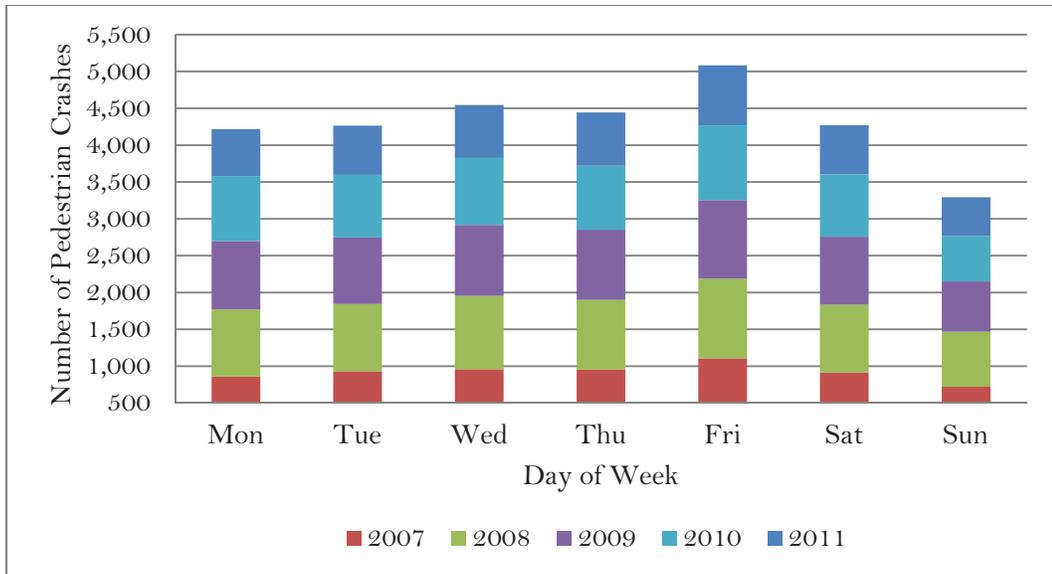
In Florida, between 2008 and 2011, approximately 52 percent of pedestrian crashes occurred between 2:00 PM and 9:00 PM. Two major factors contributing to pedestrian crashes during this time period are evening rush hour and non-daylight hours. According to NHTSA's Traffic Safety Facts 2010 Data on Pedestrians, the majority (68%) of pedestrian fatalities in 2010 occurred during non-daylight hours.



**Figure 2-9. Distribution for pedestrian crashes by time of day.**

*Source: FDOT CAR System.*

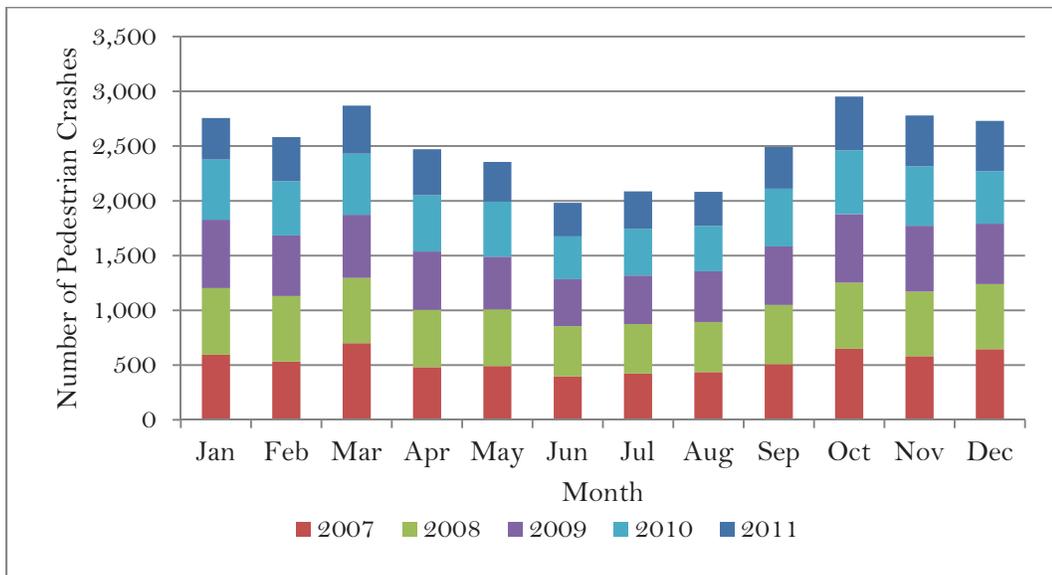
A higher percentage of crashes occur on Fridays than any other day of the week. Figure 2-10 shows the distribution of day of the week on which pedestrian crashes occurred for the last five years. The weekend (including Friday, Saturday, and Sunday) accounts for 41.4 percent of total pedestrian crashes. The remaining four days account for 58.6 percent of total pedestrian crashes.



**Figure 2-10. Distribution for pedestrian crashes by day of week.**

*Source: FDOT CAR System.*

As expected, more crashes occur from October to March in Florida. During these months, the climate is relatively warmer and drier than northern states and Canada, so there is an influx of temporary residents in the state, which ultimately means there are more pedestrians out on the roads.



**Figure 2-11. Distribution of pedestrian crashes by month.**

*Source: FDOT CAR System.*

## 2.2.6 Alcohol

Alcohol impairment is a contributing factor to pedestrian and bicycle crashes in Florida. Based on the Florida Traffic Crash Statistics Reports, the crash rates for Florida residents involving impaired driving are shown below (Table 2-4), grouped by age. Impaired operation of motor vehicles by persons under 34 years of age is a very serious problem.

**Table 2-4. Crash Rates per 100,000 Persons for Florida Residents Involving Impaired Driving**

Age Group	2006	2007	2008	2009	2010
<19	13.38	13.04	11.89	10.98	8.27
20-24	25.43	25.42	22.76	20.76	17.78
25-29	16.7	17.85	17.15	16.64	13.8
30-34	12.14	12.35	12.49	11.87	11.23
35-39	10.86	10.8	11.58	10.41	8.67
40-44	11.22	10.9	10.98	9.94	8.51
45-49	10.35	9.84	10.17	9.86	8.6
50-54	7.48	7.48	7.93	7.85	7.19
55-59	5.46	5.17	5.43	5.48	5.1
60-64	3.38	3.45	3.68	3.91	3.59
65-69	2.44	2.59	2.36	3.91	3.59
70-74	1.85	1.91	1.92	1.69	1.22
75-79	1.29	1.01	1.45	1.15	1.14
80-84	0.93	0.58	0.59	0.75	1.04
85-89	0.6	0.54	0.17	0.58	0.35
90+	1.12	0.84	0.79	0.48	1.02

Source: FL DHSMV Traffic Crash Statistics Report 2010.

\*2011 DHSMV data not available at time of publication.

According to the impaired driving data by county analysis from the FDOT, the total numbers of pedestrian fatalities, injuries, and crashes caused by impaired driving from 2009 to 2011 were 336, 778, and 924, respectively. The top 10 pedestrian fatalities by impaired driving from 2009 to 2011 in Florida by county are shown in Table 2-5 below.

Alcohol consumption by pedestrians is also recognized as a significant contributor to pedestrian crashes. Based on the Florida DHSMV 2008-2010 data, approximately ten percent of all pedestrians involved in crashes had been impaired. Alcohol consumption by bicycles is also a problem in bicycle crashes according to the 2010 Florida DHSMV data. In 2010, 6.43 percent of all bicycles in crashes had been impaired.

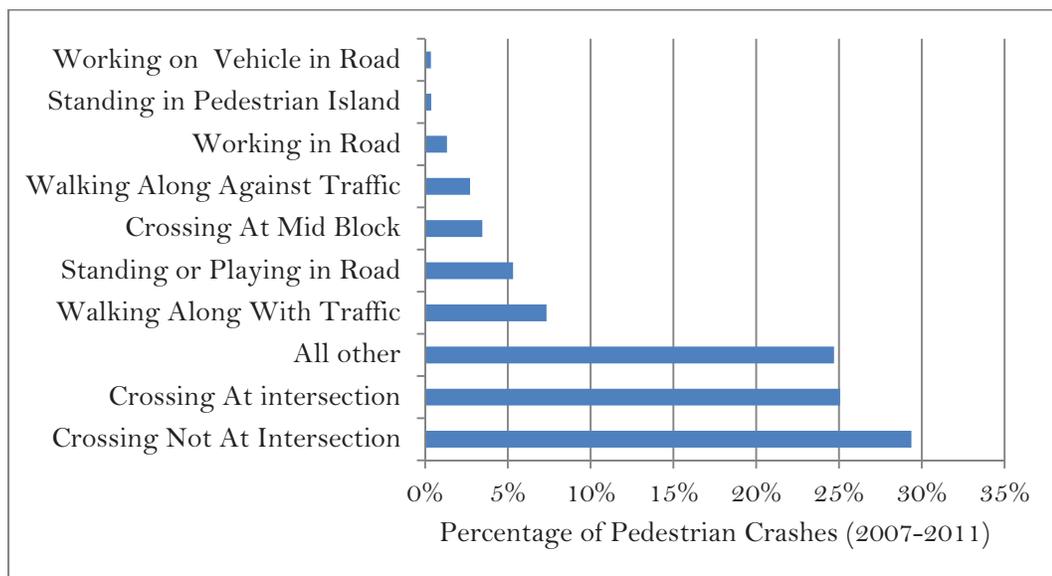
**Table 2-5. Pedestrian Fatalities, Injuries and Crashes Caused by Impaired Driving**

County	Fatalities	Injuries	Crashes
Hillsborough	34	95	93
Miami-Dade	34	79	81
Orange	27	61	70
Palm Beach	27	60	69
Pinellas	18	55	68
Broward	17	33	50
Volusia	17	32	40
Polk	16	28	32
Duval	15	26	31
Manatee	13	23	31

Source: FDOT CAR System (2009-2011).

### 2.2.7 Pedestrian Action

One of the major factors in crashes is what the pedestrian was doing at the time of the crash. For crashes with complete records, the majority of pedestrians were crossing somewhere other than at an intersection (29%) while crossing at an intersection was a close second (25%). It is noteworthy to mention that the "all other" crashes is an area that needs better understanding and focus because it encompasses about 25 percent of all pedestrian crashes and does not indicate a clear reported location.



**Figure 2-12. Statewide pedestrian crashes by pedestrian action.**

Source: FDOT CAR System.

## **3.0 Pedestrian and Bicycle Strategic Safety Plan**

### **3.1 Vision**

Provide a safe transportation system where people of all ages and abilities can walk, bike, utilize transit, and travel by automobile safely and comfortably in a pedestrian and bicycle friendly environment.

### **3.2 Mission**

The State of Florida will use a unified, comprehensive approach to improve pedestrian and bicycle safety through leadership, innovation, and program delivery.

### **3.3 Goal**

To improve the overall safety of pedestrians and bicycles by reducing pedestrian- and bicycle-related crashes, injuries, and fatalities while ensuring that all areas of Florida's transportation system provide safe and accessible travel options for pedestrians and bicycles.

### **3.4 Emphasis Areas**

- Data, Analysis, and Evaluation
- Driver **E**ducation and Licensing
- Highway and Traffic **E**ngineering
- Law **E**nforcement and **E**mergency Services
- Communication Program
- Outreach Program
- Legislation, Regulation, and Policy

### **3.5 Data, Analysis, and Evaluation**

#### **Goal**

Collect and analyze pedestrian- and bicycle-related data to provide stakeholders with complete, accurate, uniform, and accessible information to make appropriate and timely decisions, and to use as a method of evaluating program activities and implementation of Florida's Pedestrian and Bicycle Strategic Safety Plan (PBSSP).

### **Objective 3.5.1**

Conduct regular problem identification and evaluation activities to determine pedestrian and bicycle fatality, injury, and crash trends and to provide guidance in development and implementation of countermeasures.

- a) Develop a master plan that identifies specific goals, measureable objectives, and evaluation plans for all projects dedicated to pedestrian and bicycle safety.
- b) Identify potential data sources and the agencies responsible for collecting, maintaining, and disseminating pedestrian- and bicycle-related data.
- c) Identify and prioritize the state's pedestrian and bicycle safety problem locations and contributing causes.
- d) Provide a mechanism for sharing information on hot spot locations.
- e) Disseminate information and data to stakeholders.
- f) Identify a method for collecting data on pedestrian- and bicycle-related incidents in parking lots.

### **Objective 3.5.2**

Conduct and publicize statewide surveys of public knowledge and attitudes about pedestrian and bicycle safety.

- a) Examine and test different exposure variables affecting pedestrian and bicycle safety.
- b) Develop training for data collection/entry, train personnel to conduct statewide surveys, and evaluate effectiveness.

### **Objective 3.5.3**

Evaluate the use of program resources and the effectiveness of existing countermeasures for the general public and high-risk populations.

- a) Utilize collected data to evaluate the performance of the PBSSP.
- b) Ensure that target groups are linked to cost-effective and operationally feasible countermeasures.

#### **Objective 3.5.4**

Ensure that evaluation results are used to identify problems, plan new programs, and improve existing programs.

- a) Utilize the Pedestrian Safety Problem Identification Tool (PIT) to identify community context in order to gain insight into pedestrian safety problems.
- b) Conduct program oversight to ensure education, engineering, and enforcement issues have been considered.

#### **Objective 3.5.5**

Promote inter- and intra-agency efforts to link crash, injury, violation, and registration records.

- a) Identify relevant information that is not currently being collected, and discover how to better capture this data.
- b) Create partnerships with stakeholders that would need pedestrian- and bicycle-related data.

#### **Objective 3.5.6**

Improve detailed analyses of police crash reports involving pedestrians and bicyclists.

- a) Provide supplemental information and training to LE on the importance of completing crash forms completely and correctly.
- b) Ensure that the revised electronic crash system will meet the reporting needs of all safety partners.
- c) Establish a statewide repository for all crash reports, including short forms.
- d) Support efforts to include pedestrian- and bicycle- related options on crash forms around the state.

## **3.6 Driver Education and Licensing**

### **Goal**

Address pedestrian and bicycle safety in driver education training, materials, and licensing programs in the classroom and behind the wheel, including strategies for motorists, pedestrians, and bicycles on safely sharing the road.

### **Objective 3.6.1**

Partner with the Florida Department of Highway Safety and Motor Vehicles (FLDHSMV) to include additional information pertaining to pedestrian and bicycle laws in all motor vehicle handbook updates.

- a) Identify FLDHSMV partners to enhance and broaden communication efforts.
- b) Update the motor vehicle handbook so that it better illustrates common driving scenarios that involve vulnerable road users.

### **Objective 3.6.2**

Encourage the inclusion of additional questions pertaining to pedestrian and bicycle laws on the Florida driver license exam.

- a) Partner with those who develop the web based driving exams.
- b) Enhance the web based driving exam by providing audio and visual content for driving scenarios that involve vulnerable road users so that the test also becomes a learning tool.
- c) Evaluate online driver license exams in other states in order to examine control of “open-book” testing.

### **Objective 3.6.3**

Support the development of pedestrian and bicycle training to be used in lieu of fines in the adjudication process.

- a) Partner with FLDHSMV to provide alternative training for judiciary to use in lieu of fines.
- b) Review other states’ adjudication processes regarding the use of training in lieu of fines.

- c) Develop partnerships with judicial and prosecutor representatives.

#### **Objective 3.6.4**

Ensure that pedestrian safety information is fully incorporated in every aspect of driver education, training, and licensing.

- a) Form alliances with all agencies responsible for driver education and training.
  - i. Partner with Florida's Drive with CARE program, directed at teens.
  - ii. Partner with the Florida Sheriff's Association Teen Driver Challenge.
  - iii. Partner with Car Fit Florida.
  - iv. Partner with the American Association of Retired Persons (AARP) and AAA.

#### **Objective 3.6.5**

Incorporate pedestrian and bicycle information into the curriculum of traffic school diversion programs and monitor its delivery.

- a) Examine current training courses/materials available online.
- b) Develop a pedestrian and bicycle curriculum addition for use by traffic school diversion programs.

### **3.7 Highway and Traffic Engineering**

#### **Goal**

Ensure that state and local pedestrian and bicycle programs include a highway and traffic engineering component that is coordinated with enforcement and educational efforts to improve the safety of pedestrians and bicycles through design, construction, operation, and maintenance.

#### **Objective 3.7.1**

Identify, promote, and implement pedestrian and bicycle best practices on Florida's transportation network.

- a) Develop recommended practices for state and local engineers and public works departments.

- b) Develop communication, training, and technology transfer promoting and discussing pedestrian and bicycle best practices.
- c) Implement improved pedestrian and bicycle features with ongoing transportation projects.

### **Objective 3.7.2**

Facilitate the establishment and implementation of regional master plans by local governments for bike/ped facilities to ensure that safety and accessibility are addressed.

- a) Work with local governments to prepare and implement pedestrian and bicycle transportation master plans.
- b) Recommend effective measures for post evaluation.

### **Objective 3.7.3**

Promote the application of “Complete Streets” to improve bicycle and pedestrian safety and access.

- a) Consolidate existing language on CSS and TDLC into a “Complete Streets” policy.
- b) Develop training and resources on implementation of “Complete Streets,” to include guidance on evaluation of performance trade-offs.
- c) Establish FDOT expertise in urban design.
- d) Support local governments’ “Complete Streets” initiatives.

### **Objective 3.7.4**

Promote Road Safety Audits (RSA) to include pedestrian and bicycle safety components.

- a) Work with the Federal Highway Administration (FHWA) to gain an understanding of how Florida conducts RSAs.
- b) Identify and partner with state and local Pedestrian Safety Audit (PSA) teams.
- c) Distribute materials supporting the Pedestrian Road Safety Audit Guidelines and Prompt Lists developed by FHWA.

- d) Evaluate the need for road safety and pedestrian safety audit training and resources in Florida.

### **Objective 3.7.5**

Educate production and operations workforce on roadway conditions that may be hazardous to pedestrians and bicycles.

- a) Create training materials to educate stakeholders on accommodations and safety for pedestrians and bicycles.
- b) Evaluate work zone safety training for safe accommodations for pedestrians and bicyclists.

## **3.8 Law Enforcement and Emergency Services**

### **Goal**

Ensure that state and community pedestrian and bicycle safety programs include law enforcement and emergency service components that strongly emphasize their responsibility in keeping pedestrians and bicycles safe.

### **Objective 3.8.1**

Increase law enforcement's knowledge of pedestrian and bicycle safety.

- a) Recommend all law enforcement agencies to participate in the NHTSA pedestrian training for law enforcement.
- b) Assist law enforcement agencies to identify and utilize resources that support pedestrian and bicycle safety.
- c) Incorporate pedestrian and bicycle safety elements into all law enforcement activities.
- d) Include pedestrian and bicycle laws in the Quick Reference Guide given to law enforcement agencies.
- e) Support high visibility enforcement of laws affecting the safety of pedestrians and bicycles.

### **Objective 3.8.2**

Increase Emergency Medical Services' (EMS) knowledge of pedestrian and bicycle safety.

- a) Educate EMS on the most common types of injuries incurred by pedestrians and bicycles as a result of traffic crashes.
- b) Work with EMS and trauma partners to develop protocols specific to emergency response to crashes involving pedestrians and bicycles.

### **Objective 3.8.3**

Partner with EMS and trauma centers to provide public education on pedestrian and bicycle safety.

- a) Identify an EMS spokesperson to establish partnerships with EMS and trauma centers.
- b) Identify an Emergency Medical Services for Children (EMSC) spokesperson to establish partnerships with EMS and trauma centers.
- c) Develop educational materials for distribution to EMS and trauma center partners.
- d) Partner with the EMSC to promote and incorporate components of the Safe Routes to School program into their objectives.

### **Objective 3.8.4**

Encourage all law enforcement agencies to develop agency goals specific to pedestrian and bicycle safety.

- a) Develop a database of agencies that currently have goals specific to pedestrian and bicycle safety.
- b) Develop an incentive program for law enforcement agencies to develop agency goals specific to pedestrian and bicycle safety.

### **Objective 3.8.5**

Promote high visibility enforcement specific to pedestrians and bicycles in areas of the state where pedestrian and bicycle crashes and fatalities are overrepresented.

- a) Combine enforcement with outreach, education, and paid media campaigns.
- b) Encourage the use of an enforcement campaign targeted specifically at pedestrian and bicycle safety, to include a motorist component and non-motorist component.

## **3.9 Communication Program**

### **Goal**

Coordinate with stakeholders to develop and implement a comprehensive communications plan that will improve public awareness of pedestrian and bicycle crash problems and programs directed at preventing them.

### **Objective 3.9.1**

Deliver messaging that is consistent, predictable, repeatable, and able to be utilized by all partners and stakeholders.

- a) Utilize the FDOT Public Information Office (PIO) and similar offices from partners in the SHSP to communicate pedestrian and bicycle safety messages.
- b) Promote paid media funding to a comprehensive pedestrian and bicycle safety communications plan.
- c) Utilize social marketing to promote pedestrian and bicycle safety to motorists, pedestrians, and bicyclists.

### **Objective 3.9.2**

Establish strategic alliances with partners that can assist in communicating pedestrian and bicycle safety messages.

- a) Partner with non-traditional stakeholders to distribute safety materials that promote the Alert Today, Alive Tomorrow message.
- b) Encourage education of the general public on pedestrian- and bicycle-related incidents in parking lots.
- c) Promote law enforcement campaigns targeted at pedestrian and bicycle safety.

### **Objective 3.9.3**

Focus on culturally relevant and multilingual campaigns to improve awareness of pedestrian and bicycle laws and crash problems.

- a) Identify specific audience segments and locations to maximize resources and effectiveness using traffic-related data and market research.
- b) Develop alliances with culturally relevant private and public partners.
- c) Promote awareness of pedestrian and bicycle safety during major cultural events throughout the state.
- d) Distribute materials and resources to promote pedestrian and bicycle safety to targeted groups.

### **Objective 3.9.4**

Promote high visibility law enforcement in conjunction with paid media efforts.

- a) Develop a year-round communications plan that provides emphasis during periods of heightened enforcement for impaired drivers.
- b) Develop a year-round communications plan that provides funding to promote pedestrian and bicycle safety.
- c) Develop messages consistent with national campaigns when such campaigns exist.

## **3.10 Outreach Program**

### **Goal**

Advocate extensive community involvement in pedestrian and bicycle safety education and skills training by involving individuals and organizations outside the traditional highway safety community, to include a focus on older pedestrians, young children, and immigrant populations.

### **Objective 3.10.1**

Significantly expand the Ped/Bike Resource Center to include materials available for identified, at-risk populations, ensuring their cultural sensitivity, appropriateness, usability, and desirability.

- a) Ensure outreach materials are reaching our target audience.
- b) Develop materials in Spanish and other non-English languages in lieu of translation.

### **Objective 3.10.2**

Identify and replicate evidence-based programs in high priority areas across the state, with particular emphasis on pedestrian and bicycle safety.

- a) Evaluate the effectiveness of countermeasures used by evidence-based programs.
- b) Identify best practices with non-traditional partners, such as universities, Boy/Girl Scouts, and other civic organizations.

### **Objective 3.10.3**

Develop pedestrian and bicycle safety campaigns that specifically target motorists.

- a) Develop and implement a communications strategy that supports a “share the road” approach.
- b) Promote a cultural shift towards sharing the road with pedestrians and bicycles.

### **Objective 3.10.4**

Develop bicycle safety campaigns that specifically target sharing the road and obeying traffic laws.

- a) Work with local traffic operations to promote the use of safety road signs for bicycles.
- b) Increase bicycle awareness by creating educational programs in areas with high bicycle fatalities and injuries.
- c) Utilize alliances with bicycle safety advocates to promote safety campaigns.

### **Objective 3.10.5**

Develop campaigns targeting impaired operation of motor vehicles in conjunction with high visibility enforcement efforts to reduce pedestrian and bicycle crashes in high impact counties.

- a) Review other state pedestrian and bicycle safety campaigns that target impaired operation of motor vehicles.
- b) Implement an impaired driving campaign promoting pedestrian and bicycle safety.

### **Objective 3.10.6**

Develop campaigns targeting impaired or distracted pedestrians and bicyclists to reduce crashes in high impact counties.

- a) Review other state pedestrian and bicycle safety campaigns that target impaired pedestrians and bicyclists.
- b) Include distracted pedestrian/bicyclist messages in safety campaigns.

### **Objective 3.10.7**

Develop campaigns targeting transit users that promote pedestrian and bicycle safety.

- a) Conduct and publicize statewide surveys of transit riders to understand passenger travel patterns as well as to ascertain their opinions on pedestrian and bicycle safety.
- b) Develop partnerships with local transit authorities to gain their data collected on travel patterns.
- c) Utilize survey data to target identified problem areas in order to develop transit user directed campaigns.

### **Objective 3.10.8**

Increase awareness of the safety, accessibility, and mobility needs of aging pedestrians and bicyclists.

- a) Identify high population areas for aging pedestrians and bicyclists.
- b) Evaluate pedestrian and bicycle facilities to ensure they are designed and constructed to improve the level of personal mobility and safety of aging pedestrians and bicyclists with mobility challenges.
- c) Develop pedestrian and bicycle safety workshops and educational programs that target the older population.

- d) Coordinate with the Safe Mobility for Life Coalition to implement their plan and distribute materials they've developed for this demographic.
- e) Partner with law enforcement (LE) agencies to conduct LE campaigns in areas with a high population of aging pedestrians and bicyclists.

### **Objective 3.10.9**

Partner with school-based education programs to promote pedestrian and bicycle safety.

- a) Promote the Safe Routes to School program through our partnership.
- b) Promote classroom and extracurricular activities related to pedestrian and bicycle safety such as "Safety Town" (a two-week program for preschool children that teaches safety lessons) within the schools.

## **3.11 Legislation, Regulation, and Policy**

### **Goal**

Coordinate with appropriate public and private agencies to support legislation, regulation, and policies that promote pedestrian and bicycle safety.

### **Objective 3.11.1**

Promote linkage of state, local, and regional safety plans to increase coordination between stakeholders.

- a) Identify and review all state, local, and regional safety action plans to ensure they have an emphasis on pedestrian and bicycle safety.
- b) Support stakeholders with plans that have an emphasis on pedestrian and bicycle safety.
- c) Develop a plan to disseminate collective resources from contributing safety plans to stakeholders.
- d) Establish a process for periodic review of coordination efforts between stakeholders.
- e) Coordinate a work program to facilitate multimodal projects.

**Objective 3.11.2**

Ensure traffic laws and regulations support the safety of pedestrians and bicyclists.

- a) Create a task team within the Coalition to review all legislation, regulations, and policies that address and impact pedestrians and bicycles.
- b) Educate the legislature and support legislative initiatives to improve pedestrian- and bicycle-related regulations.
- c) Promote and encourage the implementation of local ordinances that improve pedestrian and bicycle access and facilities.

# Appendix

**Table A-1. Pedestrian Fatality History by County**

County	2007	2008	2009	2010	County	2007	2008	2009	2010
Alachua	6	2	5	4	Leon	3	2	6	10
Baker	0	0	0	0	Levy	2	1	3	0
Bay	7	6	8	1	Madison	0	0	0	0
Bradford	0	0	1	0	Manatee	8	7	13	8
Brevard	10	18	11	13	Marion	12	10	8	12
Broward	65	51	46	53	Martin	3	3	6	1
Calhoun	0	0	1	1	Miami-Dade	76	66	65	76
Charlotte	5	4	4	1	Monroe	4	7	4	4
Citrus	3	2	2	3	Nassau	5	2	1	2
Clay	3	0	2	1	Okaloosa	3	1	3	7
Collier	7	4	5	6	Okeechobee	0	1	1	2
Columbia	4	4	1	2	Orange	40	28	32	43
De Soto	1	2	0	1	Osceola	7	10	5	3
Dixie	0	1	0	0	Palm Beach	33	32	39	21
Duval	32	16	25	22	Pasco	17	17	13	11
Escambia	8	6	8	10	Pinellas	29	25	30	22
Flagler	0	4	1	1	Polk	10	26	17	13
Franklin	0	0	0	0	Putnam	1	2	4	4
Gadsden	4	3	2	1	St. Johns	3	5	8	5
Gilchrist	0	1	0	0	St. Lucie	2	5	6	3
Glades	0	1	0	0	Santa Rosa	2	6	1	3
Gulf	0	0	0	0	Sarasota	3	8	6	7
Hamilton	0	0	0	0	Seminole	7	8	5	11
Hardee	1	1	2	3	Sumter	1	2	0	3
Hendry	0	1	2	1	Suwannee	2	0	0	0
Hernando	2	5	4	2	Taylor	1	0	0	0
Highlands	2	3	2	5	Union	2	0	0	1
Hillsborough	47	47	32	42	Volusia	14	15	20	26
Indian River	2	8	1	2	Wakulla	0	1	0	0
Jackson	1	2	1	0	Walton	2	0	0	1
Jefferson	1	0	0	1	Washington	0	0	2	0
Lake	8	10	3	9	Unknown	0	0	0	2
Lee	19	11	15	13	Statewide	530	502	482	499

Source: FLDHSMV Traffic Crash Statistics Report 2010.

\*2011 DHSMV data not available at time of publication.

**Table A-2. Pedestrian Injuries by County**

County	2007	2008	2009	2010	County	2007	2008	2009	2010
Alachua	103	140	115	113	Leon	120	133	142	131
Baker	9	4	6	2	Levy	5	14	9	8
Bay	90	94	71	84	Liberty	1	0	1	1
Bradford	8	6	3	7	Madison	3	2	5	7
Brevard	121	163	205	167	Manatee	135	121	146	147
Broward	918	1,005	950	968	Marion	99	95	94	88
Calhoun	1	2	3	2	Martin	29	32	30	27
Charlotte	41	39	63	55	Miami-Dade	1,338	1,466	1,390	1,306
Citrus	28	25	33	26	Monroe	36	45	51	39
Clay	54	61	36	44	Nassau	22	12	19	16
Collier	113	101	87	76	Okaloosa	50	49	44	42
Columbia	14	17	10	22	Okeechobee	15	17	8	15
De Soto	12	7	10	12	Orange	506	569	523	509
Dixie	1	0	2	2	Osceola	111	96	112	115
Duval	407	335	361	320	Palm Beach	566	583	560	550
Escambia	108	131	125	121	Pasco	146	171	146	148
Flagler	32	19	29	20	Pinellas	403	460	480	436
Franklin	1	0	1	6	Polk	178	167	193	178
Gadsden	8	8	8	7	Putnam	28	34	26	35
Gilchrist	0	2	2	0	St. Johns	60	48	47	22
Glades	2	3	2	3	St. Lucie	87	78	68	74
Gulf	2	2	2	7	Santa Rosa	25	33	23	25
Hamilton	3	4	1	5	Sarasota	136	106	110	125
Hardee	5	2	8	3	Seminole	111	112	99	76
Hendry	16	9	8	7	Sumter	14	11	21	15
Hernando	36	44	42	41	Suwannee	0	7	2	11
Highlands	10	16	21	15	Taylor	5	3	2	5
Hillsborough	557	618	578	496	Union	1	4	1	1
Holmes	0	0	1	2	Volusia	230	230	211	194
Indian River	46	32	32	31	Wakulla	3	6	8	4
Jackson	7	12	14	15	Walton	12	9	9	10
Jefferson	1	5	2	0	Washington	3	8	0	2
Lafayette	2	0	2	3	Unknown	0	0	0	1
Lake	65	69	73	69	Statewide	7,529	7,878	7,676	7,290
Lee	230	192	190	176					

Source: FLDHSMV Traffic Crash Statistics Report 2010.  
 \*2011 DHSMV data not available at time of publication.

**Table A-3. Bicycle Fatality History by County**

County	2007	2008	2009	2010	County	2007	2008	2009	2010
Alachua	5	4	3	0	Leon	0	3	0	1
Baker	0	0	0	0	Levy	0	0	0	0
Bay	1	0	3	1	Liberty	0	0	0	0
Bradford	0	1	1	0	Madison	0	0	0	0
Brevard	7	1	1	0	Manatee	1	1	1	1
Broward	6	12	10	5	Marion	4	6	1	1
Calhoun	0	0	0	0	Martin	0	6	1	0
Charlotte	2	0	0	1	Miami-Dade	12	5	12	7
Citrus	0	0	1	1	Monroe	2	1	1	3
Clay	0	1	1	0	Nassau	0	0	1	0
Collier	3	4	1	1	Okaloosa	3	1	0	0
Columbia	0	0	0	0	Okeechobee	0	1	0	0
De Soto	0	1	0	0	Orange	14	9	6	4
Dixie	0	0	0	0	Osceola	1	1	0	2
Duval	10	4	4	7	Palm Beach	10	8	11	4
Escambia	2	2	4	0	Pasco	4	2	4	5
Flagler	0	1	0	1	Pinellas	4	10	10	2
Franklin	0	0	0	0	Polk	3	3	3	2
Gadsden	0	0	0	0	Putnam	0	2	1	0
Gilchrist	0	1	0	0	St. Johns	1	2	0	0
Glades	0	0	0	0	St. Lucie	1	2	1	1
Gulf	0	0	0	0	Santa Rosa	1	0	1	2
Hamilton	0	0	0	0	Sarasota	5	3	1	0
Hardee	0	0	0	0	Seminole	0	2	0	1
Hendry	1	2	0	0	Sumter	1	0	0	0
Hernando	1	2	2	0	Suwannee	0	0	0	0
Highlands	0	0	0	1	Taylor	1	0	0	1
Hillsborough	6	4	6	11	Union	0	0	0	0
Holmes	0	0	0	0	Volusia	3	3	1	4
Indian River	0	0	1	1	Wakulla	0	0	0	0
Jackson	0	0	0	0	Walton	0	1	0	0
Jefferson	0	0	0	0	Washington	0	0	0	0
Lafayette	0	0	0	0	Unknown	0	0	0	0
Lake	2	0	1	2	Statewide	121	118	99	76
Lee	4	6	4	3					

Source: FL DHSMV Traffic Crash Statistics Report 2010.  
 \*2011 DHSMV data not available at time of publication.

**Table A-4. Bicycle Injuries by County**

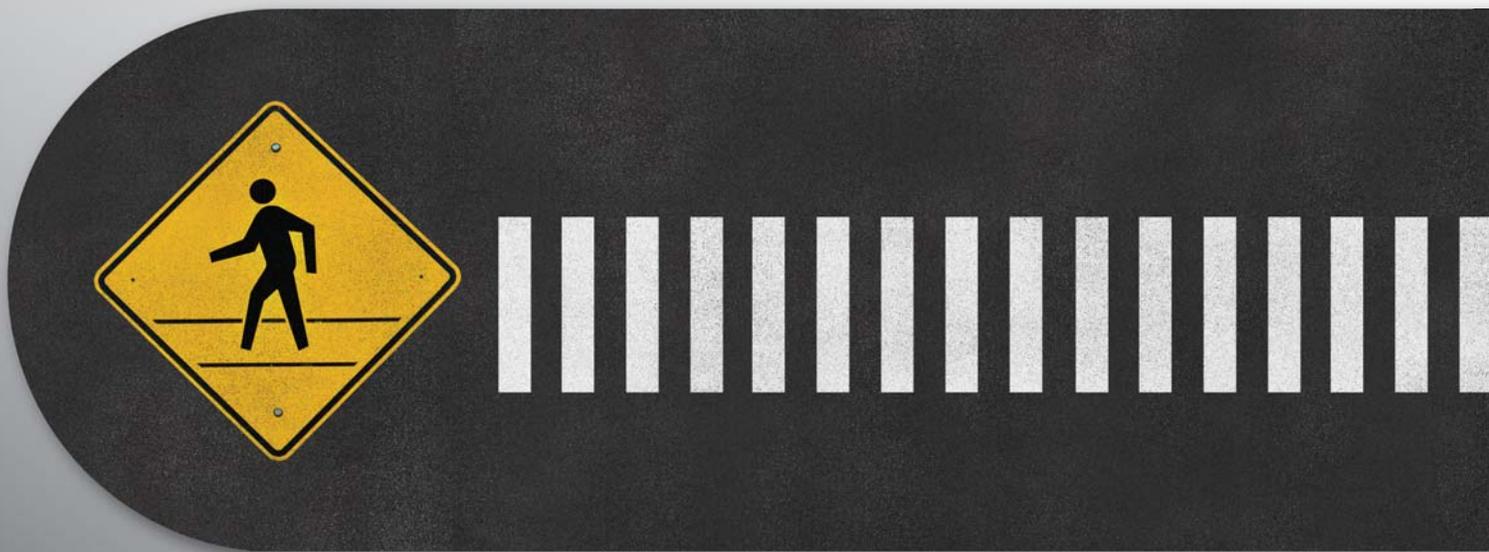
County	2007	2008	2009	2010	County	2007	2008	2009	2010
Alachua	97	102	105	92	Leon	63	68	61	65
Baker	1	3	1	4	Levy	3	1	2	1
Bay	41	39	40	48	Liberty	0	1	1	2
Bradford	3	1	3	2	Madison	0	2	0	1
Brevard	115	130	112	112	Manatee	100	99	101	106
Broward	467	515	505	549	Marion	44	51	42	36
Calhoun	0	0	0	0	Martin	46	49	46	47
Charlotte	49	27	34	40	Miami-Dade	403	454	452	530
Citrus	13	7	9	10	Monroe	70	70	86	95
Clay	20	27	22	34	Nassau	10	5	5	16
Collier	117	91	72	90	Okaloosa	42	21	27	34
Columbia	9	8	4	10	Okeechobee	6	8	3	6
De Soto	6	3	3	5	Orange	285	280	284	295
Dixie	2	2	1	1	Osceola	35	41	27	54
Duval	214	211	214	193	Palm Beach	336	335	335	364
Escambia	77	80	82	68	Pasco	111	125	124	130
Flagler	18	15	6	11	Pinellas	430	450	449	368
Franklin	0	1	0	0	Polk	77	85	91	108
Gadsden	3	3	4	4	Putnam	4	7	11	5
Gilchrist	0	0	0	0	St. Johns	43	44	57	38
Glades	0	0	0	0	St. Lucie	46	46	51	54
Gulf	0	0	1	1	Santa Rosa	11	9	17	11
Hamilton	1	0	1	0	Sarasota	87	123	113	116
Hardee	2	2	3	2	Seminole	59	62	78	64
Hendry	2	2	2	2	Sumter	7	9	4	5
Hernando	28	23	14	13	Suwannee	5	5	1	3
Highlands	9	7	8	11	Taylor	2	3	2	0
Hillsborough	367	321	346	377	Union	0	1	0	0
Holmes	0	0	0	1	Volusia	161	138	147	174
Indian River	27	21	29	25	Wakulla	1	4	3	1
Jackson	2	3	2	1	Walton	4	10	7	9
Jefferson	1	1	1	0	Washington	1	1	1	0
Lafayette	0	0	0	0	Unknown	0	0	0	0
Lake	28	30	18	30	Statewide	4,303	4,380	4,376	4,600
Lee	92	98	106	125					

Source: FL DHSMV Traffic Crash Statistics Report 2010.

\*2011 data not available at time of publication.

**Table A-5. Pedestrian and Bicycle Safety Coalition Membership (alphabetical order)**

Name	Agency
Ausher, Jerry	FDOT – D2 Champion
Bacon, Julie	EMSC Advisory Council
Bacot, Lisa	Florida Public Transportation Assoc.
Bond, Julie	CUTR at USF
Burton, J.R.	Hillsborough County Sheriff's Office
Bustos, Tim	Florida Bicycle Association
Byers, Patricia	Ryder Trauma Center - Miami
Carr, Melanie Weaver	FDOT – Office of Policy Planning
Carson, Kristen	FDOT – D7
Cruse, Lucas	CUTR at USF
Freeman, Jacqueline	FHP
Grube, Karl	State JOL
Gruener, Leilani	DOH
Hattaway, Billy	FDOT – Statewide Champion
Heidelberg, Courtney	DHSMV
Hollingsworth, Lora Bailey	FDOT – State Safety Office
Jeffries, Ken	FDOT – D6 Champion
Kourtellis, Achilleas	CUTR at USF
Larsson, Kristin	CUTR at USF
Lin, Pei-Sung	CUTR at USF
McCarter, Linda	DHSMV
McPherson, Trenda	FDOT – State Safety Office
Minns, Laura	Lynx Orlando
Pego, Gus	FDOT – D6 Secretary
Richter, Cory	Indian River Fire and Rescue
Roop, Al	IPTM
Santos, Joe	FDOT – State Safety Office
Shepard, Michael	FDOT – Central Office
Skrelunas, David	FDOT – D7
Smith, Karen	FDOT – State Safety Office
Stacks, Cheryl	City of St. Petersburg
Sullivan, Frank	FDOT – Central Office
Taborda, Luis	Miami PD
Weaver, Matthew	FDOT – D1 Champion
Weidner, Jeff	FDOT – D4 Champion
Wilson, Mark	FDOT – Central Office
Young, Brenda	FDOT – D5 Champion



Funded by the Florida Department of Transportation

# Bicycle and Pedestrian Program



Legislation

Funding

Guidance

Resources

## United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

Signed on March 11, 2010 and announced March 15, 2010

### State Coordinator and FHWA Division Coordinator

Each State has a [Bicycle and Pedestrian Coordinator](#), and each [FHWA Division office](#) has a point of contact.

### FHWA Headquarters Contact

For more information, please contact [Dan Goodman](#), 202-366-9064.

### Purpose

The United States Department of Transportation (DOT) is providing this Policy Statement to reflect the Department's support for the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Legislation and regulations exist that require inclusion of bicycle and pedestrian policies and projects into transportation plans and project development. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.

### Policy Statement

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

### Authority

This policy is based on various sections in the United States Code (U.S.C.) and the Code of Federal Regulations (CFR) in Title 23—Highways, Title 49—Transportation, and Title 42—The Public Health and Welfare. These sections, provided in the Appendix, describe how bicyclists and pedestrians of all abilities should be involved throughout the planning process, should not be adversely affected by other transportation projects, and should be able to track annual obligations and expenditures on nonmotorized transportation facilities.

### Recommended Actions

The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks. Such actions should include:

- Considering walking and bicycling as equals with other transportation modes: The primary goal of a transportation system is to safely and efficiently move people and goods. Walking and bicycling are efficient transportation modes for most

short trips and, where convenient intermodal systems exist, these nonmotorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.

- Ensuring that there are transportation choices for people of all ages and abilities, especially children: Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.
- Going beyond minimum design standards: Transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum standards. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
- Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges: DOT encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.
- Collecting data on walking and biking trips: The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data for many communities are lacking. This data gap can be overcome by establishing routine collection of nonmotorized trip information. Communities that routinely collect walking and bicycling data are able to track trends and prioritize investments to ensure the success of new facilities. These data are also valuable in linking walking and bicycling with transit.
- Setting mode share targets for walking and bicycling and tracking them over time: A byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.
- Removing snow from sidewalks and shared-use paths: Current maintenance provisions require pedestrian facilities built with Federal funds to be maintained in the same manner as other roadway assets. State Agencies have generally established levels of service on various routes especially as related to snow and ice events.
- Improving nonmotorized facilities during maintenance projects: Many transportation agencies spend most of their transportation funding on maintenance rather than on constructing new facilities. Transportation agencies should find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects.

## Conclusion

Increased commitment to and investment in bicycle facilities and walking networks can help meet goals for cleaner, healthier air; less congested roadways; and more livable, safe, cost-efficient communities. Walking and bicycling provide low-cost mobility options that place fewer demands on local roads and highways. DOT recognizes that safe and convenient walking and bicycling facilities may look different depending on the context — appropriate facilities in a rural community may be different from a dense, urban area. However, regardless of regional, climate, and population density differences, it is important that pedestrian and bicycle facilities be integrated into transportation systems. While DOT leads the effort to provide safe and convenient accommodations for pedestrians and bicyclists, success will ultimately depend on transportation agencies across the country embracing and implementing this policy.

**Ray LaHood, United States Secretary of Transportation**

## Key Statutes and Regulations Regarding Walking and Bicycling

### Planning Requirements

The State and Metropolitan Planning Organization (MPO) planning regulations describe how walking and bicycling are to be accommodated throughout the planning process (e.g., see 23 CFR 450.200, 23 CFR 450.300, 23 U.S.C. 134(h), and 135(d)). Nonmotorists must be allowed to participate in the planning process and transportation agencies are required to integrate walking and bicycling facilities and programs in their transportation plans to ensure the operability of an intermodal transportation system. Key sections from the U.S.C. and CFR include, with italics added for emphasis:

- The scope of the metropolitan planning process "will address the following factors...(2) Increase the safety for motorized and *non-motorized users*; (3) Increase the security of the transportation system for motorized and *non-motorized users*; (4) Protect and enhance the environment, promote energy conservation, improve the quality of life..." 23 CFR 450.306(a). See 23 CFR 450.206 for similar State requirements.
- Metropolitan transportation plans "...shall, at a minimum, include...existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, *pedestrian walkways and bicycle facilities*, and intermodal connectors that should function as an integrated metropolitan transportation system..." 23 CFR 450.322(f). See 23 CFR 450.216(g) for similar State requirements.
- The plans and transportation improvement programs (TIPs) of all metropolitan areas "shall provide for the development and integrated management and operation of transportation systems and facilities (including *accessible pedestrian walkways and bicycle transportation facilities*)." 23 U.S.C. 134(c)(2) and 49 U.S.C. 5303(c)(2). 23 CFR 450.324(c) states that the TIP "shall include ...trails projects, pedestrian walkways; and bicycle facilities..."
- 23 CFR 450.316(a) states that "The MPOs shall develop and use a documented participation plan that defines a process for providing...representatives of users of *pedestrian walkways and bicycle transportation facilities*, and *representatives of the disabled*, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process." 23 CFR 450.210(a) contains similar language for States. See also 23 U.S.C. 134(i)(5), 135(f)(3), 49 U.S.C. 5303(i)(5), and 5304(f)(3) for additional information about participation by interested parties.

### Prohibition of Route Severance

The Secretary has the authority to withhold approval for projects that would negatively impact pedestrians and bicyclists under certain circumstances. Key references in the CFR and U.S.C. include:

- "The Secretary shall not approve any project or take any regulatory action under this title that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route exists." 23 U.S.C. 109(m).
- "In any case where a highway bridge deck being replaced or rehabilitated with Federal financial participation is located on a highway on which bicycles are permitted to operate at each end of such bridge, and the Secretary determines that the safe accommodation of bicycles can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations." 23 U.S.C. 217(e). Although this statutory requirement only mentions bicycles, DOT encourages States and local governments to apply this same policy to pedestrian facilities as well.
- 23 CFR 652 provides "procedures relating to the provision of pedestrian and bicycle accommodations on Federal-aid projects, and Federal participation in the cost of these accommodations and projects."

## *Project Documentation*

- "In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in *pedestrian walkways and bicycle transportation facilities*) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year." 23 CFR 450.332(a).

### *Accessibility for All Pedestrians*

- Public rights-of-way and facilities are required to be accessible to persons with disabilities through the following statutes: Section 504 of the Rehabilitation Act of 1973 (Section 504) (29 U.S.C. §794) and Title II of the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. §§ 12131-12164).
- The DOT Section 504 regulation requires the Federal Highway Administration (FHWA) to monitor the compliance of the self-evaluation and transition plans of Federal-aid recipients (49 CFR §27.11). The FHWA Division offices review pedestrian access compliance with the ADA and Section 504 as part of their routine oversight activities as defined in their stewardship plans.
- FHWA posted its [Clarification of FHWA's Oversight Role in Accessibility](#) to explain how to accommodate accessibility in policy, planning, and projects.

### ***Additional Resources***

For more information about:

#### FHWA Bicycle and Pedestrian Program Resources

- [FHWA's Bicycle and Pedestrian Program](#)
- [FHWA guidance documents on walking and bicycling](#)
- [Publications related to walking and bicycling](#)
- [Information about State and local resources](#)
- [Equestrian and Other Nonmotorized Use on Bicycle and Pedestrian Facilities](#)
- [Framework for Considering Motorized Use on Nonmotorized Trails and Pedestrian Walkways](#)
- [Manuals and Guides for Trail Design, Construction, Maintenance, and Operation](#)
- [Recreational Trails](#)
- [Shared-Use Paths Along or Near Freeways and Bicycles on Freeways](#)
- [Snow Removal on Sidewalks Constructed with Federal Funding](#)
- [Federal Aid funding resources for walking and bicycling facilities](#)
- [Federal funding spent on walking and bicycling facilities](#)

#### Accessibility

- [U.S. Access Board information about ADA for public rights of way](#)
- [Accessibility Guidance for Bicycle and Pedestrian Facilities, Recreational Trails, and Transportation Enhancement Activities](#)

#### Pedestrian and Bicycle Safety

- [FHWA Pedestrian and Bicycle Safety Program](#)
- [FHWA Pedestrian and Bicycle Safety Research](#)
- The National Highway Traffic Safety Administration's [Pedestrian](#) and [Bicycle](#) Safety Programs

Context Sensitive Solutions

- [FHWA and Context Sensitive Solutions](#)

State Bicycle and Pedestrian Contacts

- [State Bicycle and Pedestrian Coordinators](#)

## Bicycle Safety

While only 1% of all trips taken in the U.S. are by bicycle,<sup>1</sup> bicyclists face a higher risk of crash-related injury and deaths than occupants of motor vehicles do.<sup>2</sup>

### The Problem

### Risk Factors

### Prevention

### Additional Resources



Bicycle helmets reduce the risk of head and brain injuries in the event of a crash.

### How big is the problem?

#### Deaths and Injuries

In 2013 in the U.S., over 900 bicyclists were killed and there were an estimated 494,000 emergency department visits due to bicycle-related injuries.<sup>3</sup>

#### Cost

Data from 2010 show fatal and non-fatal crash-related injuries to bicyclists resulted in lifetime medical costs and productivity losses of \$10 billion.<sup>3</sup>

## References

1. Pucher J, Buehler R, Merom D, Bauman A. Walking and cycling in the United States, 2001–2009: Evidence from the National Household Travel Surveys. *Am J Public Health* 2011;101(S1):S310-S317.
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The Problem

**Risk Factors**

Prevention

Additional Resources

### What are the major risk factors?

- Adolescents and young adults (15-19 years) and adults aged 40 years and older have the highest bicycle death rates.<sup>3</sup>
- Children (5-14 years), adolescents, and young adults (15-24 years) have the highest rates of nonfatal bicycle-related injuries, accounting for more than one-third of all bicycle-related injuries seen in U.S. emergency departments.<sup>3</sup>
- Males are much more likely to be killed or injured on bicycles than are females.<sup>3</sup>
- Most bicyclist deaths occur in urban areas and at non-intersection locations.<sup>4</sup>

## References

1. Pucher J, Buehler R, Merom D, Bauman A. Walking and cycling in the United States, 2001–2009: Evidence from the National Household Travel Surveys. *Am J Public Health* 2011;101(S1):S310-S317.
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## Bicycle Safety

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The Problem

Risk Factors

**Prevention**

Additional Resources

### How can bicycle-related injuries and deaths be prevented?

#### Effective Interventions

Effective interventions to reduce injuries and fatalities to bicyclists include the following:

##### **Bicycle helmets**

Bicycle helmets reduce the risk of head and brain injuries in the event of a crash.<sup>5</sup> All bicyclists, regardless of age, can help protect themselves by wearing properly fitted bicycle helmets every time they ride.

##### **Bicycle helmet laws for children**

These laws are effective for increasing helmet use and reducing crash-related injuries and deaths among children.<sup>6</sup>

##### **Bicycle helmet laws for adults**

These laws increase helmet use among adults.<sup>6</sup>

#### Promising Interventions

Interventions that have shown promise for reducing injuries and fatalities to bicyclists include the following:

##### **Active lighting and rider visibility**

- Fluorescent clothing can make bicyclists visible from further away than regular clothing during the daytime.<sup>6</sup>
- Retro-reflective clothing can make bicyclists more visible at night.<sup>6</sup>
- Active lighting can include front white lights, rear red lights, or other lighting on the bicycle or bicyclist. This lighting may improve the visibility of bicyclists.<sup>6</sup>

##### **Roadway engineering measures**

Information about roadway engineering measures, like bike lanes, that can improve safety for bicyclists is available from [The Pedestrian and Bicycle Information Center \(http://www.bicyclinginfo.org/\)](http://www.bicyclinginfo.org/) .

## References

1. Pucher J, Buehler R, Merom D, Bauman A. Walking and cycling in the United States, 2001–2009: Evidence from the National Household Travel Surveys. *Am J Public Health* 2011;101(S1):S310-S317.
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The Problem

Risk Factors

Prevention

**Additional Resources**

### Related Pages

CDC's HEADS UP: Helmet Safety

CDC's HEADS UP: Helmet Safety Mobile App

Motor Vehicle Prioritizing Interventions and Cost Calculator for States (MV PICCS) 2.0

CDC offers a new interactive calculator to help state decision makers prioritize and select from a suite of 14 effective motor vehicle injury prevention interventions. MV PICCS is designed to calculate the expected number of injuries prevented and lives saved at the state level and the costs of implementation, while taking into account available resources.

### Additional Resources

National Highway Traffic Safety Administration: Bicycles (<http://www.nhtsa.gov/Bicycles>)

[National Center for Safe Routes to School \(http://www.saferoutesinfo.org/\)](http://www.saferoutesinfo.org/)

[Pedestrian and Bicycle Information Center \(http://www.pedbikeinfo.org/\)](http://www.pedbikeinfo.org/)

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1. Pucher J, Buehler R, Merom D, Bauman A. Walking and cycling in the United States, 2001–2009: Evidence from the National Household Travel Surveys. *Am J Public Health* 2011;101(S1):S310-S317.
2. Beck LF, Dellinger AM, O'Neil ME. Motor vehicle crash injury rates by mode of travel, United States: using exposure-based methods to quantify differences. *Am J Epi* 2007;166:212-8.
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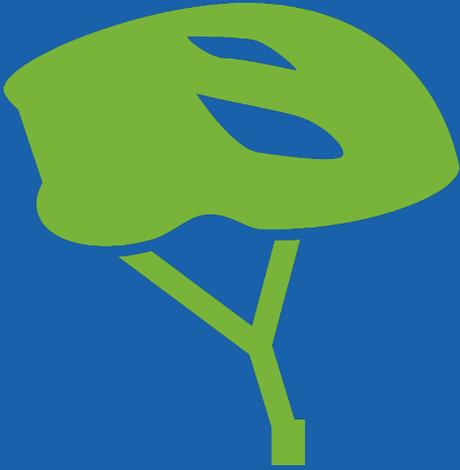
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# GET A HEADS UP ON BIKE HELMET SAFETY



While there is no concussion-proof helmet, a bike helmet can help protect your child or teen from a serious brain or head injury. The information in this handout will help you learn what to look for and what to avoid when picking out a helmet for your child or teen.



## START WITH THE RIGHT SIZE:

### BRING THE BIKE RIDER

Bring your child or teen with you when buying a new helmet to make sure that you can check for a good fit.

### HEAD SIZE

To find out the size of your child's or teen's head, wrap a soft tape measure around his or her head, just above their eyebrows and ears. Make sure the tape measure stays level from front to back. (If you don't have a soft tape measure, you can use a string and then measure it against a ruler.)

### SIZES WILL VARY

Helmet sizes often will vary from brand-to-brand and with different models. Each helmet will fit differently, so it is important to check out the manufacturer's website for the helmet brand's fit instructions and sizing charts, as well as to find out what helmet size fits your child's or teen's head size.

## GET A GOOD FIT:

### GENERAL FIT

The helmet should fit snugly all around, with no spaces between the foam and bike rider's head.

### ASK

Ask your child or teen how the helmet feels on their head. While it needs to have a snug fit, a helmet that is too tight can cause headaches.

### HAIRSTYLE

Bike helmets are available for riders with long hair. Your child or teen should try on the helmet with the hairstyle he or she will wear while bike riding. Helmet fit can change if your child's or teen's hairstyle changes. For example, a long-haired bike rider who gets a very short haircut may need to adjust the fit of the helmet.

### ADJUSTMENTS

Some bike helmets have removable padding or a universal fit ring that can be adjusted to get a good fit.

### COVERAGE

A bike helmet should not sit too high or low on the rider's head. To check, make sure the bottom of the pad inside the front of the helmet is one or two finger widths above the bike rider's eyebrows. The back of the helmet should not touch the top of the bike rider's neck.

### VISION

Make sure you can see your child's or teen's eyes and that he or she can see straight forward and side-to-side.

### SIDE STRAPS

The side straps should make a "V" shape under, and slightly in front of, the bike rider's ears.

### CHIN STRAPS

The chin strap should be centered under the bike rider's chin and fit snugly, so that no more than one or two fingers fit between the chin and the strap. Tell your child or teen to open their mouth wide...big yawn! The helmet should pull down on their head. If not, the chin strap needs to be tighter. If needed, you can pull the straps from the back of the helmet to adjust the chin straps. Once the chin strap is fastened, the helmet should not move in any direction, back-to-front or side-to-side.

## TAKE CARE OF THE HELMET:

### CHECK FOR DAMAGE

DO NOT allow your bike rider to use a cracked or broken helmet or a helmet that is missing any padding or parts.

### CLEANING

Clean the helmet often inside and out with warm water and mild detergent. DO NOT soak any part of the helmet, put it close to high heat, or use strong cleaners.

### PROTECT

DO NOT let anyone sit or lean on the helmet.

### STORAGE

Do not store a bike helmet in a car. The helmet should be stored in a room that does not get too hot or too cold and where the helmet is away from direct sunlight.

### DECORATION

DO NOT decorate (paint or put stickers on) the helmet without checking with the helmet manufacturer, as this may affect the safety of the helmet. This information may also be found on the instructions label or on the manufacturer's website.

## LOOK FOR THE LABELS:

### LOOK FOR A BIKE HELMET WITH LABELS THAT:

- Have the date of manufacture. This information will be helpful in case the helmet is recalled; and
- Say U.S. Consumer Product Safety Commission (CPSC)<sup>1</sup> certified. That label means that the helmet has been tested for safety and meets the federal safety standard.

Some bike helmets may also have a label stating that they are ASTM<sup>2</sup>, Snell<sup>3</sup>, or ANSI<sup>4</sup> certified. These labels let you know that the helmet has also passed the safety tests of these organizations.

<sup>1</sup> U.S. Consumer Product Safety Commission: [www.cpsc.gov](http://www.cpsc.gov)

<sup>2</sup> American Society for Testing and Materials: [www.astm.org](http://www.astm.org)

<sup>3</sup> Snell Memorial Foundation: [www.smf.org](http://www.smf.org)

<sup>4</sup> American National Standards Institute: [www.ansi.org](http://www.ansi.org)

### Additional Content Reference:

National Highway Traffic Safety Administration: [www.nhtsa.gov/Bicycles](http://www.nhtsa.gov/Bicycles)

## WHEN TO REPLACE A BIKE HELMET:

### ONE IMPACT

Replace any bicycle helmet that is damaged or has been involved in a crash. Bicycle helmets are designed to help protect the rider's brain and head from one serious impact, such as a fall onto the pavement. You may not be able to see the damage to the foam, but the foam materials in the helmet will crush after an impact. That means that the foam in the helmet won't be able to help protect the rider's brain and head from another impact.

### MULTI-USE HELMETS:

Some helmet companies have created multi-use helmets for biking, skateboarding, and other activities. Multi-use helmets are designed to withstand multiple very minor hits; however, a multi-use helmet **MUST** be replaced if it has been involved in a serious crash or is damaged. Before your child or teen uses a multi-use helmet for biking, make sure the helmet has a CPSC label certifying it for biking.



JOIN THE CONVERSATION [www.facebook.com/CDCHeadsUp](https://www.facebook.com/CDCHeadsUp)

TO LEARN MORE GO TO >>[WWW.CDC.GOV/TraumaticBrainInjury](http://WWW.CDC.GOV/TraumaticBrainInjury)

HEADS UP

## Pedestrian Safety

In 2013, 4,735 pedestrians were killed in traffic crashes in the United States.<sup>1</sup> This averages to one crash-related pedestrian death every 2 hours.<sup>1</sup>

Additionally, more than 150,000 pedestrians were treated in emergency departments for non-fatal crash-related injuries in 2013.<sup>2</sup> Pedestrians are 1.5 times more likely than passenger vehicle occupants to be killed in a car crash on each trip.<sup>3</sup>



### Risk Factors

Prevention

CDC Research & Activities

Additional Resources

### Who is most at risk?

#### Older adults

Pedestrians ages 65 and older accounted for 19% of all pedestrian deaths and an estimated 10% of all pedestrians injured in 2013.<sup>1</sup>

#### Children

In 2013, one in every five children under the age of 14 who were killed in traffic crashes were pedestrians.<sup>1</sup>

#### Drivers and pedestrians who are alcohol-impaired

Alcohol involvement for the driver or the pedestrian was reported for 49% of the traffic crashes that resulted in pedestrian death. Where alcohol involvement was reported, 34% of fatal crashes involved a pedestrian killed who had a blood alcohol concentration (BAC) of greater than or equal to .08 grams per deciliter (g/dL) and 15% involved a driver with a BAC of greater than or equal to .08 g/dL.<sup>1</sup>

#### Additional Risk Factors

Additionally, higher vehicle speeds increase both the likelihood of a pedestrian being struck by a car and the severity of injury.<sup>4</sup>

Most pedestrian deaths occur in urban areas, non-intersection locations, and at night.<sup>1</sup>

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1. National Highway Traffic Safety Administration. Traffic Safety Facts 2013 Data - Pedestrians. Washington, DC: US Department of Transportation, National Highway Traffic Safety Administration; 2015. Publication no. DOT-HS-812-124. [cited 2015 Feb 17]. Available at <http://www-nrd.nhtsa.dot.gov/Pubs/812124.pdf> (<http://www-nrd.nhtsa.dot.gov/Pubs/812124.pdf>) . Accessed February 17, 2016.
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### File Formats Help:

How do I view different file formats (PDF, DOC, PPT, MPEG) on this site?

(<http://www.cdc.gov/Other/plugins/>)

(<http://www.cdc.gov/Other/plugins/#pdf>)

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Risk Factors

**Prevention**

CDC Research & Activities

Additional Resources

### How can pedestrians help prevent injuries and deaths from motor vehicle crashes?

Pedestrians can increase their visibility at night by carrying a flashlight when walking and by wearing retro-reflective clothing.<sup>1</sup>

Whenever possible, cross the street at a designated crosswalk or intersection.<sup>1</sup>

It is much safer to walk on a sidewalk or path, but if a sidewalk or path is not available, walk on the shoulder and facing traffic.<sup>1</sup>

## References

1. National Highway Traffic Safety Administration. Traffic Safety Facts 2013 Data - Pedestrians. Washington, DC: US Department of Transportation, National Highway Traffic Safety Administration; 2015. Publication no. DOT-HS-812-124. [cited 2015 Feb 17]. Available at <http://www-nrd.nhtsa.dot.gov/Pubs/812124.pdf> (<http://www-nrd.nhtsa.dot.gov/Pubs/812124.pdf>) . Accessed February 17, 2016.
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[\(http://www.cdc.gov/injury/wisqars/\)](http://www.cdc.gov/injury/wisqars/). Accessed February 17, 2016.

3. Beck LF, Dellinger AM, O'Neil ME. Motor vehicle crash injury rates by mode of travel, United States: Using exposure-based methods to quantify differences. *Am J Epidemiol* 2007;166:212-218.
4. Rosen E, Sander U. Pedestrian fatality risk as a function of car impact speed. *Accid Anal Prev* 2009;41:536-542.

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### Connect with the CDC Injury Center

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Page last reviewed: February 25, 2016

Page last updated: February 25, 2016

Content source: Centers for Disease Control and Prevention (<http://www.cdc.gov/>), National Center for Injury Prevention and Control (<http://www.cdc.gov/injury>), Division of Unintentional Injury Prevention

## Pedestrian Safety

In 2013, 4,735 pedestrians were killed in traffic crashes in the United States.<sup>1</sup> This averages to one crash-related pedestrian death every 2 hours.<sup>1</sup>

Additionally, more than 150,000 pedestrians were treated in emergency departments for non-fatal crash-related injuries in 2013.<sup>2</sup> Pedestrians are 1.5 times more likely than passenger vehicle occupants to be killed in a car crash on each trip.<sup>3</sup>



Risk Factors

Prevention

**CDC Research & Activities**

Additional Resources

### What are CDC's research and program activities in this area?

#### Motor Vehicle Traffic-Related Pedestrian Deaths – United States, 2001–2010

To determine traffic-related pedestrian death rates by sex, age group, race/ethnicity, and urbanization level, CDC analyzed 2001–2010 data from the National Vital Statistics System (NVSS). The results of that analysis indicated that the overall, annualized, age-adjusted traffic-related pedestrian death rate was 1.58 deaths per 100,000 population. Persons aged  $\geq 75$  years and those categorized as American Indian/Alaska Native (AI/AN) had the highest death rates, and age group differences varied by race/ethnicity. The results suggest that the overall pedestrian death rate could increase with the aging and growing racial/ethnic diversity of the U.S. population. The U.S. Census Bureau projects that the number of persons aged  $\geq 75$  years will more than double, from approximately 18 million in 2011 (6% of the U.S. population) to 44 million in 2040 (12% of the population); minority racial/ethnic populations are projected to increase from 116 million in 2010 (37% of the population) to 186 million in 2040 (49% of the population). Strategies to prevent pedestrian deaths should include consideration of the needs of older adults and cultural differences among racial/ethnic populations.

#### **Related article:**

Naumann RB, Beck LF. Motor vehicle traffic-related pedestrian deaths, United States, 2001-2010. *Morbidity & Mortality Weekly Report* 2013;62:277-282. Available at:

<http://www.cdc.gov/mmwr/preview/mmwrhtml/mm6215a1.htm>

## Older adult pedestrian injuries in the United States: causes and contributing circumstances

CDC researchers conducted an analysis of six years of data to examine the characteristics and contributing circumstances of nonfatal older adult pedestrian injuries. Data from the National Electronic Injury Surveillance System—All Injury Program (NEISS-AIP) were analyzed to gather more information about adults ages 65 and older who were non-fatally injured on a public roadway from 2001 to 2006. Findings showed that, on average, an estimated 52,482 older adults were treated in emergency departments each year for non-fatal pedestrian injuries. The majority (92.5%) of these injuries were the result of an older adult falling or being hit by a motor vehicle. More than 9,000 older pedestrian fall-related injuries each year involved a curb—such as an older adult tripping on a curb. While the growth of the older adult population may add to the overall burden of these non-fatal pedestrian injuries, making transportation and mobility improvements—including environmental modifications—can help prevent them.

### **Related article:**

Naumann RB, Dellinger AM, Haileyesus T, Ryan GW. Older adult pedestrian injuries in the United States: causes and contributing circumstances. *International Journal of Injury Control and Safety Promotion* 2011;18(1):65-73.

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## Why don't more children walk to school?

CDC researchers conducted a nationally representative, random-digit-dialed telephone survey among English and Spanish-speaking adults, ages 18 and older. Respondents with at least one child (5-14 years) living in the household were asked about the child's mode of travel to school. Respondents who reported that the child walked to school less than 4 days per week were asked to identify the primary barrier to walking more often. The most common mode of travel to school was the family car (46%), followed by school bus (40%), and walking (14%). Among those who did not usually walk to school, distance (70.7%) was the most common barrier, followed by traffic danger (9%). Children in the South were less likely to walk to school than children in other regions (Northeast, North Central, West). Distance to school was more commonly cited as a barrier to walking for older children than younger children. Efforts to promote walking to school may achieve better near-term success if focused on students who already live close to school.

### **Related article:**

Beck LF, Greenspan AI. Special Report from the CDC: Why don't more children walk to school? *Journal of Safety Research* 2008;39:449-452.

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## Pedestrian fatalities, Atlanta Metropolitan Statistical Area and United States,

2000-2004

## 2000–2004

Motor vehicle crashes killed almost 5,000 pedestrians in 2005 in the United States. Pedestrian risk may be higher in areas characterized by urban sprawl. From 2000 to 2004, pedestrian fatality rates declined in the United States, but the Atlanta metropolitan statistical area did not experience the same decline. Pedestrian fatality rates for males, Hispanics, and the 15–34 and 35–54 year age groups were higher in Atlanta than in the United States overall. Pedestrian safety interventions should be targeted to high-risk populations and localized pedestrian settings.

### Related article:

Beck LF, Paulozzi LJ, Davidson SC. Pedestrian fatalities, Atlanta Metropolitan Statistical Area and United States, 2000–2004. *Journal of Safety Research* 2007;38:613-616.

## References

1. National Highway Traffic Safety Administration. Traffic Safety Facts 2013 Data - Pedestrians. Washington, DC: US Department of Transportation, National Highway Traffic Safety Administration; 2015. Publication no. DOT-HS-812-124. [cited 2015 Feb 17]. Available at <http://www-nrd.nhtsa.dot.gov/Pubs/812124.pdf> (<http://www-nrd.nhtsa.dot.gov/Pubs/812124.pdf>) . Accessed February 17, 2016.
2. Centers for Disease Control and Prevention. WISQARS (Web-based Injury Statistics Query and Reporting System). Atlanta, GA: US Department of Health and Human Services, CDC; 2015. Available at <http://www.cdc.gov/injury/wisqars> (<http://www.cdc.gov/injury/wisqars/>). Accessed February 17, 2016.
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## Pedestrian Safety

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Additionally, more than 150,000 pedestrians were treated in emergency departments for non-fatal crash-related injuries in 2013.<sup>2</sup> Pedestrians are 1.5 times more likely than passenger vehicle occupants to be killed in a car crash on each trip.<sup>3</sup>



Risk Factors

Prevention

CDC Research & Activities

**Additional Resources**

### Related Pages

- [Walk This Way! Taking Steps for Pedestrian Safety](#)
- [WISQARS Fatal Injury Mapping Module \(http://www.cdc.gov/injury/wisqars/\)](http://www.cdc.gov/injury/wisqars/)

### Additional Resources

- [National Highway Traffic Safety Administration \(NHTSA\): Pedestrian Safety \(http://www.nhtsa.gov/Pedestrians\)](http://www.nhtsa.gov/Pedestrians)
- [Federal Highway Administration/ Safe Routes to School Program \(http://safety.fhwa.dot.gov/saferoutes/\)](http://safety.fhwa.dot.gov/saferoutes/)
- [National Center for Safe Routes to School \(http://www.saferoutesinfo.org/\)](http://www.saferoutesinfo.org/)
- [National Safe Kids Campaign \(http://www.safekids.org/\)](http://www.safekids.org/)
- [Pedestrian and Bicycle Information Center \(http://www.pedbikeinfo.org/\)](http://www.pedbikeinfo.org/)
- [World Health Organization: Pedestrian safety: a road safety manual for decision-makers and practitioners \(http://www.who.int/roadsafety/projects/manuals/pedestrian/en/\)](http://www.who.int/roadsafety/projects/manuals/pedestrian/en/)

### References

Transportation, National Highway Traffic Safety Administration; 2015. Publication no. DOT-HS-812-124. [cited 2015 Feb 17]. Available at <http://www-nrd.nhtsa.dot.gov/Pubs/812124.pdf> (<http://www-nrd.nhtsa.dot.gov/Pubs/812124.pdf>) . Accessed February 17, 2016.

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## Walk This Way! Taking Steps for Pedestrian Safety

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Take steps to be safe when walking on roadways. This includes exercising caution at intersections and crosswalks and increasing your visibility at night by wearing retro-reflective clothing and carrying flashlights.

Walking is good for your health, and it's good for the environment too. But before you head out on foot for a stroll, power walk, or errand, there are important safety tips to remember.



### What's the problem?

Pedestrians—people who travel by foot, wheelchair, stroller, or similar means—are among the most vulnerable users of the road.

In the next 24 hours, on average, 430 people will be treated in an emergency department for traffic-related pedestrian injuries.<sup>1</sup> In the next 2 hours, on average, one pedestrian will die from injuries in a traffic crash.<sup>2</sup>

A total of 4,735 pedestrians were killed in traffic deaths in 2013,<sup>2</sup> and more than 156,000 were treated in emergency departments for nonfatal injuries. With numbers like these, it's critical to understand the risks and learn how to stay safe.

### Who's at risk?

Pedestrians of all ages are at risk of injury or death from traffic crashes, but some people are at higher risk.

- Male pedestrians are more likely to die or be injured in a motor vehicle crash than females.<sup>2</sup>
- Teen and young adult (ages 15-29 years) pedestrians are more likely to be treated in emergency departments for crash-related injuries compared to any other age group.<sup>1</sup>
- The rate of pedestrian death generally increases with age.<sup>2</sup>
- In 2013, 34% of all pedestrians killed in traffic crashes had a blood alcohol concentration of greater than or equal to 0.08 grams per deciliter.<sup>2</sup>

As pedestrians, children are at even greater risk of injury or death from traffic crashes due to their small

size, inability to judge distances and speeds, and lack of experience with traffic rules.

- One in five traffic deaths among children ages 14 and under are pedestrian deaths.<sup>2</sup>

## Take Steps for Safety

Whenever you're walking, keep these tip<sup>2</sup> in mind:

- Whenever possible, cross the street at a designated crosswalk or intersection.
- Increase your visibility at night by carrying a flashlight and wearing retro-reflective clothing.
- It's safest to walk on a sidewalk, but if one is not available, walk on the shoulder and face traffic.
- Avoid distractions such as electronic devices that take your attention off the road.



## Special Safety Tips for Children

It's especially important to watch out for children's safety when they're walking near traffic.

The following resources offer tips on how to promote pedestrian safety for children—a critical step in preventing child pedestrian injuries:

[Safe Routes to School \(SRTS\) Guide website \(http://www.saferoutesinfo.org/guide/steps/index.cfm\)](http://www.saferoutesinfo.org/guide/steps/index.cfm)

This Website gives information about how to start a SRTS program, an opportunity to make walking and bicycling to school safer for children and to increase the number of children who choose to walk and bicycle.

[National Highway Traffic Safety Administration \(NHTSA\): Pedestrians \(http://www.nhtsa.gov/Pedestrians\)](http://www.nhtsa.gov/Pedestrians)

This website has materials about pedestrian safety that are geared toward children, as well as general pedestrian safety information.

## References

1. Centers for Disease Control and Prevention, National Center for Injury Prevention and Control. Web-based [Injury Statistics Query and Reporting System \(WISQARS\) \(http://www.cdc.gov/injury/wisqars/\)](http://www.cdc.gov/injury/wisqars/) [online]. [cited 2016 Mar 9].
2. Department of Transportation (US), National Highway Traffic Safety Administration (NHTSA). [Traffic Safety Facts 2013: Pedestrians](http://www-nrd.nhtsa.dot.gov/Pubs/811888.pdf) [1.2 MB]. (http://www-nrd.nhtsa.dot.gov/Pubs/811888.pdf) Washington (DC): NHTSA; 2015 [cited 2016 Mar 9].

## More Information

### CDC Resources

- Pedestrian Safety
- Podcasts: Motor Vehicle Safety

## Other Resources

- World Health Organization: Pedestrian safety - a road safety manual for decision-makers and practitioners (<http://www.who.int/roadsafety/projects/manuals/pedestrian/en/index.html>)
- International Walk to School in the USA website (<http://www.iwalktoschool.org>)
- National Highway Traffic Safety Administration – Prevent Pedestrian Crashes: Parents and Caregivers of Elementary School Children [PDF - 165KB] (<http://www.nhtsa.gov/DOT/NHTSA/Traffic%20Injury%20Control/Articles/Associated%20Files/811027.pdf>)
- National Highway Traffic Safety Administration (NHTSA): Pedestrians (<http://www.nhtsa.gov/Pedestrians>)
- Federal Highway Administration/ Safe Routes to School Program ([http://www.fhwa.dot.gov/environment/safe\\_routes\\_to\\_school/](http://www.fhwa.dot.gov/environment/safe_routes_to_school/))
- National Center for Safe Routes to School (<http://www.saferoutesinfo.org>)
- Pedestrian and Bicycle Information Center (<http://www.pedbikeinfo.org>)

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Page last reviewed: March 14, 2016

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Content source: National Center for Injury Prevention and Control, Division of Violence Prevention (/ViolencePrevention)

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## *Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.  
SECRETARY

### **POLICY**

Effective: September 17, 2014  
Office: Design Director  
Topic No.: 000-625-017-a

## **COMPLETE STREETS**

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of "Complete Streets." While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit riders

The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This **Complete Streets Policy** will be integrated into the Department's internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.

A handwritten signature in black ink, appearing to read "Ananth Prasad", written over a horizontal line.

Ananth Prasad, P.E.  
Secretary

## MEMORANDUM

Agenda Item No. 11(A)(3)

**TO:** Honorable Chairwoman Rebeca Sosa  
and Members, Board of County Commissioners

**DATE:** November 5, 2014

**FROM:** R. A. Cuevas, Jr.  
County Attorney

**SUBJECT:** Resolution directing the Mayor to develop, in coordination with the Florida Department of Transportation, the Metropolitan Planning Organization, and other applicable entities, a plan for implementation of a "Complete Streets" Program for Miami-Dade County  
Resolution No. R-995-14

A substitute was presented and forwarded to the BCC with a favorable recommendation at the 10-14-14 Infrastructure & Capital Improvements Committee. This substitute differs from the original in that the reference to certain Miami-Dade County departments has been updated; schools and parks have been added as examples of additional points from which walking will be made safer through the implementation of a "Complete Streets" program; and the reference to Miami-Dade County Metropolitan Planning Organization's Long Range Transportation Plan has been clarified.

The accompanying resolution was prepared and placed on the agenda at the request of Prime Sponsor Commissioner Jose "Pepe" Diaz, and Co-Sponsors Commissioner Dennis C. Moss and Commissioner Juan C. Zapata.



R. A. Cuevas, Jr.  
County Attorney

RAC/Imp



# MEMORANDUM

(Revised)

**TO:** Honorable Chairwoman Rebeca Sosa  
and Members, Board of County Commissioners

**DATE:** November 5, 2014

**FROM:** R. A. Cuevas, Jr.  
County Attorney

**SUBJECT:** Agenda Item No. 11(A)(3)

Please note any items checked.

- "3-Day Rule" for committees applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
- Budget required
- Statement of fiscal impact required
- Ordinance creating a new board requires detailed County Mayor's report for public hearing
- No committee review
- Applicable legislation requires more than a majority vote (i.e., 2/3's \_\_\_\_, 3/5's \_\_\_\_, unanimous \_\_\_\_ ) to approve
- Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved \_\_\_\_\_ Mayor

Agenda Item No. 11(A)(3)

Veto \_\_\_\_\_

11-5-14

Override \_\_\_\_\_

RESOLUTION NO. R-995-14

RESOLUTION DIRECTING THE MAYOR OR DESIGNEE TO DEVELOP, IN COORDINATION WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION, THE METROPOLITAN PLANNING ORGANIZATION, AND OTHER APPLICABLE ENTITIES, A PLAN FOR IMPLEMENTATION OF A "COMPLETE STREETS" PROGRAM FOR MIAMI-DADE COUNTY

**WHEREAS**, ensuring that Miami-Dade County's roadways, rights-of-way, and transportation corridors are safe for all users, of all ages and abilities, is an important public policy; and

**WHEREAS**, Miami-Dade County has one of the highest pedestrian and bicyclist crash rates in the United States; and

**WHEREAS**, initiatives designed to make walking, biking, and transit use safer and more convenient offer the potential for a healthier citizenry, cleaner air, reduced traffic congestion, more livable neighborhoods, less reliance on fossil fuels and imported sources of energy, and more efficient use of road space and resources; and

**WHEREAS**, the term "Complete Streets" refers to roadways, rights-of-way, and transportation corridors that are designed and operated to enable safe access for all users (including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities) by:

- making it easier for them to cross the street, bicycle to and from work, and walk to restaurants, shops, and other area establishments;

- making it safer for them to walk to and from >>schools, parks,<<<sup>1</sup> bus stops and train stations;
- accommodating their mobility needs in a safe, integrated, holistic, context-specific, and mutually-supportive manner; and

**WHEREAS**, a “Complete Streets” Program could among other things:

- contribute to the development of green infrastructure;
- improve pedestrian and biker safety;
- increase transportation options;
- reduce congestion;
- reduce reliance on carbon fuels, thereby reducing greenhouse gas emissions;
- improve air quality;
- improve community health;
- enhance community aesthetics;
- augment economic growth;
- create more livable communities by emphasizing critical elements of walkability, including shade, aesthetically pleasing walkways, and buffers from automobile traffic;
- contribute to the development of a connected and complete transportation network that will reduce hazards and improve safety for pedestrians and cyclists, especially vulnerable elements of the population, who may be unable to operate a motor vehicle, such as young children, the elderly, and the physically disabled; and

---

<sup>1</sup> The differences between the substitute and the original item are indicated as follows: Words stricken through and/or [[double bracketed]] shall be deleted, words underscored and/or >>double arrowed<< are added.

- support a more livable and sustainable community for persons of all ages and abilities; and

**WHEREAS**, many communities throughout the United States and the State of Florida are either in the process of implementing, or have already implemented, “Complete Streets” Programs, including Broward County, as recently reported in the Sun-Sentinel and Miami-Herald newspapers; and

**WHEREAS**, the Florida Department of Transportation has adopted “Complete Streets” style standards as part of its Roadway Design Criteria, and has incorporated transportation design guidelines for livable communities in both the Plans Preparation Manual and the Florida Greenbook; and

**WHEREAS**, Section 335.065, Florida Statutes, states that bicycle and pedestrian ways shall be established in conjunction with the new construction, reconstruction, resurfacing, restoration, rehabilitation, traffic operating intersection improvements, or other change of any state transportation facility, and special emphasis shall be given to projects in or within one mile of an urban area; and

**WHEREAS**, the Miami-Dade Comprehensive Development Master Plan, Objective TE-4, provides that Miami-Dade County shall develop, by 2015, a “Complete Streets” Program to be considered in the design and construction of new transportation corridors and the reconstruction of existing corridors, wherever feasible; and

**WHEREAS**, the Miami-Dade Comprehensive Development Master Plan, Policy TE-4A and Policy TC-3C, provides that Miami-Dade County shall develop, by 2015, a “Complete Streets” Program that will be sensitive to the needs of the users of all modes of transportation, including bicyclists and pedestrians, and shall include the following components:

- street typology based on land use context due to how a roadway passing through different land uses will vary in character;
- hierarchy of street types and designs;
- Provision of sidewalks and bicycle facilities;
- adequate landscaping and street furniture;
- bus lanes and transit facilities;
- improved aesthetics and design for the safety of all users, including vulnerable populations, such as children and seniors; and

**WHEREAS**, a “Complete Streets” Program would further the goals, objectives and policies of the Miami-Dade Comprehensive Development Master Plan, including Objective TE-4 and Policies TE-4A and TC-3C; and

**WHEREAS**, a “Complete Streets” Program also would further the principles in the Miami-Dade Parks and Open Space System Master Plan; the guidelines and principles in the County’s Urban Design Manuals; the policies of the GreenPrint Sustainability Plan; and the Miami-Dade County Metropolitan Planning Organization’s Long Range Transportation Plan >>and Transportation Improvement Program<<; and

**WHEREAS**, the Miami-Dade County Metropolitan Planning Organization is in the process of conducting a “Complete Streets” Case Study involving three corridors, with the goal of developing a “Complete Streets” Manual for implementation within the County; and

**WHEREAS**, for the benefit of the County’s residents and the many visitors who use its roadways, sidewalks, and public transit systems each year, a plan for the implementation of a “Complete Streets” Program in Miami-Dade County should be developed as a coordinated effort between the Miami-Dade County Department of >>Regulatory and Economic Resources<<

4

~~[[Planning and Zoning]]~~, Office of Sustainability, Public Works >>and Waste Management<< Department, Parks>><sub>2</sub><< ~~[[and]]~~ Recreation >>and Open Spaces<< Department, and Transit Department, >>or their successors,<< as well as the Florida Department of Transportation, the Miami-Dade Expressway Authority, the Metropolitan Planning Organization, municipalities in Miami-Dade County, and other applicable entities,

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that:**

**Section 1.** This Board directs the Mayor or designee to develop, in coordination with the Florida Department of Transportation, the Metropolitan Planning Organization, and other applicable entities, a plan for Board approval to implement a “Complete Streets” Program in Miami-Dade County that adheres to the principle that all persons of all ages and abilities who travel by automobile, motorcycle, public transit, bicycle, or walking are equal legitimate users of roadways and shall be provided safe access, in a context-specific manner, to transportation corridors, roadways, and public rights-of-way in the County.

**Section 2.** In developing a plan for implementing a “Complete Streets” Program, the Mayor or designee shall endeavor to:

- balance the needs of pedestrians, bicyclists, public transit users, and car drivers with important community values, such as fiscal constraint, public safety, environmental protection, and historic preservation;
- incorporate the “Complete Streets” principles into an interdisciplinary, integrative, multimodal transportation policy with implementation guidelines;
- incorporate innovative and context-sensitive design standards for developing “Complete Streets” that accommodate all user needs;

- incorporate the “Complete Streets” >>guidelines<< ~~[[concept]]~~, wherever feasible, into all planning, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, alteration, or repair of streets, bridges, or other portions of the transportation network, including pavement resurfacing, restriping, and signalization operations, if the safety and convenience of users can be improved within the scope of the work;
- direct all appropriate departments to incorporate the “Complete Streets” concept into routine aspects of planning, design, construction and operations; to approach every transportation project and program as an opportunity to improve public streets and the transportation network for all users; to work in coordination with other departments, agencies, and jurisdictions to achieve “Complete Streets” principles; and when applicable, to assess and pursue changes to regulations, plans, and programs needed for implementation;
- encourage other entities and agencies with transportation jurisdiction in and around Miami-Dade County to similarly adopt and implement “Complete Street” principles for their own projects and plans;
- seek public involvement and promotion of “Complete Street” principles, in coordination with partnering entities, agencies, and organizations, to provide public awareness for the transportation, quality of life, public safety, and health benefits of the “Complete Streets” Program.

Ordinance No. 14-65. In addition, the Mayor or designee shall provide to the Board status reports regarding the "Complete Streets" implementation plan within 90 days of the effective date of this resolution and on a quarterly basis thereafter until such time as the final plan is presented to the Board for approval. The Mayor or designee shall place such status reports on applicable agendas of the Board pursuant to Ordinance No. 14-65.

The Prime Sponsor of the foregoing resolution is Commissioner Jose "Pepe" Diaz, and the Co-Sponsors are Commissioner Dennis C. Moss and Commissioner Juan C. Zapata. It was offered by Commissioner **Sally A. Heyman**, who moved its adoption. The motion was seconded by Commissioner **Lynda Bell** and upon being put to a vote, the vote was as follows:

	Rebeca Sosa, Chairwoman	<b>aye</b>	
	Lynda Bell, Vice Chair	<b>aye</b>	
Bruno A. Barreiro	<b>aye</b>	Esteban L. Bovo, Jr.	<b>aye</b>
Jose "Pepe" Diaz	<b>aye</b>	Audrey M. Edmonson	<b>aye</b>
Sally A. Heyman	<b>aye</b>	Barbara J. Jordan	<b>aye</b>
Jean Monestime	<b>aye</b>	Dennis C. Moss	<b>aye</b>
Sen. Javier D. Souto	<b>aye</b>	Xavier L. Suarez	<b>aye</b>
Juan C. Zapata	<b>aye</b>		

The Chairperson thereupon declared the resolution duly passed and adopted this 5<sup>th</sup> day of November, 2014. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

MIAMI-DADE COUNTY, FLORIDA  
BY ITS BOARD OF  
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

By: ***Christopher Agrippa***  
Deputy Clerk



Approved by County Attorney as  
to form and legal sufficiency.

A handwritten signature in black ink, appearing to read "James Eddie Kirtley".

James Eddie Kirtley

## MEMORANDUM

Agenda Item No. 11(A)(1)

---

**TO:** Honorable Chairwoman Rebeca Sosa  
and Members, Board of County Commissioners

**DATE:** April 8, 2014

**FROM:** R. A. Cuevas, Jr.  
County Attorney

**SUBJECT:** Resolution supporting the  
creation of a "Downtown  
Pedestrian Priority Zone"  
in Downtown Miami  
Resolution No. R-347-14

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The accompanying resolution was prepared and placed on the agenda at the request of Prime Sponsor Commissioner Bruno A. Barreiro.

  
\_\_\_\_\_  
R. A. Cuevas, Jr.  
County Attorney

RAC/smm



# MEMORANDUM

(Revised)

**TO:** Honorable Chairwoman Rebeca Sosa  
and Members, Board of County Commissioners

**DATE:** April 8, 2014

**FROM:** R. A. Cuevas, Jr.  
County Attorney

**SUBJECT:** Agenda Item No. 11(A)(1)

Please note any items checked.

- "3-Day Rule" for committees applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
- Budget required
- Statement of fiscal impact required
- Ordinance creating a new board requires detailed County Mayor's report for public hearing
- No committee review
- Applicable legislation requires more than a majority vote (i.e., 2/3's \_\_\_\_, 3/5's \_\_\_\_, unanimous \_\_\_\_ ) to approve
- Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved \_\_\_\_\_ Mayor  
Veto \_\_\_\_\_  
Override \_\_\_\_\_

Agenda Item No. 11(A)(1)

4-8-14

RESOLUTION NO. R-347-14

RESOLUTION SUPPORTING THE CREATION OF A "DOWNTOWN PEDESTRIAN PRIORITY ZONE" IN DOWNTOWN MIAMI; DIRECTING THE MAYOR OR DESIGNEE TO SET UP A PROCESS IN COORDINATION WITH THE CITY OF MIAMI BY WHICH SAID "DOWNTOWN PEDESTRIAN PRIORITY ZONE" MAY BE IMPLEMENTED CONSISTENT WITH THE REQUIREMENTS OF THE MIAMI-DADE COUNTY CODE AND OTHER APPLICABLE LAWS; DIRECTING THE MAYOR OR DESIGNEE TO EXPLORE WAYS TO IMPLEMENT THE CONCEPT OF A PEDESTRIAN-FRIENDLY ZONE IN MIAMI-DADE COUNTY'S "URBAN CENTER DISTRICTS"

**WHEREAS**, pedestrian comfort and safety is an important public policy; and

**WHEREAS**, the City of Miami recently passed an ordinance creating a "Downtown Pedestrian Priority Zone," which promotes enhanced pedestrian comfort and safety through the state-of-the-art design of public rights-of-way and intersections; and

**WHEREAS**, this Board supports the creation of a "Downtown Pedestrian Priority Zone," to the extent that it comports with the requirements of the Miami-Dade County Code and all other applicable laws, rules, and regulations; and

**WHEREAS**, it may be possible to implement similar pedestrian priority zones in Miami-Dade County's "Urban Center Districts" in order to further the goal of making such areas pedestrian-friendly and safe for all; and

**WHEREAS**, the County should liaison and coordinate with the City of Miami and other affected municipalities to implement these pedestrian priority zones,

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA**, that this Board:

**Section 1.** Supports the creation of a "Downtown Pedestrian Priority Zone" in Downtown Miami, to the extent that it comports with the requirements of the Miami-Dade County Code and all other applicable laws, rules, and regulations.

**Section 2.** Directs the Mayor or designee to set up a process to coordinate the implementation of the "Downtown Pedestrian Priority Zone" with the City of Miami, consistent with the requirements of the Miami-Dade County Code and all other applicable laws, rules, and regulations.

**Section 3.** Directs the Mayor or designee to explore possible ways to implement similar pedestrian-friendly zones in Miami-Dade County's "Urban Center Districts."

**Section 4.** Directs the Mayor or designee to provide a report on the issues set forth in Sections 2 and 3 above, for committee review, within 90 days of the effective date of this resolution.

The Prime Sponsor of the foregoing resolution is Commissioner Bruno A. Barreiro. It was offered by Commissioner **Sally A. Heyman**, who moved its adoption. The motion was seconded by Commissioner **Rebeca Sosa** and upon being put to a vote, the vote was as follows:

	Rebeca Sosa, Chairwoman	<b>aye</b>
	Lynda Bell, Vice Chair	<b>aye</b>
Bruno A. Barreiro	<b>aye</b>	Esteban L. Bovo, Jr.
Jose "Pepe" Diaz	<b>absent</b>	Audrey M. Edmonson
Sally A. Heyman	<b>aye</b>	Barbara J. Jordan
Jean Monestime	<b>aye</b>	Dennis C. Moss
Sen. Javier D. Souto	<b>aye</b>	Xavier L. Suarez
Juan C. Zapata	<b>aye</b>	

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The Chairperson thereupon declared the resolution duly passed and adopted this 8<sup>th</sup> day of April, 2014. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

MIAMI-DADE COUNTY, FLORIDA  
BY ITS BOARD OF  
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK



By: **Christopher Agrippa**  
Deputy Clerk

Approved by County Attorney as  
to form and legal sufficiency.

A handwritten signature in black ink, appearing to read "J.E. Kirtley", is written over a horizontal line.

James Eddie Kirtley

## PEDESTRIAN/BICYCLIST LEGISLATION IN MIAMI-DADE COUNTY<sup>1</sup>

- **Limitation on County's Legislative Power –**

Fla. Stat. § 316.002 – “*It is the legislative intent in the adoption of this chapter to make uniform traffic laws to apply throughout the state and its several counties and uniform traffic ordinances to apply in all municipalities.* The Legislature recognizes that there are conditions which require municipalities to pass certain other traffic ordinances in regulation of municipal traffic that are not required to regulate the movement of traffic outside of such municipalities. Section 316.008 enumerates the area within which municipalities may control certain traffic movement or parking in their respective jurisdictions. This section shall be supplemental to the other laws or ordinances of this chapter and not in conflict therewith. *It is unlawful for any local authority to pass or to attempt to enforce any ordinance in conflict with the provisions of this chapter.*” (emphases supplied).

Fla. Stat. § 316.007 – “The provisions of this chapter shall be applicable and uniform throughout this state and in all political subdivisions and municipalities therein, and *no local authority shall enact or enforce any ordinance on a matter covered by this chapter unless expressly authorized.* However, this section shall not prevent any local authority from enacting an ordinance when such enactment is necessary to vest jurisdiction of violation of this chapter in the local court.” (emphasis supplied).

- **Counties Retain Some Level of Legislative Power** – *see, e.g., Op. of Atty. Gen. 94-5* (Jan. 28, 1994) – The City of Sanibel could enact legislation requiring that bicycle operators or riders wear an approved bicycle helmet. *See also Thomas v. State*, 583 So. 2d 336 (Fla. 5th DCA 1991), certified question answered, 614 So. 2d 468 (Fla. 1993) (City of Orlando could require additional safety equipment on bicycles).
- **Municipal Traffic Safety Legislation Overturned** – *see, e.g., Masone v. City of Aventura*, 147 So. 3d 492 (Fla. 2014).

- **Scope of State Legislative Authorization to Counties –**

Fla. Stat. § 316.008(1) – “The provisions of this chapter shall not be deemed to prevent local authorities, *with respect to streets and highways under their jurisdiction* and within the reasonable exercise of the police power, from:

(e) Establishing limits for vehicles in public parks.

(h) Regulating the operation of bicycles.

(q) Prohibiting pedestrians from crossing a roadway in a business district or any designated highway except on a crosswalk.

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<sup>1</sup> Prepared by Miguel A. Gonzalez, Assistant County Attorney for Miami-Dade County.

(r) Regulating pedestrian crossings at unmarked crosswalks.

(s) Regulating persons upon skates, coasters, and other toy vehicles.”

(emphasis supplied).

Fla. Stat. § 316.006(3)(a) – “Counties shall have original jurisdiction over all streets and highways located within their boundaries, except all state roads and those streets and highways specified in subsection (2) [n.b.: subsection (2) pertains to municipal roads and streets<sup>2</sup>], and may place and maintain such traffic control devices which conform to the manual and specifications of the Department of Transportation upon all streets and highways under their original jurisdiction as they shall deem necessary to indicate and to carry out the provisions of this chapter or to regulate, warn, or guide traffic.”

- o Municipalities have the power to regulate traffic on county roads within their municipal boundaries. *See Fla. Stat. § 316.006(2)(a); Op. of Atty. Gen. 2001-06 (Feb. 12, 2001) (concluding that a municipality has the authority to establish a speed limit on the portion of a county road that runs through the municipality).*

• **Miami-Dade County’s Code of Ordinances — Traffic and Motor Vehicles**

MDC Code § 30-262 – “No person shall drive any vehicle other than by human power upon a sidewalk or sidewalk area or County-designated bicycle path except upon a permanent or duly authorized temporary driveway.”

MDC Code § 30-273 – “No person shall operate a motor vehicle, motorcycle or motor-driven cycle on any designated bicycle path or bikeway or usable path for bicycles adjacent to a roadway.”

MDC Code § 30-263 – Bicycle Regulations:

- “(1) Every person operating a bicycle shall have all of the rights and all of the duties applicable to the driver of any other vehicle under this chapter, except as to special regulations in this chapter, and except as to provisions of this chapter which by their nature can have no application.
- (2) A person operating a bicycle shall not ride other than upon or astride a permanent and regular seat attached thereto.

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<sup>2</sup> Fla. Stat. § 316.006(2)(a) provides that “[c]hartered municipalities shall have original jurisdiction over all streets and highways located within their boundaries, except state roads, and may place and maintain such traffic control devices which conform to the manual and specifications of the Department of Transportation upon all streets and highways under their original jurisdiction as they shall deem necessary to indicate and to carry out the provisions of this chapter or to regulate, warn, or guide traffic.”

- (3) No bicycle shall be used to carry more persons at one (1) time than the number for which it is designed or equipped, except that an adult rider may carry a child securely attached to his person in a backpack or sling.
- (4) No person riding upon any bicycle, coaster, roller skates, sled or toy vehicle shall attach the same or himself to any vehicle upon a roadway. This section shall not prohibit attaching a bicycle trailer or bicycle semitrailer to a bicycle, if that trailer or semitrailer has been designed for such attachment and solely for carrying cargo.
- (5)(a) Every person operating a bicycle upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right hand curb or edge of the roadway except under any of the following situations:
  - (1) When overtaking and passing another bicycle or vehicle proceeding in the same direction.
  - (2) When preparing for a left turn at an intersection or into a private road or driveway.
  - (3) When reasonably necessary to avoid conditions, including but not limited to fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes that make it unsafe to continue along the right hand curb or edge. For purposes of this section, a "substandard width lane" is a lane that is too narrow for a bicycle and another vehicle to travel safely side-by-side within the lane.
- (b) Any person operating a bicycle upon a one-way highway with two (2) or more marked traffic lanes may ride as near the left hand curb or edge of such roadway as practicable.
- (6) Persons operating bicycles upon a roadway shall not ride more than two (2) abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Persons riding two (2) abreast shall not impede traffic when traveling at less than the normal speed of traffic at the time and place and under the conditions then existing and shall ride within a single lane.
- (7) Any person operating a bicycle shall keep at least one (1) hand upon the handlebars.
- (8) Every bicycle in use between sunset and sunrise shall be equipped with a lamp on the front exhibiting a white light visible from a distance of at least five hundred (500) feet to the front and a lamp on the rear exhibiting a red light

visible from a distance of six hundred (600) feet to the rear, except that a red reflector meeting the requirements of this section may be used in lieu of the red light. A bicycle or its rider may be equipped with lights or reflectors in addition to those required by this section.

- (9) No parent of any minor child and no guardian of any minor ward shall authorize or knowingly permit any such minor child or ward to violate any of the provisions of this section.
- (10) A person propelling a bicycle by human power upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall have all the rights and duties applicable to a pedestrian under the same circumstances.
- (11)(a) A person operating a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall yield the right-of-way to any pedestrian and shall give any audible signal before overtaking and passing such pedestrian.
- (b) A person operating a bicycle upon and along a sidewalk, or across a roadway upon and along a crosswalk, shall follow all posted regulatory signs governing the use of bicycles in these areas.
- (12) No person upon roller skates, or riding in or by means of any coaster, toy vehicle, or similar device, shall go upon any roadway except while crossing a street or a crosswalk and when so crossing such person shall be granted all rights and shall be subject to all of the duties applicable to pedestrians.
- (13) This section shall not apply upon any street while set aside as a play street authorized herein or as designated by State, County or municipal authority.”

Bicycle Registration –

Voluntary registration at County or participating municipal fire stations (MDC Code § 30-264.1); mandatory registration of bicycles sold by retail dealers (MDC Code § 30-264.2).

It is a crime to deface or remove serial numbers on registered bicycles (MDC Code § 30-264.3).

MDPD shall be notified by all police officers (including municipal police officers) of stolen or recovered bicycles within 24 hours (MDC Code § 30-264.4).

MDPD required to maintain bicycle registration files. (MDC Code § 30-264.5).

MDC Code § 30-221 – Pedestrian Obedience to Traffic Control Devices and Traffic Regulations.

A pedestrian shall obey the instructions of any official traffic control device specifically applicable to him unless otherwise directed by a police officer.

- (1) Pedestrians shall be subject to traffic control signals at intersections as provided in [Section 30-281](#), but at all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this chapter.
- (2) Where sidewalks are provided, no pedestrian shall, unless required by other circumstances, walk along and upon the portion of a roadway paved for vehicular traffic.
- (3) Where sidewalks are not provided, any pedestrian walking along and upon a highway shall, when practicable, walk only on the shoulder on the left side of the roadway in relation to the pedestrian's direction of travel, facing traffic which may approach from the opposite direction.
- (4) No person shall stand in the portion of a roadway paved for vehicular traffic, for the purpose of soliciting a ride, employment or business from the occupant of any vehicle.
- (5) No person shall stand on or in proximity to a street or highway for the purpose of soliciting the watching or guarding of any vehicle while parked or about to be parked on a street or highway.
- (6) When traffic control signals are not in place or not in operation the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger; provided that any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.
- (7) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close as to constitute an immediate hazard.
- (8) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

- (9) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway.
- (10) Between adjacent intersections at which traffic-control signals are in operation, and which are two hundred fifty (250) feet apart, or less, pedestrians shall not cross at any place except in a marked crosswalk.
- (11) No pedestrian shall, except in a marked crosswalk, cross a roadway at any other place than by a route at right angles to the curb or by the shortest route to the opposite curb.
- (12) Pedestrians shall move, whenever practicable, upon the right half of crosswalks.
- (13) No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic control devices, and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic control devices pertaining to such crossing movements.
- (14) Notwithstanding other provisions of this chapter, every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian or any person operating a bicycle and shall give warning when necessary and shall exercise proper precaution upon observing any child or any obviously confused or incapacitated person.
- (15) No pedestrian shall enter or remain upon any bridge or approach thereto beyond the bridge signal, gate, or barrier after a bridge operation signal indication has been given. No pedestrian shall pass through, around, over, or under any crossing gate or barrier at a railroad gate crossing or bridge while such gate or barrier is closed or is being opened or closed.

MDC Code § 30-275 – Prescribing meaning of “walk” and “don’t walk” in pedestrian control signals.

- **Miami-Dade County’s Code of Ordinances – Zoning.**

MDC Code § 33-122.3. Requires racks or other means of storage near the entrance to the building that can secure at least 4 bicycles for all park, shopping center, office, and restaurant uses with parking lots. If there are between 25 and 50 parking spaces, 4 bicycle parking spaces are required; if there are between 51 and 100 parking spaces, 8 bicycle parking spaces are required; if there are between 101 and 500 parking spaces, 12 bicycle parking spaces are required; if there are between 501 and 1000 parking spaces, 16 bicycle parking spaces are required; if there are over 1000 parking spaces, then 4 additional spaces are required for each 500 parking spaces over 1000.

MDC Code § 33-284.46. Provides for the creation of a “Traditional Neighborhood Development (TND) District,” which is “designed to ensure the development of land along the lines of traditional neighborhoods [which were] normal in the United States from the colonial times until the 1940’s.” The TND ordinance conventions include “[a] hierarchy of streets [that] serves equitably the needs of the pedestrian, the bicycle and the automobile.”

- **Miami-Dade County’s Code of Ordinances – Miscellaneous.**

MDC Code § 9-2.4 – “The expansion or widening of that particular road in Miami-Dade County known as Crandon Boulevard on Key Biscayne is hereby prohibited. No person or entity, whether public or private, shall undertake to expand or widen the foregoing roadway, or to alter the median strip thereof or to construct a bicycle path (except for landscape maintenance and enhancement); provided, however, for the purpose of assuring safe travel on Crandon Boulevard, the Board of County Commissioners, after public hearing, with reasonable notice by newspaper publication, may permit the limited expansion of intersections or the alteration of the median strip or the construction of a bicycle path of said Crandon Boulevard.”

MDC Code § 25-2.7(b) – “No person shall use, ride or drive a unicycle, a go-cart, roller skates, roller blades, or a skateboard on or at the Airport, and no person shall walk, drive a motor vehicle or ride a bicycle upon any area of an Airport made available to the public other than on roads, walks, or rights-of-way provided for such purpose.”

MDC Code § 26-1 (Park Rules) – “No person shall ride, drive or propel any bicycle, tricycle, skate boards, roller skates, roller blades or similar non-motorized equipment on any but the regular vehicular roads or paved pathways and trails designated for said purpose. No person shall deviate from compliance with all traffic ordinance provisions governing the operation of bicycles while on park property.”

MDC Code § 28A-13(b) – “No person shall use, ride or drive a unicycle, a go-cart, roller skates, roller blades, skateboards or similar vehicle on or at the [seaport], and no person shall drive a motor vehicle or ride a bicycle upon any area of the [seaport] made available to the public other than on roads, walks, or rights-of-way provided for such purpose.”

MDC Code § 30B-4(22) – “It shall be unlawful to bring or operate a bicycle on any mass transit vehicle or within the paid area of any Metrorail or Metromover station, except as allowed by MDTA rule and procedures. Bicycles may only be parked in designated areas on the transit system. Bicycles shall not be locked or chained to transit facilities except as allowed by MDTA rules and procedures.”

- **Miami-Dade County Resolutions.**

Resolution R-236-15 – Directs the County Mayor to identify funding sources for and begin implementation of a plan to construct a physical barrier separating bicycle and pedestrian traffic from vehicular traffic along the Rickenbacker Causeway.

Resolution R-772-14 – Directing the County Mayor to study the traffic impacts associated with pedestrian oriented mixed-use developments and whether the road impact fee should be modified to separately consider this type of use.

Resolution R-138-12 – Directs the County Mayor to engage in negotiations with the State of Florida to procure State lands in connection with the construction of a seawall and pedestrian/bicycle shared use riverwalk—the Miami River Greenway Project.

Resolution R-722-11 – Urges the State to revisit and reconsider the planned construction of bicycle lands along Southwest 57th Avenue between Southwest 8th Street and Southwest 40th Street with a particular eye toward life safety concerns related to non-continuous, segmented bicycle paths and the alteration of a historic road.

## **Comprehensive Development Master Plan Policies**

The following is a list of existing policies in the Miami-Dade County Comprehensive Development Master Plan that relate to Complete Streets:

### **Complete Streets Policies**

**Objective TE-4.** By 2015, Miami-Dade County shall develop a "Complete Streets" program to be considered in the design and construction of new transportation corridors and reconstruction of existing corridors, wherever feasible.

**Policies TE-4A and TC-3C.** By 2015, Miami-Dade County shall develop a "Complete Streets" program which will be sensitive to the needs of the users of all modes of transportation including bicyclists and pedestrians and include the following components: street typology based on land use context due to how a roadway passing through different land uses will vary in character; hierarchy of street types and designs; provision of sidewalks and bicycle facilities; adequate landscaping and street furniture; bus lanes and transit facilities; improve aesthetics, and design for the safety of all users, including vulnerable populations such as children and seniors.

**Policy LU-9U.** By 2015, Miami-Dade County shall evaluate and propose update(s) to the Guidelines for Urban Form, Mixed Use Development and Urban Center provisions of this plan in coordination with the "Complete Streets" program to be developed pursuant to Transportation Element Objective TE-4. The updates shall address, as appropriate, the maximum allowable FARs (floor area ratios), intensity and density of development, allowances that facilitate transit supportive mixed developments, and shall enhance and further the implementation of the County Area Planning Program and support the intent of the Complete Streets Program.

**Policy ROS-8D.** Miami-Dade County shall update the *Miami-Dade Urban Design Manual*, the *Standard Details of the Public Works Manual*, and other relevant county plans and regulations to incorporate where appropriate, the "Great Streets Planning Principles" contained in the *Miami-Dade Parks and Open Space System Master Plan* and incorporation of "Complete Streets" components, where feasible. Changes to be incorporated include a hierarchy of street types and designs (gateway streets, civic streets, heritage streets, and neighborhood streets), and complete street measures such as provision of sidewalks and bicycle facilities, pedestrian friendly design, adequate landscaping and street furniture, on-street parking, bus lanes and transit facilities, and clearly defined crosswalks and signalization to provide safe routes to parks.

### **Other Relevant CDMP Policies**

**Objective TE-2.** In furtherance of pedestrianism and other non-motorized modes of transportation in the planned urban area, Miami-Dade County shall enhance its transportation plans, programs and development regulations as necessary to accommodate the safe and convenient movement of pedestrians, non-motorized vehicles and motorized vehicles.

**Policy TE-2A.** The County shall continue to promote and assist in the creation of a Countywide system of interconnected designated bicycle ways, and promote the implementation of the *Miami-Dade Bicycle Facilities Plan*.

**Policy TE-2B.** The County shall continue to develop a comprehensive countywide greenways network providing continuous corridors for travel by pedestrians and non-

motorized vehicles incorporating elements of the adopted South Dade Greenway Network Master Plan and the North Dade Greenways Plan.

**Policy TE-2C.** In road construction and reconstruction projects, roadway designs shall protect and promote pedestrian comfort, safety and attractiveness in locations where the Land Use Element seeks to promote activity along road frontages, such as in areas planned for community- or neighborhood-serving businesses, and all existing and planned Urban Center and rapid transit stations and mass transit corridors. Such measures should include, wherever feasible, on-street parking, wide sidewalks, and abundant landscaping at the street edge. Additionally, boulevard section designs should be utilized where appropriate, including central through lanes and frontage lanes for local traffic and parking, separated from the through lanes by landscaped areas, with frequent opportunities for pedestrians to safely cross the through lanes, and right of way to facilitate these designs should be reserved or acquired where necessary. Roadway pedestrian facility considerations shall also be consistent with the policies addressing pedestrianism contained in the Land Use Element.

**Policy TE-2D.** Miami-Dade County's top priority for constructing new sidewalks and bicycle facilities after completion of the "Safe Routes to Schools" program shall be to provide continuous sidewalks and bicycle facilities along the following: a) existing rapid transit stations and transit centers, b) existing parks and recreation open spaces, c) both sides of all County collector and arterial roadways within 1/4 mile of all existing transit stations and centers, and d) at least one side of County collector and arterial roadways between 1/4 and 1/2 mile of all existing transit stations, centers and corridors. All new development and redevelopment in these areas shall be served by sidewalks and bicycle facilities. It is the policy of Miami-Dade County that municipalities in the County establish similar priorities for their jurisdictions, and that FDOT do the same with regard to State roads. In all new construction and reconstruction of collector and arterial roads inside the UDB served by Metrobus, sidewalks and bicycle facilities should be provided along all such roads between bus stops and any existing or planned intersecting residential or community-serving business streets within, at a minimum, 1/4 mile of the bus stops.

**Policy TE-2E.** The County shall require accommodation of non-motorized transportation facilities in plans for future arterial and collector road construction, widening or reconstruction projects where designated by the Bicycle Facilities Plan, wherever feasible.

**Policy TE-2G.** The County shall encourage inclusion in, and review, all plans and development proposals for provisions to accommodate safe movement of bicycle and pedestrian traffic, and facilities for securing non-motorized vehicles in all new development and redevelopment and shall address this as a consideration in development and site plan review.

**Policy TC-2A.** The County shall continue to maintain and enforce the minimum right-of-way requirements as established in the *Public Works Manual* and in Chapter 33, Zoning, *Code of Miami-Dade County*, to ensure Countywide continuity of the thoroughfare system. The County shall review roadway design standards and right-of-way reservations and shall propose changes as may be necessary to better accommodate projected vehicular and non-vehicular movement in the corridors and design features recommended in the Transportation and Land Use Elements.

**Policy TC-3D.** The County shall design new roadways in a way that supports transit usage and incorporates planned rapid transit corridors, dedicated bus lanes and other transit improvements to further incentivize and facilitate the use of transit, wherever feasible.

**Policy TC-6F.** Design new roadways in such a manner as to make them compatible with the surrounding environment, complement adjacent development and provide aesthetically pleasing visual experience to the user and the adjacent areas.

**Policy ROS-8E.** By 2014, Miami-Dade County shall develop a greenways prioritization plan to prioritize areas to be designated for greenways, trails, and bicycle lanes, and update the North Miami-Dade Greenway Master Plan and South Miami-Dade Greenway Network Master Plan and the CDMP to include such greenways. The update shall include the designation of the Western Greenway and implementation of the Miami-Dade County Trail Design Guidelines and Standards. On an on-going basis, Miami-Dade County shall coordinate with State, regional, federal, and local government agencies to establish a countywide interconnected system of non-motorized pathways that link neighborhoods, parks, natural areas, civic centers, schools, and commercial areas to achieve goals and objectives through a diverse combination of financing methods, partnerships, and interagency coordination.

**Policy CHD-1A.** Miami-Dade County shall create a network of sidewalks, trails, accessible parks and recreation facilities that establishes a pedestrian-friendly environment, which encourages physical activity and links destinations, such as restaurants, shops, work places and neighborhood-based retail to each other and residential areas.

**Policy CHD-1G.** Promote coordination between jurisdictions in the planning and implementation of bicycle, trail, transit, pedestrian and other alternative transportation modes to establish continuous networks that support healthy communities.

**Policy CHD-1I.** Create walkable environments between tourist destinations through design guidelines that take measures to enhance the public realm and encourage pedestrian/bicycle activity.

**Policy CHD-3B.** Encourage walking and bicycle riding as a means of transportation to and from school, by implementing capital projects that support the development of safe routes to school.

**Policy CHD-3D.** Update street design standards to incorporate traffic-calming measures, such as special paved crosswalks at key intersections and/or mid-block crossings, where applicable to promote pedestrian safety.

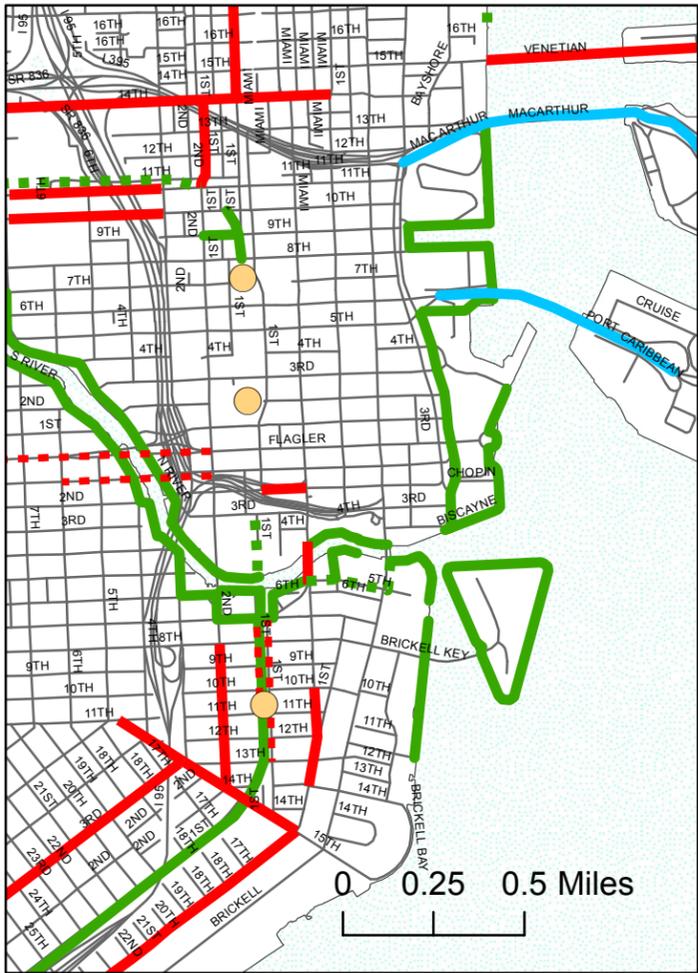
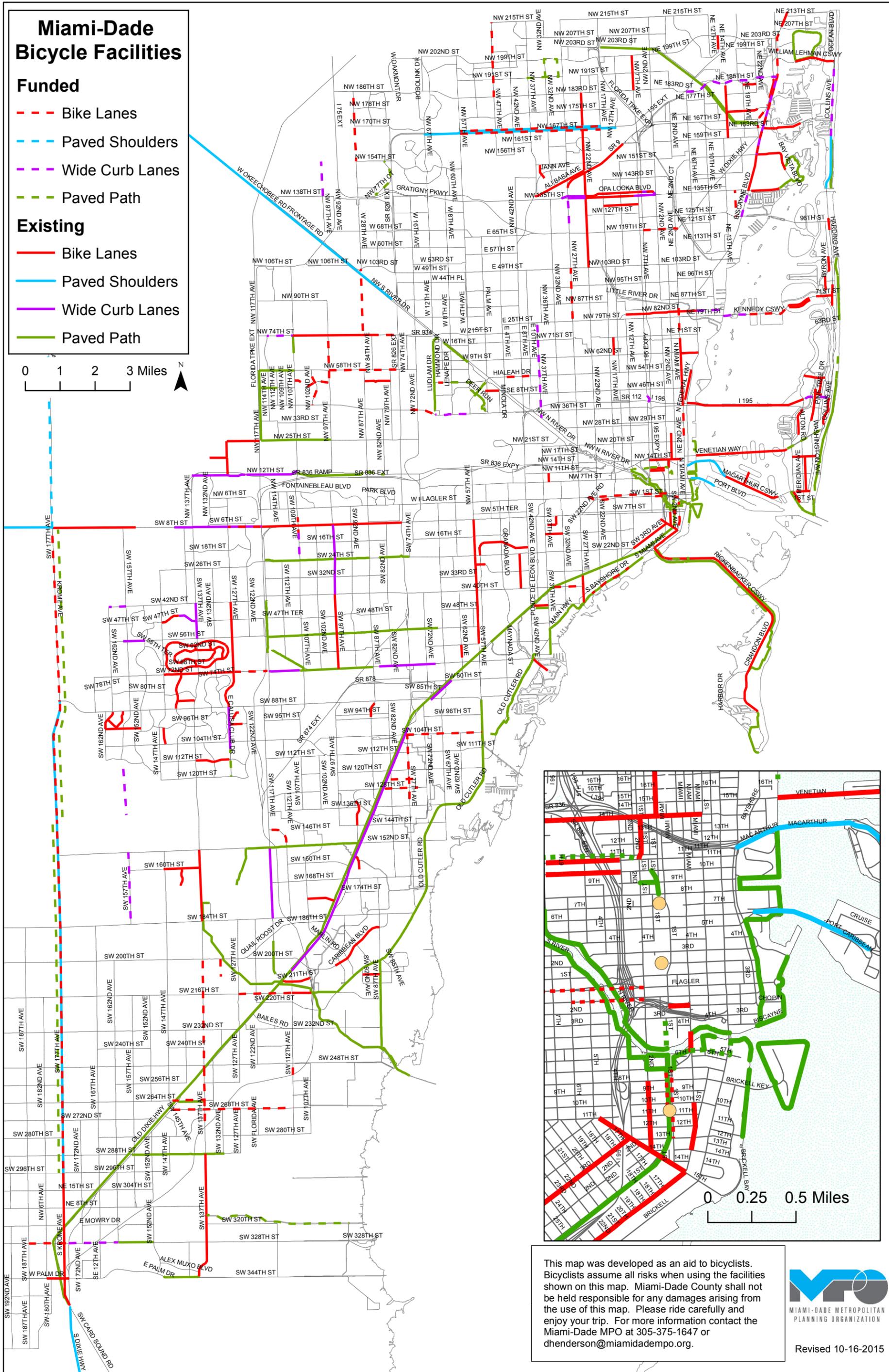
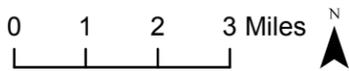
# Miami-Dade Bicycle Facilities

## Funded

- Bike Lanes
- Paved Shoulders
- Wide Curb Lanes
- Paved Path

## Existing

- Bike Lanes
- Paved Shoulders
- Wide Curb Lanes
- Paved Path



This map was developed as an aid to bicyclists. Bicyclists assume all risks when using the facilities shown on this map. Miami-Dade County shall not be held responsible for any damages arising from the use of this map. Please ride carefully and enjoy your trip. For more information contact the Miami-Dade MPO at 305-375-1647 or [dhenderson@miamidademipo.org](mailto:dhenderson@miamidademipo.org).



Revised 10-16-2015

# miami-dade county

## parks and open space system master plan

*“When we build let us think that we build forever. Let it not be for present delight, nor for present use alone; let it be such work as our descendents will thank us for, and let us think, as we lay stone on stone, that a time is to come when those stones will be held sacred because our hands have touched them.”*

John Ruskin

Miami-Dade County is facing the same population growth issues as many other metropolitan areas, a diminished quality of life, increased congestion, declining recreation and conservation open space, visual blight, limited transportation options and social inequities. With the population expected to increase by three million residents in the year 2025 and up to 4.5 million by 2060, additional pressure will be placed on an already stressed physical, social, and economic environment.

This Parks and Open Space Master Plan envisions that great parks, public spaces, natural and cultural areas, streets, greenways, blueways, and trails can form the framework for a more livable and sustainable community. Such a plan for the public realm cannot be considered as an isolated system, but one that is integrated into the overall fabric of the community and one that will create the kind of place and community, where residents want to live; employers want to do business; and tourists want to visit.

The goal of this Master Planning process is to “create a seamless, sustainable system of parks, recreation and conservation open spaces for this and future generations”.

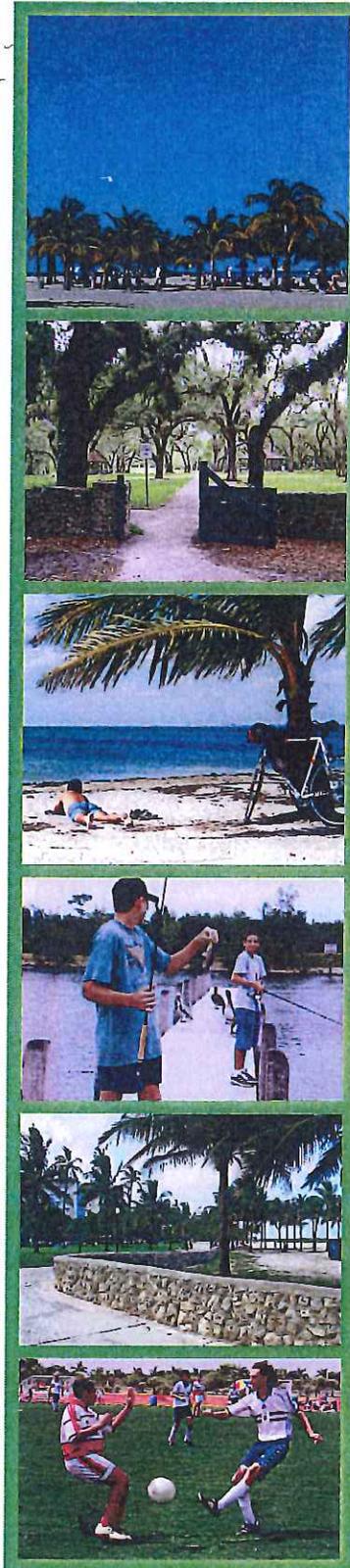
Specific objectives include:

A unified, physical vision for a connected regional system

Guiding principles for a unified physical vision

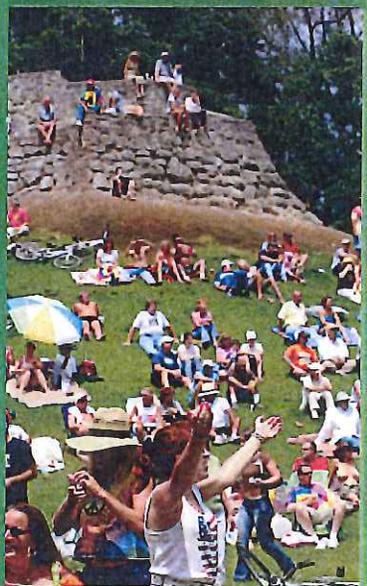
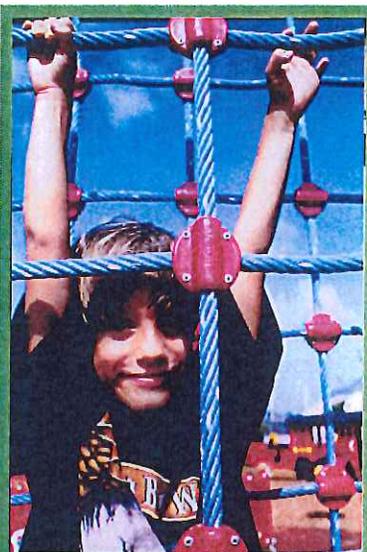
Park classifications for a regional system

A defined role of County responsibilities



executive summary

# vision



**Great Parks** are for everyone, and should provide a diverse and balanced system of active and passive recreational opportunities. The County's Vision is that residents of every neighborhood, urban, suburban, rural, incorporated and unincorporated, have equal access to places to walk, to exercise, to socialize and to engage in a healthy, active lifestyle.

**Great Public Spaces** often define the great cities of the world. As Miami-Dade County develops more densely, there will be a need for great, attractive, usable public spaces that provide an opportunity for meaningful recreation experiences. These can be anything from neighborhood plazas to great waterfront vistas and promenades.

There is especially great potential for new transit station parks/urban plazas that would serve as the central gathering places for transit oriented developments (TODs). These public spaces would have a potentially smaller service area radius of about one quarter of a mile, and serve local residents' needs for walking, meeting, informal play, and special events. Not only would they provide another outlet for recreation and social interaction, transit-oriented parks would act as a place-maker and a form-giver to TODs.

**Great Natural and Cultural Places** can be celebrated in a system of Zones (clusters of Environmentally Endangered Lands and Cultural Resource Centers) that: provide a variety of education activities and programs; elevate the public's appreciation and understanding of the County's natural ecosystems and cultural amenities; engage the surrounding neighborhoods; and link the sites with the other elements of the open space system through streets, greenways, and water trails.

**Great Streets** can be created through the redevelopment of existing arterial and collector roads to: create urban form and identity; improve aesthetics; provide for bicycle/pedestrian safety and comfort; and to improve the social, physical and economic environment for land uses along the corridors. To facilitate the creation of great streets, Miami-Dade County must move beyond vehicular performance-based street design and instead design streets that are defined by their role in the community. While all streets should have a minimum level of accessibility to all modes of transportation, not all streets require the same details.

**Great Greenways Trails and Water Trails** can form an interconnected system that: provides transportation alternatives and reduces traffic congestion; creates new recreational opportunities; increases property values; protects natural resources; and encourages tourism and business development. These trails strengthen connections across the County, from Broward to Monroe Counties, from the Atlantic Ocean to the Everglades.

# principles

**Equity** - Every resident should be able to enjoy the same quality of public facilities and services regardless of income, age, race, ability or geographic location.

**Access** - Every resident should be able to safely and comfortably walk, bicycle, drive and/or ride transit from their home to work, school, parks, shopping and community facilities.

**Beauty** - Every public space, including streets, parks, plazas and civic buildings, should be designed to be as aesthetically pleasing as possible, and to compliment the natural and cultural landscape.

**Multiple Benefits** - Every single public action should generate multiple public benefits to maximize taxpayer dollars.

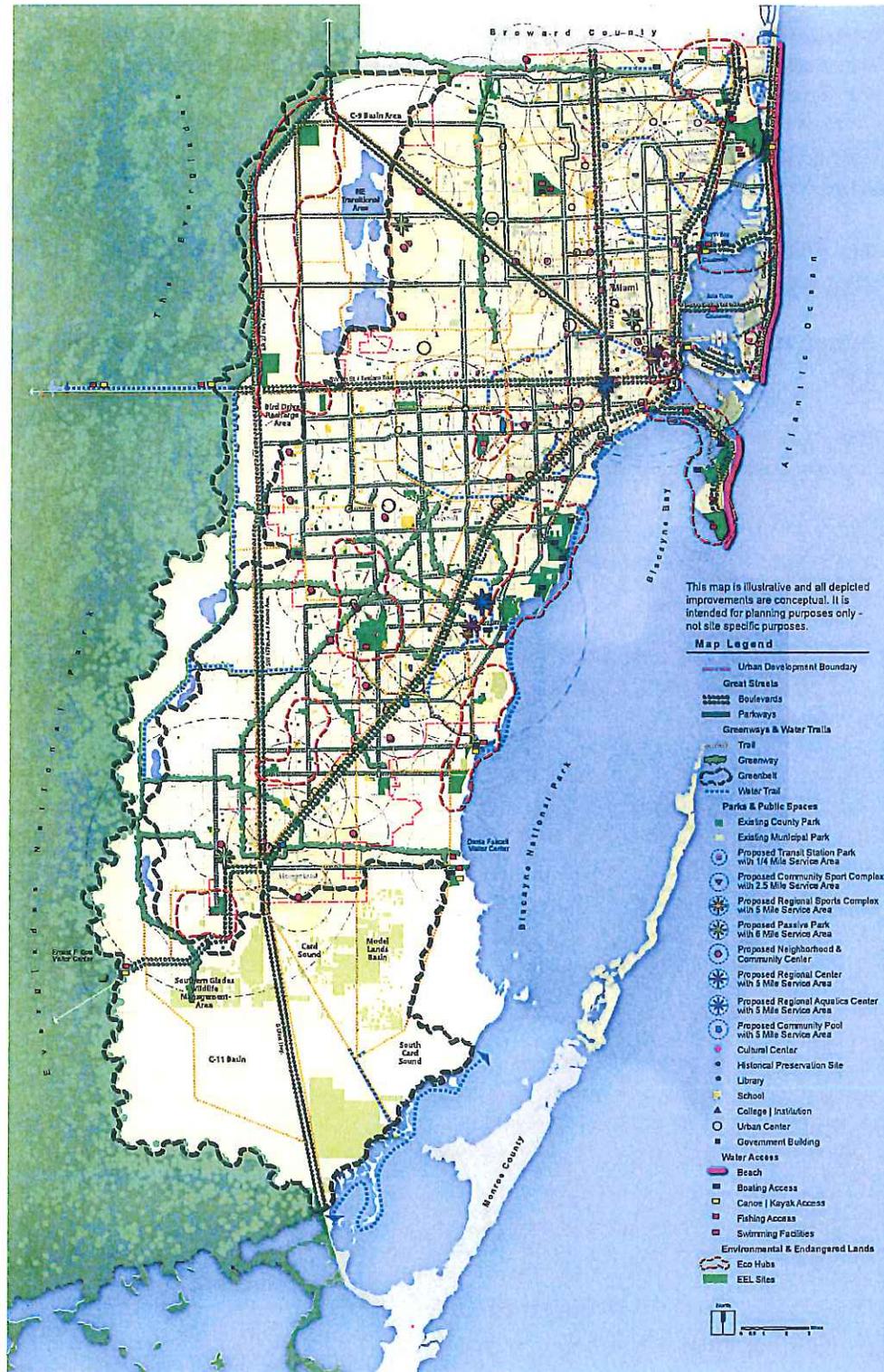
**Seamlessness** - Every element of the County, including neighborhoods, parks, natural areas, streets, civic centers and commercial areas, should be connected without regard to jurisdiction.

**Sustainability** - Every action and improvement of the Park System, including facilities, programs, operations and management, should contribute to the economic, social and environmental prosperity of the County.

Following these principles, Miami-Dade County can expand its Parks and Open Space System to form the foundation and framework for a seamless, livable and sustainable community. Imagine a future Miami-Dade County where:

- Every resident in the County can walk (within 5 minutes) to a central neighborhood park and civic space for picnics, special events, informal play and socialization.
- Every resident can safely and comfortably walk, bicycle, or take transit to community parks, recreation centers and special use/sports facilities.
- Parks should provide for a balance of active and passive uses.
- The County Parks Department works with every municipality and the School District to provide public access to schools, city parks, and County recreation areas.
- Equitable public access is provided to lakes, beaches, and other major natural features.
- Conservation areas and critical habitat are protected from over-use and negative impacts.
- An interconnected network of shaded and safe bikeways and trails connect to parks, neighborhoods, schools, employment centers, civic buildings, and other community destinations.
- Existing streets are transformed into tree-lined boulevards and parkways that define the County's urban form.
- Bus transit is provided to every park and civic site.
- Public art, signage and cultural/historical exhibits are integrated into every park and public realm/infrastructure project to "tell the County's story" and to create a sense of place
- The County's significant cultural and historical sites are protected, maintained, and promoted.
- Park improvements are used as catalysts for neighborhood stabilization and/or redevelopment.
- Parks are designed to reduce energy and water consumption, and to serve as models for sustainable development County-wide.
- Parks are designed to be flexible in order to accommodate ever-changing recreation trends and demographics.
- Residents of surrounding neighborhoods are engaged in the planning and design of each park.

# creating a 50 year, unifying vision for a livable, sustainable miami-dade county



For more information about the Miami-Dade Parks and Open Space Master Plan, please contact:



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# BICYCLE/PEDESTRIAN Safety Plan Update

## STUDY OBJECTIVE

The overall goal of this initiative is to reduce bicyclist and pedestrian fatalities in Miami-Dade County. Currently, Miami-Dade County is full of momentum toward becoming a bicycle-friendly and pedestrian-friendly community. A bicycle and pedestrian mobility plan is in place county-wide; key focus areas such as Downtown Miami and the Health District have developed even more detailed non-motorized mobility plans; the M-Path Extension project has finally eliminated the gap between the M-Path and the South Dade Trail; improvements have been constructed to several key bike routes such as Bike Route 1 and the Rickenbacker Causeway; and public interest was huge in May 2011 with front page news when the Dutch Embassy sponsored the Think Bike Miami workshop to impart the Dutch knowledge and philosophy of bicycle facility design. All of these investments will begin to increase the percentage of people who walk or ride a bicycle for transportation or recreation. With all of these exciting new opportunities comes an even more heightened need to ensure that those who choose to or must walk or ride a bicycle for any purpose are given a safe, convenient, and attractive mode of transportation.

The primary Plan objective is to update the 2006 Bicycle Safety Program Plan and develop the Pedestrian Safety Program Plan. The purpose of the Plan is to evaluate and recommend safety countermeasures to improve the conditions for walking and bicycling based on two (2) main types of analysis.

- An analysis of bicycle and pedestrian traffic crashes.
- An analysis of bicycle and pedestrian level of service (BLOS and PLOS).



## LITERATURE REVIEW

An examination of Miami-Dade's previous work regarding bicycle and pedestrian safety was conducted as a base for the Literature Research of this Plan Update. Additionally, a review of national, state, and local literature was conducted to identify countermeasures that could reasonably be implemented in Miami-Dade County. This section summarizes the key points from the prior Miami-Dade work and the best practices from the national and state work.



# BICYCLE/PEDESTRIAN Safety Plan Update

## DATA COLLECTION AND ANALYSIS

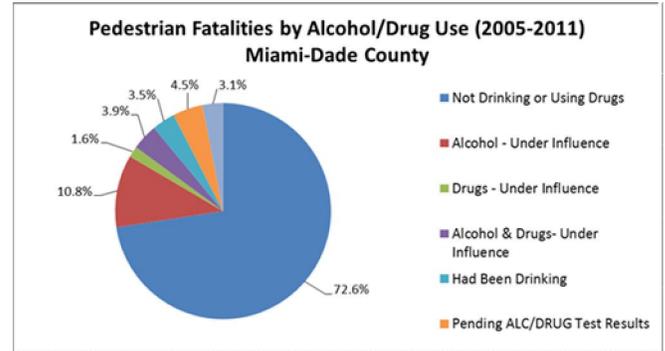
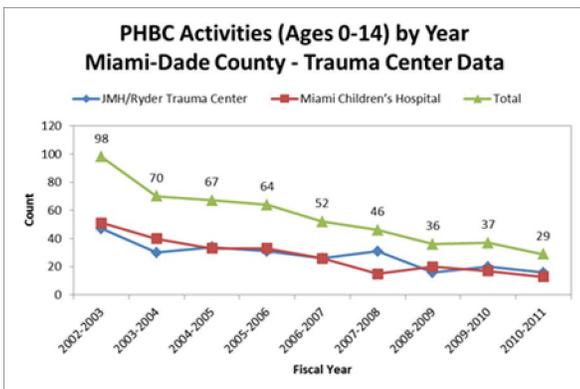
Two primary data collection and analysis activities were conducted for this Plan Update. Health-related and crash data was collected for a safety analysis and roadway characteristic data was collected to evaluate the Bicycle Level of Service (BLOS) and Pedestrian Level of Service (PLOS) of the major roadways within the county.

### Health-Related Data Analysis

Miami-Dade County data for pedestrian and pedalcyclist (bicycle) fatalities, hospitalizations, and emergency department admissions was retrieved from the Department of Health. The data shows that the majority of pedestrian injuries, pedestrian fatalities, and pedalcyclist fatalities involved a motor vehicle; however, the majority of pedalcyclist injuries did not involve a motor vehicle.

Along with the DOH data, pediatric pedestrians hit by car (PHBC) injury data was obtained from the Agency for Health Care Administration (AHCA) from 2005 to 2010 which show a decreasing trend in the number of pediatric PHBC injuries.

In addition to the AHCA PHBC data, pediatric PHBC data was obtained from the emergency room logs at Jackson Memorial Hospital Ryder Trauma Center and Miami Children's Hospital from 2002 to 2011. Since 2002, the number of children hit by cars that are being sent to these Level I trauma centers has decreased by 70 percent.



### Crash Data Descriptive Statistics

Miami-Dade County pedestrian and bicycle crash data as reported to the DHSMV were obtained from the University of Florida (UF) Department of Urban and Regional Planning for the most recent seven years of available data. From 2005 through 2011, there were an average of **1412** pedestrian crashes, **70** pedestrian fatalities, **538** bicycle crashes, and **8** bicycle fatalities **each year**.

A series of statistical analyses were performed to identify crash characteristics that were associated with higher occurrences of pedestrian or bicycle crashes and fatalities.

- 35% of pedestrian and bicycle **crashes** occurred between 3 P.M. and 8 P.M.
- 40% of pedestrian and bicycle **fatalities** occurred between 7 P.M. and 12 A.M.
- 5% of pedestrian and bicycle **crashes** were related to alcohol/drug use
- 25% of pedestrian and bicycle **fatalities** were related to alcohol/drug use
- Darker lighting conditions were associated with higher occurrences of pedestrian and bicycle fatalities.
- Pedestrians between the ages of 15 and 19 were the most likely to be involved in a pedestrian crash (10% of pedestrian crashes)
- Bicyclists between the ages of 20 and 24 made up 12.6% of the bicycle crashes.

# BICYCLE/PEDESTRIAN Safety Plan Update

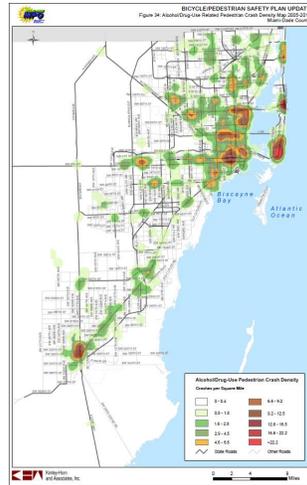
## Where Crashes Occur

High crash clusters were identified based on geographic information systems (GIS) crash data mapping. The density of crashes and fatalities were mapped to depict the spread of pedestrian or bicycle-related crashes within Miami-Dade County. The darker clusters on the density maps (like the one on the right) show the areas with higher concentrations of pedestrian or bicycle-related crashes.

In addition to the density maps for all bicycle and pedestrian crashes, the density of several specific crash types were also mapped.

## Alcohol/Drug-Use Crash Density

The areas with high concentrations of alcohol/drug-use related pedestrian crashes include South Beach, Little Havana, North Beach, and Homestead.



# BICYCLE/PEDESTRIAN Safety Plan Update

## Pedestrian Level of Service (PLOS) and Bicycle Level of Service (BLOS)

PLOS and BLOS were calculated according to the methodology established in the 2009 FDOT Quality/Level of Service (QLOS) Handbook and mapped in GIS.

The majority of the main roadways within Miami-Dade County have a PLOS of B or C.

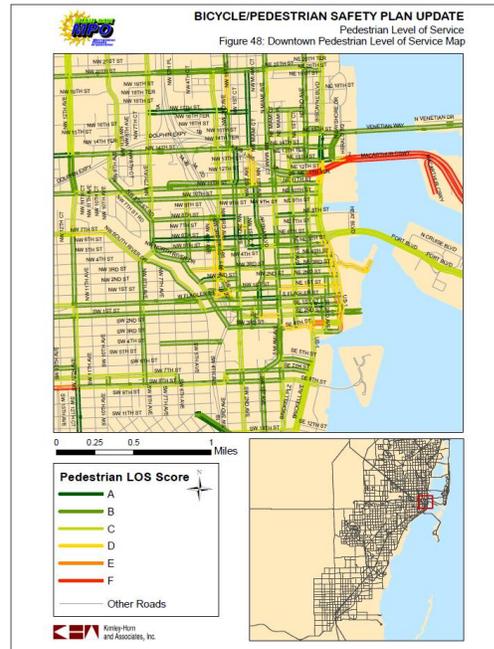
### Miami-Dade County PLOS Summary

PLOS Score	Percentage of Major Roads
A	6.1%
B	30.6%
C	31.9%
D	21.7%
E	6.7%
F	3.0%

About 65 percent of the major roadways within Miami-Dade County have a BLOS of E.

### Miami-Dade County BLOS Summary

BLOS Score	Percentage of Major Roads
A	0.7%
B	1.1%
C	4.7%
D	24.1%
E	64.5%
F	4.9%



# BICYCLE/PEDESTRIAN Safety Plan Update

## RECOMMENDATIONS

Bicycle and pedestrian safety recommendations were developed based on input from the Study Advisory Committee and the prior work tasks of this Plan, including the literature review and data collection and analysis. All improvements have been developed in a manner that will help engineers and policy makers to select countermeasures for specific crash types common in Miami-Dade County. Table 8 presents a summary of the general recommendations for bicycle and pedestrian safety and the types of crashes each recommendation targets.

**Recommendation Summary**

Recommendation	Targeted Crash Types
<b>Pedestrian Focused Improvements</b>	
Pedestrian Crossing Treatments	Right-Hook, Midblock, & Intersection Straight-Through
Pedestrian Throughway Zones	Walking Along Roadway
Pork Chop Islands	Right-Hook Crashes
Leading Pedestrian Interval	Right-Hook Crashes
Prohibited Right Turn on Red (RTOR)	Right-Hook Crashes
WalkSafe Program Expansion	Juvenile Crashes
Pasos Seguros Program Expansion	Elderly Crashes
Enforcement of Yielding to Pedestrians	Intersection Straight-Through and Right-Hook Crashes
Pedestrian Intersection Countermeasures	High Crash Intersections
<b>Bicycle Focused Improvements</b>	
Improving the Environment for Biking	Parallel Path Crashes
Automated Bicycle Rental System	All Crash Types
Bicycle Intersection Countermeasures	High Crash Intersections
BikeSafe Program Expansion	Juvenile Crashes
Education and Enforcement of 3-Foot Law	Parallel Path Crashes
<b>General Improvements</b>	
Low-Speed Design Principles	Right-Hook Crashes
Road Diets / Lane Reductions	Midblock Crashes
Bus Stop Treatments	Midblock Crashes
Lighting	Nighttime Crashes
Public Service Announcement Techniques	All Crash Types
Safe Routes to School Program Expansion	Juvenile Crashes
Server Training Program	Alcohol/Drug-Use Involved Crashes
Taxi Ride Campaign	Alcohol/Drug-Use Involved Crashes
DUI Enforcement Techniques	Alcohol/Drug-Use Involved Crashes
Bicycle/Pedestrian Training Video for Officers	All Crash Types
Speed Feedback Signs	High-Speed Crashes
Progressive Ticketing	High-Speed Crashes
Community Traffic Safety Team	All Crash Types



# TRANSIT SYSTEM BICYCLE MASTER PLAN FOR MIAMI-DADE COUNTY



Submitted by:

**HNTB**

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## 1) INTRODUCTION

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A National Bicycling and Walking study done by the USDOT found that trips made by bicycling and walking have increased from 7.9% of all trips in 1990 to 10.9% of all trips in 2009. Transit ridership in Miami-Dade County has grown by more than 1 million monthly trips since 2004 from 8.6 to 9.6 million. The combination of increased bicycling activity and transit ridership in Miami-Dade County has corresponded to more attention given to accommodate these modes from the County planning agencies. Integrating the two activities can result in a mutually beneficial relationship. Transit agencies can benefit from greater bicycling activity by facilitating and encouraging bicycle connections to transit facilities and services. Transit systems already spend considerable resources on providing last-mile connectivity, either through shuttle services or by providing park-and-ride facilities. Cycling can support transit by extending the catchment areas of transit stations and stops far beyond reasonable walking distance. More importantly, by giving people more choices about how to get to and from transit systems, new riders can be drawn. These riders could be existing bicyclists who either ride on weekends or ride bicycle for the entirety of their trip. Finally, transit systems should strive to ensure that safe, secure, and convenient access is available to all riders including those who currently ride bikes to transit systems by partnering and coordinating with other public and private agencies.

The Miami-Dade Metropolitan Planning Organization (MPO) has an established Bicycle and Pedestrian Program. This program focuses on improving bicycle connections throughout the County, including to transit facilities in services. However, a more concerted effort was needed to identify specific improvements at transit facilities as well as to transit facilities. Transit in the County is also an increasingly growing mode of transportation. According to American Public Transportation Association (APTA), in the Year 2013, the Miami Urbanized area was the 9<sup>th</sup> largest transit market in the Country in terms of passenger miles and unlinked passenger trips. The County is served by two large transit systems namely, Miami-Dade Transit (MDT) and South Florida Regional Transportation Authority (SFRTA), in addition to several smaller but noteworthy municipal transit services operated by different entities. In total, the two large systems combined carry nearly 9.94 million trips per month. The size of the transit market also indicates potential and, arguably a need, for improving bicycle connections to make it a more viable access mode.

Therefore, this plan sets out to accomplish the following:

- Evaluate existing bicycle-with-transit conditions within Miami-Dade County;
- Identify applicable best practices for bicycle connections to transit systems around the country and the world;
- Establish a vision for the bicycle access to transit systems that guides land use and transportation policy decisions;
- Develop a comprehensive, prioritized, short-term and long-term Transit System Bicycle Master Plan that recommends improvements to access and utilize all transit facilities and services; and,
- Support transit agencies' Transit Development Plan Updates and the County's Bicycle and Pedestrian Master Plan.

The plan is prepared to provide a clear roadmap to MDT, SFRTA, and to other agencies to improve bicycle access. This is with recognition that transit systems operate in and traverse multiple jurisdictions and each jurisdiction has to play a role in achieving the plan goals. Interagency collaboration is essential to provide a bicycle trip experience that can compete with private auto while offering a greater level of safety and comfort. The recommendations and guidance are expected to be implemented by MDT, SFRTA, municipal transit services, Florida Department of Transportation (FDOT), county and local governments, commuter services agency, and the private-sector. Improvements recommended in this plan should inform plans and programs of various agencies.

# #GPC V-12: Safe Routes to School 2013 Infrastructure Plans



Prepared by



Kimley-Horn  
and Associates, Inc.



Prepared for



## INTRODUCTION

The primary objective of the Safe Routes to School (SRTS) program is to encourage children, especially in grades K-8, to walk and cycle to school by making walking and cycling to school safer and more appealing. There are numerous benefits of the SRTS programs including reducing traffic congestion near schools, reducing childhood obesity and inactivity, and improving safety, mobility options and providing opportunities for healthy lifestyles for the communities in general.

The Miami-Dade County Metropolitan Planning Organization (MPO) initiated the *Safe Routes to School 2013 Infrastructure Plans* study with the following objectives:

- Continue the Miami-Dade County's SRTS program that was started in the early 2000s by developing SRTS infrastructure improvement plans for another 10 priority schools.
- Prepare the Florida Department of Transportation's (FDOT) Infrastructure Funding Application for the selected schools.
- Update the quantitative method developed in 2011 for prioritizing elementary and K-8 school for future SRTS infrastructure improvements.

## SRTS Program in Miami-Dade County

Miami-Dade County has been at the forefront of implementing SRTS programs since the early 2000s. The Miami-Dade County Public Schools (MDCPS), in coordination with the Miami-Dade County Public Works and Waste Management Department (PWWMD) and the Miami-Dade MPO so far have developed SRTS infrastructure improvement plans for approximately 75 schools. These 75 plans are at various stages of implementation (see Figure ES1). The infrastructure improvements are supplemented by the efforts of the University of Miami's WalkSafe™ program and MDCPS that focus on student education and encouragement on the benefits of walking and biking to school.

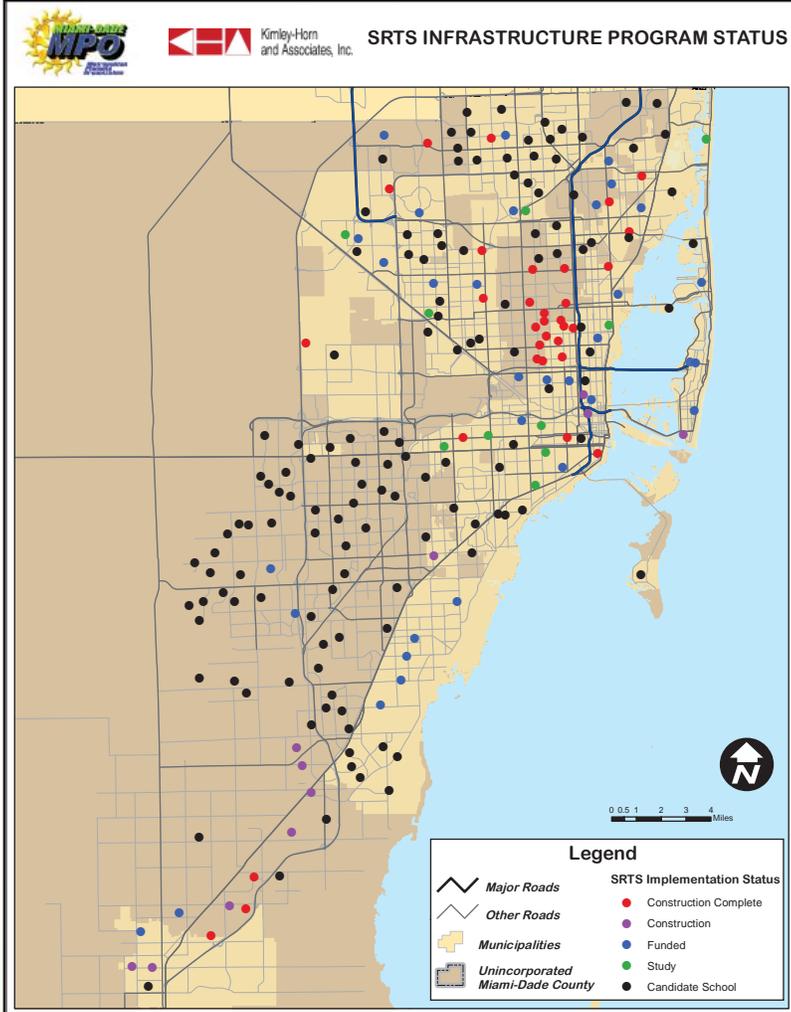
There are approximately 220 public elementary schools in Miami-Dade County. Every year, the MDCPS develops SRTS plans and seeks funding for about 10 schools. The focus of the Safe Routes to School 2013 Infrastructure Plans study is to develop SRTS infrastructure plans for 10 priority schools.

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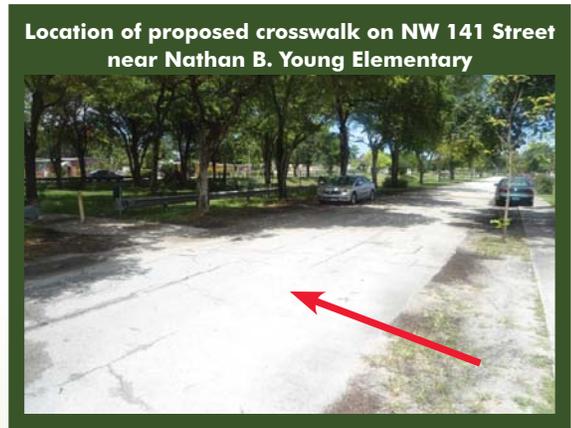
### Disclaimer

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**Figure ES1: SRTS Project Implementation Status**



The following two photographs illustrate examples of infrastructure deficiencies identified along the proposed safe routes.



**Table ES1: Selected Schools for SRTS Improvements**

School	Address	Municipality
Silver Bluff Elementary	2609 SW 25 Avenue	Miami
Citrus Grove Elementary	2121 NW 5 Street	Miami
Sunny Isles Beach K-8 Community School	201 182 Drive	Sunny Isles Beach
Morningside Elementary	6620 NE 5 Avenue	Miami
Shenandoah Elementary	1023 SW 21 Avenue	Miami
Fairlawn Elementary	444 SW 60 Avenue	Miami
James H. Bright Elementary	2530 W 10 Avenue	Hialeah
Kinloch Park Elementary and Middle Schools	4275 NW 1 Street	Miami
Hialeah Gardens Elementary	9702 NW 130 Street	Hialeah Gardens
Nathan B. Young Elementary	14120 NW 24 Avenue	Opa-Locka

## SRTS RECOMMENDATIONS

**T**he primary focus area for SRTS improvements is the street network within 0.5 miles of a school. While SRTS funding guidelines allow improvements within two miles of a school, improvements closer to a school generally have a greater benefit than improvements further away from a school. However, the study area was extended beyond 0.5 miles as needed.

The SRTS improvements were developed based on the guidelines developed by the Miami-Dade MPO, FDOT, and National Center for SRTS. The pedestrian and bicycle crash data, roadway and traffic characteristics, traffic control devices, and land uses were also considered to identify potential safe routes. Factors considered when identifying safe routes included:

- Route directness
- Potential student population served
- Input provided by school staff and parents
- Crash history
- Traffic volume, number of lanes, and speed limit
- Roadway surrounding and potential risk elements
- Existing traffic control devices and enforcement measures
- Right-of-way availability
- Implementation feasibility and cost

Common SRTS recommendations include sidewalks, crosswalks, school crossing signs, and pedestrian signal features at signalized crossings. Since SRTS is a federal grant program, recommendations were made for new or upgraded Americans with Disabilities Act (ADA) facilities for pedestrians within proposed safe routes. Existing signs and pavement markings that do not meet the current Manual on Uniform Traffic Control Devices (MUTCD) standards were recommended for replacement. Maintenance issues such as overgrown landscaping that reduces visibility of signs and signals, and damaged signs were also identified for notification to the appropriate agencies. Miami-Dade County's PWWMD staff reviewed cost estimates, since the County is typically responsible for implementation of SRTS improvements.

*For illustrative purposes a SRTS map and summary of recommendations for Nathan B Young Elementary School are included on page ES 4.*



<i>School</i>	<b>Nathan B. Young Elementary</b>
<i>Address</i>	14120 NW 24 Avenue, Opa-Locka, FL 33054
<i>Enrollment</i>	317
<i>Estimated students living within 0.5 miles</i>	126
<i>Estimated percent of students walking/biking</i>	75%
<i>Recommendations</i>	Speed humps, countdown pedestrian signals, sidewalks, crosswalks, signage, and ADA improvements
<i>Cost</i>	\$82,000



## SRTS GRANT APPLICATIONS

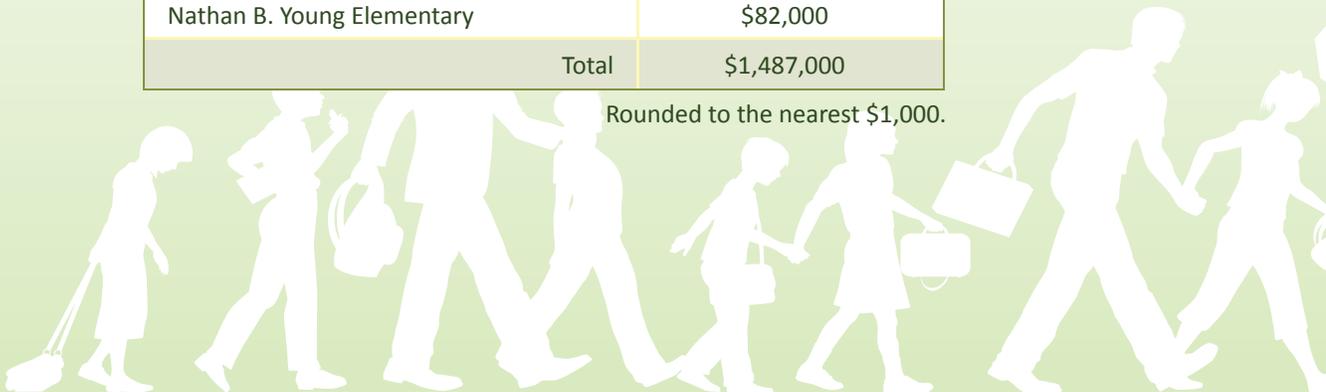
The SRTS program under MAP-21 is eligible for Transportation Alternative Program (TAP) funding. TAP funds are administered by the FDOT at district level. The application guidelines for SRTS projects under MAP 21 are identical to the FDOT guidelines established when projects were funded through a dedicated funding source under SAFETEA-LU.

Ten grant applications were submitted to the FDOT District Six requesting funding for the proposed SRTS infrastructure improvements. The total funding request of the 10 applications is approximately \$1.5 million. A summary of the funding request is provided in Table ES2. The grant applications also identified education, encouragement, and enforcement strategies, which could complement engineering improvements, to implement a comprehensive SRTS program. Miami-Dade County is the implementation agency for these SRTS projects.

**Table ES2: Summary of SRTS Grant Request**

School	Funding Request
Silver Bluff Elementary	\$103,000
Citrus Grove Elementary	\$169,000
Sunny Isles Beach K-8 Community School	\$57,000
Morningside Elementary	\$138,000
Shenandoah Elementary	\$207,000
Fairlawn Elementary	\$177,000
James H. Bright Elementary	\$204,000
Kinloch Park Elementary and Middle Schools	\$175,000
Hialeah Gardens Elementary	\$166,000
Nathan B. Young Elementary	\$82,000
Total	\$1,487,000

Rounded to the nearest \$1,000.



## PRIORITIZATION CRITERIA

During the Safe Routes to School Plans 2011 study, a quantitative method was developed for prioritizing elementary and K-8 schools for SRTS infrastructure improvements. A quantitative prioritization was introduced to remove the subjectivity and streamline the process of identifying schools with the greatest need for SRTS infrastructure improvements. The update of prioritization criteria consisted of the replacement of ‘automobile ownership’ within the school’s attendance boundary with ‘percentage of students eligible for free or reduced lunch.’ The ‘automobile ownership’ data are available at Traffic Analysis Zone (TAZ) levels, whereas the ‘percentage of students eligible for free or reduced lunch’ data are available from MDCPS for each school. Therefore, ‘percentage of students eligible for free or reduced lunch’ was deemed a more school-specific and a potentially stronger indicator of income levels of parents that may contribute to the determination of student’s travel mode to and from the school.

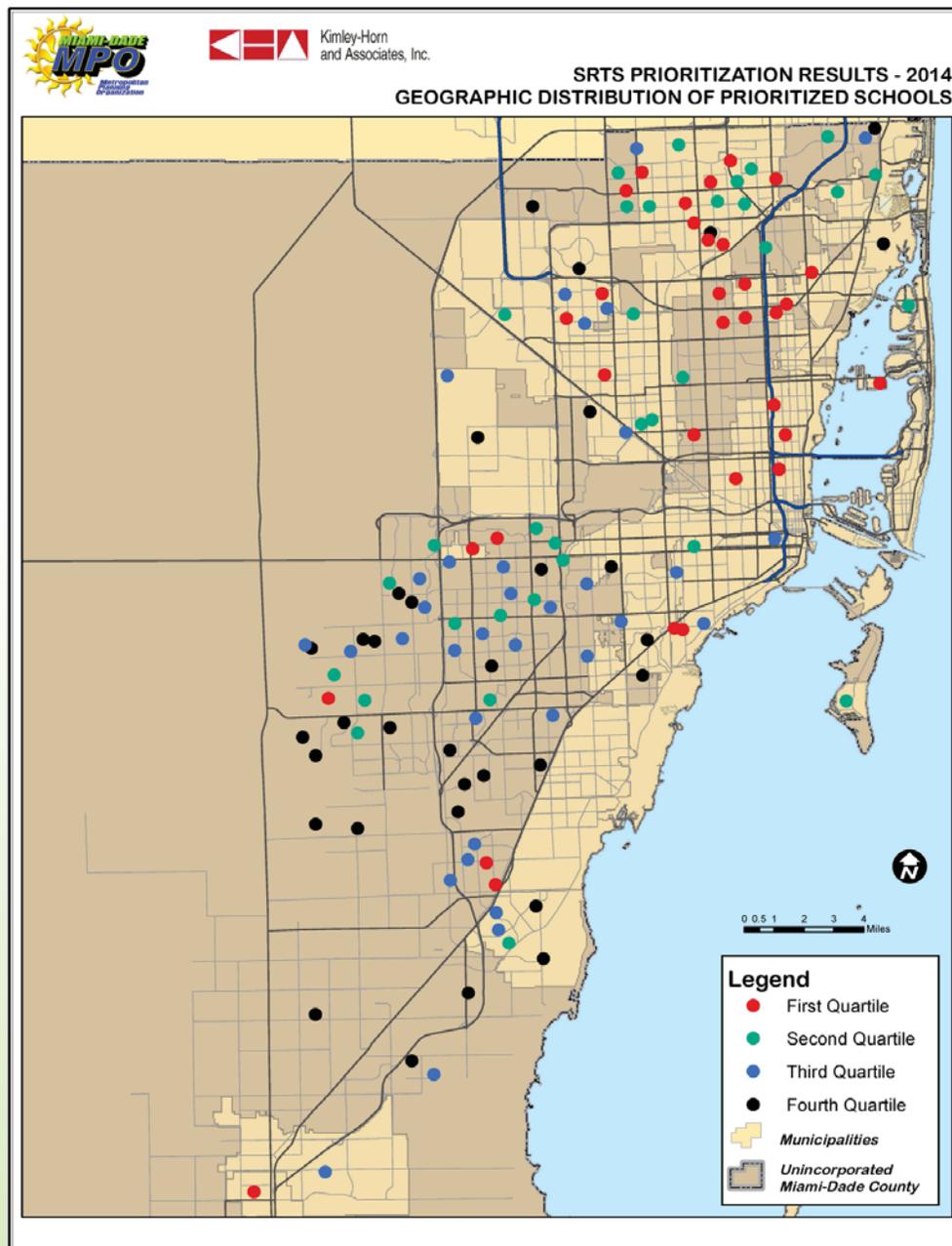
Table ES3 lists the updated prioritization factors.

Table ES3: Prioritization Factors	
Factor	Notes
Percent of students living within 0.5 miles	The proximity of student’s residence to school is likely to impact the propensity to walk to school. Therefore, schools with a high proportion of students living within a 0.5-mile radius could gain greater benefits through SRTS infrastructure improvements. The percent of students living within 0.5 miles was estimated based on the information provided by MDCPS using its GIS resources.
Bicycle and pedestrian crashes	A high number of pedestrian and bicycle crashes may represent unsafe conditions and inadequate infrastructure. Crash data were obtained for the seven-year period between 2005 and 2011.
Juvenile pedestrian crashes	A history of juvenile pedestrian crashes may be an indicator of safety challenges experience by student pedestrians and could also be a potential factor in the parents’ decision making on student’s travel mode to school. Crash data were obtained for the seven-year period between 2005 and 2011.
Percent of students walking to school	SRTS improvements targeting schools with a high percentage of student pedestrians could encourage more students to walk to school and remove barriers that cause students to walk in less than ideal conditions. This information is collected by WalkSafe annually through surveys.
Traffic volume on the nearest major road	The presence of a nearby major street is likely to present a barrier for safe walking to school. Traffic data were obtained from the FDOT and Miami-Dade County.
Percent of students eligible for free or reduced lunch	Eligibility for free/reduced lunch program is considered to be a surrogate variable of income and hence a determining factor of student’s travel model to school. This information was obtained from MDCPS.

Similar to the 2011 study prioritization, ‘percent of students walking to school’ was assumed to be the most influential factor and was weighted by a factor of two. The other factors were unadjusted.

## Prioritization Results

The prioritization method was applied to 132 elementary and K-8 public schools. Based on the rankings, the schools were grouped into quartiles and mapped to visualize potential spatial distribution patterns (see Figure ES2). In general, the majority of first quartile schools (ranked 1-33) are located in the east and northeast portions of Miami-Dade County within the cities of Miami, North Miami and Miami Gardens. Several first quartile schools are located in the vicinity of the I-95 corridor. The second, third, and fourth quartiles include more sub-urban area schools (i.e., northwest, west and southwest areas).



**Figure ES2: Prioritized Candidate Schools**

# Bicycle and Pedestrian Funding, Design, and Environmental Review: Addressing Common Misconceptions

August 20, 2015

## Introduction

The U.S. Department of Transportation (DOT) has been working to address nonmotorized safety issues nationwide and help communities create safer, better-connected bicycling and walking networks as part of the Department's [Safer People, Safer Streets Initiative](#).

Since launching the Safer People, Safer Streets Initiative in 2014, DOT has engaged safety experts, existing and new stakeholders, local officials, and the public on a range of targeted strategies to encourage safety for bicyclists and pedestrians on and around our streets, including bus stops, transit stations, and other multimodal connections. Through these discussions, a number of common misconceptions have been raised about the use of Federal funding, street design, and the Environmental Review process that can cause confusion and result in project delay.

The information below addresses these common misconceptions and distinguishes between Federal standards and State and local practice. Where possible, links identify resources that provide more detail on the topic. This document focuses on three policy areas: Funding, Design, and Environmental Review.

### **Funding Misconceptions**

#### **1. The Transportation Alternatives Program (TAP) is the only Federal funding source for pedestrian and bicycle projects.**

This is false. While TAP is a popular source of funding for bicycle and pedestrian infrastructure, pedestrian and bicycle projects are eligible for many programs through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). At FHWA, pedestrian and bicycle projects are eligible for funding through the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), National Highway Performance Program (NHPP), Federal Lands and Tribal Transportation Programs (FLTTP), and TAP. The FTA funding may also be available through Capital Funds and Associated Transit Improvement.

Each of these programs has different requirements, so to be eligible, the pedestrian and bicycle project must meet the program's requirements in order to receive funding. For example, transit funds may be used to improve bike lanes and sidewalks as long as they provide direct access to transit; CMAQ funds must be used for projects that benefit air quality; HSIP projects must be consistent with the State Strategic Highway Safety Plan and address a highway safety problem; NHPP-funded projects must benefit National Highway System (NHS) corridors; and FLTTP funds could be used for bicycle and pedestrian accommodations that provide access to or within Federal or tribal lands. Often bicycle and pedestrian elements are included in much larger roadway or station-area projects that are funded through each of these programs. For example,

pedestrian and bicycle facilities may be included on rehabilitated, reconstructed, or new bridge structures to improve the network. The FHWA division offices can assist in determining options for using multiple funding sources to fund one project.

Funding is also available for non-infrastructure projects. For instance, the National Highway Traffic Safety Administration (NHTSA) provides funding for behavioral safety aspects, education, and enforcement, in coordination with the State's highway safety office.

More information:

Bicycle and Pedestrian Funding Opportunities

[www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm)

Federal-Aid Highway Program Funding for Pedestrian and Bicycle Facilities and Programs

[http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/bipedfund.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/bipedfund.cfm)

FTA Bicycles and Transit Information

[http://www.fta.dot.gov/13747\\_14399.html](http://www.fta.dot.gov/13747_14399.html)

Final Policy Statement on Eligibility of Pedestrian and Bicycle Improvements under Federal Transit Law

<https://www.federalregister.gov/articles/2011/08/19/2011-21273/final-policy-statement-on-the-eligibility-of-pedestrian-and-bicycle-improvements-under-federal>

## **2. Federal transportation funds cannot be used to enhance the local roadway network.**

This is false. The FHWA guidelines allow NHS capacity and safety needs to be addressed through a mix of on-system and parallel system network streets. A portion of the local network is part of the Federal-aid highway system. All other roads that have a functional classification higher than local road or rural minor collector are eligible for Federal-aid funding through STP. Projects on local roads and rural minor collectors may be eligible in some cases. Furthermore, STP, TAP, and HSIP funds may be used for bicycle and pedestrian projects along any public road or trail, without any location restriction.

More information:

STP Eligibility

<http://www.fhwa.dot.gov/map21/factsheets/stp.cfm>

Functional Classification

[http://www.fhwa.dot.gov/planning/processes/statewide/related/highway\\_functional\\_classifications/](http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/)

STP Guidance

<http://www.fhwa.dot.gov/map21/guidance/guidestprev.cfm>, see Eligibility.

TAP Guidance

<http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>, see Eligibility.

HSIP Guidance

<http://www.fhwa.dot.gov/map21/guidance/guidehsip.cfm>

### **3. Separated bike lanes cannot be built with Federal funds.**

This is false. Federal funds can be used to plan and build separated bike lanes, which can include cycle tracks and protected bike lanes. The FHWA recently published a *Separated Bike Lane Planning and Design Guide*, which includes planning considerations and design options for separated bike lanes. In addition, separated bike lanes are included in the [Bicycle and Pedestrian Funding Opportunities: US Department of Transportation, Federal Transit, and Federal Highway Table](#).

More information:

FHWA *Separated Bike Lane Planning and Design Guide*

[http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/separated\\_bikelane\\_pdg/page00.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page00.cfm)

### **4. Federal funds can't be used for road diets.**

This is false. Federal funds may be used for road diets, which are generally described as removing vehicle lanes from a roadway and reallocating the extra space for other uses or traveling modes, such as parking, sidewalks, bicycle lanes, transit use, turn lanes, medians, or pedestrian refuge islands. The FHWA supports consideration of road diets or rightsizing when applied at the proper location and has created a [webpage](#) to promote the use of this technique. Road diets can offer significant safety benefits to a community (20-60% reduction in crashes is common) and are one of FHWA's [Proven Safety Countermeasures](#) being promoted through the FHWA [Every Day Counts](#) 3 Initiative. Additionally, in many applications, they are part of city and regionally approved pedestrian and bicycle master plans, and community comprehensive master plans. Localities across the nation are using this low-cost safety countermeasure to improve safety, operations, and livability in their communities.

More information:

FHWA Office of Safety Road Diet

[http://safety.fhwa.dot.gov/road\\_diets](http://safety.fhwa.dot.gov/road_diets)

### **5. Nonmotorized projects cannot compete effectively for CMAQ funding.**

This is false. States have funded more than \$1.5 billion in bicycle and pedestrian accommodations with CMAQ Program funds since 1993. The [CMAQ Program](#) is intended to be a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former

nonattainment areas that are now in compliance (maintenance areas). Funds may be used for transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution. The CMAQ funding is apportioned to the States to support projects that meet specific eligibility criteria. Some locations give preference to CMAQ eligible quality of life projects, such as nonmotorized transportation projects, as part of their CMAQ funding criteria. See for example the Merced County Association of Governments' Goals and Procedures for Programming CMAQ Funds: <http://www.mcagov.org/DocumentCenter/View/188>.

More information:

FHWA CMAQ Program

[http://www.fhwa.dot.gov/environment/air\\_quality/cmaq/](http://www.fhwa.dot.gov/environment/air_quality/cmaq/)

### **Design Misconceptions**

#### **6. The only design standard that can be used on Federal-aid highway projects is the AASHTO *A Policy on Geometric Design of Highways and Streets* (Green Book).**

This is false. The FHWA adopted the American Association of State Highway and Transportation Officials (AASHTO) Green Book as the design standard for projects on the NHS, other than projects on the Interstate highway system, regardless of funding source (23 CFR 625). States may adopt their own standards for non-NHS projects (23 CFR 625.3(a)(2)). The Green Book provides flexibility in design. When a Green Book standard applies but an element of the design is outside the Green Book parameters, a design exception may be considered in accordance with 23 CFR 625.3(f).

Part 9 of the *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD) is dedicated to traffic control on bicycle facilities. Compliance with the MUTCD on facilities open to public travel is required regardless of funding source, in accordance with 23 CFR 655. In addition to the flexibility the MUTCD provides through Guidance and Option provisions, the MUTCD also contains a mechanism for experimenting with novel traffic control devices (Section 1A.10). Note that some of the traffic control treatments shown in the external resources referenced herein might still be subject to the experimentation process under the MUTCD.

The FHWA's 2013 Bicycle and Pedestrian Design Flexibility Memo supports a flexible approach to the planning and design of pedestrian and bicycle facilities. This memo indicates that FHWA supports the use of additional resources that build off the flexibilities provided in the AASHTO *Guide for the Planning, Design, and Operation of Pedestrian Facilities* and the *Guide for the Development of Bicycle Facilities*, as well as the policy based *Green Book*. These resources include the National Association of City Transportation Officials' *Urban Bikeway Design Guide* and the Institute of Transportation Engineers' *Designing Walkable Urban Thoroughfares*. FHWA also recently published the *Separated Bike Lane Planning and Design Guide* that includes planning considerations and design options for separated bike lanes.

More information:

Guidance on NHS Design Standards and Design Exceptions

<http://www.fhwa.dot.gov/design/standards/qa.cfm>

MUTCD Experimentation Process

<http://mutcd.fhwa.dot.gov/condexper.htm>

FHWA Design Flexibility Memorandum

[http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/design\\_guidance/design\\_flexibility.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design_flexibility.cfm)

### **7. Lane widths cannot drop below 11' on the NHS and 9' when Federal funds are used on local roads.**

This is false. There is no minimum lane width requirement to be eligible for Federal funding. As stated in the answer to Question 6, States may adopt their own standards for non-NHS roadways. The NHS includes major arterials as well as other roads important to the nation's economy, defense, and mobility. As such, the Green Book generally requires 11' or 12' lanes on these roads. The Green Book allows for lesser lane widths on low-speed facilities and low-volume roads in rural and residential areas; situations in which research shows that narrower lanes should not negatively impact safety if appropriately implemented based on the context. There is no outright prohibition against using lane widths less than those stated in the Green Book, if a design exception is justified and approved in accordance with FHWA regulations and policy. For more information on design standards and design exceptions, please visit <http://www.fhwa.dot.gov/design/standards/qa.cfm>.

In appropriate contexts, narrower lanes, combined with other features associated with them, can be marginally safer than wider lanes. The FHWA supports the use of sound engineering judgment in design. The FHWA frames this discussion using the terms [nominal safety versus substantive safety](#). Nominal safety means a design meets the technical standards; substantive safety means that a design will achieve low crash rates relative to expectations.

To assist engineers in creating roads that are substantively safe instead of simply meeting standards, FHWA offers several resources:

- a. The Highway Safety Manual <http://safety.fhwa.dot.gov/hsm/>
- b. The Interactive Highway Safety Design Model <http://www.fhwa.dot.gov/research/tfhrc/projects/safety/comprehensive/ihsdm/>
- c. Safety Analyst <http://www.safetyanalyst.org/>
- d. The Crash Modifications Factor Clearinghouse <http://www.cmfclearinghouse.org/>

### **8. Curb extensions, trees, and roundabouts cannot be used on the NHS.**

This is false. There is no prohibition on incorporating these features on NHS projects.

Curb extensions, also known as bulbouts or neckdowns, can have significant benefits for pedestrian safety. Curb extensions are explicitly supported by FHWA because they enhance the

safety of pedestrians, reduce the distance needed to cross the street, and make pedestrians more visible to motorists, particularly when there are parked cars in the vicinity. The related use of medians and crossing islands are FHWA [Proven Safety Countermeasures](#).

The suggested AASHTO clear zone distances will vary based on a number of factors such as speed, traffic volume, roadside grading, and horizontal curvature. On higher speed, higher volume roadways, certain roadside features might need to be located farther from the roadway.

According to FHWA's [Roundabouts: An Informational Guide](#), roundabouts can be considered for a variety of reasons from community enhancement and traffic calming to safety improvements and operational benefits. In fact, roundabouts are one of FHWA's [Proven Safety Countermeasures](#).

More information:

FHWA Proven Safety Countermeasures  
<http://safety.fhwa.dot.gov/provencountermeasures>.

Every Day Counts 2012 Initiatives - Intersection and Interchange Geometrics (FHWA included roundabouts as one of the innovations during the initiative)  
<http://www.fhwa.dot.gov/everydaycounts/edctwo/2012/geometrics.cfm>

## **9. Speed limits must be set using the 85th percentile methodology.**

This is false. The MUTCD Section 2B.13 contains the following mandatory (Standard) statement: "Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering study that has been performed in accordance with traffic engineering practices." According to the 2012 FHWA Document [Methods and Practices for Setting Speed Limits](#), there are basic ways of setting speed limits. Use of the 85<sup>th</sup> percentile methodology is just one part of what FHWA calls the Engineering Approach. This is described as "A two-step process where a base speed limit is set according to the 85th percentile speed, the design speed for the road, or other criterion. This base speed limit is adjusted according to traffic and infrastructure conditions such as pedestrian use, median presence, etc." The 2012 document goes on to say that the engineering approach requires the use of judgment. This is different than simply setting a speed limit based on the measured 85<sup>th</sup> percentile.

The FHWA developed a model called USLIMITS2, which is a web-based tool using an expert system with a fact-based set of decision rules to determine an appropriate speed limit for all roadway users. For roadway segments that experience high pedestrian and bicyclist activities, USLIMITS2 recommends speed limits close to 50<sup>th</sup> percentile instead of 85<sup>th</sup> percentile speed. For more information, visit <http://safety.fhwa.dot.gov/uslimits/>.

The other three approaches to setting appropriate speed limits are called: Expert system approach; optimization; and injury minimization or safe system approach. To learn about these, visit [http://safety.fhwa.dot.gov/speedmgt/ref\\_mats/fhwas12004/fhwas12004.pdf](http://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwas12004/fhwas12004.pdf).

## **Environmental Review Misconception**

### **10. Bicycle and pedestrian projects must be within the existing Right of Way (ROW) to be eligible for a Categorical Exclusion.**

This is false. As with all roadway projects, FHWA regulations do not require bicycle or pedestrian facilities to be within the existing ROW to be eligible for a Categorical Exclusion. See [23 CFR 771.117\(c\)](#).

The environmental review process for the National Environmental Policy Act (NEPA) considers environmental impacts of a proposed project, and does not mandate the siting of a project either within or outside of existing rights-of-way. Often an existing highway right-of-way has been disturbed to a point where it may be unlikely that a bicycle or pedestrian project would result in important impacts. This may or may not be true for proposing a project that includes locations outside of existing rights-of-way. If significant impacts result from a project, whether situated entirely within or including some areas outside existing rights-of-way, a categorical exclusion may not be appropriate, and an Environmental Assessment (EA) or Environmental Impact Statement (EIS) would need to be prepared instead.

### 316.003 (6) Crosswalk (definition)

316.003 (6)(a) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway, measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway

316.003 (6)(b) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface

### 316.003 (47) Sidewalk (definition)

That portion of a street between the curbline, or the lateral line, of a roadway and the adjacent property lines, intended for use by pedestrians

316.027 Leaving the scene of a crash involving death or injury of a vulnerable road user may be a felony

### 316.075 Traffic control signal devices

316.075 (1)(a) Green — Vehicles shall yield the right-of-way to other vehicles and pedestrians lawfully within the intersection or an adjacent crosswalk

316.075(1)(a)(3) — Unless otherwise directed by a pedestrian control signal, pedestrians facing any green signal, except when the sole green signal is a turn arrow, may proceed across the roadway within any marked or unmarked crosswalk.

316.075 (1)(b) Steady yellow — There is insufficient time for pedestrians to cross the roadway and no pedestrian shall start to cross

316.075 (1)(c) Steady red — Vehicles shall stop before entering the crosswalk. After stopping on red, a driver making a permitted right turn must yield to pedestrians crossing as directed by the signal. Pedestrians shall not enter the roadway on red, unless otherwise directed by a pedestrian signal

### 316.123 Vehicle entering stop or yield intersection

Drivers shall stop at marked stop line, but if none, before entering the crosswalk or, if none, then where the driver has a view of approaching traffic on the intersecting roadway before entering the intersection



### 316.125 Vehicle entering highway from private road or driveway or emerging from alley, driveway or building

Vehicles shall stop prior to driving onto a sidewalk or onto the sidewalk area extending across the alley, building entrance, road or driveway, and shall yield to all vehicles and pedestrians which are so close thereto as to constitute an immediate hazard

### 316.130 Pedestrian regulations

316.130 (1) Obey traffic control devices unless otherwise directed by a police officer

316.130 (2) Shall be subject to traffic control signals at intersections, but at all other places pedestrians shall be accorded the privileges and be subject to the restrictions stated in this chapter

316.130 (3) No walking on roadway where sidewalks are provided, unless required by other circumstances

316.130 (4) Walk on the left side of the roadway where sidewalks are not provided

316.130 (5) No standing in the roadway to solicit a ride, employment, or business

316.130 (6) No soliciting the watching or guarding of any vehicle parked on a roadway

316.130 (7) Driver shall yield, and stop if need be to yield, to a pedestrian in a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling or is approaching so closely from the opposite half of the roadway as to be in danger

316.130 (8) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield

316.130 (9) No vehicle shall pass another vehicle stopped at any crosswalk to permit a pedestrian to cross a roadway

316.130 (10) Pedestrians crossing at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield to vehicles

316.130 (11) Between adjacent intersections at which traffic control signals are in operation, pedestrians shall not cross at any place except in a marked crosswalk

316.130 (12) No pedestrian shall, except in a marked crosswalk, cross a roadway at any other place than by a route at right angles to the curb or by the shortest route to the opposite curb

316.130 (13) Pedestrians shall move, whenever practicable, upon the right half of crosswalks

316.130 (14) No pedestrian shall cross a roadway intersection diagonally unless authorized by traffic control devices

316.130 (15) Drivers shall exercise due care to avoid colliding with any pedestrian or any person propelling a human-powered vehicle

316.130 (16) Pedestrians shall obey railroad grade crossing and bridge signals, not pass beyond gate or barrier

### 316.1301 Traffic regulations to assist blind persons

316.1301 (1) Only a blind person may carry a white cane or walking stick in a raised or extended position on a public street

316.1301 (2) Drivers shall stop and avoid injuring pedestrians crossing a public street or highway guided by a guide dog or carrying in a raised or extended position a white cane or walking stick

### 316.1303 Traffic regulations to assist mobility-impaired persons

316.1303 (1) Drivers shall stop and take precautions necessary to avoid injuring mobility-impaired pedestrians in the process of crossing a public street or highway with the assistance of a service animal, walker, crutch, orthopedic cane, or wheelchair

316.1303 (2) Motorized wheelchair may use the roadway to avoid a potential conflict

### 316.1575 Obedience to traffic control devices at railroad-highway grade crossings

316.1575 (1) Any person walking or driving a vehicle and approaching a railroad-highway grade crossing under any circumstance in this section shall stop within 50 feet but not less than 15 feet from the nearest rail of such railroad and shall not proceed until he or she can do so safely

316.1945 No stopping, standing, or parking on a sidewalk, on a crosswalk, or on a bicycle path

316.1995 No driving upon sidewalk or bicycle path

316.2045 Obstruction of public streets

### 316.2061 Stop when traffic obstructed

No driver shall enter an intersection or a marked crosswalk unless there is sufficient space on the other side of the intersection or crosswalk to accommodate the vehicle the driver is operating without obstructing the passage of other vehicles or pedestrians, notwithstanding any traffic control signal indication to proceed

*Disclaimer: Statutes cited above are abbreviated.*

Complete Florida Statutes text can be found here: <http://www.leg.state.fl.us/Statutes> (Title XXIII, Chapter 316)

For safety tips and more information, please visit: [www.AlertTodayFlorida.com](http://www.AlertTodayFlorida.com)



**316.027** Leaving the scene of a crash involving death or injury of a vulnerable road user may be a felony

**316.074 Obedience to required traffic control devices**  
The driver of any vehicle shall obey all official traffic control signal devices, placed in accordance with the provisions of this chapter, unless otherwise directed by a police officer (See 316.075 Traffic control signal devices)

**316.075 Traffic control signal devices**  
— (See Pedestrian Laws on other side)

**316.081 Driving on right side of roadway** Vehicles proceeding at less than normal speed of traffic shall be driven as far right as practicable except when overtaking and passing another vehicle, preparing for a left turn, avoiding an obstacle, or upon a roadway designated for one-way traffic

**316.083 Overtaking and passing** — Driver overtaking a bicycle must pass bicycle at a distance not less than 3 feet

**316.084 When overtaking on the right is permitted** — the vehicle overtaken is making a left turn, with unobstructed pavement not occupied by parked vehicles of sufficient width for two or more lines of moving traffic in each direction, or a one-way street

**316.085** No vehicle shall be driven to the left side of the center of the roadway unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing

**316.091 Limited access facilities; interstate highways**  
No person shall operate a bicycle or other human-powered vehicle on the roadway or shoulder of a limited access highway or bridge unless official signs and a designated bicycle lane indicate use is permitted

**316.123 Vehicle entering stop or yield intersection**— Shall stop at marked stop line, but if none, before entering the crosswalk or, if none, then where the driver has a view of approaching traffic on the intersecting roadway before entering the intersection

**316.125 Vehicle entering highway from private road or driveway or emerging from alley, driveway or building**  
— (See Pedestrian Laws on other side)

**316.130 (15)** Shall exercise due care to avoid colliding with any pedestrian or human-powered vehicle

**316.151 Required position and method of turning at intersections**

**316.151 (1)(a)** Right turn — Both the approach and a right turn shall be made as close as practicable to the right-hand curb or roadway edge

**316.151 (1)(b)** Left turn — A person riding a bicycle is entitled to the full use of the turn lane

**316.151 (1)(c)** A bicyclist may also complete a left turn in two steps

**316.155 When signal required** — Signal of intent to turn must be given continuously during the last 100 feet, except a bicyclist need not give arm signal continuously

**316.157 Method of giving hand and arm signals**  
Signals given from the left side, except that a bicyclist may extend the right arm horizontally for a right turn

**316.183 & 316.185 Unlawful speed & Special hazards**  
Speed shall be controlled to avoid colliding with any person, vehicle, or other conveyance or object. Vehicles should be driven at an appropriately reduced speed to avoid collision when: any special hazard exists with respect to pedestrians or other traffic or by reason of weather or highway conditions

**316.1925 Careless driving** — Drive in careful and prudent manner, having regard for the width, grade, curves, corners, traffic, and all other circumstances, so as not to endanger the life, limb, or property of any person

**316.193** Unlawful to operate any vehicle while under the influence of alcohol or drugs

**316.1936** Unlawful to possess an open alcoholic beverage while operating a vehicle or as a passenger

**316.1995** No use of a motor to drive a vehicle on sidewalk or bicycle path

**316.2005** No opening motor vehicle doors unless and until it is safe and does not interfere with the movement of other traffic

### 316.2065 Bicycle regulations

**316.2065 (1)** Human powered vehicles have all rights and duties applicable to any other vehicle, except as noted

**316.2065 (2)** Bicycles must have a permanent and regular seat

**316.2065 (3)(a)** Not carry more persons than designed or equipped

**316.2065 (3)(d)** Rider or passenger under 16 must wear helmet

**316.2065 (4)** May not attach bicycle or rider to any other vehicle except for a trailer designed for such attachment

**316.2065 (5)(a)** Bicycles traveling at less than the normal speed of traffic shall ride in the lane marked for bicycle use or as far right as practicable except: when overtaking another vehicle proceeding in the same direction, preparing for a left turn, or when reasonably necessary to avoid any condition or potential conflict, including a substandard-width lane, which makes it unsafe to continue along the right-hand curb or edge or within a bicycle lane. For purposes of this subsection, a “substandard-width lane” is a lane that is too narrow for a bicycle and another vehicle to travel safely side by side within the lane

**316.2065 (5)(b)** May ride near the left-hand curb or edge on a one-way highway with two or more marked traffic lanes

**316.2065 (6)** May not ride more than two abreast, and may do so only within a single lane and, if traveling at less than normal traffic speed, when it does not impede traffic

**316.2065 (7)** Use between sunset and sunrise shall be equipped with white lamp on front and a red lamp and reflector on rear; additional lighting permitted

**316.2065 (8)** No parent or guardian of any minor may authorize or knowingly permit the violation of this section

**316.2065 (9)** Rider on a sidewalk or crosswalk must observe the duties applicable to a pedestrian

**316.2065 (10)** Rider on a sidewalk or crosswalk shall yield to pedestrians and give an audible signal before overtaking

**316.2065 (11)** No roller skates, coaster, toy vehicle, or similar device on roadway except while crossing on a crosswalk

**316.2065 (12)** Section not applicable to a “play street”

**316.2065 (13)** Shall be equipped with a brake or brakes

**316.2065 (14)** Retail bicycles must have an identifying number permanently stamped or cast on its frame

**316.2065 (15)** May not rent or lease to a child under 16 years unless possesses a bicycle helmet or lessor provides one

**316.2065 (18)** Failure to wear a helmet or failure of parent or guardian to prevent a child from riding without helmet may not be considered evidence of negligence

**316.2065 (19)** May not issue citations to persons on private property, except parts open to the public for vehicles

**316.2397** Bicycle lights may flash

### 316.304 Wearing of headsets

No wearing a headset, headphone, or other listening device, other than a hearing aid or a headset in conjunction with a cellular telephone that only provides sound through one ear and allows surrounding sounds to be heard

**Disclaimer: Statutes cited above are abbreviated.**

**Complete Florida Statutes text can be found here:**  
<http://www.leg.state.fl.us/Statutes>  
(Title XXIII, Chapter 316)

For safety tips and more information, please visit:  
[www.AlertTodayFlorida.com](http://www.AlertTodayFlorida.com)  
[www.FloridaBicycle.org](http://www.FloridaBicycle.org)

## Appendix G

Hyperlinks to Moments of Inspiration

## Moments of Inspiration

Moments of inspiration were collected and shown at each meeting of the Local Action Team (LAT).

### **Before and After Images of the World's Most Walkable Street Designs**

[http://www.archdaily.com/773139/before-and-after-30-photos-that-prove-the-power-of-designing-with-pedestrians-in-mind?utm\\_campaign=trueAnthem:+Trending+Content&utm\\_content=55eaa4fb04d3017a2f000001&utm\\_medium=trueAnthem&utm\\_source=facebook](http://www.archdaily.com/773139/before-and-after-30-photos-that-prove-the-power-of-designing-with-pedestrians-in-mind?utm_campaign=trueAnthem:+Trending+Content&utm_content=55eaa4fb04d3017a2f000001&utm_medium=trueAnthem&utm_source=facebook)

<http://www.citylab.com/cityfixer/2015/09/a-before-and-after-photo-archive-of-the-worlds-best-street-designs/405424/>

### **Janette Sadik-Khan, former NYC Transportation Commissioner, TED Talk**

[https://www.ted.com/talks/janette\\_sadik\\_khan\\_new\\_york\\_s\\_streets\\_not\\_so\\_mean\\_any\\_more?language=en](https://www.ted.com/talks/janette_sadik_khan_new_york_s_streets_not_so_mean_any_more?language=en)

### **How D.C. Cut Traffic Fatalities By Over 73% in a Decade**

<https://vimeo.com/142817399>

### **How Pittsburgh Became a National Model for Rapid Bikeway Progress**

<http://www.peopleforbikes.org/blog/entry/video-how-pittsburgh-became-a-national-model-for-rapid-bikeway-progress>

### **Miami-Dade Police Department's Pedestrian Safety Video**

<https://www.youtube.com/watch?v=gMIFIS5erzY&feature=youtu.be>

<https://youtu.be/gMIFIS5erzY>

### **People on WHEELS**

<https://www.youtube.com/watch?v=nvhlEj0unk>

## Appendix H

### Supporting Documentation

- Advocacy Advance – Lifting the Veil on Bicycle and Pedestrian Spending: An Analysis of Problems and Priorities in Transportation Planning and What to Do About It
- FHWA, Public Roads – Spotlight on Pedestrian Safety



# Advocacy Advance

a partnership of

Alliance  
for  
Biking & Walking

THE LEAGUE  
OF AMERICAN BICYCLISTS



## Lifting the Veil on Bicycle & Pedestrian Spending:

An Analysis of Problems & Priorities in Transportation Planning and What to Do About It

This report benchmarks planned bicycling and walking project spending in the Statewide Transportation Improvement Program and breaks down how state Departments of Transportation can become more transparent and responsive to community needs.



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**The Sunlight Foundation**

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**Report Author:** Ken McLeod, with additional input from Darren Flusche, Brigid O’Keane, Christy Kwan and Darryl Turner. If you have any questions about this report or find factual errors, please contact Ken McLeod at [ken@bikeleague.org](mailto:ken@bikeleague.org). Any errors are the sole responsibility of the author and not of any individual who reviewed or provided suggestions on this report.

**Cover Photo Credits:** Dan Burden and Barbara Gossett / Pedestrian and Bicycle Information Center

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## Executive Summary

Statewide Transportation Improvement Programs matter. At least every four years state Departments of Transportation (DOTs) must budget for the next four or more years of transportation funding. The product is a Statewide Transportation Improvement Program (STIP). STIPs are complex documents and must include all Transportation Improvement Programs (TIPs) created by Metropolitan Planning Organization (MPOs) developed for specific regions within a state.

STIPs are the fiscal expression of the next four plus years of planning and projects must be included in STIPs to receive federal funds. In FY 2014 more than \$37.7 billion in federal funds were apportioned to states and will be spent on projects that are listed in STIPs. The documents examined for this report cover a variety of years and represent current planned transportation projects that will cost a combined \$697 billion.

STIPs have the potential to be a great and valuable data source for understanding transportation investments of all types. We are particularly interested in learning more about investments that benefit people who bike and walk, but in general STIPs tell us what a state's priorities are for the future and that information can be invaluable. For this reason, Advocacy Advance conducted an analysis of STIP and MPO data available in the United States for all 50 states. In every state, four or more years of data was analyzed.

It is our hope that practitioners will provide reviews of the accuracy of the information and the prospects for improving the presentation of transportation projects in STIPs, especially bicycle and pedestrian elements.

## PART I: Prevalence and Cost of Bicycling and Pedestrian Projects

This analysis, to our knowledge, is the first of its kind that attempts to analyze what is meant by "bike/ped" and see how projects are planned for different non-motorized user groups – namely those who use bicycle-only, pedestrian-only, and shared-use projects. We found:

### 1. Bicycling and walking investments are difficult to determine and appear to be small

Bicycle-only projects are a tiny piece of the pie and include projects such as on-street bikeway retrofits and bike share. Advocacy Advance found a total of **295 bicycle-only projects for a total of \$422.3 million**, which represents a tenth of one-percent of total funding programmed in STIPs for 50 states.

Pedestrian-only projects are primarily sidewalks and the retrofitting of intersections and crossings for pedestrian safety. Advocacy Advance found a total of **1,397 pedestrian-only**

**projects for a total of \$1.19 billion**, which represents 0.3% of total funding programmed in STIPs for 50 states.

Shared-use projects are improvements like trails and bicycle- and pedestrian-exclusive bridges and underpasses. Advocacy Advance found a total of **2,886 shared-use projects totaling \$3.84 billion**, which represents 0.9% of total funding programmed in STIPs for 50 states.

## 2. Bicycling and walking facilities are more numerous than cost percentage estimates alone might suggest

For each state, we counted the number of projects that reported bicycle and pedestrian facilities of some kind. We found that the number of projects that included identifiable bicycle and pedestrian facilities ranged from 1.3% of all projects in Oklahoma to 27.1% in Washington. We also counted the percentage of costs associated with those facilities.

In most states the percent of projects with bicycling and/or walking facilities by count was a multiple of the percent of costs associated with the projects. On average, the percent of projects figure was three times the percent of costs figure calculated for each state.

This suggests that:

- » Bicycling and walking facilities are more numerous than analyses that look solely at funding indicate.
- » Bicycling and walking facilities are relatively inexpensive.
- » Bicycling and walking projects being included in many projects should not be confused with a lot of money being spent on those facilities.

## 3. Complete Streets policies are often correlated with more projects including bicycling and walking facilities, but having good data better explains states' performance

Complete Streets policies are powerful tools that can ensure that bicyclists, pedestrians and all road users are accommodated in our transportation investments. In order to ensure the successful implementation of these policies, it is critical that considerations for all road users are documented. Our analysis revealed that the project descriptions listed in the STIP rarely included how all users will be accommodated in planned projects.

While many states with Complete Streets policies did well in our analysis, there was not strong evidence based upon current documentation that Complete Streets policies led to a more project descriptions mentioning bicycling and walking accommodations. Better documentation of Complete Streets considerations and investments in the planning process

would make monitoring and recognizing the success of Complete Streets easier – and states that scored better according to our Narrative Information criteria tended to have more projects with bicycling and walking facilities. This affirms the need to document policies and projects in order for them to be recognized.

#### 4. No strong trend emerged in how states allocated spending among biking, walking, and shared-use facilities

Our methodology intentionally seeks to capture how states are serving people who bike and walk as distinct user groups by coding projects listed in the STIP as bicycle-only, pedestrian-only or shared-use facilities. Based on project counts, three overall trends emerged:

- » More bicycling and walking facilities were planned as standalone projects, rather than as part of road projects.
- » Walking facilities were reported more than bicycling facilities.
- » Shared-use facilities were reported more than bicycling facilities.

## PART II: Data Transparency

As we counted, coded and calculated bicycling and walking projects by count and cost, we also evaluated each STIP for 10 specific transparency criteria. The criteria were developed to address how states can improve their STIP reporting so citizens can better find, understand and evaluate planned transportation investments. The two most important things that state DOTs can do to improve the transparency of their STIP reporting are to provide better project descriptions (Description Clarity) and to coordinate data on a statewide basis (Open Data and Paper Trail).

### 1. Description Clarity

The public needs to be able to easily read and understand project descriptions to be able to meaningfully assess planned transportation improvements. Advocacy Advance graded description clarity on the quality of data that's presented in the STIP, specifically **Quality Narrative Information, Federal Funding Sources are Identified, and Bicycle and Pedestrian Identifier is Available**. In our analysis, we discovered that states are typically not providing

#### Performance Measures

Moving Ahead For Progress in the 21st Century (MAP-21) requires that the U.S. Secretary of Transportation establish criteria to evaluate the effectiveness of performance-based planning processes of states. Including "[t]he extent to which a state ... [p]rovides reports allowing the public to access the information being collected in a format that allows the public to meaningfully assess the performance of the state" (23 USC 135(h)(1)). **Based upon our review of each state's STIP, we do not believe that most STIPs currently provided allow the public to meaningfully assess the performance of the states.**

easy-to-understand or detailed project descriptions. No state received all of the available points in this category and all states could improve.

## 2. Open Data

Providing open, accessible and interactive data has the potential to profoundly improve the usability of STIP data, and provides the potential for analysis. Specifically, Advocacy Advance graded open data on **Excel is Publicly Available** and **Interactive Presentation** of STIP data. Overall, this is an area where there is a lot of room for improvement and innovation.

## 3. Paper Trail

The STIP is a complicated document with many components. Advocacy Advance graded each state's paper trail and the ability to find and compile the elements of the STIP, specifically on **One Click Download is Available**, **MPO TIPs are Easy to Find**, and **MPO TIPs are Integrated**. Many state DOTs received all of the points available by providing a good paper trail and making their STIP and related documents easy to find and download. States with lower scores lacked coordination with MPOs, specifically failing to making MPO TIPs easy to find and failing to incorporate the TIPs into one comprehensive STIP document. Some state DOTs also do not educate citizens about MPOs, TIPs and how they are both a crucial part of the STIP process.

## 4. Point of Contact

Having a point of contact to answer public questions is critical to ensuring that citizens understand and engage with the transportation planning process. Advocacy Advance graded point of contact specifically on an **Contact is Clearly Assigned** and **Contact Email is Available**. The majority of states scored all of the points available in this category. Of the states that did not score all available points, thirteen did not clearly assign a contact to the STIP document and sixteen did not provide an email contact specifically for questions or comments about the STIP document.

## PART III: State Score Cards

Advocacy Advance has assembled State Score Cards to summarize key data on the prevalence and cost of bicycling and pedestrian projects, and graded each STIP for its transparency across our four criteria. We hope that our STIP Score Cards will:

- » **Start a conversation about transparency:** By rating each state based upon how their DOT presents federally required planning information, we hope to encourage best practices that improve transparency and lead to better civic engagement.

- » **Encourage states to spend more on facilities for people who bike and walk:** By showing the current state of planned spending priorities and how non-motorized facilities are included, or not included, throughout planning documents, we hope that states will see the importance of including non-motorized facilities when planning projects. In states with Complete Streets policies, it is especially important that the inclusion of facilities for people who walk and bike is spelled out so that implementation occurs and can be recognized.

## PART IV: Transportation Recommendations for Transportation Agencies

Advocacy Advance has provides specific examples of current good, bad, and noteworthy STIP practices. This section shows how states currently do some things well and provides guidelines on how to improve practices in the future.

### Conclusion

We set out to understand state priorities for bicycling and walking investments using STIPs as a data source. This process was difficult because of problems in the way that STIPs are reported – primarily due to poor quality project descriptions, which makes priorities difficult to understand, and poor coordination between states and MPOs, which makes uniform and up-to-date documents difficult to find. This report attempts to document these issues and provide ways in which agencies and advocates can measure improvements in addressing these problems.

We recommend that agencies improve the transparency and accessibility of their STIP-related data. Our transparency criteria can be valuable tools, but there is also a great need for innovative and fresh presentations of these important documents. At a minimum, the public should be able to meaningfully assess transportation planning in their state, which requires better project descriptions and data that allows easier statewide analysis.

We recommend that agencies spend more on biking and walking investments, and ensure that people who use those modes are included in all projects where it is appropriate. Documenting these investments and inclusions can be valuable to agencies and advocates that must justify these decisions in a limited fiscal environment. Without better knowledge about current priorities it is difficult to be able to champion more investments – although they are surely needed.

Given how much money is programmed through the STIP process, more than \$37 billion in federal funds alone each year, clearly the veil of secrecy caused by the complexity and lack of information produced in the STIP process must be lifted. Without better STIP documents there is little chance that the public can meaningfully assess the performance of transportation agencies and whether planned projects reflect stated policies and performance targets.

## Lifting the Veil on Bicycle and Pedestrian Spending

Across the country, more and more communities are investing in improvements to make bicycling and walking safe and comfortable. And with good reason – citizens increasingly want to live in places where they can get around without a car. As more people demand better walking and biking networks, many citizens have become frustrated with slow responses to active transportation needs. Even as mayors and citizens speak up for active transportation, it can be difficult to answer simple questions like how many bicycle and pedestrian projects are in state pipelines.

State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) spend tens of billions of federal transportation dollars every year. However, when it comes to documenting public investments for bicycling and walking, reliable data has been notoriously hard to find. States inconsistently record past spending and can be vague on the details of planned projects.

At a time when Congress and the U.S. Department of Transportation are transitioning to a performance-based planning and programming paradigm, failure to collect good data on bicycling and walking investments and outcomes will mean that these modes are lost in the cracks. In the past several years, advocates, researchers, planners, and elected officials have asked for better tracking of active transportation investments as well as innovative attempts to parse existing, complicated data sources.

By examining planned bicycling and walking investments recorded in the Statewide Transportation Improvement Program (STIP) from all 50 states, this report benchmarks planned bicycling and walking project spending and breaks down exactly how state DOTs can become more transparent and responsive to community needs.

To better understand planned bicycle and pedestrian projects around the country, Advocacy Advance examined one of those complicated data sources: the Statewide Transportation Improvement Program (STIP). By examining planned bicycling and walking investments recorded in the STIP from all 50 states, this report benchmarks planned bicycling and walking project spending and breaks down exactly how state DOTs can become more transparent and more responsive to community needs. The process and criteria in this report can be used by others to track improvements in these areas over time.

### **We hope this report sheds light on the federal planning process.**

Basic access to information is an important prerequisite to an informed debate about transportation priorities. The current STIP process is largely opaque and difficult to understand. We hope **transportation agency staff** can use this report's transparency recommendations to improve STIP reporting practices, and for **bicycling and walking advocates** to call for better tracking of active transportation investments and for more investments in bicycling and walking projects.

# PART I: Prevalence and Cost of Bicycling and Pedestrian Projects

## Methodology

This report examines the Statewide Transportation Improvement Program (STIP) because of the following features that make it well suited to track federal transportation investments over time:

1. **Every STIP must contain a list of projects.** In 2011, only 13 states included specific projects in their state's Long-Range Transportation Plan. While projects can sometimes be found beyond the STIP's four year horizon, many projects are not specified until they are listed in the STIP.
2. **Every STIP must be fiscally constrained.** Fiscal constraint requires that each state show a reasonable financial plan for implementing listed projects. This ensures that the STIP is a relatively good reflection of what will actually be built in the state, or at least the priorities of the state.
3. **Every STIP must reflect each state's public involvement and performance measures.** Federal law requires that the STIP reflect performance targets and a public involvement process, including making public information available in electronically accessible formats and means.

STIPs have limitations that can affect their usefulness as a data source:

- » The project descriptions contained in STIPs tend to be short and do not generally include all project components.
- » Some projects are not specified until after the STIP, either through amendments and modifications to the STIP, or through small projects that are never specified in the STIP because they can be represented as "grouped" expenditures that do not specify the particular projects that will be built. Amendments and modifications are not always reflected in the STIP document and are often provided separately.
- » Different states update their STIPs on different intervals, and in some cases MPOs within states also use different time periods, making state-to-state and sometimes intra-state comparisons problematic.
- » The projects contained in STIPs may not be built with all of the facilities identified in the STIP. As projects progress towards completion later processes, such as "value engineering," may result in the removal of bicycling and walking facilities. According to a state's policies on STIP amendments and modifications, these changes may

or may not be reflected in updated versions of the STIP, if updated versions are provided.

- » State and locally funded projects do not have to be included in the STIP unless they are “regionally significant.”

Because of the different planning schedules in different states, it was not possible to analyze identical years. All STIPs were in the range of 2011-2017. A list of documents reviewed for each state can be found in the "Data Sources for Each State" on page 53 in the Appendix. Additional information about problematic reporting practices can be found in "What Did We Find about Data Transparency?" on page 25.

There are other data sources that can be used to understand investments in bicycling and walking, but they all have limitations

that the STIP theoretically does not. Many of these sources are reviewed in another Advocacy Advance resource, **Key Data Sources: Federal Investments in Bicycling and Walking in Your Community** available at [www.advocacyadvance.org/resources](http://www.advocacyadvance.org/resources).

The primary alternative federal data source is the Federal Highway Administration’s Fiscal Management Information System (FMIS) which relies heavily upon staff to specifically code projects as “bike/ped” expenditures. For this reason, FMIS does not give the level of detail needed in order to provide an analysis on the different types of bicycling and walking facilities planned by states.

## How Did We Examine STIPs?

Every state has a STIP and all STIPs incorporate Metropolitan Planning Organizations’ (MPO) Transportation Improvement Programs (TIPs). In some states the STIP is a comprehensive document, but in others each TIP had to be individually examined. (For a list of specific documents we examined, please see "Data Sources for Each State" on page 53 in the Appendix.) When examining the relevant documents for each state our approach can be summed up as count, code, and calculate.

**We counted** the number of projects that included terms that corresponded to the types of facilities we are interested in – bicycle, bike, pedestrian, walk, path, trail, Complete Street, traffic calming, and road diet.

### The Federal Transportation Planning Process

While states and localities may have their own processes for local planning decisions, each state and certain organizations within states are required to fulfill federally required transportation planning processes to receive federal funds for transportation investments.

Under the latest federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21), there are three essential sources of data that each state must produce:

1. A **Long-Range Transportation Plan (LRP)** that covers at least a 20 year period and does not need to be updated on a regular schedule.
2. A **Statewide Transportation Improvement Program (STIP)** that covers at least a four year period and must be updated at least every four years.
3. Data that can be used to evaluate progress to meet **performance measures** according to the reporting periods laid out in MAP-21, which begin several years after enactment and reoccur at different periods for different performance measures.

To the extent possible, we also accounted for other terms that appeared associated with similar projects, and all variations of the listed terms. We also counted the costs associated with each identified project that included one of the search terms.

**We coded** projects identified by the search terms as being a bicycle project, a pedestrian project, or a shared-use project.

For each project identified, we coded whether the project best fit the description of a standalone bicycling, walking, or shared-use project or a road project with bicycling, pedestrian, or shared-use facilities.

**We Calculated:**

- » **Percent of Projects:** Based upon the number of projects identified and coded into each of our six project types we calculated the percent of that project type in relation to all projects in the STIP.
- » **Percent of Cost:** Based upon the costs associated with all projects identified, we calculated the percent of costs associated with those projects in relation to all projects in the STIP.
- » **Summary Information:** Based upon our coded project types and the information available for all projects in the STIP, we calculated total project counts and total project costs for each of the following categories (and their corresponding percentages): All projects with identified bicycle and pedestrian facilities, all projects without bicycle and pedestrian facilities, and all projects reported in the STIP.

Most federal data on bicycling and walking investments group bicyclists and pedestrians together as “bike/ped” – a single category of people who bike and walk. To better understand how our federal investments serve bicyclists and pedestrians, this report attempts to pull apart the term “bike/ped” and analyzes the data separately for each group. Each project listed in the STIP was coded to identify the types of users likely served by the facility – that is, bicyclists and pedestrians – and whether the facility was associated with a road project.

**Coding Search Terms**

**BICYCLES**

- » Bicycle / Bicycling 
- » Bike / Biking

**PEDESTRIAN**

- » Pedestrian 
- » Walk / Walking

**SHARED-USE**

- » Path 
- » Trail
- » Complete Street
- » Traffic calming
- » Road diet
- » Combination of bicycle and pedestrian terms
- » Insufficient information to classify a project as bicycle- or pedestrian-only

## Types of Bicycle and Pedestrian Projects

To our knowledge, this is the first analysis that separately identifies federal investments for people who bike and walk, rather than accepting and using federal data for “bike/ ped.” **This approach, however, is a direct reflection of the project descriptions as listed in the STIP and not necessarily a reflection of the projects as built.** The analysis is fundamentally one of documents and the projects as reported in those documents. In doing this analysis we faced limitations in the data that are further dealt within our transparency recommendations, project descriptions were especially problematic.

This analysis separately identifies federal investments for people who bike and walk, rather than accepting and using federal data for “bike/ ped.”

BICYCLE AND/ OR PEDESTRIAN-ONLY PROJECTS



Bicycle-Only Projects



**Bicycle-only projects** are typically bicycle lanes that are added to roadways when no other roadway work is included in the project. Standalone bicycle projects also include innovative facilities such as cycle tracks. Bicycle-only recreational trails were not often listed separately in STIPs, but were coded as a bicycle-only project if found.

Photo Credit: Evan Manvel / Alliance for Biking & Walking



Pedestrian-Only Projects



**Pedestrian-only projects** tend to be the addition of sidewalks, crosswalks, or other pedestrian facilities that are added to roadways when no other roadway work is included in the project.

Photo Credit: Dan Burden / Pedestrian and Bicycle Information Center



Shared-Use Projects



**Shared-use projects** are standalone off-road trails and paths for bicycles and pedestrians and do not include other roadway work. In some instances, shared-use projects also included standalone roadway reconfigurations that prioritized travel for bicyclists and pedestrians only.

Photo Credit: Jim Hash / Pedestrian and Bicycle Information Center

ROAD PROJECTS WITH BICYCLE AND/ OR PEDESTRIAN FACILITIES



Road Projects with Bicycle Facility



Road projects with bicycle facilities are typically road resurfacings or widenings that added a bicycle lane, in addition to improving the roadway for automotive traffic.

Photo Credit: Shawn Turner / Pedestrian and Bicycle Information Center



Road Projects with Pedestrian Facility



Road projects with pedestrian facilities tend to be roadway widenings or intersection improvements that added sidewalks, crosswalks, or other pedestrian facilities, while also improving the roadway or intersection for automotive traffic.

Photo Credit: Lyubov Zuyeva / Pedestrian and Bicycle Information Center



Road Projects with Shared-Use Facilities



Road projects with shared-use facilities are roadway widenings or reconfigurations that add parallel off-road trails and paths for both bicyclists and pedestrians, in addition to improving the roadway or intersection for automotive traffic. Also included are projects that could not be categorized into any other project type, such as Transportation Enhancement or Transportation Alternative funding blocks that did not specify projects, and Complete Streets-type projects that involved road diets and/or traffic calming.

Photo Credit: Laura Sandt / Pedestrian and Bicycle Information Center

## What Did We Find about Bicycling and Walking Investments?

### 1. Bicycling and walking investments are difficult to determine and appear to be small

Nationwide, only 1.3% of federal transportation dollars are planned to be spent on projects that only create bicycling and walking facilities. When road projects that also include bicycling and walking facilities were included, we found that states spend anywhere from 1% to 20% of their federal transportation dollars on projects that include bicycling and walking, with a nationwide average of 5.4%. The "Summary of Nationwide Findings for Bicycling and Walking Projects by Project Type" on page 20 looks deeper into how much each state spends on projects that only create bicycling and walking facilities, and the types of facilities planned in those investments.



Photo Credit: Evan Manvel / Alliance for Biking & Walking

When discussing costs associated with bicycling and walking projects there is a major distinction to be made between projects that only create bicycling and walking facilities and projects that create roads and bicycling and walking facilities. In the former, which we refer to as standalone, the costs associated with those projects are attributable to the bicycling and walking facilities, in the latter, it is not possible to attribute a definite portion of the associated costs to the bicycling and walking facilities.

The nationwide average of 5.4% includes road projects that create roads and bicycling and walking facilities, *it is not an estimate of federal funds spent on bicycling and walking infrastructure* because the majority of the costs are associated with road projects that included a bicycling and walking facility.

While half (54%) of all bicycling and walking projects are standalone facilities that do not involve road work, the cost of these projects are seemingly inexpensive and account for only about one-third (32%) of all costs associated with project that include bicycling and walking facilities. This suggests that bicycle- and pedestrian-only components are inexpensive and account for only a small portion of the costs associated with projects that include road work.

When examining road projects with bicycle and pedestrian facilities, the STIP data did not provide a feasible way to separate the costs of bicycle and pedestrian facilities from the costs of roadway improvements. Our analysis sometimes yielded high cost estimates, but the data generally suggest that federal bicycling and walking investments are relatively small.

## 2. Bicycling and walking facilities are more numerous than cost percentage estimates alone might suggest

For each state, we counted the number of projects that reported bicycle and pedestrian facilities. We found that projects with bicycle and pedestrian facilities ranged from 1.3% of all projects in Oklahoma to 27.1% in Washington. We also counted the percentage of costs associated with those facilities.<sup>1</sup>

In four states – Arkansas, Oklahoma, South Dakota and Wyoming – the percent of projects by count was lower than the percent by costs – meaning that there were very few bicycle and pedestrian projects, but they are relatively costly. In each of those states the majority of costs came from roadwork projects that also included bicycling and/or walking facilities.

<sup>1</sup> As noted previously, the data does not allow the costs of bicycle and pedestrian facilities to be separated from road projects.

In all other states the percent of projects with bicycling and/or walking facilities by count was a multiple of the percent of costs associated with the projects. On average, the percent of projects figure was three times the percent of costs figure calculated for each state.

For example, in Colorado, 16.8% of all projects had an identified bicycling and/or walking facility, but the costs associated with those projects only accounted for 1.4% of all costs in the STIP – a multiple of nearly 12. This suggests that:

- » Bicycling and walking facilities are more widespread than analyses that look solely at funding indicate.
- » Bicycling and walking facilities are relatively inexpensive.
- » Bicycling and walking projects being included in many projects should not be confused with a lot of money being spent on those facilities.

It's important to note that focusing on the percentage of bicycle and pedestrian projects ignores other important factors, such as quality and cost of a project (e.g., a shared lane arrow vs. cycle track). Our methodology also required counting *reported* STIP projects and cannot account for projects that state DOTs did not document in the STIP.

### 3. Complete Streets policies are often correlated with more projects including bicycling and walking facilities, but having good data better explains states' performance

Complete Streets are streets for everyone—that is, designed to enable safe access for people who bike, walk, take public transportation, or drive. As states are adopting Complete Streets policies, one would reasonably expect states with Complete Streets policies to have a higher number of projects with bicycling and pedestrian facilities listed in the STIP.<sup>2</sup> Counting projects is one of the methods suggested by the National Complete Streets Coalition for measuring implementation of Complete Streets policies.<sup>3</sup>

Our analysis revealed that states with Complete Streets laws and policies did not necessarily have a higher number of projects with identified bicycle and pedestrian facilities. Of the top 10 states with the highest percentage of bicycle and pedestrian facilities, eight had Complete Streets laws or policies. However, some states with Complete Streets policies also had some of the lowest percentages of bicycle and pedestrian facilities listed in the STIP. STIP documents can include projects that were developed years before the period covered by the STIP, and some may predate the adoption of Complete Streets policies, but current documentation did not allow us to determine when projects were first designed or conceived.

<sup>2</sup> Information on state Complete Streets laws and policies was obtained from the [Complete Streets Policy Atlas](#) maintained by the National Complete Streets Coalition and Smart Growth America.

<sup>3</sup> Measuring Performance, <http://www.smartgrowthamerica.org/complete-streets/implementation/measuring-performance>



Photo Credit: Tiffany Robinson / Pedestrian and Bicycle Information Center

Our analysis also revealed that the project descriptions listed in the STIP rarely included how all users are accommodated. Project descriptions were often fewer than one or two sentences, which is an inadequate space to meaningfully describe how different users are accommodated. Many STIPs used specific coding or work types (for example, “road widening”) that limited the understanding of the full scope of each project. States that earned high Narrative Information grades in our Description Clarity criteria tended to have more projects with identified bicycle and pedestrian facilities. Poor grades were particularly likely to have an impact on the number of facilities found. While there were 9 D’s and F’s in the best

performing 29 states, there were 9 D’s and F’s in the bottom 10 states. Three of the four states that earned the highest Narrative Information grades were in the top 10.

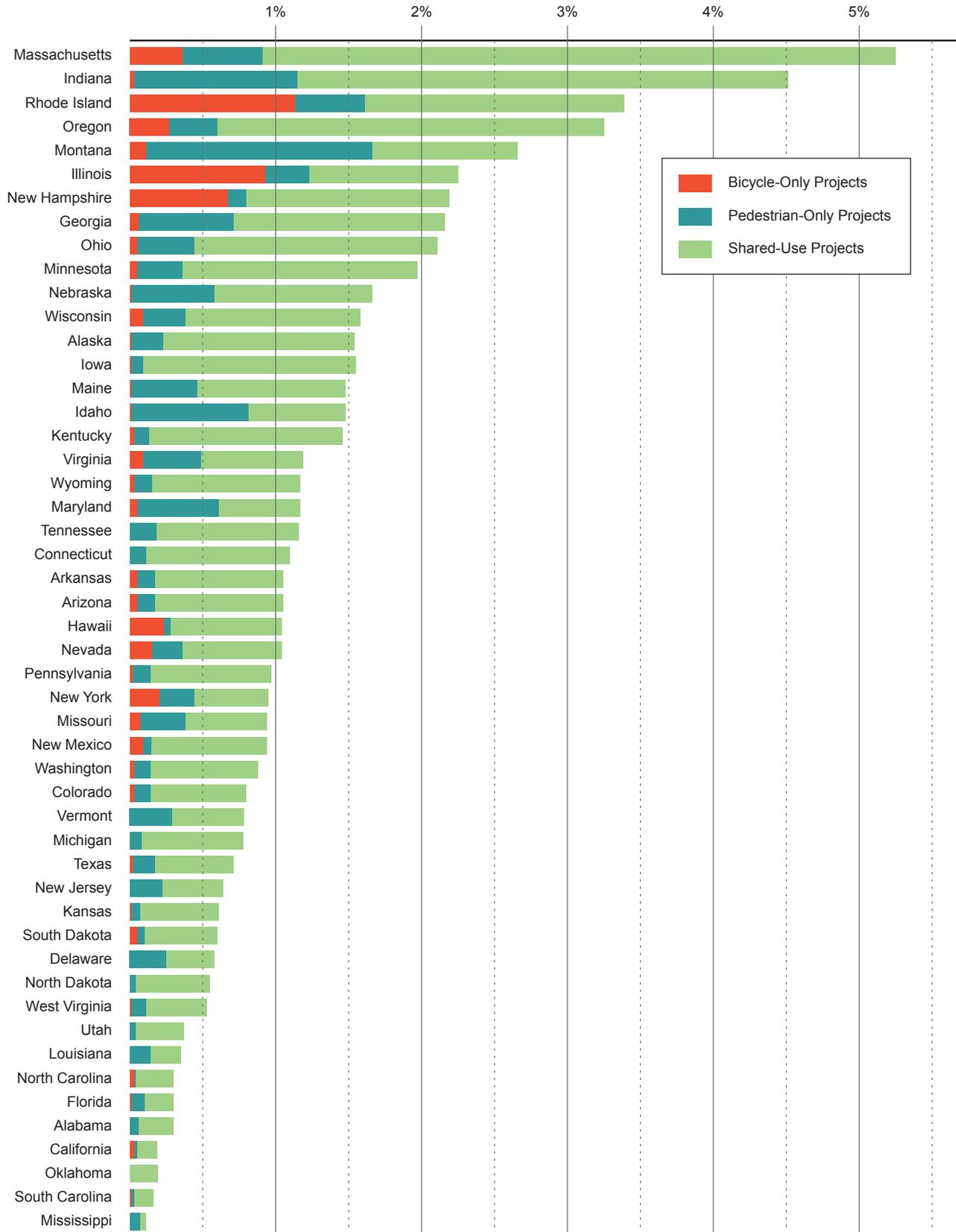
Most Complete Streets laws are relatively new, and the results suggest that state DOTs have yet to include descriptions of Complete Streets in the STIP, whether written in individual projects or implemented through documentation processes that affect every project in the STIP. Since the focus of this report is on statewide practices and federal transportation planning, the data does not necessarily say anything about the implementation of local Complete Streets policies, local planning, and local spending that is not reported in federally required documents.

#### 4. No strong trend emerged in how states allocated spending among biking, walking, and shared-use facilities

People who bike and walk sometimes use shared facilities, but they sometimes need separate facilities. Our methodology intentionally seeks to capture how states are serving people who bike and walk as distinct user groups by coding projects listed in the STIP as bicycle-only, pedestrian-only or shared-use facilities. Based on project counts, three overall trends emerged:

- » **More bicycling and walking facilities were planned as standalone projects, rather than as part of road projects.** Thirty states reported the majority of their bicycling and walking facilities as being standalone projects. Since standalone projects do not involve road work, it is unlikely that they reflect Complete Streets-style projects. As Complete Streets policies are implemented, this relationship should change.
- » **Walking facilities were reported more frequently than bicycling facilities.** Forty-five states reported far more facilities for people who walk than for people who bike, while one state – Iowa – reported an equal number of walking and bicycling facilities. Four states – Utah, Rhode Island, New Mexico and

Percentage of Total Costs on Standalone Bicycle & Pedestrian Facilities



Massachusetts – reported more bicycling facilities than walking facilities. There were three states – Arkansas, North Dakota, and Oklahoma – that reported zero bicycle facilities.

- » **Shared-use facilities were reported more frequently than bicycling facilities.** The data also indicate that states report more off-road trails and paths rather than on-road bicycle lanes. Only one state – Hawaii – reported half as many bike facilities compared to shared-use facilities. In contrast, 14 states reported more pedestrian facilities than shared-use facilities. Shared-use facilities can present problems for bicyclists and pedestrians if the design does not truly accommodate both uses.

**Summary of Nationwide Findings for Bicycling and Walking Projects by Project Type**

PROJECT TYPE	PERCENT OF ALL PROJECTS (BASED ON COST)	PERCENT OF ALL PROJECTS (BASED ON COUNT)
Bicycle-Only Projects	0.1%	0.4%
Pedestrian-Only Projects	0.3%	1.6%
Shared-Use Projects	0.9%	3.8%
Road Projects <b>with</b> Bicycle and Pedestrian Facilities	4.1%	5.5%
Projects <b>without</b> Bicycle and Pedestrian Facilities	94.6%	88.7%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

**Data Issues Related to Bicycling and Walking Investments**

The federal transportation planning process requires states to produce data on their transportation policies, decision-making and performance. This data lays out state priorities and processes, but their shortcomings in reporting practices leave many questions unanswered. In particular, facilities for people who bike and walk are not well accounted for – primarily because project descriptions do not describe the components of each project. Here are some common problems:

1. **Investments in bicycling and walking are relatively small and not well quantified.** The cost of bicycling and walking infrastructure is relatively small<sup>1</sup>. DOTs may not have developed processes to account for these smaller projects or may not see the value in accounting for them separately, when they occur as components of road projects. However, through contracting and construction experience, public agencies should be able to produce more detailed information on the costs of particular transportation infrastructure. More detailed information would be extremely valuable to efforts to increase active transportation.
2. **Inadequate project descriptions prevent citizens from understanding the quality of planned bicycle and pedestrian projects.** Citizens should be able to determine the type, scale and quality of planned bicycling and walking facilities. When the STIP lacks detailed project information, it makes it difficult for citizens to find, understand and evaluate reported projects. It is difficult for citizens to be meaningfully involved if they cannot meaningfully assess where their involvement is needed.
3. **Bicycling and walking improvements can take many forms, some of which may not be reflected in the STIP.** There are some facilities that are hard to capture in the STIP, such as wide shoulders. These types of facilities may not be listed individually because they are included as project components rather than potentially important facilities for people who bike and walk. However, the routine inclusion of these types of facilities can be a great improvement for people who bike and walk.
4. **Funding for bicycling and walking projects comes from a diverse mix of federal, state and local sources.** Most roads are funded from a variety of sources, but facilities for people who bike and walk may involve multiple state and local agencies outside of transportation. Other agencies such as Public Health, Natural Resources, and Parks and Recreation all have an interest in active transportation and may provide funding not reflected in the STIP. DOTs should coordinate with other departments to ensure that planned facilities from all agencies are connected.

<sup>1</sup> The cost of roadway infrastructure is an order of magnitude larger than bicycling and walking infrastructure. [The Pedestrian and Bicyclist Information Center](#) found the average cost of a mile of bike lane is \$133,170 and the average cost of a mile of concrete sidewalk is \$168,960. [The American Road & Transportation Builders Association](#) reports that it costs \$1.25 million to resurface a 4-lane road; and between \$2 and \$5 million to construct a new 2-lane, undivided road.

## PART II: Data Transparency

### Methodology

The recommendations in this report build upon the groundbreaking work of two leading good government advocacy organizations: the Tri-State Transportation Campaign and the Sunlight Foundation.

**The Tri-State Transportation Campaign (Tri-State)** has been instrumental in highlighting the STIP as a tool for understanding our federal transportation investments and advocating for better decisions. In 2012, Tri-State published “Tracking State Transportation Dollars,” which examined STIPs through the lens of 9 project types to determine each state’s priorities.<sup>4</sup> The report made the following recommendations for STIPs nationwide:



1. Increase accessibility of STIPs and create a state DOT contact for all STIP questions.
2. Require uniform information and project categories.
3. Include descriptions and costs of project components.
4. Develop performance metrics for STIP projects.

**The Sunlight Foundation** is a nonpartisan nonprofit that uses the power of the internet to catalyze greater government openness and transparency. The Sunlight Foundation has many recommendations for improving the transparency of government documents and processes through the application of open data concepts. We drew upon two of their policy documents, “Ten Principles for Opening Up Government Information” and “Open Data Guidelines,” in developing our transparency criteria. We found the following concepts particularly important as agency staff, citizens, and advocates look to improve transparency in transportation planning:



1. Complete reporting of what is recorded about a particular subject.
2. Use of unique identifiers.
3. Creation of processes to ensure data quality.
4. Easy physical and electronic access.
5. Publishing in machine readable formats.

<sup>4</sup> Tri-State continues to use STIP analysis to help citizens understand state priorities and the implementation of New York State’s Complete Streets policy. You can follow Tri-State’s work at <http://blog.tstc.org/>.

### Performance Measures

MAP-21 requires that the U.S. Secretary of Transportation establish criteria to evaluate the effectiveness of performance-based planning processes of states. These criteria must consider:

1. The extent to which a state is making progress toward achieving performance targets, and
2. The extent to which a state -
  - » Has developed an investment process that relies on public input and awareness, and
  - » Provides reports allowing the public to access the information being collected in a format that allows the public to meaningfully assess the performance of the state.<sup>1</sup>

This requirement should push states towards following the recommendations of the Tri-State Transportation Campaign and improving their scores according to our transparency criteria. Based upon our review of each state's STIP, **we do not believe that most STIPs currently provided allow the public to meaningfully assess the performance of the states.** Although many of the performance measures adopted pursuant to MAP-21 will rely upon information developed outside of the STIP and be reported separately from the STIP, the STIP is a crucial public involvement tool and may be a tool for assessing and disseminating information on the achievement of goals to reduce congestion, reduce project delivery delays and promote environmental sustainability.<sup>2</sup> Developing better STIP processes and data is also likely to contribute to the ability of a state to provide the required biennial report that describes the effectiveness of the state's investment strategy.<sup>3</sup>

1 23 USC 135(h)(1)

2 23 USC 150(b)(3), (6), & (7)

3 23 USC 150(e)(2)

## How Did We Examine Data Transparency?

As we counted, coded and calculated bicycling and walking projects by count and cost, we also evaluated each STIP for 10 specific transparency criteria. The criteria were developed to address how states can improve their STIP reporting so citizens can better find, understand and evaluate planned transportation investments. It is important to note that the transparency criteria were chosen to be as objective as possible and in most cases include a quantifiable object, which unfortunately may not tell the entire story. For example, we could not quantify whether or not the STIP was beautifully designed; instead, we included criteria to address presentation and the ease of finding information.

## Criteria for Data Transparency

Our 10 criteria are grouped into four categories: Description Clarity; Open Data; Paper Trail; and Point of Contact.

1. **Description Clarity** quantifies the quality of the data that is presented in the STIP.
  - » **Quality Narrative Information.** The public should be able to read and understand how funds are being spent on transportation investments. Without well-written, specific project descriptions, it can be very difficult to understand what projects

are being planned, and why they need to be built. Because STIP documents do not have a standardized format, any information that described the scope and components of a project was considered as narrative information. Descriptive phrases and plain English were graded better than terms of art (e.g. "improvement") and codes.

- » **Federal Funding Sources are Identified.** States are required to identify the amount of federal funds that are expected to be obligated to a project.<sup>5</sup> In some instances the state and MPO are also required by federal law to include the proposed category of federal funds and source(s) of non-federal funds.<sup>6</sup> Accurate and easy to understand reporting of proposed funding sources better allows the STIP to function as a key source of data, and aids in the understanding of federal funding programs.
- » **Bicycle and Pedestrian Identifier is Available.** To best parse out what how different road users are being accommodated, states should clearly note if a project contains a bicycling and/ or walking facility. Identifying facilities for people who bike and walk is an important practice because it allows assessments of compliance with Complete Streets policies and identification of projects that may pose connectivity problems for people who bike and walk. Given the number of states with bicycle and pedestrian master plans – the majority of states have a bicycle master plan<sup>7</sup> – this type of identification is also a proxy for the integration of planning documents and documents, which makes the planning process easier to understand.

**Overview of Transparency Criteria**

**DESCRIPTION CLARITY**

- » Quality Narrative Information
- » Federal Funding Sources are Identified
- » Bicycle and Pedestrian Identifier is Available

**OPEN DATA**

- » Excel is Publicly Available
- » Interactive Presentation

**PAPER TRAIL**

- » One Click Download is Available
- » MPO TIPs are Easy to Find
- » MPO TIPs are Integrated

**POINT OF CONTACT**

- » Contact is Clearly Assigned
- » Contact Email is Available

5 23 CFR 450.216(i)(2)

6 According to federal regulations, the STIP shall include for each project or phase: (1) sufficient descriptive material to identify the project or phase; (2) estimated total project cost, or a project cost range; (3) the amount of federal funds to be obligated during each program year; and (4) identification of the agencies responsible for carrying out the project or phase. In the first year, the amount of federal funds to be obligated includes the proposed category of federal funds and the source(s) of non-federal funds. For other years this is to include the likely category or possible categories of federal funds. 23 CFR 450.216(i).

Examples of funding categories commonly associated with bicycle and pedestrian infrastructure include continuing programs such as the Transportation Alternatives Program (TAP) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ).

7 27 states have adopted a bicycle master plan according to the "2012 Benchmarking Report" published by the Alliance for Biking and Walking.

2. **Open Data** quantifies how easy or hard it is to interact with data provided by the STIP.
  - » **Excel is Publicly Available:** STIPs tend to be large documents with many data fields for each listed project. Spreadsheets, such as ones created by Microsoft Excel, provide far better accessibility and machine readability than the PDF documents that most states currently provide.
  - » **Interactive Presentation:** Several states and MPOs provide ways to interact with their data online using visualization techniques and searchable databases. When implemented well, interactive presentations can dramatically increase the accessibility of STIP documents and leverage the data contained in project categories and project descriptions.
3. **Paper Trail** quantifies how difficult it is to find and compile the elements of the STIP.
  - » **One Click Download is Available:** A “one click” or “bulk” data download of all projects listed in the STIP enhances ease of understanding of statewide transportation priorities in one easy step, versus the need to download multiple sets of information.
  - » **MPO TIPs are Easy to Find:** The STIP also includes each MPO’s TIP within the state. It is therefore important for a state DOT to include a list of MPOs within the state. By making MPOs easy to find, the state DOT can help citizens understand both statewide and local priorities and processes that are likely to impact transportation decisions
  - » **MPO TIPs are Integrated:** A state DOT can profoundly improve the STIP’s accessibility and usability by integrating relevant MPO TIPs to create a single, comprehensive STIP document. If a state DOT includes a MPO’s TIP “by reference” – instead of being compiled into one comprehensive document – the state places the burden on the citizen to compile all TIPs with the STIP. In many states, this can involve compiling thousands of pages of documents across a dozen or more MPOs.
4. **Point of Contact** quantifies how easy it is to find and contact a person about the STIP.
  - » **Contact is Clearly Assigned:** It is inevitable that citizens will have questions or comments about the STIP document itself or related to the reported projects, priorities and policies found in the STIP. When those questions and comments arise there should be a clear way for citizens to have their voice heard.
  - » **Contact Email is Available:** Online engagement through email should be the primary form of communication that citizens will use to ask questions or provide comments.

## What Did We Find about Data Transparency?

Our criteria are based upon current practices that can be judged in a data-driven manner. While no state had a perfect score, even a perfect score would not mean there is no room for improvement. The two most important things that state DOTs can do to improve their STIP reporting are:

1. Provide more information on individual projects through **better project descriptions**, and
2. **Coordinate data on a statewide basis** with all relevant partners, especially MPOs, so that data can be easily aggregated in a format that allows comparisons and analysis (ideally in a spreadsheet format compatible with Microsoft Excel).

The two most important things that state DOTs can do are provide better project descriptions and coordinate data on a statewide basis.

Since the STIP is a statewide document, the focus of our examination was on state DOTs and statewide practices. If there was an inconsistency or disconnect between state practices and MPO practices, the state practice was the one graded.

You can find specific examples of good practices for each of our transparency criteria and some of the open data principles advocated by the Sunlight Foundation in "PART IV: Transparency Recommendations for Transportation Agencies" on page 34. Additional information on how we scored each criteria and graded each category and state can be found in the "Transparency Weighting and Criteria" on page 55 of the Appendix.

### 1. Description clarity can be dramatically improved

The public needs to be able to easily read and understand project descriptions to be able to meaningfully assess planned transportation investments. In our analysis, we discovered that states are typically not providing easy-to-understand or detailed project descriptions. **Currently, most projects listed in STIPs and related documents are described in fewer than three sentences – despite the fact that the average project costs well over one million dollars.** No state received all of the available points in this category and all states could improve.

Grade Distribution Among States for Description Clarity



In terms of identifying federal funding sources for each project listed in the STIP, there was considerable variation in how well states met this federal regulation.

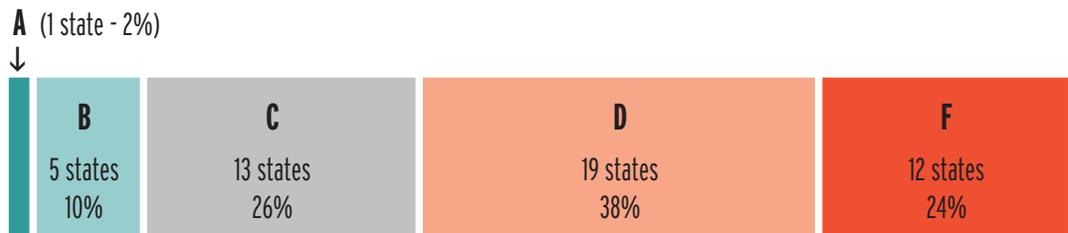
Several states and MPOs made some effort to identify projects that included facilities for people who bike and walk when those facilities are not included in narrative project descriptions.

To improve description clarity, states should consider how they can leverage other planning processes to provide higher quality project descriptions. Information about how to improve project descriptions and some current best practices can be found in "PART IV: Transparency Recommendations for Transportation Agencies" on page 34.

## 2. Most states can dramatically improve the openness of their data

Providing open, accessible and interactive data has the potential to profoundly improve the usability of STIP data. Overall, this is an area where there is a lot of room for improvement and innovation.

Grade Distribution Among States for Open Data



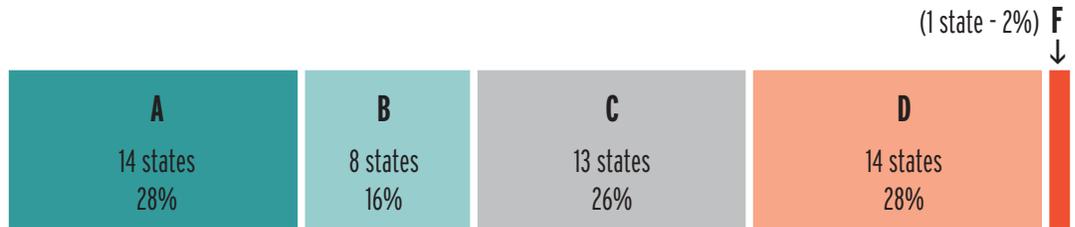
Only one state – Florida – provided both a publicly available Excel document and a searchable online database for the STIP. Twelve states had a publicly available Excel document, while another 20 provided an Excel document upon request.

Eighteen states had some sort of online database or map for their STIP. Twelve states had both some sort of Excel availability and some sort of online database or map.

## 3. State coordination with MPOs has room for improvement, but some do it right

Many state DOTs received all of the points available by providing a good paper trail and making their STIP and related documents easy to find and download. States with lower scores lacked coordination with MPOs, specifically failing to make MPO TIPs easy to find and did not incorporate the TIPs into one comprehensive STIP document. When MPO TIPs are integrated into a comprehensive STIP, it is less necessary for the public to find the MPOs themselves. Some states placed the burden of knowing and understanding the role of MPOs in the STIP process entirely on the public.

Grade Distribution Among States for Paper Trail



While not as much of a burden as compiling multiple documents from multiple sources, nine states required multiple documents to be downloaded in order to compile a complete STIP. Providing the option to download a single STIP document as an option allows easier statewide analysis.

States can improve their current paper trail practices by simply providing additional information that educates the public about MPOs within the state, and providing a single STIP document available for download. Coordinating with MPOs to include TIP documents may be more difficult, but under our scoring criteria, even simply aggregating MPO TIPs into one document would be an improvement.

#### 4. Most states make contact information available

The majority of states scored all of the points available in this category. Of the states that did not score all available points, thirteen did not clearly assign a contact to the STIP document and fifteen did not provide an email contact specifically for questions or comments about the STIP document.

Grade Distribution Among States for Point of Contact



Improving in this category should be relatively easy, but may be tied to larger policies about whether contact information for government employees is publicly available. If personalized contact information is not available then it should still be clear where to make contact for questions and comments and it should be easy to do so online.

## A Call for a Project-Centered Ecosystem of Planning Documents

The Federal Highway Administration (FHWA) recently published its [Performance-Based Planning and Programming Guidebook](#). The Guidebook suggests that agencies should build upon current required performance based-approaches, coordinate and collaborate broadly, and link planning and programming – particularly the Long-Range Transportation Plan, STIP, and MPO TIP – together.

It seems unlikely that a single process or data source that will be able to provide all of the nuanced information that agencies, advocates and citizens individually need to meaningfully assess transportation decisions. In an ideal world, the numerous transportation planning documents and processes would be linked to create an ecosystem so that citizens can better understand transportation decisions. For this to happen, data needs to be more open, accessible and able to linked to one another.

The STIP occupies an important space within the ecosystem at the intersection of planning and implementation. The STIP therefore may serve as a good foundation to link to diverse relevant data and processes. While the particulars of a connected ecosystem of planning documents are beyond the scope of this report, our analysis suggests that documents should be, at minimum, be made available in formats that allow aggregation and analysis in order to provide a comprehensive picture of planned transportation investments. The proper development of a project-centered ecosystem of transportation-related documents likely begins with an inventory of the documents, processes and relevant data.

Suggested Items for the Project-Centered Ecosystem of Planning Documents

AREAS FOR PUBLIC COMMENT AND INVOLVEMENT				
PLANNING			IMPLEMENTATION	EVALUATION
Development of Transportation Plans	Development of STIPs	Project Development	Systems Operation	Monitor System Performance and Gather Data
Long-Range Transportation Plan (statewide or metropolitan) Strategic Highway Safety Plan (continuous and cyclical)	STIP/ MPO TIP	Design Guidelines	Construction Letting/ Contracts	Evaluate Safety Outcomes
Comprehensive Planning		Environmental Impact Assessments	Design Documents	Evaluate Accuracy of Planning Estimates
	Categorical Exclusion Process		Construction-Related Information	
Specialized Master Plans or Studies (e.g., Bicycle, Pedestrian or Freight)				
Congestion Management Process in MPO areas with more than 200,000 residents. (Update usually linked to TIP or metropolitan Long-Range Transportation Plan)			.....	Evaluate Efficiency Outcomes
Health Impact Assessments			.....	Health Impact Assessments
Planning Processes from Non-Transportation Departments or Agencies (e.g., Public Health, Natural Resources and Parks & Recreation)				
		Current Non-Uniform/ Unintegrated Project-Specific Web Resources/ Processes		
		STIP/ TIP Amendments and Modifications		
Timeline from first STIP listing to completion				

DOCUMENTS TO FIND PROJECT-RELATED INFORMATION

# PART III: State Score Cards

## Introduction to State-by-State Analysis

Each state has a custom Score Card that presents the findings from our approach to count, code and calculate every reported bicycling and pedestrian investment and the transparency of the data presented in the STIP. This section explains how advocates and agency staff can use each part of the Score Card and guides users to other areas of this report that give greater context to each Score Card.

We hope that our Score Cards will:

Score Cards have been developed for each state to shed light on the reported bicycle and pedestrian investments and data transparency. To download your state's customized Score Card, please visit [www.advocacyadvance.org](http://www.advocacyadvance.org).

- 1. Start a conversation about transparency:** By rating each state based upon how their DOT presents federally required planning information, we hope to encourage best practices that improve transparency and lead to better civic engagement.
- 2. Encourage states to spend more on facilities for people who bike and walk:** By showing the current state of planned spending priorities and how non-motorized facilities are included, or not included, throughout planning documents, we hope that states will see the importance of including non-motorized facilities when planning projects. In states with Complete Streets policies, it is especially important that the inclusion of facilities for people who walk and bike is spelled out so that implementation occurs and can be recognized.

### COLORADO



**STIP SCORE CARD**

» Advocacy Advance counted, coded, and calculated planned bicycle & pedestrian projects listed in the Statewide Transportation Improvement Program (STIP).  
 » Data Source: A Daily Enhanced STIP Report generated on January 29, 2013. Total project count and cost estimates were obtained from CDOT staff.

**» PROJECTS BY COST**

- 0.03%** of the total cost are from BICYCLE-ONLY projects
- 0.1%** of the total cost are from PEDESTRIAN-ONLY projects
- 0.7%** of the total cost are from SHARED-USE projects

**1.4%**  
PERCENT COST OF ALL PROJECTS WITH BICYCLE & PEDESTRIAN FACILITIES (INCLUDING ROAD PROJECTS)

**98.6%**  
PERCENT COST OF ALL PROJECTS WITHOUT ANY BICYCLE & PEDESTRIAN FACILITIES\*

**» DATA TRANSPARENCY SCORING (OVERALL: A)**

- A-** DESCRIPTION CLARITY: Project descriptions are better than average; many projects are pooled but then separately identified
- D** OPEN DATA: There is an online project locator and daily reports, but Excel is not available
- B** PAPER TRAIL: There is one document that covers the entire state
- A** POINT OF CONTACT: Contacts are clearly assigned and accessible by email

**» PROJECTS BY COUNT**

**83.2% OF PROJECTS ARE WITHOUT BICYCLE & PEDESTRIAN FACILITIES\***

**» ANALYSIS**

**Spending:** Colorado is better than average in the percent of projects with identified bicyclist and pedestrian facilities. However, the percent of costs associated with those identified projects is well below average. This may be explained by Colorado having more reported facilities that are not a part of a larger project. Separated shared use facilities, such as paths, make up a large portion of reported projects, almost four times the next most common reported project type.

**Reporting:** Colorado Department of Transportation (CDOT) staff were very helpful and provided estimated totals that were a great help in completing this project. CDOT also provided a number of interesting STIP reports that are updated daily and a very good GIS-based project locator. The descriptive information contained in the STIP is generally quite good, but often provides an excellent explanation of a program or project type and then has more limited information about the individual projects listed. This can be frustrating when using the project locator and expecting more detailed information on an individual project.

**Opportunity:** Colorado is very close to being a model state, but it seems likely that they could do better by utilizing the data systems that allow daily updated reports and GIS maps to provide Excel reports, making analysis easier. The state could likely also further improve upon its higher than average percent of projects with identified bicyclist and pedestrian facilities if it emphasized better descriptive information for individual projects, particularly describing facilities that are included in road projects. An innovative alternative to better descriptive information might be to link to bidding, construction, or other documentation for individual projects.

**» REPORTED PLANNED TRANSPORTATION SPENDING**

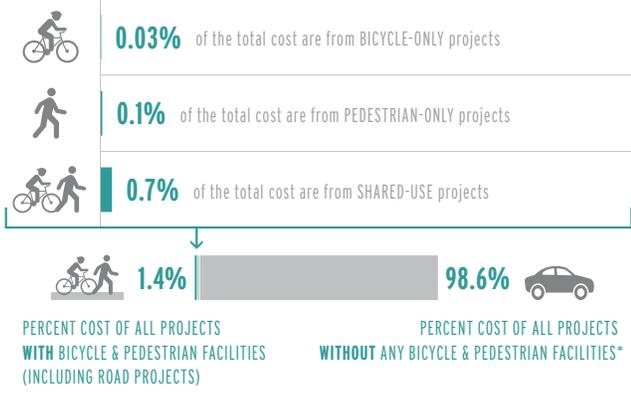
REPORTED PROJECT TYPE	# OF PROJECTS	% OF PROJECTS	TOTAL PROJECT COST	AVERAGE PROJECT COST
<b>PROJECTS WITH BICYCLE &amp; PEDESTRIAN FACILITIES</b>	<b>201</b>	<b>16.8%</b>	<b>\$174 MILLION</b>	<b>\$867,000</b>
Bicycle and/or pedestrian-only projects	174	14.5%	\$98 million	\$563,000
» Bicycle-only projects	12	1%	\$3.9 million	\$325,000
» Pedestrian-only projects	33	2.8%	\$13.8 million	\$419,000
» Shared-use projects	129	10.7%	\$80.3 million	\$622,000
Road projects with bicycle & pedestrian facilities	27	2.3%	\$16.3 million	\$2.8 million
» Road projects with bicycle facility	1	0.1%	\$0	\$18,000
» Road projects with pedestrian facility	12	1%	\$19.2 million	\$1.6 million
» Road projects with bicycle & pedestrian facilities	14	1.2%	\$57.1 million	\$4.1 million
<b>PROJECTS WITHOUT BICYCLE &amp; PEDESTRIAN FACILITIES*</b>	<b>999</b>	<b>83.2%</b>	<b>\$12 BILLION</b>	<b>\$12.1 MILLION</b>
<b>TOTAL REPORTED IN STIP</b>	<b>1,200</b>	<b>100%</b>	<b>\$12.2 BILLION</b>	<b>\$10.2 MILLION</b>

\*According to the project descriptions listed in the STIP document

## How to Use the Score Card

Due to the variations in the quality and timeframe of the data reported in individual state's STIP, a direct comparison between states can be problematic. Therefore we have created Score Cards for each state that provide an understanding of how each state is doing in terms of planning for bicycling and walking projects.

» PROJECTS BY COST



Projects By Cost

**What it is:** A quick summary of a state's spending priorities. The costs associated with projects that build bicycling, walking, and shared-use infrastructure only are prominently featured. For those projects all identified project costs are attributable to the planned construction of facilities for people who bike and walk.

The cost associated with all projects with bicycling and walking facilities (including road projects) is also shown. For that larger figure some of those costs are attributable to road work. This figure does not reflect the amount actually spent on bicycle and pedestrian facilities, as there is no accurate way to approximate the costs of only

those facilities. The reported costs are over the entire period of the document(s) examined.

**How to use:** Explain just how little is spent on facilities for people who bike and walk, and how federal transportation investments often do not include human-scale improvements. If the total cost number seems high, this section puts it into context.

» PROJECTS BY COUNT



Projects By Count

**What it is:** A quick summary of how many reported projects made no mention of bicycling and walking facilities. This highlights the extent to which states do not account for

people who bike and walk in their planned investments.

**How to use:** Advocates can call for more projects that include facilities for people who bike and/or walk and that project descriptions accurately describe how walking and biking are accommodated. For states with Complete Streets laws or policies, a low inclusion rate likely shows that those laws and policies are not being included into the planning process or that their implementation is not being documented.

» REPORTED PLANNED TRANSPORTATION SPENDING				
REPORTED PROJECT TYPE	# OF PROJECTS	% OF PROJECTS	TOTAL PROJECT COST	AVERAGE PROJECT COST
<b>PROJECTS WITH BICYCLE &amp; PEDESTRIAN FACILITIES</b>	<b>201</b>	<b>16.8%</b>	<b>\$174 MILLION</b>	<b>\$867,000</b>
Bicycle and/or pedestrian-only projects	174	14.5%	\$98 million	\$563,000
» Bicycle-only projects	12	1%	\$3.9 million	\$325,000
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» Shared-use projects	129	10.7%	\$80.3 million	\$622,000
Road projects with bicycle & pedestrian facilities	27	2.3%	\$76.3 million	\$2.8 million
» Road projects with bicycle facility	1	0.1%	\$0	\$18,000
» Road projects with pedestrian facility	12	1%	\$19.2 million	\$1.6 million
» Road projects with bicycle & pedestrian facilities	14	1.2%	\$57.1 million	\$4.1 million
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<b>TOTAL REPORTED IN STIP</b>	<b>1,200</b>	<b>100%</b>	<b>\$12.2 BILLION</b>	<b>\$10.2 MILLION</b>

## Reported Planned Transportation Spending

**What it is:** A summary of all of the project data collected as part of this project, by project type. This section also includes estimates of average project costs. Average project costs can be highly variable because they reflect a rough calculation of the number of identified projects and the costs associated with those projects. When identified projects were pooled projects, the average project cost reflects the size of that pool and not the size of the project(s) eventually built by that pool.

**How to use:** Provide context to any conversation about the types of walking and biking facilities. In a conversation about safety it may help identify whether current planned

investments meet the areas of concern. In a conversation about commuting or congestion, it may help identify whether facilities are being planned to meet changing mode share realities or goals. The average project cost estimates may be used to show that facilities for people who bike and walk tend to be less expensive projects and included in less expensive projects.

» DATA TRANSPARENCY SCORING (OVERALL: A)	
<b>A-</b>	<b>DESCRIPTION CLARITY:</b> Project descriptions are better than average; many projects are pooled but then separately identified
<b>D</b>	<b>OPEN DATA:</b> There is an online project locator and daily reports, but Excel is not available
<b>B</b>	<b>PAPER TRAIL:</b> There is one document that covers the entire state
<b>A</b>	<b>POINT OF CONTACT:</b> Contacts are clearly assigned and accessible by email

## Data Transparency Scoring

**What it is:** A quick summary of the information we collected on transparency practices. The overall grade is not a strict average of the sub-grades, but rather reflects a weighting of each transparency criteria that is explained in "Transparency Weighting and Criteria" on page 55 of the Appendix. You can find out more about why we chose our criteria in the "How Did We Examine Data Transparency?" on page 22.

**How to use:** Advocate for better transparency practices and coordination between state transportation agencies and federally established planning entities, primarily

MPOs. States are required to make information public in accessible means and involve the public.

MAP-21 holds states responsible for their investments and whether they are meeting goals by establishing an evaluation of the planning process including public input efforts and the way in which information is reported to the public.<sup>8</sup> These criteria should be used to advocate for more meaningful information that can facilitate greater public involvement.

» ANALYSIS

**Spending:** Colorado is better than average in the percent of projects with identified bicyclist and pedestrian facilities. However, the percent of costs associated with those identified projects is well below average. This may be explained by Colorado having more reported facilities that are not a part of a larger project. Separated shared use facilities, such as paths, made up a large portion of reported projects, almost four times the next most common reported project type.

**Reporting:** Colorado Department of Transportation (CDOT) staff were very helpful and provided estimated totals that were a great help in completing this project. CDOT also provides a number of interesting STIP reports that are updated daily and a very good GIS-based project locator. The descriptive information contained in the STIP is generally quite good, but often provides an excellent explanation of a program or project type and then has more limited information about the individual projects listed. This can be frustrating when using the project locator and expecting more detailed information on an individual project.

**Opportunity:** Colorado is very close to being a model state, but it seems likely that they could do better by utilizing the data systems that allow daily updated reports and GIS maps to provide Excel reports, making analysis easier. The state could likely also further improve upon its higher than average percent of projects with identified bicyclist and pedestrian facilities if it emphasized better descriptive information for individual projects, particularly describing facilities that are included in road projects. An innovative alternative to better descriptive information might be to link to bidding, construction, or other documentation for individual projects.

Analysis

**What it is:** Statistics and letter grades do not tell the entire story. This section provides state-specific context. For each state, the analysis section provides a rough idea of how the state’s spending statistics compare to other states, whether there are any abnormalities that might affect the accuracy of the statistics, examples of noteworthy reporting practices within the state not captured neatly by our transparency criteria, and opportunities within the state based upon current state and/or MPO practices.

**How to use:** Gain a greater understanding of your state’s STIP Score Card. It may answer questions or elicit new ones that are appropriate to ask your state transportation agency. While we do not recommend the use of our data for direct state-to-state comparisons, this section gives some comparative context that may be helpful.

8 23 USC 135(h)(1)(C)

## PART IV: Transparency Recommendations for Transportation Agencies

As we counted, coded and calculated bicycling and walking projects by count and cost, we also evaluated each state's STIP for 10 specific transparency criteria. The criteria were developed to address how states can improve their STIP reporting so citizens can better find, understand and evaluate planned transportation investments.

This section highlights good, bad and noteworthy practices in the presentation of planning information and provides suggestions to improve STIPs. More information about our transparency criteria can be found in "PART II: Data Transparency" on page 21 and in the "Appendix" on page 53.

### Description Clarity Practices

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#### Spotlight on the states with the best narrative information

Four states – Alaska, Colorado, Maine, and Washington – earned the maximum points available for our criteria on Quality Narrative Information. This section looks at their project descriptions and why they scored well. Scoring this section is more of an art than a science and there may be states that produced information similar to what was produced by these states but did not score as well. The three primary reasons that it is difficult to quantify and objectively measure how well projects are described are:

1. **There is no national standard on how to describe projects.** Project descriptions vary considerably by each state. Generally, states provide their project descriptions in two manners: (1) a narrative-like project description that contains most of the information that describes the project; or (2) project codes and work types that contain information that describe particular project characteristics. Some states combine both approaches.
2. **It is difficult to measure the use (or the non-use) of abbreviations, alphanumeric codes, or other difficult-to-understand descriptors.**
3. **It is difficult to consistently measure description length.** It is difficult to quantify the length of descriptions in PDF documents without document review software or significant data entry. Descriptive information can be found in multiple data fields for many projects – making it difficult to aggregate data in a consistent and justifiable manner.

## How do states currently write good descriptions?

### Alaska: Easy-to-understand and longer descriptions

Alaska did not have a uniform format for all MPOs and other entities that receive federal transportation funding in the state. The points were earned on the relative strength of the Alaska DOT STIP document, particularly the three data fields with good descriptive information:

- » **Project Name:** The project name was usually short, but written in plain English and without many codes or abbreviations. This makes each project easy for citizens to reference because the name is short and descriptive. This field led 30 identified projects according to our search terms.
- » **Primary Work:** The primary work field generally contained one or two words to explain the work type, such as “reconstruction” or “safety.” This field allows simple categorization of projects, but on its own, does not provide too much information on a project. For example, the “safety” work type included funding for a Safe Routes to School Coordinator, planning activities, intersection improvements, and passing lanes, among other projects. This field led 6 identified bicycling and walking projects according to our search terms.
- » **Description:** The description field contained longer than average descriptions. The average description contained slightly more than 256 characters. This equates to around 43 words, or two to three sentences. These longer descriptions are written in plain English and without many codes or abbreviations, therefore making it easier to understand the reported projects. Longer descriptions also made it more likely that project components are described, which resulted in finding more bicycling and walking facilities. This field led to 86 identified projects according our search terms – far more than any other data field.

#### Alaska: Example of a Bridge Project that Includes Bicycling and Walking Facilities

Need ID: 25476 Name: Riley Creek Bridge Replacement and Access Improvements							Ph	Fund	FFY 12	FFY 13	FFY 14	FFY 15	After 2015
Program	Region	Borough	Place Name	Highway	Primary Work	Bridge #s							
							4	AC	0	0	13,645,500	0	
NHS	N	Denali Borough	Denali National Park	Parks Highway	Bridge Replacement	695	4	ACC	0	0	0	-13,645,500	
<b>Description:</b> Replace the Riley Creek Bridge #0695 located on the Parks Highway MP 237. Construct auxiliary lane(s) for Denali National Park entrance at MP 237, a parking area accessible to Riley Creek, and bicycle and pedestrian facilities crossing Riley Creek.													
							4	BR	0	0	0	8,975,500	
							4	NHS	0	0	0	3,736,000	
							4	SM	0	0	1,354,500	0	
							4	TE	0	0	0	934,000	
							<b>Totals:</b>		0	0	15,000,000	0	0

It is worth noting that the Alaska DOT STIP document was available in Excel format, but the spreadsheet contained data as reproduced above. This data was difficult to work with because it does not allow sorting and other analysis. To conduct the analysis for this report, the Excel data provided by the DOT was reformatted into a single row for each project, which enabled sorting and other analysis.

### Colorado: Detailed descriptions for both individual and pooled projects

Colorado earned all of the points for Narrative Information available because the STIP document included good descriptions for individual projects and provided additional information on pooled projects. While the treatment of pooled projects did not provide much information on each project within the pool, it provided enough additional information that some bicycling and walking facilities and projects could be found that would not have been identified or described if the pool was the only thing reported. Unpooled, individual projects, generally had longer descriptions, but there was a lot of variability in the quality of descriptions. The only format available was PDF, so analysis of the average project description length was not possible without considerable investment in document review software or time in data entry.

#### Colorado: Example Descriptions for Individual and Pooled Projects

INDIVIDUAL PROJECT	POOLED PROJECT
<p><b>Project Name:</b> US36: 120th Avenue Connection (SafeTEA LU demos 37, 68, 100)</p> <p><b>Project Description:</b> Project constructs a six lane connection between State Highway 128 and 120th Avenue going over US-36 and under the BNSF railroad. The project includes four-foot wide on-street bike lanes and six-foot wide sidewalks. It includes provision of raised medians, access control/consolidation, left-turn lanes at signalized intersections, bus pads (if appropriate), bike racks, and signal interconnection. Committed funding constructs Phase 1, Wadsworth to Allison, and initiates ROW for Phase 2, Allison to 120th Ave. Demo Ids 037, 068 &amp; 100</p>	<p><b>Pool Name:</b> DRCOG STP-Metro Pool - R4</p> <p><b>Pool Sub-Project Name:</b> Broadway: Euclid Ave. Bike/Ped Underpass</p> <p><b>Pool Description:</b> The STP-Metro STIP Pool consists of a wide range of transportation-related activities that include studies, construction and transportation program support. These projects or programs are generally smaller, without a major impact on capacity, the environment and are non-controversial. Work elements include Environmental, Design, Utilities, Right-of-Way, Construction or Miscellaneous.</p>

The two data fields that were particularly helpful were the project name, which was not in a defined field, and the project description, which existed for each project pool and individual project only. Funding programs sometimes provided additional information.

### Maine: Comprehensive data available (if requested)

Maine is an interesting case because its publicly available STIP document is not that exceptional. However, Maine earned all of the points available for Quality Narrative Information because DOT personnel were able to provide a Microsoft Excel document upon request that provided significantly more information. Making this higher-quality data publicly available would help the citizens of Maine better understand their state’s transportation priorities. Our Open Data score for Maine reflects the fact that we had to ask in order to receive the state’s high quality Excel document.

#### Maine: A Sample Project from Both the Publicly Available PDF and Requested Microsoft Excel STIP

Data from the publicly available PDF version:

<b>017514.11</b>	STP-1751(411)X	High Visibility Pedestrian Crossings: Beginning at Park Street and extending northerly 0.45 of a mile to Rankin Street.	Federal	\$22,300	\$21,760	\$540	\$0	\$0	\$0
			State	\$2,700	\$2,640	\$60	\$0	\$0	\$0
			<b>Totals:</b>	<b>\$25,000</b>	<b>\$24,400</b>	<b>\$600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Town(s):</b> Rockland <b>Rte/Road:</b> High visibility, ped Xings <b>Length:</b> 0.45		<b>FFC:</b> Principal Arterial	<b>Stages:</b> <input type="radio"/> PE <input type="radio"/> Env./NEPA <input type="radio"/> Final Design <input type="radio"/> ROW <input checked="" type="radio"/> Con/CE <input type="radio"/> Other <input type="radio"/> Planning						

Data from the requested Microsoft Excel version:

Bike/ Ped Related	TYPE	Program	Title	Length	Asset	Description	Federal Functional Class	Scope	Lead Unit
	Traffic Engineering	Traffic Engineering	ROCKLAND: ROUTE 1	0.45	High visibility, ped Xings	High Visibility Pedestrian Crossings: Beginning at Park Street and extending northerly 0.45 of a mile to Rankin Street.	Principal Arterial	Miscellaneous Safety Improvements	Traffic

Additional data for the same project was found in Excel version, which was not found in the publicly available PDF version.

The publicly available PDF had, at most, three data fields that might give descriptive information about a project and its components. The Excel document, on the other hand, had at least five data fields that gave descriptive information and 22 columns that contained data unrelated to project cost. Due to the sheer quantity of data in the Excel document, it is difficult to reproduce in this report. What is shown above is a version of the Excel data with columns that identify project phases, project locations, project numbers, and cost removed.

Looking at the Project Description alone shows that, on average, Maine describes projects in one or two sentences, or around 130 characters. In the publicly available PDF document, that data is the majority of the data that gives any sense of what is included in a project. In the Excel document the Project Description is supplemented by the Asset field, which

appears in the PDF as the “Rte/Road” field; and fields for a work type, program, scope, lead unit, title, and a field that says whether the project is “bike/ped related”. The “bike/ped related” field identified about 83% of the projects that were identified by our term search. Taken all together, these data fields provide a much better picture of what each project will look like than is provided by the Project Description alone.

### Washington: Detailed, but coded, descriptions are publicly available

Washington state earned all of the point available for Quality Narrative Information because it has very good narrative project descriptions, and not because of any supplemental information provided. Like Maine, Washington DOT (WSDOT) personnel were able to produce an Excel document upon request, but unlike Maine, it did not provide significant new information. The strength of WSDOT’s Quality Narrative Information was the “Project Description” field, which averaged almost 283 characters, or nearly 3 sentences.

#### Washington: Sample Coded Project Listed in the STIP

MPO/RTPO: PSRC			Y Inside		N Outside		January 9, 2013				
County: King											
Agency: King Co. DOT - Road Services											
Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	2201(006)		KGCO-118	21	0.110	CE	No	50' n/o NE 135th St.	510' n/o NE 137th St.	690,000	
<p>100th Avenue NE Safety Improvement Project</p> <p>Installation of concrete medians and turning bays to restrict left turns in and out of driveways to selected locations along 100th Avenue NE. There are two locations of road segment where this work would be done. These segments were identified as part of King County's High Accident Roadway Segment program analysis undertaken during 2003-2005. During this period, there were 13 recorded collisions along the 100th Avenue NE corridor. 100th Avenue NE has five lanes, including a center left turn lane and vehicles coming out of or into driveways are the predominant collision pattern.</p>											

The WSDOT STIP also has a coded Improvement Type (“Imp Type”) for each project, but in order to understand that field, one must cross-reference the WSDOT STIP Training Manual and the 47 Improvement Type codes listed on pages 71 and 72. For citizens interested in bicycling and walking improvements, code 28 (Facilities for Pedestrians and Bicycles) and code 38 (Safety and Education for Pedestrian/ Bicyclists) are most important. However, the use of this type of coding is limited and less than one-third of the projects identified by our term search were coded for those improvement types.

## Lessons from the states with the best narrative information

### Provide more information

It's hard to say it strongly enough – **without more information, it is hard for citizens to engage with planned transportation projects – and more narrative information is needed in every state.** There is a lot of work done by agency staff and public involvement before each STIP is published and it seems reasonable to expect that more information is currently being generated than is being included in STIP documents. STIP documents are already long and complex, but the benefit of providing more information, which might allow the public to have a greater understanding of their state's transportation future, far outweighs the costs associated with larger documents, especially if the only change is incorporating data that is already being produced by other processes.

### Supplement pooled/ grouped descriptions

Delivering smaller projects with federal transportation funds can be difficult. Many states and MPOs choose to present smaller projects in pools or groups according to their federal funding program. These projects may later be added to a STIP or a TIP through the amendment process. In states that produce regularly updated STIP documents or that provides project information through a database, that approach is not especially problematic. In other states, that approach leads to priorities among smaller projects being harder to see. While there should not be so many administrative burdens that smaller projects cannot be built, any information that sheds more light on the future projects within a state is appreciated and useful.

### Do not rely on codes

The vast majority of STIP documents have data fields for codes like “work type,” “improvement type” or various “yes/ no” fields that describe characteristics of a project. These data fields can be very useful because they allow project data to be parsed according to those data elements. However, this approach is ultimately limited and will result in more complex documents as available data increases. Efforts to limit complexity, like coding projects for “non-motorized enhancements” or “bike/ ped facilities,” represent compromises in data. Codes can have their place, but will never be able to tell the entire story.

While narrative descriptions do not necessarily enable data to be parsed in the same way, they can play an important role in describing projects in terms that the public can understand and providing information that does not neatly fit into predetermined categories. This additional information can still be useful for analysis if data is made available in a spreadsheet format that allows analysis, with one row for each project.

## Leverage other sources of information

According to the 2012 Benchmarking Report published by the Alliance for Biking and Walking, 27 states have adopted a master plan for biking, 25 have adopted a master plan for walking, and 33 have adopted a master plan for trails.<sup>9</sup> Despite this, it was exceedingly rare to find a project that mentioned its relationship to a multimodal or mode-specific master plan. More common were references, like ones in Baltimore's TIP, that said that certain projects "could serve to improve conditions for bicycling and/ or walking per approved local, regional and/ or statewide bicycle and pedestrian planning documents." While this type of reference was not always accompanied by facilities for people who bike or walk, or identification of where the relevant planning documents could be found, it serves an important purpose of raising the issue and making it easy for the public to understand the potential impact of modal master plans.

There are many other sources of information that can potentially be linked or incorporated into the STIP or web-based, project-centered database or map utilities. Potential sources of information can be found on "A Call for a Project-Centered Ecosystem of Planning Documents" on page 28. The Massachusetts Department of Transportation – Highway Division also attempts to integrate their project information database, further described on page "Focus On: Massachusetts" on page 43. By consistently using unique project identifiers and structuring data so that it can be parsed by machines, agencies may be able to dramatically increase the information available for any planned project in the future.

Based upon our review, the average reported project cost across all states is \$9 million. The average STIP project is described in **one or two sentences** – often **fewer than 30 words**. Project descriptions should match the importance of investments being made.

## General Recommendations for all states

### Project descriptions should match the importance of the investments being made

Based upon the review of documents in this report, it is likely that the average project listed in a STIP is described with fewer than one or two sentences.<sup>10</sup> However, the average project cost across all states is almost \$9 million, with a median average of a little more than \$5 million. It seems hard to believe that one or two sentences, often fewer than 30 words, can provide a useful description of a project representing such an investment. This lack of information also

<sup>9</sup> 2012 Benchmarking Report, Alliance for Biking and Walking, p. 68.

<sup>10</sup> Due to the variety of data produced by the states to comply with the federal requirement to publish a STIP it was extremely difficult to provide an estimate of the length of project descriptions in STIP documents. However, in Tri-State's Tracking State Dollars report they recommended at least 1 to 2 sentences per project description. In limited analysis of STIP documentation based upon the number of characters in project descriptions, it appears that most states do not meet that recommendation, while some states, such as Washington and California, likely exceed that recommended threshold. In that limited analysis, sentence estimates were based upon [Wikipedia's estimate](#) that six characters correspond to an average word and the [Oxford Guide to Plain English's](#) suggested sentence length of 15-20 words.

**A Comparison of Word Counts**

ITEM	SAMPLE TEXT	WORD COUNT
<b>STIP Project Descriptions</b>  <b>Average Length:</b> Two or three sentences, typically fewer than 30 words per description	<b>Low Quality:</b> "SH 28, SALMON SB, SHARED USE PATHWAYS, PHS I" (Idaho)	» 1 sentence » 9 words » 44 characters with spaces
	<b>Average Quality:</b> "ARLINGTON- BIKEWAY CONNECTION AT INTERSECTION ROUTE 3 & ROUTE 60, MASSACHUSETTS AVENUE, PLEASANT STREET & MYSTIC STREET" (Massachusetts)	» 1 sentence » 17 words » 119 characters with spaces
	<b>High Quality:</b> "Replace the Riley Creek Bridge #0695 located on the Parks Highway MP 237. Construct auxiliary lane(s) for Denali National Park entrance at MP 237, a parking area accessible to Riley Creek, and bicycle and pedestrian facilities crossing Riley Creek." (Alaska)	» 2 sentences » 39 words » 248 characters with spaces
<b>Twitter</b>  <b>Average Length:</b> One to two sentences, or about 15 words per tweet*  <b>Maximum Length:</b> 140 characters (with spaces)	"It's out! Check our new report with @PeopleForBikes on the economic benefits of protected bike lanes. <a href="http://bit.ly/KiX9ho">http://bit.ly/KiX9ho</a> " (The Alliance for Biking & Walking)	» 2 sentences plus a link » 17 words » 122 characters with spaces
	"The 2014 National Bike Summit & Women's Forum program has been announced! #NBS14 <a href="http://bit.ly/1erdbPT">http://bit.ly/1erdbPT</a> pic.twitter.com/9RoOprxmK7" (League of American Bicyclists)	» 1 sentence plus hashtag, link and image » 15 words » 130 characters with spaces
<b>Directions from a Tube of Toothpaste</b>  <b>Average Length:</b> Five sentences, or about 71 words per direction	<b>"Adults and children 2 years and older.</b> Apply toothpaste onto a soft bristle toothbrush. Brush thoroughly after meals or at least twice a day or as directed by a dentist or physician. <b>Children under 6 years:</b> To minimize swallowing, use a pea-sized amount and supervise brushing until good habits are established. <b>Children under 2 years:</b> Ask a dentist or physician. Store below 30°C (86°F)." (Generic toothpaste)	» 6 sentences » 64 words » 388 characters with spaces

\*Average Twitter word count was obtained from the [Oxford University Press](#).

likely falls short of representing the work that goes into each project before, during and after its inclusion in the STIP.

Without better project descriptions, or better linkages of project information created in other processes, it is very difficult to say whether projects are good investments and for the public to engage with the process. Performance-based programming will also require more information to be included about each project in the STIP to ensure that performance measures can be evaluated in the context of programming.

Plain English can be powerful and is the best way to describe projects in a way that will enable the public to understand a state's priorities. If a state believes it is best served by providing information with codes, terms of art, or the identification of particular elements rather than a narrative description here are some suggested elements to consider:

- » Identification of the facilities that accommodate all users, as would be appropriate to document compliance with a Complete Streets policy. Twenty-seven states have Complete Street policies, according to the [National Complete Streets Coalition](#).

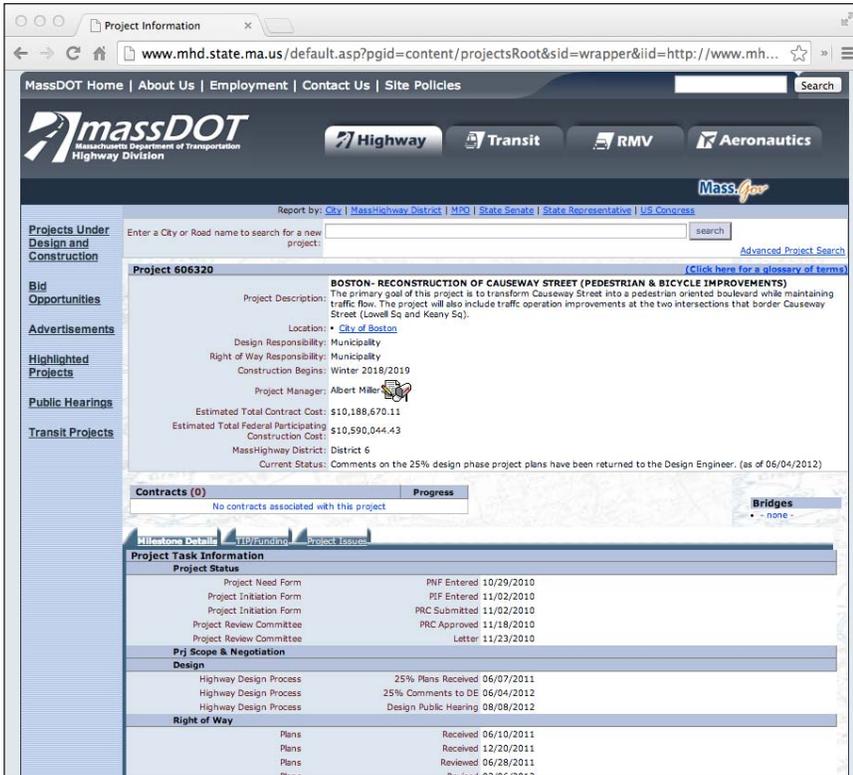
- » A cross-section description according to design guidelines expected to be used in the development of a project.
- » The expected bicycle level of service or suitability (estimated average daily vehicle volume) effect of a project, or a similar performance metric for whatever modes will be affected by a project.

### Provide complete information to leverage other processes and populate the STIP with useful and accurate descriptive information

Description clarity relies upon the availability and quality of the information provided for each project. The Sunlight Foundation's Open Data Principle of Completeness can be a powerful concept when applied to what data should be available. The Principle of Completeness means that the data released by the government should be "as complete as possible, reflecting the entirety of what is recorded about a particular subject."<sup>11</sup> To provide complete project information, agencies should focus on linking and leveraging their processes to provide high quality information about each project. We recommend that agencies consider:

- » **Creating a connected ecosystem of documents:** The STIP should not exist in a vacuum. Many sources of information – such as the Long-Range Transportation Program, letting documents, design documents, comprehensive plans, modal master plans, among others – that contribute to creating the projects that are listed in the STIP. These information sources should be viewed as assets and linked or otherwise used when describing projects in the STIP. While brevity is often appreciated, citizens deserve more than a few words to understand their transportation investments, especially when projects can cost several millions of dollars and affect transportation choices for decades.
- » **Maintaining a dynamic STIP that incorporates information as it becomes available:** A dynamic STIP should make leveraging planning data easier since not all of these information sources will be available at the time of the creation or update of a STIP.
- » **Ensuring unique project identifiers are used on all relevant documents:** Unique identifiers for each document are common, but in some instances a project can have different identifiers assigned by a state, a MPO, and the federal government. Better coordination on these unique identifiers would allow powerful data analysis across agencies.

<sup>11</sup> The Sunlight Foundation, "Ten Principles for Opening Up Government Information," (2010) available at <http://sunlightfoundation.com/policy/documents/ten-open-data-principles/>.



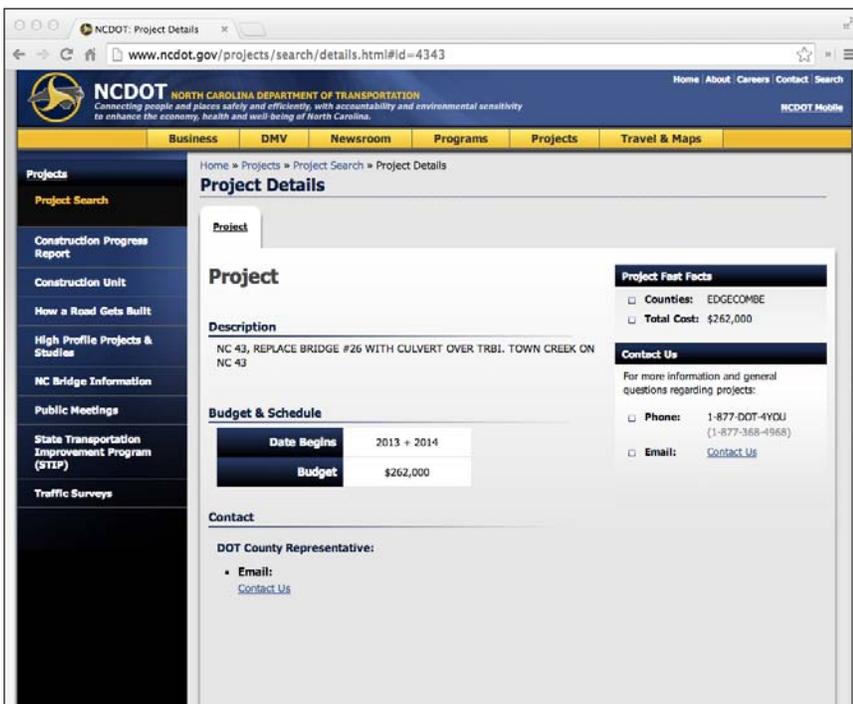
### Focus On: Massachusetts

The **Massachusetts Department of Transportation (MassDOT) Highway Division** has a [project information database](#) that incorporates information from a range of programs, processes and documents. The database provides a centralized report for each individual project that includes information on contracts, design, engineering, TIP funding and an assigned staff person for each project. Currently, there is still room for improvement in how these pieces fit together and some parts of the database seem unpopulated, but it is a dramatic step towards a more connected approach to project data.

### Focus On: North Carolina

The **North Carolina Department of Transportation (NCDOT)** attempts to bring together its long and short-term planning through its [“From Policy to Projects” initiative](#). It is commendable that the NCDOT is [working to connect its processes](#) to provide better information for its citizens. Unfortunately, this initiative does not seem to provide better information about [projects](#). Project details that are available at the end of the Policy to Project process are not supplemented by later processes such as contracts, design and construction.

**Good MPO Example:** The **North Central Texas Council of Governments** for the metropolitan areas of Dallas-Fort Worth does a good job of providing supporting documentation. Supporting documentation included in the TIP



includes: project selection criteria; prioritization processes; methodologies for evaluating different project types; parties responsible for various program decisions; and policies regarding amendments and administrative modifications to the TIP. Download a PDF of the TIP at: <http://www.nctcog.org/trans/tip/>.

## Common examples of parallel processes that could be leveraged

Several states had two or more parallel processes that include similar elements to the STIP. These common parallel processes include:

- » **One process for projects implemented by the state DOT and one process for projects implemented by other agencies:** In some cases the parallel process seems to be distinct because it is focused on projects implemented by the state DOT, while the STIP process contains projects implemented by the state DOT and projects implemented by other agencies.
- » **One process for certain “significant” projects and one process for other projects:** It is certainly understandable that very large projects deserve more resources so that citizens will be more likely to understand their impacts. Sometimes this takes the form of entirely different website. Other times it takes the form of databases or project lists that include supplementary information that should be available for all projects.
- » **One process for planning and one process for bidding/ construction:** Several states had online bidding processes or construction databases that could provide supplementary information for projects. The information developed through these processes is not well integrated so that citizens can follow planned projects through these later processes.

Better integrating processes that occur before, after and during the STIP creation would create the possibility that better data would emerge and could be found.

## Open Data Practices

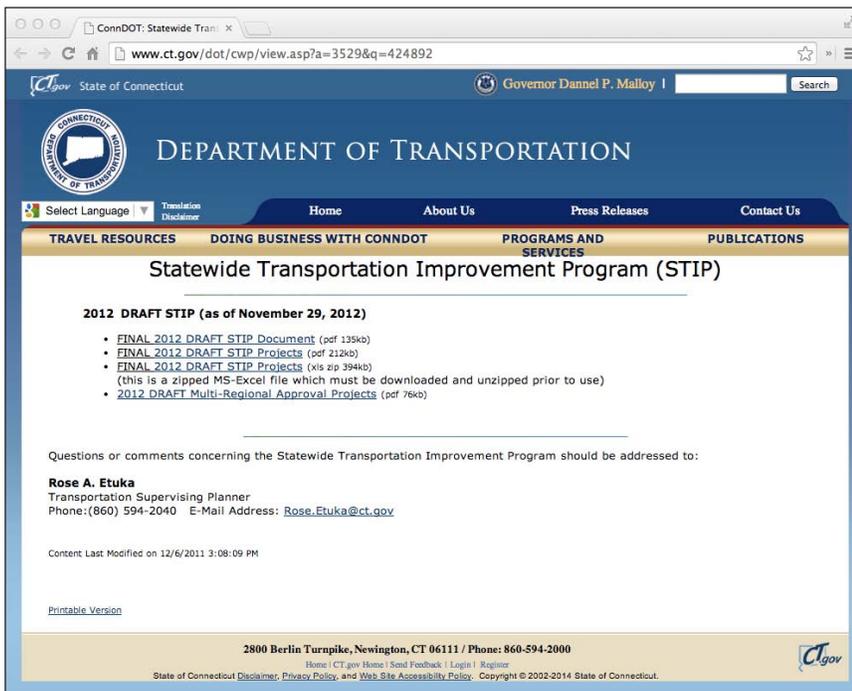
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### Provide Useful Data

Due to the large quantity of data that is contained in the average STIP, spreadsheets are likely to provide the most interactive, accessible, and usable format to the public. When publishing documents in spreadsheets, like Microsoft Excel, we recommend that states and other agencies follow these practices:

- » The spreadsheet document should include, at least, all information contained in the project list of the published STIP.

- » The spreadsheet document should include all projects for the agency that creates it.
- » The spreadsheet document should provide up-to-date information on the STIP, as amended or administratively modified, to the extent possible.
- » The spreadsheet file may be compressed, especially if the state has problems with widespread access to high speed internet connections amongst its population.



### Focus On: Connecticut

The **Connecticut Department of Transportation (ConnDOT)** provides their **STIP project list in two formats:** PDF and Excel. A single file for download makes it easier for users to get the entire picture of Connecticut’s transportation priorities at the state and regional levels without having to download and compile TIP data from the 11 MPOs in the state.

The Excel version is zipped to ensure that the file size is small and can be downloaded in a reasonable amount of time regardless of the user’s internet access speeds. While zipped files may require a user to download additional software to open the original file, they may also be preferable to splitting larger files into many separate downloads. There are

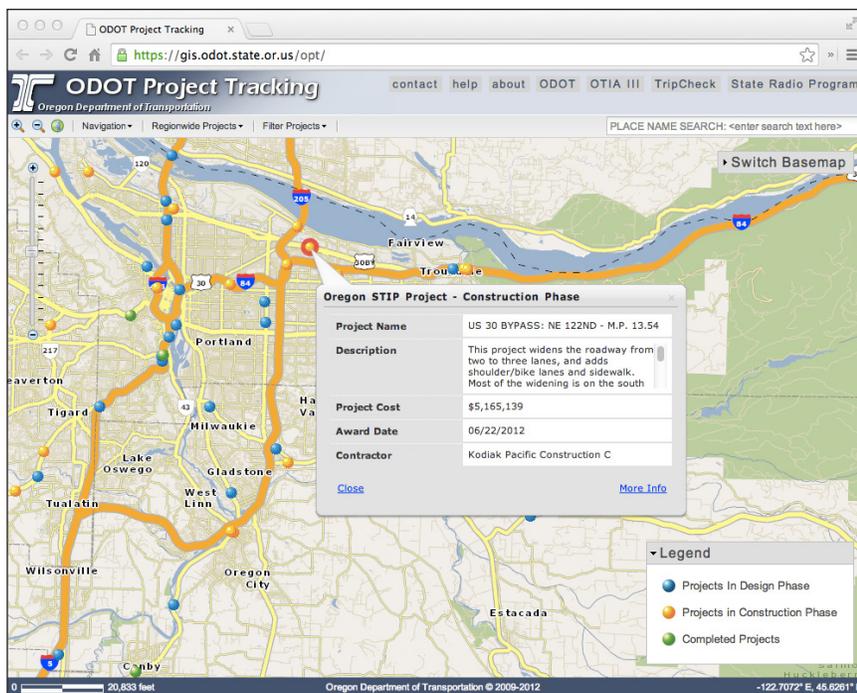
numerous free zip utilities available, providing a link to a utility would be a best practice if zipped files are used.

### Use Interactive STIP Presentations

Interactive presentations of data can be engaging and appealing. The use of maps allows the public to engage with the complex data contained in the STIP visually and in a way that allows them to work with familiar geography. Searchable databases not only allow online interactions in the way that the public has become accustomed to finding information on the internet, but can also allow the export of information for more advanced analysis.

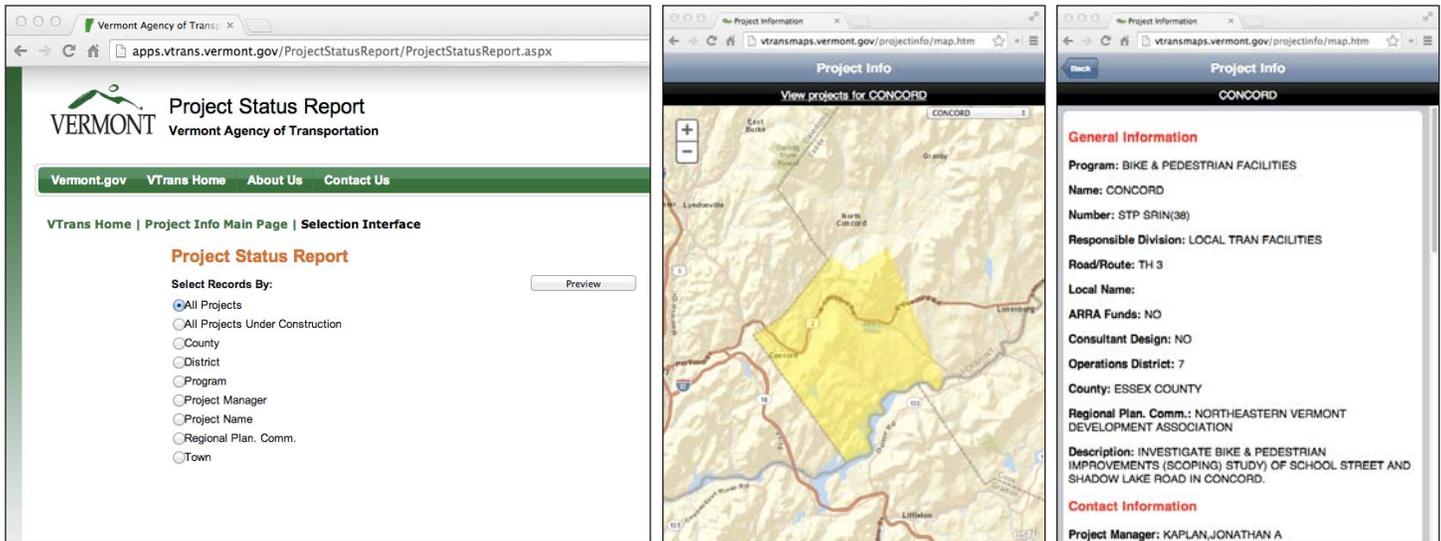
In the creation of an interactive database we recommend the following practices:

- » **Allow a variety of search mechanisms**, such as selecting all projects by county, work type, or by projects planned to be built in a particular year; and to search via by specific terms or on a map.
- » **Include a map, ideally GIS-based.** Visual presentation best practices do not seem well established and agencies should continue to experiment with visual ways to engage the public via innovative mapping practices. Pure GIS tracing can make it difficult to identify particular projects and may be confusing for citizens. GIS data layers are commonly used; we recommend a single layer as the default view to be more approachable than all layers at first view.
- » **Include an export capability**, ideally of any list created by a user, not just pre-created reports. Any export of data should be possible in a variety of formats.
- » **Do not require a login or otherwise restrict access to resources.** If a login is required, a public account login option should be available on the website and prominently displayed. Several states treated a request for a non-PDF format version of the STIP as an open records request, which can take longer to fulfill and may have associated costs.
- » If there are multiple presentation techniques or processes they should be aggregated on one landing page.



### Focus On: Oregon

The Oregon Department of Transportation (ODOT) provides an [interactive map](#) that contains most of the projects in the STIP and explains the project types that are not included. The map is separate from the STIP website portal and does not provide for any export of the information contained in the tool. However, it does have good features that allow users to find data at multiple levels of detail.



### Focus On: Vermont

The **Vermont Agency of Transportation's (VTrans) database and mapping resources** are an example of states trying new ways to present data. There is not always consistency in these approaches, but innovation should continue until best practices are established. VTrans provides two databases and three ways to navigate them:

- » Two navigation options – the [interactive project information map](#) and the [project status database](#) – seem to draw from and produce the same project information data. Both contain more information than the STIP and include information on whether and how a project is listed in the STIP.
- » The third navigation option, [VTransparency](#), does not seem to include the same projects or information and is more limited. However, it appears optimized for mobile devices and it is great to see effort put forth into a format where an increasing number of people access online information.

### Worthy of mention

Many of the State Score Cards highlight innovative presentation practices. Here are several particularly good examples:

- » The **Chicago Metropolitan Agency for Planning (CMAP)** has an [interactive pie chart](#) that shows planned projects by the primary mode of transportation served.
- » The **Nashville Area MPO** has an excellent [interactive TIP database](#) with an easy-to-use map and an online comment feature. Some of its notable features include:
  - **A great variety of project searches, including:** by keyword, county, improvement type, funding source, phase of work, lead agency, program year,

TIP Project ID #, Tennessee Department of Transportation PIN #, and Federal Project ID, in addition to custom search criteria.

- **Exports in a great variety formats:** The project list is available for bulk or customized export in PDF, XLS, XLSX, RTF, MHT, Text, CSV, and various image formats.
  - **Great interactivity:** There is a link to request alternative reports that are not available through the database, in addition to contact information for the Principal Transportation Planner.
  - **Easy Summary information:** Totals for the number of projects and total funding are available without running a report.
- » The **Pennsylvania Department of Transportation (PennDOT)** has included some very interesting [visualization tools](#) as part of their interactive STIP, including a video log of the area affected by a planned project.

#### Machine Readable Data

“Machine readability” is one of the Sunlight Foundation’s Open Data Principles because of the power of computer aided analysis when data is made available in formats that computers can parse. That power was borne out in this project because documents that were in a Microsoft Excel compatible format or a PDF format that could be converted to Excel without the need for Optical Character Recognition (OCR) were much easier to work with and took significantly less time to analyze.

While there may be valid reasons to present parts of the STIP as images or with presentations that do not lend themselves to machine readable formats, the data dense project lists should be made available in a machine readable format to allow analysis of that data. An estimated 200,000 pages<sup>1</sup> were reviewed for this report, without computer-based data analysis tools this project would have been even more difficult and time consuming. The potential to leverage the data created in the STIP process to improve transportation planning and project delivery will only be realized when the data can be understood and analyzed by machines and people working together.

<sup>1</sup> The documents reviewed for this report represented over 2 GB of data. This estimate is based upon the number of pages per GB of Microsoft Word, Microsoft Excel, and PDF format documents and the mix of documents reviewed. How Many Pages in a Gigabyte?, [LexisNexis Discovery Services Fact Sheet](#).

## Paper Trail Practices

### Provide a one-stop resource for the STIP

One of the practices that contributes the most to a lack of understanding of planned federal transportation investments is the failure of the agencies that plan projects within a state to provide all of their information in one place. The practice of incorporating MPO TIPs “by reference” places the burden of compiling MPO TIP documents on the public, which is reasonably unwilling and unable to bear the burden of compiling information that federally

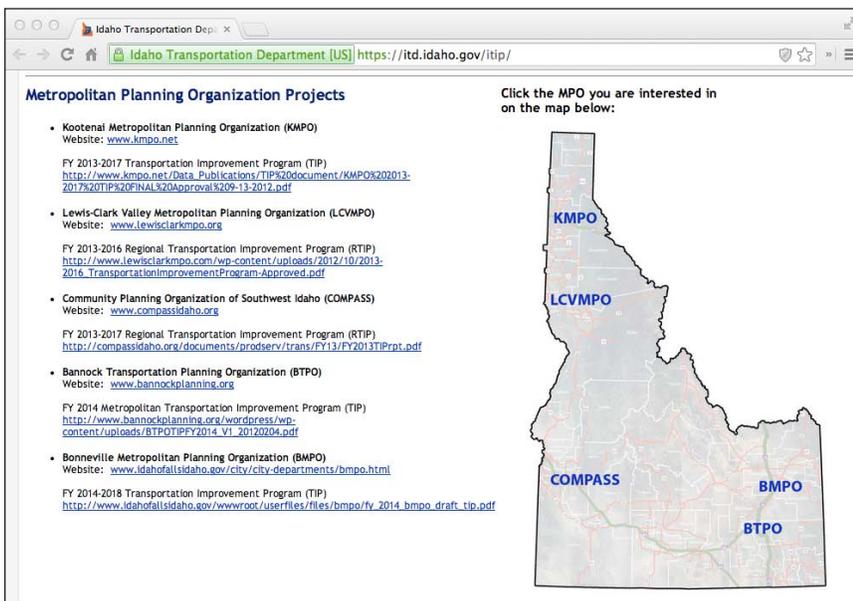
funded agencies have failed to coordinate. We recommend that states incorporate these documents directly and follow these practices:

**Integrate MPO TIPs directly into one document that is called the STIP and hosted on the state DOT website.**

- » If a state believes it is expedient to provide smaller documents to download or documents that are region-, mode- or funding-specific, then the state should provide a single download option in addition to those curated download options.
- » If a state cannot integrate MPO TIPs directly into one document due to administrative burdens, then the state and its associated MPOs should work to provide their respective data in compatible formats that are easy to aggregate and provide them all in the same place. An example of compatible formats would be spreadsheets that have certain common and uniform columns, but also have variable columns that allow them to report non-uniform data.

**Provide easy access to MPO TIP information on the STIP website that allows citizens unfamiliar with MPOs to find the MPO that is of most interest to them.**

- » The relationship between the STIP and MPOs should be explained so citizens understand the process and how the agencies and STIP/ TIP interact with one another. The full name of each MPO should be given and other information, such as a map or the names of cities and towns within each MPO's jurisdiction.
- » Links to each MPO's website or directly to each MPO TIP should be within one-click from the STIP landing page.
- » Ideally public outreach processes and comment periods for both the STIP and MPO TIP should be available in one location.



**Focus On: Idaho**

The Idaho Department of Transportation (IDOT) lists MPO information on the same webpage as the STIP. Links are provided to both the MPO home page and the MPO TIP document. A map is provided so that people unfamiliar with MPOs can easily identify MPOs in the state. It is also notable that IDOT refers to their STIP as a TIP, which might avoid any perception that it is a statewide document.

## Focus On: Tennessee

Tennessee has some excellent MPOs and it is a shame that they are not better featured on the **Tennessee Department of Transportation (TDOT)** website. The [TDOT and STIP websites do not link to or mention MPOs](#) in Tennessee. The PDF version of the STIP provides a list of the MPOs with contact information for each. Hopefully in the future this information finds its way onto the website.

**MPO/ TPO/ RPO Planning Areas**

Projects selected by the Tennessee Department of Transportation (TDOT) which fall within the urban boundary of one of the eleven Metropolitan Planning Organizations (MPOs) (Bristol, Chattanooga, Clarksville, Cleveland, Jackson, Johnson City, Kingsport, Knoxville, Lakeway, Memphis, and Nashville) are **not** listed in this document. Those projects will be listed in the appropriate Urbanized Area TIP for inclusion in their review and comment process. Inquiries and comments should be directed to the appropriate MPO Coordinator(s) listed below.

**TENNESSEE MPO TRANSPORTATION PLANNING COORDINATORS**

**BRISTOL**  
**Mr. Rex Montgomery**  
 Transportation Planning Coordinator  
 Bristol Metropolitan Planning Organization  
 P. O. Drawer 1150  
 Bristol, Tennessee 37621-1150  
 Telephone: (423) 980-5519  
 Facsimile: (423) 989-0717  
 E-Mail: [rmontgomery@bristoltn.org](mailto:rmontgomery@bristoltn.org)  
 Website: [www.bristoltn.org/transportation.htm](http://www.bristoltn.org/transportation.htm)

**CHATTANOOGA**  
**Ms. Karin Krensch**  
 Chattanooga Hamilton County  
 Regional Planning Agency  
 1200 Market Street, Suite 2000  
 Development Resource Center  
 Chattanooga, TN 37402  
 Telephone: (423) 643-5502  
 Facsimile: (423) 757-6532  
 Email: [Karin.krensch@chattanooga.gov](mailto:Karin.krensch@chattanooga.gov)  
 Website: [www.chcra.org/TPO](http://www.chcra.org/TPO)  
 Please send all email correspondence to [TPO@chattanooga.gov](mailto:TPO@chattanooga.gov)

**JACKSON**  
**Mr. Keith Denalihan**  
 Transportation Planning Coordinator  
 Jackson Municipal Regional  
 Planning Commission  
 111 East Main Street, Suite 201  
 Jackson, Tennessee 38201  
 Telephone: (731) 425-8075  
 Facsimile: (731) 425-8081  
 E-Mail: [kdenalihan@jbrpcjackson.net](mailto:kdenalihan@jbrpcjackson.net)  
 Website: [www.cityofjackson.net/jbrpc/transportation/transportationMPO.html](http://www.cityofjackson.net/jbrpc/transportation/transportationMPO.html)

**CLARKSVILLE**  
**Mr. J. Stan Williams**  
 Transportation Planning Coordinator  
 Clarksville-Montgomery County  
 Regional Planning Commission

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## Worthy of Mention

There are several places to look for MPO information if there is none provided by a state. Some of the better directories include:

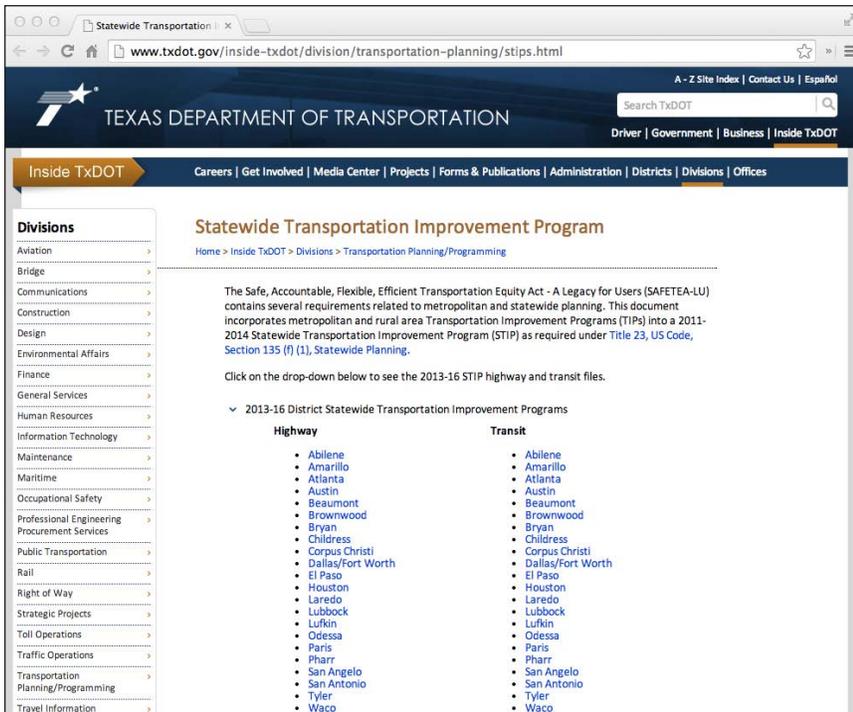
- » [FHWA's Transportation Planning Capacity Building Program](#)
- » [Association of Metropolitan Planning Organizations](#)
- » [National Association of Regional Councils](#)

## Providing a One-Click (Bulk) Download

It is an inconvenience to citizens to download and look at multiple documents in order to understand what is, in reality, one document. Several states seem to break up their document under the assumption that citizens do not have good internet access or speed. Unless there are technical reasons that a single document cannot be provided there should at least be an option to download the entire document at once.

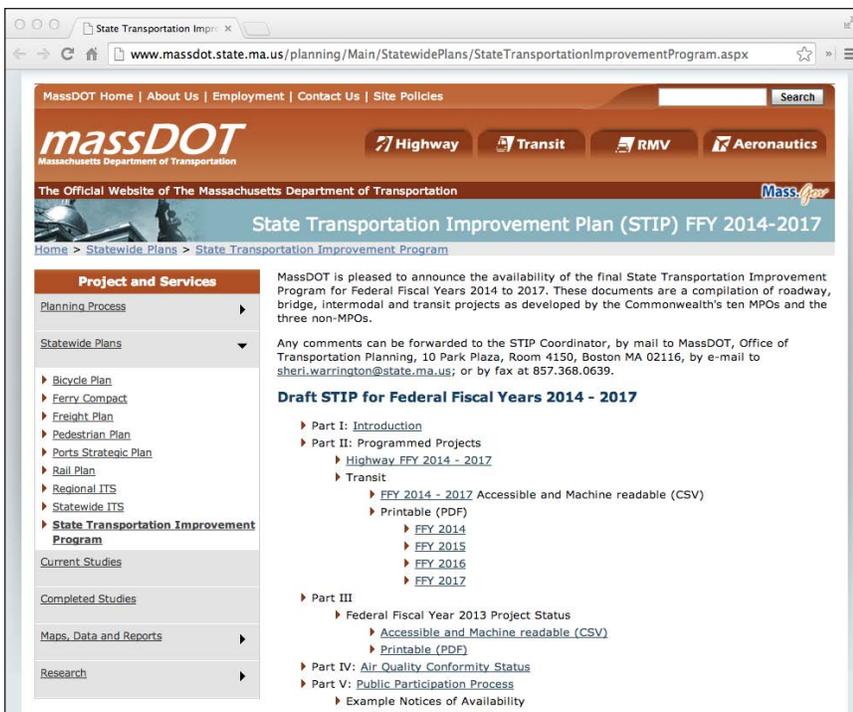
## Focus On: Texas

The **Texas Department of Transportation (TxDOT)** does a great service to its citizens by [collecting all of the documents that comprise the STIP in one area](#). The STIP is presented by district with 24 individual districts and two PDF documents per district, not including



revisions or federally required information about the STIP. Together these 48 documents represent slightly less than 250 MB of data. According to a 2010 report from [Speedmatters.org](http://Speedmatters.org), the average download speed in Texas in 2010 was 3.9 MB per second, meaning it would take a little over a minute to download the entire STIP, if it were available as a single document, for the average Texan.

The documents listed separately by TxDOT do not have a common format. This separated and non-standardized data makes it harder to get a picture of Texas's transportation priorities at state and regional levels. Based upon conversations with TxDOT staff, they appear to be planning a move to a spreadsheet-based database system in the near future. They currently have an online database for their Unified Transportation Program, which is a document that links their long-range plan to the STIP.



### Focus On: Massachusetts

The Massachusetts Department of Transportation (MassDOT) [compiles documents from the Commonwealth's 10 MPOs and three non-MPOs to create their STIP](#). The STIP is not presented as one document, but there is some effort to provide cohesive lists of projects – there is one PDF for all highway projects and one spreadsheet for all transit projects. While this is not ideal, the multiple formats may be a reason for the separated presentation.

## Point of Contact Practices

### Assign a contact person for the STIP and make their email available

The STIP is very rarely self-explanatory. Without a contact assigned, it can be difficult to know where to direct questions. To help the public understand where to ask questions and who is responsible for the creation of and programming contained in the STIP, we recommend:

- » A person clearly assigned as responsible for the creation of the STIP document.
- » Multiple ways to contact persons responsible for parts of the STIP, particularly through email and social media.
- » An invitation to the public to submit comments on projects at any time through a dedicated channel.

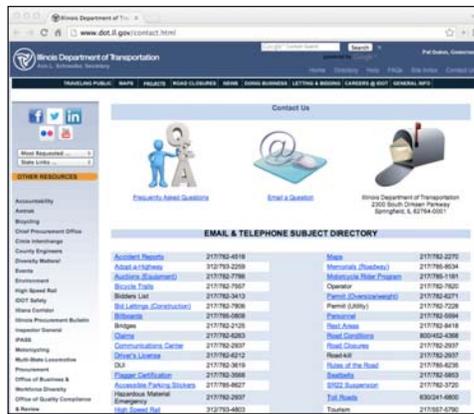
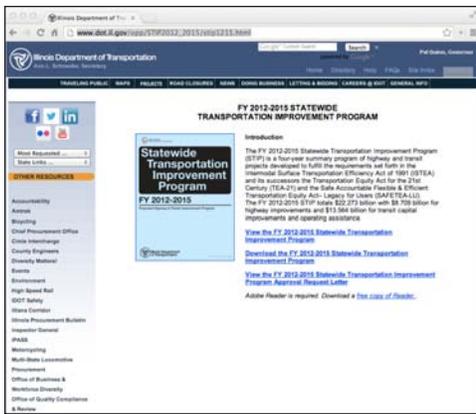


### Focus On: Rhode Island

Rhode Island's Department of Administration, Division of Planning prominently features the contact information for the Supervising Planner for TIPs. The contact's email address and phone number are clearly labeled and prominently featured on the webpage.

### Focus On: Illinois

The Illinois Department of Transportation (IDOT) website does not provide any contact information related to the STIP. There are contacts listed for certain subjects in the IDOT directory, but the department responsible for the STIP, "Planning and Programming," is not one of the subjects in the directory.



The STIP document does not provide an email address provided or a person responsible for the document. IDOT only invites public comments in writing or by phone.

# Appendix

## Data Sources for Each State

The following documents were gathered and used for each state's analysis.

STATE	DOCUMENT(S) USED
Alabama	An Excel version of the 2012 STIP covering projects planned from 10/1/2010 through 9/30/2015 downloaded on December 16, 2012.
Alaska	The Excel version of the 2012-2015 STIP and 3 TIPs, including Forest Highways
Arizona	An Excel version of the 2012 STIP downloaded on December 19, 2012
Arkansas	The Excel version of the 2013-2016 STIP and 8 MPO TIPs
California	A "MTC 2011 FTIP" and "2013 FTIP Report" generated by Caltrans staff on February 19, 2013
Colorado	A <a href="#">Daily Enhanced STIP Report</a> generated on January 29, 2013. Total project count and cost estimates were obtained from CDOT staff.
Connecticut	The Excel document "Final 2012 Draft STIP Projects," available on the Connecticut DOT website
Delaware	The 2013-2018 CTP and 2 MPO TIPs
Florida	The Excel version of the "Statewide STIP" for 2013-2016 available on FDOT website
Georgia	The GDOT 2013-2016 STIP and 15 MPO TIPs
Hawaii	An Excel version of the 2011-2104 (+2) STIP including Revision 12, provided by HDOT staff
Idaho	An Excel version of the 2013-2017 ITIP provided by IDOT staff and 5 MPO TIPs
Illinois	The IDOT 2012-2015 STIP and 14 MPO TIPs
Indiana	An Excel version of the 2014-2017 STIP provided by INDOT staff and 14 MPO TIPs
Iowa	An Excel version of the 2013-2017 STIP provided by Iowa DOT staff
Kansas	The 2013-2016 STIP and 5 MPO TIPs
Kentucky	The Federal Projects Tracking Excel document prepared by KTC and 9 MPO TIPs
Louisiana	The 2013-2016 STIP, the Supplemental List of Projects Covered by Line Item available on the Louisiana DOT website, and 9 MPO TIPs
Maine	An Excel version of the 2012-2015 STIP provided by MaineDOT staff
Maryland	The 2013-2018 STIP and 6 MPO TIPs
Massachusetts	Parts II and III of the Draft STIP for Federal Fiscal Years 2014-2017, available on the Massachusetts DOT website
Michigan	A merged Excel document of the 2011-2014 STIP and MPO TIPs provided by MDOT staff
Minnesota	An Excel version of 2013-2016 STIP provided by MnDOT staff
Mississippi	The 2012-2015 STIP, available on the Mississippi DOT website
Missouri	The 2013-2017 STIP and 7 MPO TIPs

STATE	DOCUMENT(S) USED
Montana	The 2012-2016 STIP and 3 MPO TIPs
Nebraska	The 2012-2016 STIP, Supplemental Project lists available on the Nebraska DOT website, and 3 MPO TIPs
Nevada	The 2012-2015 STIP and 4 MPO TIPs
New Hampshire	The Excel version of the 2013-2016 STIP updated as of September 24, 2012
New Jersey	The 2012-2021 STIP available on the New Jersey DOT website
New Mexico	An Excel version of the 2012-2015 STIP provided by New Mexico DOT staff
New York	All Excel Project Lists available on the NYSDOT website, downloaded on February 1, 2013
North Carolina	The North Carolina DOT "Policy to Projects" document updated as of September 5, 2012
North Dakota	An Excel version of the 2013-2015 STIP provided by North Dakota DOT staff in March 2013
Ohio	An Excel version of the 2014 STIP Project Listing provided by Ohio DOT staff as of 08/28/2013
Oklahoma	An Excel version of the 2013-2016 STIP provided by Oklahoma DOT staff on March 29, 2013
Oregon	An Excel version of the 2012-2015 STIP downloaded January 25, 2013
Pennsylvania	An Excel document containing information from the TIP visualization tool on the PennDOT website provided by PennDOT staff on February 27, 2013
Rhode Island	An Excel version of the 2013-2016 STIP provided by Rhode Island DOT staff on March 11, 2013
South Carolina	The 2010-2015 STIP available on the South Carolina DOT website
South Dakota	An Excel version of the 2013-2017 STIP provided by South Dakota DOT staff on March 11, 2013
Tennessee	An Excel version of the 2011-2014 STIP provided by Tennessee DOT staff on April 29, 2013 and 11 MPO TIPs
Texas	The 2013-2016 STIP including revisions through December 2012 as provided on a CD by Texas DOT staff
Utah	An Excel version of the 2013-2016 STIP provided by Utah DOT staff on March 11, 2013
Vermont	The 2013-2016 STIP and the Chittenden County 2013-2016 TIP
Virginia	An Excel report from the Virginia DOT Six-Year Improvement Program generated on March 28, 2013
Washington	An Excel export of Washington's STIP created on February 19, 2013 by WSDOT staff.
West Virginia	An Excel version of the 2013-2018 STIP provided by West Virginia DOT staff on March 11, 2013
Wisconsin	An Excel version of the 2013-2016 STIP provided by Wisconsin DOT staff on April 28, 2013
Wyoming	An Excel version of the STIP for 2013-2015 provided by Wyoming DOT staff on March 14, 2013 and 2 MPO TIPs

## Transparency Weighting and Criteria

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### Weighting

There were 22 points available under our 10 transparency criteria. The 10 criteria were grouped into four categories:

- » **Description Clarity:** (1) Quality Narrative Information; (2) Federal Funding Sources are Identified; and (3) Bicycle and Pedestrian Identifier is Available.
- » **Open Data:** (1) Excel is Publicly Available; and (2) Interactive Presentation.
- » **Paper Trail:** (1) One Click Download is Available; (2) MPO TIPs are Easy to Find; and (3) MPO TIPs are Integrated.
- » **Point of Contact:** (1) Assigned Contact; and (2) Email Available.

To calculate the grades each category was divided by the points available in that category to create a score out of a possible 1 point for each category. Based upon the feedback of advocates and our experience with all 50 state STIPs we gave additional weight to two criteria within their categories:

1. The score for the Narrative Information criteria was made to be 75% of the score for the Description Clarity category.
2. The score for TIP Integration was made to be 50% of the score for the Paper Trail category.

The best scoring state received less than 75% of the available points according to the scoring system described above. To create our grades we assigned weights to each category, based upon our experience. The Open Data and Description Clarity categories were given greater weight. We then assigned letter grades to create a roughly normal distribution of letter grades. Overall grades reflect the weighting that we applied to each category and therefore differ from a simple average of subcategory grades.

## Description Clarity Criteria

CRITERIA	POINTS	DESCRIPTION
<b>Quality Narrative Information</b>	3 High Info	STIP generally contained narrative descriptions that identified relevant facilities and features for each project.
	2 Medium Info	STIP generally contained narrative descriptions, or other data, that provided incomplete or non-specific information on relevant facilities and features for each project.
	1 Low Info	STIP generally did not contain narrative descriptions, but contained minimal descriptions or relied upon non-specific descriptive codes.
<b>Federal Funding Sources are Identified</b>	2 Yes	STIP clearly identified the anticipated federal funding source(s) for each project.
	1 Unclear effort	STIP identified the anticipated federal funding source(s) for each project in a seemingly haphazard or incomplete manner.
	0 No identification	STIP generally did not identify the specific anticipated funding source(s) for each project.
<b>Bicycle and Pedestrian Identifier is Available</b>	2 Yes	STIP contained a field or consistent identifier for projects containing biking and walking facilities, and described those facilities when their inclusion was identified.
	1 No, but there's a work type or some other proxy	STIP contained some identifier for projects containing biking and walking facilities, but did not always describe facilities when their inclusion was identified.
	0 Not available	STIP did not specifically attempt to identify projects containing biking and walking facilities.

## Open Data Criteria

CRITERIA	POINTS	DESCRIPTION
<b>Excel is Publicly Available</b>	2 Available publicly	Excel version of the STIP project list available on state website.
	1 Available by request or by proxy	Excel version of the STIP, or similar document, project list available after a request.
	0 Not available	No Excel version of the STIP project list available publicly or by request.
<b>Interactive Presentation</b>	2 Provides custom export of STIP data	Online STIP database can be searched (or queried) and exported.
	1 Limited reports and/or map only	Online STIP can be queried, mapped, or sorted according to pre-determined criteria, but data cannot be exported.
	0 Not available	No STIP database available.

## Paper Trail Criteria

CRITERIA	POINTS	DESCRIPTION
<b>One Click Download is Available</b>	3	Available and integrated State provided a single document that contained all MPO TIPs or all projects contained in MPO TIPs.
	2	Available for STIP only State provided STIP as a single document, but MPO TIPs were absent from that document.
	1	n/a
	0	Not available State did not provide STIP as a single document, but the STIP could be downloaded in 10 or fewer clicks.
	-1	More than 10 clicks State did not provide STIP as a single document, and the STIP required 10 or more clicks to download.
<b>MPO TIPs are Easy to Find</b>	3	TIPs Integrated State provided a document that contained all MPO TIPs or all projects contained in MPO TIPs, making links duplicative.
	2	Links on same page State provided links to each MPO included in the State on the same page that hosts the STIP document.
	1	Minimal effort State made some effort to provide links to MPO websites on its website or in the STIP document.
	0	No effort made State did not provide links to MPO websites on its website or the STIP document.
<b>MPO TIPs are Integrated</b>	3	Available publicly Publicly available document that contained all MPO TIPs or all projects contained in MPO TIPs.
	2	n/a
	1	Available by request Document obtained by request that contained all MPO TIPs or all projects contained in MPO TIPs after a request.
	0	Not available No document that contained all MPO TIPs or all projects contained in MPO TIPs available.

## Point of Contact Criteria

CRITERIA	POINTS	DESCRIPTION
<b>Contact is Clearly Assigned</b>	1	Contact available A person or staff position was clearly assigned as the person or position responsible for the STIP (on the website or in the document).
	0	Not available No person or staff position was clearly assigned as the person or position responsible for the STIP.
<b>Contact Email is Available</b>	1	Email available The email address of the person or position responsible for the STIP was publicly available (on the website or in the document).
	0	Not available No email address for the person or the position responsible for the STIP was publicly available.

## Glossary

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- » **Complete Streets:** Streets designed for the safe access of all users, including pedestrians, bicyclists, motor vehicle drivers, and transit riders.
- » **Construction Letting:** Opening of proposals for construction and maintenance contracts for transportation projects.
- » **Design Guide/Design:** Each state is responsible for adopting design standards for roadways. Examples of bicycling design guidance include the American Association of State Highway and Transportation Officials (AASHTO) “Guide for the Development of Bicycle Facilities” (the “Green Book”), the National Association of City Transportation Officials (NACTO) “Urban Bikeway Design Guide,” and state-specific volumes. States are free to adopt their own design policies and guidelines, or to accept an existing guide as written.
- » **Federal Highway Administration (FHWA):** An agency within the U.S. Department of Transportation responsible for oversight of Federal-aid Highway Program funds to ensure states using these funds adhere to federal project eligibility, contract administration, and construction standards.
- » **Fiscal constraint (fiscally constrained):** The requirement that documents, such as Statewide Transportation Improvement Programs, contain sufficient financial information to demonstrate that projects can be implemented using committed, available, or “reasonably available” revenue sources.
- » **Geographic Information Systems (GIS):** A computer program used to analyze and present geographical data.
- » **Grouped Projects/ Expenditures:** Projects that are not considered to be of an appropriate scale for individual identification in a given program year may be grouped by function, geographic area, work type, funding source, or other criteria. In some cases individual projects that meet the criteria of a group may be added to the STIP at a later date as their scale becomes clearer. The funds associated with these groups may also be drawn down without projects appearing in the STIP.
- » **Long-Range Transportation Plan (LRTP):** A document in each state, required by federal law, which lays out a plan for the development and implementation of its intermodal transportation system for at least the next 20 years.
- » **Metropolitan Planning Organization (MPO):** A Metropolitan Planning Organization (MPO) is a planning entity designed to carry out the transportation planning process for urbanized areas with populations greater than 50,000. The area that a MPO covers is determined by an agreement between the MPO and the Governor of the state. A MPO is controlled by a policy board designated by local officials and the Governor of the state.

- » **Modal Master Plans (Bicycle and/ or Pedestrian Master Plans):** Transportation planning documents which lay out a strategy for developing bicycle and/or pedestrian infrastructure in a community, designating and expanding routes, fostering safety, and promoting bicycling and/or walking as viable transportation options.
- » **Moving Ahead For Progress in the 21<sup>st</sup> Century (MAP-21):** The Moving Ahead for Progress in the 21<sup>st</sup> Century Act, which authorizes states to spend federal dollars on surface transportation projects, like roads, bridges, transit, and bicycling and walking infrastructure. It is a two year law that went into effect on Oct. 1, 2013.
- » **Performance Measures:** Use of statistical evidence to determine progress toward specific defined organizational objectives. MAP-21 requires states to set performance goals for planning, safety, highway conditions, congestion/system performance, and transit performance.
- » **Statewide Transportation Improvement Program (STIP):** A multi-year document (minimum of 4 years) laying out the state's capital improvement program. It includes the regional and Rural Transportation Improvement Programs (TIPs), and contains all phases of transportation projects to be built during the time period.

The projects listed in the STIP must have anticipated funding (fiscal constraint) and are prioritized by the state DOT, MPOs and other planning entities that are responsible for project creation. Transportation projects funded under title 23 U.S.C. (Highways) and title 49 U.S.C. Chapter 53 (Public Transportation) must be included in the STIP in order to be funded. A STIP document may be inclusive of project lists prepared by MPOs and other planning entities or may incorporate those projects by reference.

- » **Transportation Improvement Program (TIP):** A capital improvement program developed cooperatively by local and state transportation agencies. It includes a list of transportation projects, including highway, transit, bicycling and walking projects. The projects must be consistent with a rural long-range plan or Metropolitan Planning Organization long-range plan.

Transportation projects funded under title 23 U.S.C. (Highways) and title 49 U.S.C. Chapter 53 (Public Transportation) must be included in the TIP in order to be funded. When a TIP is incorporated into a STIP by reference then the projects in the TIP will not appear in the STIP.

## Resources and References

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- » **Advocacy Advance, Key Data Sources: Federal Investments in Bicycling and Walking in Your Community**, <http://www.advocacyadvance.org/resources>
- » **American Road & Transportation Builders Association, FAQs**, <http://www.artba.org/faqs/#20>
- » **Bushell, Max; Poole, Bryan; Rodriguez, Daniel; Zegeer, Charles. Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners and the General Public (July, 2013)**, <http://www.pedbikeinfo.org/data/library/details.cfm?id=4876>
- » **Code of Federal Regulations, 23 CFR 450**, <http://www.ecfr.gov>
- » **Federal Highway Administration, Transportation Planning Capacity Building Program, The Transportation Planning Process: Key Issues**, <http://www.planning.dot.gov/documents/briefingbook/bbook.htm>
- » **Smart Growth America, Complete Streets Policy Atlas**, <http://www.smartgrowthamerica.org/complete-streets/changing-policy/complete-streets-atlas>
- » **Smart Growth America, Measuring Performance**, <http://www.smartgrowthamerica.org/complete-streets/implementation/measuring-performance>
- » **The Sunlight Foundation, Open Data Guidelines**, <http://sunlightfoundation.com/opendataguidelines/>
- » **The Sunlight Foundation, Ten Principles for Opening Up Government Information**, <http://sunlightfoundation.com/policy/documents/ten-open-data-principles/>
- » **Tri-State Transportation Campaign, Mobilizing the Region blog**, <http://blog.tstc.org/>
- » **Tri-State Transportation Campaign, Tracking State Transportation Dollars**, <http://www.trackstatedollars.org/>
- » **United States Code, 23 USC 135 and 150**, <http://uscode.house.gov/>

## DOT and MPO References

- » **Association of Metropolitan Planning Organizations, MPO Directory**, <http://www.ampo.org/about-us/mpo-directory/>
- » **Chicago Metropolitan Agency for Planning, TIP Dashboard**, <http://www.cmap.illinois.gov/programs-and-resources/tip/tip-data/tip-dashboard>

- » **Connecticut Department of Transportation**, Statewide Transportation Improvement Program website, <http://www.ct.gov/dot/cwp/view.asp?a=3529&q=424892>
- » **Federal Highway Administration's Transportation Planning Capacity Building Program**, Metropolitan Planning Organization (MPO) Database, <http://www.planning.dot.gov/mpo.asp>
- » **Idaho Department of Transportation**, ITIP website, <https://itd.idaho.gov/itip/>
- » **Illinois Department of Transportation**, STIP website, <http://www.dot.il.gov/opp/stip0912.html>
- » **Illinois Department of Transportation**, Contact Us website, <http://www.dot.il.gov/contact.html>
- » **Massachusetts Department of Transportation**, STIP website, <http://www.massdot.state.ma.us/planning/Main/StatewidePlans/StateTransportationImprovementProgram.aspx>
- » **Massachusetts Department of Transportation - Highway Division**, Current Road Projects and Bridges, <http://www.mhd.state.ma.us/default.asp?pgid=content/projectsRot&sid=wrapper&iid=http://www.mhd.state.ma.us//ProjectInfo/>
- » **Nashville Area MPO**, TIP Database, [http://maps.nashville.gov/MPO\\_TIPApp\\_1417/](http://maps.nashville.gov/MPO_TIPApp_1417/)
- » **National Association of Regional Councils**, Listing of COGs and MPOs, <http://narc.org/resource-center/cogs-mpos/listing-of-cogs-and-mpos/>
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- » **Pennsylvania Department of Transportation**, TIP Visualization, [http://www.dot7.state.pa.us/tip\\_visualization/map.aspx](http://www.dot7.state.pa.us/tip_visualization/map.aspx)
- » **Rhode Island Department of Transportation**, STIP website, <http://www.planning.ri.gov/statewideplanning/transportation/tip.php>.

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- » **Vermont Agency of Transportation**, Infrastructure Projects, <http://vtrans.vermont.gov/infrastructure-projects>

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## Federal Highway Administration

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### Federal Highway Administration Research and Technology Coordinating, Developing, and Delivering Highway Transportation Innovations



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## Spotlight on Pedestrian Safety

*by Tamara Redmon, Dan Gelinne, Leah Walton, and Jeff Miller*

*FHWA's aggressive approach to reducing the fatality rate in 13 States and 5 municipalities is showing promising results.*



Photo: Tiffany Robinson.

Focus cities have installed high-visibility crosswalks, such as this one in

Montclair, NJ, in a number of locations to improve pedestrian safety.

For the past 7.5 years, the Federal Highway Administration (FHWA) has been trying to aggressively reduce pedestrian deaths by focusing extra resources on the States and cities with the highest numbers or rates of pedestrian fatalities. In recent years, 13 States experienced pedestrian fatalities above 150 per year and above the national rate of 2.5 per 100,000 population. In 2003 those States were Arizona, California, Florida, Georgia, Hawaii, Illinois, Michigan, New Jersey, New Mexico, New York, North Carolina, Pennsylvania, and Texas. An increase in Nevada's rate later added it to the list, while Michigan dropped off in 2007. In addition, five cities had the highest number of fatalities per year: Chicago, IL; Detroit, MI; Los Angeles, CA; New York, NY; and Phoenix, AZ. Washington, DC, later went on the list, and Detroit dropped off (only to rejoin in 2011).

To address this challenge, FHWA's Focused Approach to Pedestrian Safety project began with a memorandum dated May 2004 outlining the goal of reducing pedestrian fatalities by 10 percent by the year 2008 (goal later changed to 2011). To address this performance goal, FHWA encouraged the affected States and cities to develop and implement pedestrian safety action plans. A previous article in Public Roads documented the early implementation of the Focused Approach to Pedestrian Safety (see "In Step With Safety" in the September/October 2006 issue).

"The focused approach to pedestrian safety has changed the way road owners and operators view pedestrians," says Elizabeth Alicandri, FHWA director of the Office of Safety Programs. "One of the reasons it has been so effective is we identified a need – in some cases lack of knowledge of how to safely accommodate pedestrians in the roadway environment and in other cases how a public agency can transition from technical knowledge to implementation – and provided targeted training and technical assistance to those who can really make a difference."



Kerry Wilcoxon, City of Phoenix

Before: This community center is located on the north side of Van Buren Street, a busy Phoenix arterial. A large mobile home park, home to a number of children, is on the south side of the street.



Kerry Wilcoxon, City of Phoenix

After: This multistage crossing resulted from a recommendation that came out of a Designing for Pedestrian Safety course. A Phoenix city crew moved the crosswalk from a nearby intersection to a midblock location that avoided some busy driveways and provided more direct access between the mobile home park and the community center.

## Laying the Groundwork For Action Plans

For some States and localities, the development of pedestrian safety action plans is a new task, and existing staff often lack experience in developing and implementing the plans. Accordingly, FHWA planned to fill that gap by creating a document that helps State and local officials know where to begin addressing pedestrian safety issues: *How to Develop a Pedestrian Safety Action Plan (FHWA-SA-05-12)*. The agency completed the guide in 2006, and the National Highway Traffic Safety Administration (NHTSA) updated it in 2009 to include sections on law enforcement and education.

In addition, FHWA began offering **free technical assistance and training** to each of the focus States and cities, including **bimonthly webinars** on subjects of interest. More information about the content of those courses (Pedestrian Safety Action Plan Workshop, Designing for Pedestrian Safety, Planning and Designing for Pedestrian Safety, and How to Develop a Pedestrian Safety Action Plan) is available on the Pedestrian and Bicycle Information Center (PBIC) Web site at [www.walkinginfo.org/training/pbic](http://www.walkinginfo.org/training/pbic).



New York City has been proactive about reclaiming space for pedestrians and creating a safe infrastructure for them, as seen here in Madison Square.

## First Case Study: Arizona

Several success stories resulted from the Focused Approach to Pedestrian Safety. Three that are detailed here illustrate the program's progress to date. The first is Arizona.

In 2005, Arizona ranked fifth in the Nation with a pedestrian fatality rate of 2.64 per 100,000 population. This status led to FHWA identifying it as a pedestrian safety focus State. In response to growing concern, the State received some of FHWA's first technical assistance courses and developed a timeline for producing and implementing an action plan.

One year later, the State hosted Designing for Pedestrian Safety courses in Phoenix and Flagstaff. Following these courses, the Arizona Department of Transportation (ADOT) developed *A Guide to Developing a Pedestrian Safety Action Plan*, an Arizona-specific supplement to *How to Develop a Pedestrian Safety Action Plan*. The supplement linked the national guide's recommendations with specific opportunities for implementation across the State and set a timeline for the development of a statewide action plan.

In June 2009, ADOT released the *Pedestrian Safety Action Plan: Final Report*. Setting a goal of reducing all pedestrian crashes by 20 percent by 2016, the plan identifies priority areas and recommendations for addressing those concerns. Some of the emphasis areas include reducing crashes in high-volume urban areas, incidents involving turning vehicles, and dart-out crashes at midblock locations. The agency prioritized locations using an index consisting of pedestrian demand safety, crash severity, and stakeholder input. Next, it matched the index with specific countermeasures, including pedestrian countdown signals, improved lighting, raised medians, and crosswalk striping. Finally, the plan includes specific policy and program recommendations to improve pedestrian safety, as well as agency partnerships that will work toward accomplishing the goals.

"The FHWA publication entitled *How to Develop a Pedestrian Safety Action Plan* and corresponding training in Arizona provided insight into the opportunities for statewide pedestrian safety improvements as well as the

strategies and contents of an effective action plan," says Kohinoor Kar, transportation safety engineer at ADOT. "Based on the action plan's recommendations, ADOT performed additional evaluations on high-priority locations and developed safety projects with Federal funding [for example, installing a pedestrian hybrid beacon and enhancing roadway lighting on State Route 95 in Bullhead City, AZ]. Phoenix, one of the pedestrian focus cities, developed its own action plan and generated several projects to improve pedestrian safety as well."

## Second Case Study: Pinellas County, Florida

Between 2002 and 2007, Florida experienced the second highest average pedestrian crash rate per capita in the Nation, averaging 2.99 fatalities per 100,000 persons, exceeded only by New Mexico. Comparable to this statewide rate was the crash rate in Pinellas County, which includes the communities of Clearwater and St. Petersburg. In September 2008, stakeholders in Pinellas County attended one of the first Pedestrian Safety Action Plan workshops. The workshop's conveners, FHWA pedestrian safety experts, used a template, based on the national guide, to help participating engineers, planners, law enforcement professionals, and other stakeholders develop a comprehensive plan for addressing pedestrian safety within Pinellas County.

After the workshop, the stakeholders collaborated with local consultants to develop the completed template into a final action plan, released in August 2009. The plan set a goal of reducing the county's crash rate from more than 13 to fewer than 10 severe crashes (defined as those resulting in a fatality or incapacitating injury to the pedestrian) per 100,000 people by 2020. Other goals include improving the transportation infrastructure to better accommodate pedestrians, changing the culture of pedestrians and motorists to encourage mutual respect, reducing real and perceived conflicts, and coordinating all activities with the support of local leaders. For each of these goals, the plan set specific objectives to improve safety using a four "E" approach: engineering, enforcement, education, and emergency medical services. Action items were included within each objective to help ensure that the plan would be realistic and achievable.

Pinellas County and the Florida Department of Transportation (FDOT) invested more than \$4 million in Federal, State, and local funds for numerous countywide pedestrian safety efforts, including countdown signals, high-visibility crosswalks, pedestrian and school safety audits, a midblock crossing study and improvements, a multimedia educational campaign, and a pedestrian law enforcement program. Support from area businesses and the public school system offered additional educational opportunities countywide, which were further reinforced through school resource officers, crossing guards, and community-supported events such as a jazz festival in Clearwater and an International Walk to School Day.

In addition, a cooperative effort between FDOT and FHWA resulted in the creation of an innovative and award-winning Design-Build Push Button (DBPB) contract to use Federal funds to address safety engineering improvements promptly. A DBPB contract is set up to streamline the process of installing certain types of engineering improvements more efficiently, such as signalization, median modifications, pavement markings, signing, and similar projects that typically do not require right-of-way restrictions. This DBPB contract has proven effective in reducing the work time for safety-related construction from the typical 3 years (under traditional design-bid-build contracts) to less than 9 months.

According to Peter J. Yauch, public works and transportation director in Pinellas County, "Per the latest traffic fatality data collected by FDOT, the number of pedestrian fatalities in Pinellas County has dropped annually from 2009. Pedestrian traffic fatalities in 2010 were reduced by 15 percent. For 2011, the pedestrian traffic fatalities are estimated to be reduced by another 20 percent."

## Third Case Study: New York City

Between 2005 and 2009, pedestrians accounted for 52 percent of all traffic deaths in New York City. The city's identification as an FHWA focus city reinforced local agency goals to address the issue of pedestrian safety and create safe, walkable environments. In 2010, the city completed a comprehensive analysis of more than 7,000 pedestrian crashes to better understand its pedestrian safety issues.

In August 2010, the city released the results of that analysis with a detailed action plan. Among the findings, the *New York City Pedestrian Safety Study and Action Plan* reported that common problems include motorists failing to yield to pedestrians, motorist inattention while driving, high concentrations of crashes on major corridors, and speed. To respond to these concerns, the plan includes specific recommendations for programs, policies, and countermeasures to improve safety, such as the following:

- Install more than 3,200 pedestrian countdown signals.
- Redesign streets at high-crash locations to improve pedestrian safety.
- Improve intersections to increase safety.
- Launch pilot programs to enhance senior pedestrian safety, test lower speed limits, and assess other

innovative approaches.

According to Janette Sadik-Khan, New York City Department of Transportation (NYCDOT) commissioner, "[NYCDOT] aims to reduce by half [all] traffic deaths by 2030. In order to do this, the agency has collected and analyzed more data about the causes of traffic deaths and injuries and where they are happening. We are using this information to design better streets."

New York City has made a great deal of progress on its action plan to date, including redesigning 24 miles (39 kilometers) of high-crash corridors, installing countdown signals at targeted intersections, implementing neighborhood slow zones, completing implementation of left-turn safety treatments at 18 intersections, and issuing tickets to thousands of drivers for failure to yield to pedestrians and improper turns.

NYCDOT is using Section 402 funding through the Governor's Traffic Safety Committee for enforcement of high pedestrian corridors identified by the agency. In addition, NYCDOT used Section 402 funding to develop three public information campaigns: "LOOK," "Don't Be A Jerk," and "Can You See Me Now." The agency's pedestrian safety group is developing a K-12 curriculum, approved by the NYC public schools, which integrates pedestrian safety information into everyday educational curricula, such as health, environmental science, social studies, and mathematics.

## NHTSA Education and Enforcement Efforts

In addition to funding a revision of *How to Develop a Pedestrian Safety Action Plan*, NHTSA provided grant funding to promote pedestrian safety education and enforcement programs in five of the focus areas: Chicago, Detroit, Florida, New Mexico, and North Carolina. In their proposals, the awardees outlined location-specific plans to implement pedestrian education and enforcement programs and strategies to complement existing or planned engineering treatments to improve infrastructure over the course of 3 to 4 years. The programs started in September 2009, except for Detroit, which started in 2007. The five city and State awardees based their project proposals on their active or draft pedestrian safety action plans and indicated how the grant awards would affect their ability to execute the educational and enforcement components of their plans.

*Chicago.* The Chicago Department of Transportation (CDOT) completed phase I of its pedestrian safety action plan, and the grant funding is assisting with implementation of phase II. CDOT completed an indepth analysis of its pedestrian crash data from 2005-2009 and, based on those data, developed a pedestrian safety education campaign directed at Chicago motorists and pedestrians. The campaign includes messages about sharing the road, avoiding distracted driving, being visible, using the crosswalk, and being aware of vulnerable road users. This information complemented an ongoing campaign to educate youth and older pedestrians.

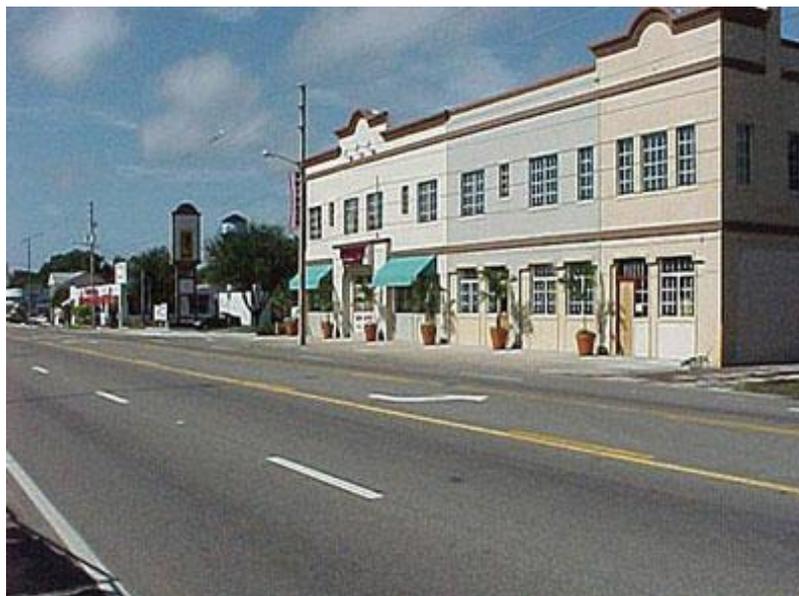
The city also supplemented its existing enforcement activities by developing a training program and increasing crosswalk enforcement, specifically at high-crash locations identified in the pedestrian data analysis. In October 2011, NHTSA administrator David L. Strickland attended a media event to wrap up the summer activities and highlight the outcomes of the combined education and enforcement programs. Administrator Strickland and CDOT noted the positive role that the Chicago Police Department played in protecting pedestrian safety and noted improvements in drivers' yielding behavior.

*Detroit.* Wayne State University in Detroit, MI, in cooperation with the City of Detroit, implemented various educational campaigns and enforcement operations to support the city's existing and planned pedestrian engineering treatments. The university directed the educational campaign toward schoolchildren, resulting in a 35 percent increase in safe pedestrian crossing behaviors observed at key locations. The city then implemented waves of enforcement activities during the fall (back to school) and spring (weather warming) to increase driver yielding and to reduce illegal pedestrian crossings.

In addition, due to the high level of pedestrian crashes caused by alcohol impairment, law enforcement partnered with bar owners to distribute information to bar patrons. Concurrently, the city implemented enforcement activities to help stop impaired drivers and pedestrians from injuring themselves or others.

*Florida.* FDOT District 7 focused its efforts on Hillsborough, Pinellas, and Pasco counties (see related case study on page 14) to reduce the number and severity of pedestrian crashes. Through previous funding, FDOT had developed a major educational campaign delivered through a variety of media outlets. The campaign ran concurrently with the implementation of high-visibility crosswalk striping projects.

With the NHTSA funding, FDOT assigned special law enforcement details to those crosswalks to focus on observance of pedestrian and crossing laws by both motorists and pedestrians. Agency researchers collected data to determine the combined effect of the education, infrastructure, and enforcement campaign. The final results are not yet available.



Michael Frederick, City of St. Petersburg, FL

Before: It was difficult to cross 4th Street (U.S. 92) safely to these dining establishments, which are across from Sunken Gardens, a popular tourist destination in St. Petersburg, FL.



Michael Frederick, City of St. Petersburg, FL

After: To aid pedestrians in crossing 4th Street, the City of St. Petersburg installed a crosswalk, pedestrian warning signage, and a raised refuge area.

*New Mexico.* The New Mexico DOT used its NHTSA grant funds to develop a statewide media campaign, "Look for Me," to educate high-risk pedestrians (males aged 40-44 and over the age of 64) and motorists. The campaign concentrated on the five cities with the highest incidence of pedestrian crashes. For maximum effectiveness, in conjunction with the educational campaign, the State also implemented enforcement operations at targeted intersections and crosswalks, and focused on reducing speeding in school zones and on neighborhood streets and rural roadways. The enforcement campaign started in October 2011 and will be evaluated to determine whether there were measureable changes in yielding behavior and citations.

*North Carolina.* The University of North Carolina Highway Safety Research Center (HSRC) began working closely with the North Carolina Department of Transportation (NCDOT) to implement educational and enforcement projects in the cities of Durham and Raleigh. The two cities have over-representation of African-American pedestrians involved in crashes. Many high-crash zones are in close proximity to high-use bus stops. The HSRC/NCDOT partnership will implement a multi-city pedestrian safety campaign in coordination with the

regional transit services. Law enforcement efforts also will be conducted in areas with a history of transit use and pedestrian crashes. The efforts will aim to encourage motorists to yield to pedestrians at crossings and educate pedestrians on safe walking practices, particularly around transit stops. This effort is part of a broader NHTSA project that began in 2009 to examine pedestrian crashes and implement pedestrian safety programs in several North Carolina cities.

## Evaluating the Focused Approach

To determine the effectiveness of the Focused Approach to Pedestrian Safety, FHWA has completed two evaluations. In 2009, Volpe National Transportation Systems Center completed an initial evaluation. Overall, the evaluation was positive and documented the changes that have come about in the focus States and cities as a result of the technical assistance provided in recent years. Changes include instituting new policies to improve conditions for pedestrians, equipping engineers and planners with information they can use to accommodate pedestrians and improve safety, and implementing engineering improvements at some of the locations recommended by participants in the pedestrian safety courses.

The study also found the following:

- The focused approach showed overall positive results with far-reaching consequences, such as raising the visibility of pedestrian safety in focus locations, drawing attention to and generating momentum and resources for addressing pedestrian safety issues, improving participants' understanding of and attitudes toward pedestrian safety issues, increasing the ability of participants to advocate for pedestrian safety improvements, and providing them with practical tools and techniques for assessing and solving pedestrian safety problems.
- Designation as a focus State helped raise awareness and added legitimacy to pedestrian safety approaches not previously employed.
- The focused approach spurred changes in policies focused on pedestrian safety, such as California promoting the development of pedestrian safety action plans by local governments through the State, business processes such as Chicago's pedestrian safety staff working with the police department to improve the consistency and comprehensiveness of data collected at crash scenes, and institutional structures such as Chicago forming a multidisciplinary Mayor's Pedestrian Advisory Council that includes a pediatrician who specializes in traumatic injuries and fatalities in children.
- Prior to participation in the program, some focus States had not used any targeted safety funding to address pedestrian safety. The focused approach helped draw attention to pedestrian safety and led to applying resources to pedestrian safety efforts.

A more comprehensive evaluation conducted in 2010 included a look at all of the FHWA focus areas and turned up additional encouraging results. In the States that had not been designated as pedestrian focus States, pedestrian fatalities between 2002 and 2008 decreased 4.7 percent and the overall fatality rate decreased 11.2 percent. **During that same period, the fatalities decreased 12.1 percent, and the fatality rate decreased by 21.8 percent in the pedestrian focus States – more than double. Although those declines cannot be attributed solely to FHWA's efforts in the focus States and cities, the agency believes that the \$1 million total expenditure of contract money over the 6-year period was a sound investment.**

In fiscal years 2010 and 2011, FHWA conducted a comprehensive evaluation of all bicycle and pedestrian safety activities. Although FHWA's evaluation of the Focused Approach to Pedestrian Safety found it to be an effective method for directing safety efforts toward a specific group of States, the evaluation of all pedestrian and bicycle safety activities recommended a change in the way pedestrian services and information are delivered.

The independent evaluation, conducted by Booz Allen Hamilton, recommended that FHWA work with its Federal partners to combine their safety-oriented resources and messages with design-, planning-, and operationally oriented resources to give State and local planners a more comprehensive look at all bicycle-pedestrian issues. The evaluation also confirmed that pedestrian and bicycle safety measures could be more successful if FHWA focused on expanding its range of services beyond safety planning to include assisting States in building more proactive and comprehensive pedestrian and bicycle safety programs. These suggestions, among others, will be a consistent priority for FHWA in the future.

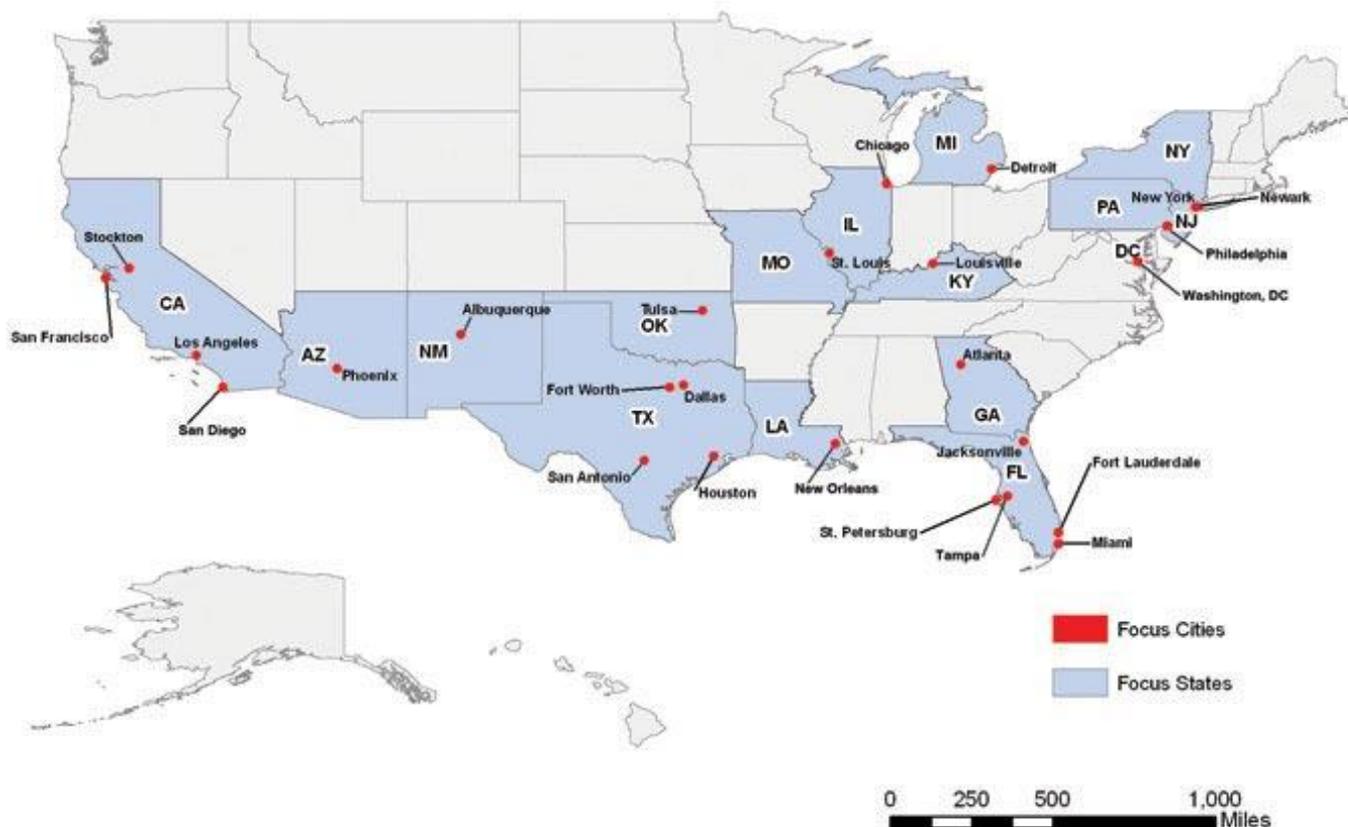
Moving forward, FHWA also will be making a few changes to the Focused Approach to Safety. Both FHWA's and the independent evaluation found that pedestrian safety is more of an urban-local problem, often led through local efforts. So the agency has retooled the focused approach to concentrate on focus cities (rather than States). FHWA has identified cities that can benefit the most from being involved in the focused approach and will work with their State or local transportation agencies to deliver technical assistance, training, and other tools that can help drive a faster reduction in pedestrian fatalities.

A few of the current focus States will move off the list, and a few new ones will be added. Each State that has one or more focus cities will be invited to be a focus State. On September 27, 2011, FHWA announced 16 pedestrian focus States that represent the following 26 focus cities: Phoenix, Los Angeles, San Diego, San Francisco, Stockton, Ft. Lauderdale, Tampa, Miami, St. Petersburg, Jacksonville, Atlanta, Chicago, Louisville, New Orleans, Detroit, St. Louis, Newark, Albuquerque, New York City, Tulsa, Philadelphia, Houston, Dallas, San Antonio, Fort Worth, and the District of Columbia. Information on the Focused Approach to Safety and eligible States can be found at <http://safety.fhwa.dot.gov/fas>.

"We will continue with the pedestrian safety focused approach as we move forward and expect to be even more successful with our revised emphasis on pedestrian focus cities," says FHWA's Alicandri. "As we move into a more performance management-based system, we will emphasize the need for evaluating baseline performance in each focus location to measure progress more accurately."

According to Gabe Rousseau, FHWA bicycle and pedestrian program manager and livability team leader, "It's important to ensure that we make all transportation modes, including walking, safer and more convenient. If people avoid walking because of unsafe roadway conditions or won't let their children walk to school, then we have important safety problems that need to be addressed, too."

## Current FHWA Pedestrian Safety Focus States and Cities



Source: FHWA

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## Appendix I

### Public Engagement Report



# COMMUNITY ENGAGEMENT REPORT

## Miami-Dade County Safer People, Safer Streets Local Action Team Assessment



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# Overview

This Community Engagement report has been produced to complement the Safer People, Safer Streets Local Action Team Assessment (LAT). A series of public involvement strategies have been planned to garner support and obtain feedback on the LAT’s proposed recommendations per domain (Table 1). The strategies were divided up into two categories: (1) high-tech, information disseminated via digital platform, and (2) high-touch, feedback obtained via one-on-one interactions.

**Table 1: Safer People, Safer Streets Domains for Recommendations**

#	Domain
1.	<b>Complete Streets Approach</b>
2.	<b>Fix Barriers</b>
3.	<b>Gather Data</b>
4.	<b>Design Right</b>
5.	<b>Create Networks through Maintenance</b>
6.	<b>Improve Safety Laws and Regulations</b>
7.	<b>Educate and Enforce Proper Road Use</b>

The [www.CompleteStreets.Miami](http://www.CompleteStreets.Miami) website and its social media arm has been the cornerstone of high-tech tactics. They were created to feature, engage the public, and provide support and real-time updates on the calls to actions for Safer People, Safer Streets and similar projects. A series of high-touch activities were conducted with the general public, elected officials and community leaders, and high-school students. Poster boards detailing the background information and recommendations for each of the Safer People, Safer Streets categories were produced and used to assist in the facilitation of providing information gathering feedback from the various stakeholders. Additional request for outreach events and presentations have been received and are being considered by the Local Action Team.



# High-Touch Summary

## General Public in Downtown Miami

At the co-sponsored public event hosted by the John S. and James L. Knight Foundation and The Miami Foundation, at The Idea Center at Miami Dade College, on Wednesday, January 13, featuring Gabe Klein author of *Start-Up City: Inspiring Private and Public Entrepreneurship, Getting Projects Done & Having Fun,* more than 100 inputs on the recommendations were received. The participants were a diverse group of adults visiting an event in a Downtown locality during a weekday featuring a national author who supports Complete Streets principals.

## Elected and Community Leaders

On January 14, from 8:00-10:30am, an event geared toward elected officials and community leaders committed to a more livable Miami-Dade through realization of healthier, safe streets accommodating all modes, ages and abilities was held. Featured speaker Gabe Klein, brought to the event by the generosity of the James S. and James L. Knight Foundation and The Miami Foundation, presented his experience transforming the transportation culture in two major metropolitan areas. He moderated a discussion with community leaders on steps to realize Miami-Dade Mayor Carlos Gimenez's Safer People, Safer Streets Action Plan. Panelists included: Vice Chair Esteban Bovo, Miami-Dade County Commissioner Dennis C. Moss, Miami Beach City Manager Jimmy Morales, City of Miami Gardens Police Chief Antonio Brooklen, Metropolitan Planning Organization Executive Director Aileen Boucle, and University of Miami Department of Public Health Sciences Chair José Szapocznik, Ph.D. More than 70 participants joined for breakfast and had the opportunity to provide input on the Safer People, Safer Streets Action Plan.



## Hispanic and African-American Older Adults

Older adults are a vulnerable subpopulation and susceptible to relying on shared and assisted transportation modes such as transit, hired services, and carpooling. There are pockets of older adults throughout Miami-Dade County that do not own a car and heavily rely on active modes of



transportation such as walking, bicycling, and taking transit. The public involvement process leveraged a Miami-Dade Age Friendly Initiative contact in an older adult center in the Wynwood neighborhood. The De Hostos Senior Center located at 2902 NW 2nd Ave, Miami, FL 33127, coordinated a lunch with a bilingual (English and Spanish) PowerPoint facilitated discussion for 20 older adults. The session ended with 43 active older adults eager to learn and share their thoughts on the Local Action Team's recommendations. Safety items such as flashing bike lights, mini-handheld flashlights, ponchos to protect from the rain, etc. were raffled off as well as a \$25 gift card. The first 20 individuals received a boxed lunch from Einstein's and a bottle of water and the remaining participants shared pizza. All giveaways and incentives were donations provided by the consultant.

## High School Students in South Miami-Dade

The public engagement process targeted high-school students from western Miami-Dade County. The objectives of the session were to (1) provide students with the knowledge and tools to demonstrate the possibilities of a safer street; (2) gain feedback on how to best address each domain within the LAT recommendations; and (3) engage youth in supporting the Mayor's Initiative through a club.

## Government Center Employees and Visitors

At the “South Florida Transportation Safety Event” at Government Center on Friday, February 26 from 11am-2pm led by the Florida Department of Transportation numerous transportation partners such as South Florida Regional Transit Authority, Miami-Dade Transit, and South Florida Commuter Services participated. The Safer People, Safer Streets Initiative canvassed the participants utilizing poster boards and engaged them in general conversation surrounding Complete Streets. The outreach team was composed of Parks, Recreation, and Open Space staff members that were trained the week prior by Urban Health Solutions (UHS). UHS provided and collected all supplies. Although, the input gathered was not in the traditional targeted fashion, the staff members maximized the opportunity to build awareness among stakeholders.

## Bike to Work Day

The Bike305 Bike to Work Day event is an annual event where Miami-Dade County Mayor Carlos A. Gimenez, Miami-Dade Parks Director Jack Kardys and municipal Mayors, kick-off the "2016 Bike-to-Work Day" demonstrating how easy it is to bicycle to work, especially when combined with a trip on public transportation. Residents and advocates were also present. Select poster boards were used to engage the attendees and capture their feedback on recommendations.

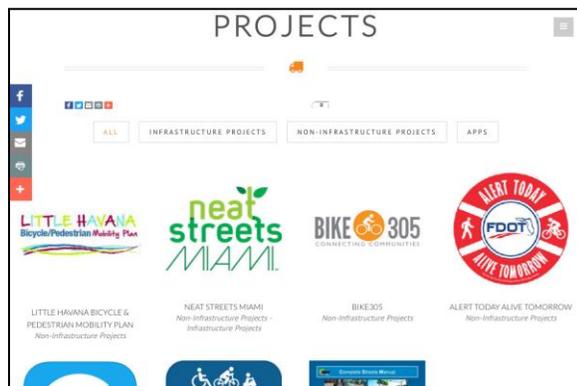


## Northern Miami-Dade Community

Miami Dade County is a diverse and populous community containing more than 34 cities and many unincorporated areas. The most dense community resides in the City of Miami area surrounding Downtown, which is where the Safer People, Safer Streets community engagement process oversampled to inform the outreach report. Although, many of the employees and public event attendees come from all across the county, a particular effort was made to include the Northern Miami-Dade Community of City of Miami Gardens in the outreach efforts. Outreach was conducted with poster boards and targeted surveying during the evening peak hours at the Betty T. Ferguson Recreational Complex.

# High-Tech Summary

The goal of the high-tech outreach strategies was to develop a non-governmental digital platform to engage and inform the public and generate on-going conversations to inform the recommendations of the Safer People Safer Streets Local Action Plan. This was achieved through the development of a Complete Streets Miami website ([www.CompleteStreets.Miami](http://www.CompleteStreets.Miami)) which was developed to be the digital “home” of the Complete Streets movement and to showcase the Mayor's Initiative for Safer People, Safer Streets and its Local Action Plan.



Development of the website and social media accounts included the development of the home page, social media accounts (Facebook & Twitter), About section for the Mayor's Initiative and the marketing materials for the outreach events and RSVP link(s). In addition, a news board, or blog, was developed to post interesting articles, news, and events related to Complete Streets happening in Miami-Dade. An Events calendar was developed to post Complete Streets-related events as well as outreach events

and opportunities for the public to engage in the conversation and provide input on the Safer People, Safer Streets Local Action Plan. In addition, a compositor of Complete Streets-related projects, both infrastructure and non-infrastructure, as well as apps was developed for the website, this included tiles that each have an image of the project, a title, and are clickable to take visitors to pages where they can find more information. This allowed for an interactive, visual showcase of all the projects going on in Miami-Dade. Similarly, a data 'Data and Tools' page was developed to showcase data that has been collected on each transportation mode in Miami-Dade County. A subsection on Apps includes Apps related to reporting transportation related issues in Miami-Dade, such as Safe Routes Florida and 311. In addition, a 'Public Engagement Opportunities' category on the website was created to showcase social media accounts, pages, and events that would provide encouragement and provide information on opportunities for the community to be involved and engaged in the process. A MailChimp list was developed for individuals to sign up on the site and key leaders and stakeholders were added to contact lists to ensure that messages are shared with key Stakeholders include a list of individuals from advocacy groups, government, non-government organizations, older adult focused group, school aged focused groups, parks, transit, etc.

# Community Engagement Takeaways

## Developing Takeaways

### High-Touch Engagement

Over a three-month period, nearly 500 responses were obtained and tabulated from a diverse group of individuals and a wide variety of collection points and tactics. Subsequently, themes were developed for each category and responses were categorized into one of the themes, then frequencies and proportions were calculated. Select questions and discussion items have been included in Tables 2-8.

## Takeaways

### Complete Streets Approach

At six of the seven high-touch or one-on-one interactions with Miami-Dade residents more than 95% of the participants were unfamiliar with the Safer People, Safer Streets Initiative. Although it was more difficult to gauge the exact percentage of individuals who knew of Complete Streets, it was the outreach team's perception that at least 60% of participants at five of the seven opportunities were also unfamiliar with Complete Streets. In addition, individuals who relied on active transportation as a main mode of transportation or had a desire to walk, bike, or ride transit more often in Miami-Dade were more inclined to engage in longer periods of discussion during the interaction than those that did not.

Depending on the set-up and target audience of the outreach activity, various visuals were used to help facilitate the discussions. In each of these activities, there were two constants, the introduction to Safer People, Safer Streets and the conversation regarding the Complete Streets Approach. As a result, 92% thought implementing Complete Streets would help congestion in Miami-Dade County, a vast majority felt it should be ranked as a high public priority (79%), and approximately three quarters (73%) would support the requirement for additional zoned right-of-way. A third of participants (36%) expressed that a temporary or permanent demonstration project would gain buy-in and empower the community to implement a Complete Streets approach. The top two additional suggestions to empower the community to implement a Complete Streets are educating the community and having political support or decision-makers take action. These later were constant themes to inform the Safer People, Safer Streets recommendations throughout the community engagement process. The remaining subcategories complement the top three, and were recommended to be developed in

coordination with demonstration projects, shifting the culture campaigns, or activating political action (Table 2).

**Table 2: Top Complete Streets Domain Recommendations**

QUESTION/TOPIC	RESPONSE	PROPORTION
Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Yes	92%
Where should Complete Streets fall in the list of Public Priorities?	High/Top Priority	79%
Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes	73%
What would empower your community to implement a Complete Streets approach?	1. Demonstration of Improvements or Projects that Increase Safety/Benefit the Community	36%
	2. Increase Education, Awareness & Marketing	29%
	3. Political Support/Leadership/Action	11%
	4. Engagement/High Community Involvement; Dedicated Funding; Proof of Best Practices/Samples/Studies to Support	8% [each category]

The group discussion with older adults (43 participants) residing in and around the Wynwood, City of Miami area, had never heard of the Safer People, Safer Streets initiative or the Complete Streets concept prior to the workshop. Although both African-American non-Spanish-speaking participants and only Spanish-speaking older adults participated, 95% (41 out of 43 older adults) were fluent in Spanish. The workshop was conducted in both English and Spanish, and the group resonated well with the translation of ‘Calles Completas’. The majority of the group (95%) engaged in active transportation more than 4 times a week and 80% relied on walking, bicycling, and or riding mass transit as a main mode of transportation. They quickly grasped the concept and a 100% of them were enthusiastic to support Complete Streets and felt it would help alleviate congestion and would support the requirement for additional zoned right-of-way. The small group of older adults shared were proportionately aligned with the general public on how high of a priority Complete Streets should be, but were much more adamant about a need for increased education and political support/action in order to empower the community to implement complete streets rather than demonstration of improvements or other subcategories.

The Student Focus Group participants attended a South-Dade magnet school and were part of the leadership council. The discussion was the first time 100% of the group had heard of the Safer People, Safer Streets initiative and been exposed to the concept of Complete Streets. The students understood the aim of Complete Streets and the majority (87%) felt the implementation of Complete Streets would assist with congestion. The relationship between

design/built environment and health was foreign to students and their innate concept of Complete Streets health impacts were 100% associated with clean air and preventing infectious disease. Once active transportation was presented as an option to address incommunicable/chronic diseases, the students felt that their neighborhood (suburban Miami-Dade) was too car oriented and no one would ever feel safe walking or biking unless there were separated bike lanes and safe multi-use paths.

### Fix Barriers

The Fix Barriers domain was informational and relied less on gathering rating-scale input but rather on shared concepts and posed a open-ended questions for the community to consider. The question of most interest to the community was regarding mass transportation, and inquired, where would they like to see a better connection to transit to make it more accessible? Examples included: Biscayne from Downtown to Midtown Miami, in West-Kendall overall, along the 836 route.

In the older adult group (aged 50+), the word transit was a buzzer. The group described themselves as 'non-choice' riders and were deeply concerned with what they had perceived as Miami-Dade Transit's approach to appealing to 'choice-riders' and upgrading so others could ride rather than recognizing the current need of those that depend on the system. The facilitators did express the County's aim to serve all residents of all abilities, which prompted discussions of community's need for on-level boarding. Additional topics such as the courtesy of bus drivers when older adults board the buses, and their rush to quickly accelerate causing them to hold on, were mentioned. One participant had recently fallen because the bus driver accelerated before she could find a seat or hold on steady. The topic of affordability was an issue for disabled mid-aged adults under the age of 55 who rely on transit to get to work. They described a recent change where transfers were now more expensive and it takes them two hours to get to work plus an hour of pay to pay for the commute.

Students who participated discounted buses as being a reliable form of transportation for the South-Dade residing focus group. No one had ever ridden a public bus, and many did not know how to ride the bus in their area, but some had tried the MetroRail to get to a Miami Heat basketball game and said they enjoyed traveling to New York where mass transit is all they rely on.

After reviewing the 'road diet concept' the following questions were asked, "where would you like to pilot lane elimination in Miami-Dade to better accommodate all modes of transportation, not just cars; can you think of any overbuilt roads that could spare a lane?" Although, several participants seemed intrigued by the question and supportive of the concept, specific examples to pilot lane elimination projects or list overbuilt roads were difficult for them to articulate. One specific example was provided for Washington Avenue in Miami Beach, but more general suggestions such as repurposing Biscayne Boulevard in Downtown or for all streets in Miami-Dade to accommodate mass transit and bicycle facilities more comfortably were given. Students residing in suburban Miami-Dade who participated in the focus group

were concerned with the concept and felt that only in places where congestion does not exist should this recommendation be considered.

Approximately a third of respondents (27%) felt, driver behavior and not having enough crosswalks were major barriers to crossing the street in their neighborhood. Blocked sidewalks and flooding were also noted (14%) (Table 3). Older adults who rely on active transportation were vocal about flooding being barrier for their commute. The following is quote from an older adult, “Water rises on our walking routes. Flooding is an issue especially along 20th street.”

**Table 3: Top Fix Barriers Recommendations**

QUESTION/TOPIC	RESPONSE	PROPORTION
What are the barriers to crossing the street in your neighborhood?	Driver Behavior: Speeding, Distracted Driving, Not Following the Law	27%
	Not enough/convenient crosswalks	27%
	Blocked sidewalks	14%
	Flooding	14%

### Gather Data

The Gather Data Domain provided participants with a traditional visual on pedestrian and bicycle crash hot spots and a list of modes to collect data to help inform decisions in aiming to achieve Safer People, Safer Streets. The main question asked was, what other data do you think should be collected in Miami-Dade? Almost a third of responses (30%) focused on providing ideas on how to change the culture of data collection and modernize methods. Approximately a quarter of responses (23%) wanted data to be presented differently in a simpler, more community friendly manner, this group of responses also expressed a greater interest in understanding why the crashes and collecting better data to tell the full story. A quote from this group, ‘the main reason why the data is the way it is, is because of distracted driving.’ Nearly one fifth (19%) of responses were satisfied with how data was currently being collected (Table 4).

**Table 4: Top Gather Data Recommendations**

QUESTION/TOPIC	RESPONSE	PROPORTION
What other data do you think should be collected or improved in Miami-Dade?	Ideas on to how to change what is happening	30%
	Present Data Differently: Better, Translational Formats, Provide the Story Behind the Curve	23%
	Agree with data being collected	19%

### Design Right

Throughout the public engagement process, separated and buffered bike lanes was a reoccurring theme, but when asked which element is the most needed in the community,

pedestrian infrastructure lead the way with 22% of responses followed by separated bike lanes (18%), multi-use paths (16%), and public transit/improved bus stops (16%) (Table 5).

**Table 5: Top Fix Barriers Recommendations**

QUESTION/TOPIC	RESPONSE	PROPORTION
Which of the above elements are most needed in your community?	Pedestrian infrastructure (sidewalks, refuge island, pedestrian signal, crosswalks)	22%
	Buffered/separated bike lanes	18%
	Multi-use paths and connected networks	16%
	Public Transit/Improved bus stops (seating/shade)	16%

Additionally, 38% of all of the responses at the Public Meeting as well as the vast majority of participants from eth Elected Official and Community Leader Breakfast reported the need to have Miami-Dade Complete Streets Design Guidelines as an essential catalyst for creating Safer People, Safer Streets.

Older adults from the Wynwood area that participated emphasized the need to focus on vulnerable populations such as children in selecting design features in their community. Many of the children walk to and from school, and the drivers are going too fast along the main corridors and children do not have marked crosswalks at each intersection to cross safely throughout their commute home.

Students from South-Dade would like to see express lanes on regular streets considered for cars with more than 4 people or who are carpooling in addition to protected bike lanes.

### Create Networks through Maintenance

The desire to have a reliable, accessible, and convenient, street network that prioritized people rather than cars was strongly voiced by the Miami-Dade community during the Safer People, Safer Streets outreach process. Almost half of the participants stated they would like to see bicycle and pedestrian infrastructure improvements considered for maintenance projects. Specific locations such as a connection between Miami Springs and South Dade, and surrounding 36<sup>th</sup> to the Lejeune/Airport area were provided (Table 6).

**Table 6: Top Create Networks through Maintenance Recommendations**

QUESTION/TOPIC	RESPONSE	PROPORTION
What maintenance projects and improvements would you like to see and where (see raw info for locations)?	Bike/pedestrian Infrastructure improvements	47%
	Public Information on Maintenance/311 to Provide Better Maintenance Info	26%

## Improve Safety Laws and Regulations

The majority of participants (65%) in the one-on-one interactions felt Miami-Dade should adopt vision zero, and 77% of students also agreed (Table 7).

Throughout each domain, participants mentioned separated bike facilities. When asked, “What other components, policies, or laws should be prioritized in Miami-Dade?” once again, the lack of synergy between bike routes and roads were emphasized (44% of responses). Improved transit efficiency and incentivization of the smarter/driverless car market in Miami was supported by more than a tenth of the respondents (11%) (Table 7).

**Table 7: Top Improve Safety Laws and Regulations Recommendations**

QUESTION/TOPIC	RESPONSE	PROPORTION
Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes	65%
What other components, policies, or laws should be prioritized in Miami-Dade?	Better Infrastructure, Separate/ prioritized bike lanes	44%
	Improved, efficient public transit	11%
	Smarter Cars/Driverless Cars	11%

## Educate and Enforce Proper Road Use

An overall sentiment among the majority of respondents was that there needs to be more enforcement on ticketing pedestrian and bicyclists, enforcement of the three-foot law, and pedestrian rights within crosswalks. Right-turn-on red was a contentious topic. Most said no but when asked if they would support it within a pedestrian priority zone such as Downtown Miami the majority shifted their answer to yes; outside of the urban core the participants did not want to see no right-turn-on-red laws enforced (69%).

Education, education, education was a reoccurring theme throughout the Safer People, Safer Streets outreach. When participants were asked how to best educate the public, they responded with a comprehensive plan that targeted all modes of transportation. In addition, participants identified Miami as car-centric and felt that Miami is different from other areas in the country. The respondents emphasized the need to shift culture and view Miami as a positive place for active transportation due to its uniqueness to have year-round pleasant weather where shade, water, and trees are provided, where urban cores within municipalities could serve as walking destinations, and where there exists an extensive bike trail network.

**Table 8: Top Educate and Enforce Proper Road Use Recommendations**

QUESTION/TOPIC	RESPONSE	PROPORTION
Would you support enforcement of pedestrian and bike rights such as: Ticketing?	Yes	83%
Would you support enforcement of pedestrian and bike rights such as: 3-Foot Law?	Yes	100%
Would you support enforcement of pedestrian and bike rights such as: No Right Turn on Red?	Yes	31%
	No	69%
Would you support enforcement of pedestrian and bike rights such as: • Pedestrian Crosswalks?	Yes	100%
What do you think would work best to educate the community?	Comprehensive education targeted toward drivers, pedestrians, and bicyclist	50%
	New Branding for Miamians to Shift Culture: Miami is unique, not car-centric	11%

### High-Tech Engagement

The website received a total of 1167 sessions from 992 unique visitors from January through April which amounted to 2164 page views. The Facebook and Twitter pages were created to engage Miami-Dade residents and stakeholders through social media. Twitter proved to be a better outlet for sharing with stakeholders are residents. Via Twitter, 73 tweets were shared. To date, the account has over 350 followers and from January through April, a total of 4864 impressions and 101 engagements were made due to sharing of the tweets, pictures, and messages share through the platform. In total, over 5000 engagements were made through social media and the web.

## Overall Impression

Overall, community members were receptive and open to changes that will make our streets safer. They were surprised to see data showing the number of fatalities related to pedestrian and bicyclist injuries and understood that something needs to change in order to prevent fatalities and make Miami-Dade streets safer for all modes, ages and abilities. Barriers identified include building the infrastructure that is needed throughout the county as well as changing the mindset of community members in order to make them see the value of incorporating other modes of transportation into their daily lives as well as ensuring that others have safe, convenient, efficient multi modal options. In order to be successful at making our streets safer, community members feel that strong political will and support is necessary along with allocated funding and context-sensitive planning.

# APPENDIX

## Public Engagement Boards



### SAFER PEOPLE, SAFER STREETS LOCAL ACTION TEAM

### About

In January 2015, United States Department of Transportation (USDOT) Secretary Anthony Foxx challenged local government leaders to raise the bar for bicyclist and pedestrian safety by joining a year-long "Mayors' Challenge for the "Safer People and Safer Streets" effort.

Mayors and other elected officials participate by leading a call to action and forming a Local Action Team (LAT) to advance safety and accessibility goals by taking on one or more Challenge activities. Over 200 cities have signed on to the USDOT Mayor's Challenge.

In September of 2015, Mayor Carlos Gimenez, together with Miami-Dade Commissioner Dennis C. Moss formed the Local Action Team (LAT) for Safer People, Safer Streets. Miami-Dade County has embraced the USDOT Mayor's Challenge. Miami-Dade Parks, Recreation and Open Spaces (MDPROS) and Neat Streets Miami staff is organizing the Local Action Team (LAT), which is comprised of a wide variety of stakeholders including elected officials and community leaders in fields which have a stake in creating a safer community, such as recreation, healthcare, transportation, schools, law enforcement, philanthropy, civic, local and state government, and local thought leaders.



Carlos A. Gimenez  
Mayor  
Miami-Dade County

Dennis C. Moss  
Commissioner, District 9  
Miami-Dade County



### Vision, Goal, & Outcomes

The Safer People, Safer Streets **vision** is to provide a more livable Miami-Dade through the realization of healthier, safer streets accommodating all modes of transportation.

The **goal** of the LAT report is to create an action plan that reduces pedestrian and bicycle crashes and encourages more biking, walking and transit use by achieving Safer People and Safer Streets in Miami-Dade.

The **outcomes** desired are a measurable reduction in bicycle and pedestrian crashes countywide and an increase in rates of biking, walking, and transit use.

For more information on the LAT, please contact Patrice Gillespie Smith at (305) 755-7801 or via email at [gsp109@miamidadegov](mailto:gsp109@miamidadegov).



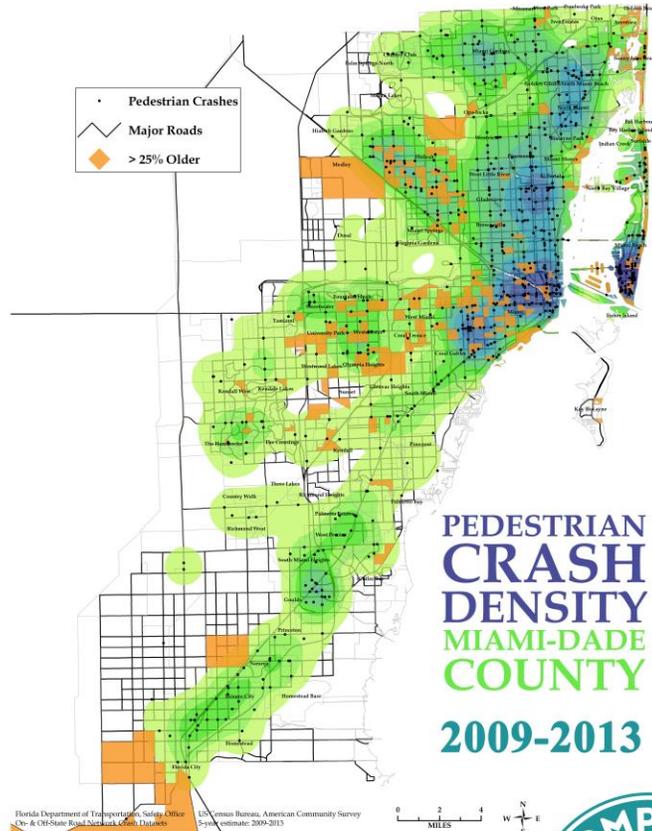
#CompleteStreetsMiami  
[www.CompleteStreets.Miami](http://www.CompleteStreets.Miami)



# INJURIES & FATALITIES IN MIAMI-DADE

As colors darken in the map below, they illustrate the concentration of injuries and fatalities related to pedestrian crashes in Miami-Dade. Each point on the map represents a pedestrian crash that could have been prevented if our streets were designed to encourage safe travel laws helped protect the streets for all users.

**How will we address these injuries and fatalities in order ensure Safer Streets, Safer People in Miami-Dade?**



#CompleteStreetsMiami  
[www.CompleteStreets.Miami](http://www.CompleteStreets.Miami)



## SAFE STREETS REQUIRE 5-E'S



### EDUCATION

Education refers to increasing knowledge about transportation safety and access to daily needs so residents you can live in the community confidently and independently for as long as possible. Examples include Safe Routes to School and Bike305.



### ENGINEERING

Engineering refers to how the physical environment can be designed to create safer, more convenient connections to the community and to local resources and services. An example is the Complete Streets project on NW 27th Avenue



### ENFORCEMENT

Enforcement refers to the laws and policies that keep us safe. Whether it is regulating driving, pedestrian or criminal laws, these steps can improve our environment.



### ENCOURAGEMENT

Encouragement refers to promoting and advocating for safe, multimodal transportation and use of community resources and services that would facilitate residents' ability to access daily needs. This includes advocacy organizations and companies working toward pedestrian and bicyclist rights.



### EVALUATION

Evaluation is measuring the results (outcomes) of the efforts or steps taken as part of this program. For example, the City of Portland measured healthcare costs as bicycling increased.

## TELL US

Which do you think has the most impact and why?



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# COMPLETE STREETS APPROACH

Miami-Dade County Mayor Carlos Gimenez has committed to the USDOT Mayor's Challenge for Safer People, Safer Streets. With the guidance of the Local Action Team, a series of recommendations have been developed. The input gathered from the questions below will help inform strategies to implement the recommendations.

*Complete Streets make it safe and convenient for people of all ages and abilities to reach their destination whether by car, transit, bike, or foot. A Complete Streets approach starts with a policy commitment to prioritize and integrate all road users into every transportation project. Walking and bicycling should not be an afterthought in roadway design. Designs should be context-sensitive and incremental.*

## RECOMMENDATIONS

- **LEADERSHIP:** Publicly announce the importance of pedestrian and bicycle safety and the results of the Local Action Team work.
- **EMPOWERMENT:**
  - Empower staff to implement a Complete Streets approach on Miami-Dade County street projects in the urbanized area.
  - Traffic study requirements should be inclusive of pedestrian and bicycle safety when considering traffic flow capacity.
- **FUNDING:**
  - Tie funding to Complete Streets. Create a process in which a Complete Street is the default setting. Prioritize project funding to those that have established an approved modal hierarchy.
  - Expand the use of local funds to address pedestrian and bicycle safety improvements to help mitigate for increased crash exposure caused by increasing levels of traffic.
  - Use municipal CITT funds to implement Complete Streets improvements.
- **HEALTH:** Implement the U.S. Surgeon General's "Step It Up!" program in coordination with State Health Department.
- **CODE CHANGES:** Require additional zoned right of way, where appropriate to accommodate additional street elements.



## TELL US

- What would empower your community to implement a Complete Streets approach?
- Where should Complete Streets fall in the list of public priorities?
- Do you think implementing CS would help, hinder, or not impact congestion in Miami-Dade?
  - HELP (Green)   - NO IMPACT (Yellow)   - HINDER (Red)
- Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?
  - YES (Green)   - NO (Red)



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# FIX BARRIERS

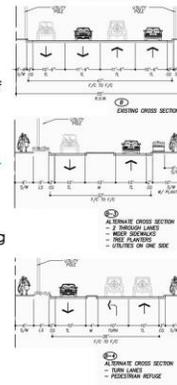
Miami-Dade County Mayor Carlos Gimenez has committed to the USDOT Mayor's Challenge for Safer People, Safer Streets. With the guidance of the Local Action Team, a series of recommendations have been developed. The input gathered from the questions below will help inform strategies to implement the recommendations.

**The ability for older adults, young children, and people with disabilities to travel safely is critical to freedom of mobility and quality of life. The transportation network should consider that people may have challenges with eyesight, reaction times, cognitive ability and muscle dexterity that make travel difficult.**

## RECOMMENDATIONS

- **CREATE A SAFETY ZONE:** Create a "Safety Innovation" program to implement new techniques. Partner with a local or national university to evaluate new strategies while meeting the FHWA "Request to Experiment" requirements.
- **ELDERLY PEDESTRIAN SAFETY:**
  - Implement speed control techniques in areas with high elderly populations.
  - Expand the Alliance for Aging's pedestrian safety training program and tie their program to the receipt of a Golden Passport.
  - Adopt the Age-Friendly Initiative's strategies for senior mobility.
- **HIGH CRASH AREAS:** Fast track funding for projects in high crash areas. Areas with high rates of pedestrian and bicyclist crashes have been defined in the MPO's Pedestrian and Bicycle Safety Plan.
- **LANE ELIMINATION PILOT PROJECTS:** Implement and evaluate at least two lane elimination pilot projects (road diets) in 2016 to explore the benefits and impacts of lane eliminations using temporary traffic control devices. 
- **REMOVE CONSTRUCTION BARRIERS:**
  - Enforce stricter standards for requests for construction-related sidewalk closures, emphasizing sidewalk closures only as a last resort.
  - Prioritize pedestrians by creating temporary walkways in place of on-street parking during construction if sidewalks must be closed. Follow Seattle's program as a guide.
- **FIRST MILE/LAST MILE:** Prioritize funding for first mile/last mile connection projects to improve access to transit stations and solve gap problems. Begin with projects identified in the Non-Motorized Network Connectivity Plan and Transit System Bicycle Master Plan.
- **SAFE ROUTES TO PARKS:** Develop implementation plan for Safe Routes to Parks as required in the CDMP ROS-8-D.
- **ENSURING PROPER CLEARANCE:** Enforce the alignment of utilities and roadway infrastructure so that it enables the greatest right-of-way for pedestrians.

### Road Diets



## TELL US

- Where would you like to pilot lane elimination in Miami-Dade to better accommodate all modes of transportation, not just cars? Can you think of any over-built roads that could spare a lane?
- How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?



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# GATHER DATA

Miami-Dade County Mayor Carlos Gimenez has committed to the USDOT Mayor's Challenge for Safer People, Safer Streets. With the guidance of the Local Action Team, a series of recommendations have been developed. The input gathered from the questions below will help inform strategies to implement the recommendations.

*The lack of systematic data collection related to walking and bicycling transportation, such as count data, travel survey data, and injury data, creates challenges for improving non-motorized transportation networks and safety. Communities that routinely collect walking and biking data are better positioned to track trends and prioritize investments.*

## RECOMMENDATIONS



- **COUNT PROGRAM:** Enhance frequency of MPO bicyclist and pedestrian count program.
- **COUNT DATA EQUALITY:** Incorporate bicyclist and pedestrian counts in all transportation studies to the level of motor vehicle counts.
- **CRASH DATABASES:** Enhance crash databases to include circumstances, design of street, etc.
- **ACTIVITY APP DATA:** Require the review of activity-app data in transportation planning studies. Florida Department of Transportation (FDOT) has purchased bicycle and pedestrian trip database from Strava, a new app powered by cyclists.
- **BEFORE & AFTER EVALUATIONS:** Measure impact of Complete Streets (pre and post evaluations).
- **ENFORCEMENT DATA:** Engage law enforcement agencies in data collection and reporting of enforcement efforts related to speed, pedestrian laws, and bicycling laws.
- **TECHNOLOGY-BASED DATA:** Explore additional technology-based data sources for tracking bike and pedestrian behavior.



## TELL US

- What other data do you think should be collected or improved in Miami-Dade?



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# DESIGN RIGHT

Miami-Dade County Mayor Carlos Gimenez has committed to the USDOT Mayor's Challenge for Safer People, Safer Streets. With the guidance of the Local Action Team, a series of recommendations have been developed. The input gathered from the questions below will help inform strategies to implement the recommendations.

**Transportation agencies must to go beyond designing walking and bicycling facilities to the minimum standards. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.**

## RECOMMENDATIONS

### DESIGN GUIDELINES:

- Develop and utilize Complete Streets Design Guidelines in developing projects pursuant to Miami-Dade County Resolution 995-14, including street typology.
- Update pertinent sections of the Public Works Manual to incorporate Complete Streets where feasible.

- **10-FOOT TRAVEL LANES:** Utilize design guidelines from FDOT's Plans Preparation Manual and the NACTO Urban Street Design Guide for implementing 10-foot travel lanes.

- **CONNECTED NETWORK OF MULTI-USE PATHS:** Create an extensive, connected network of exceptional multi-use paths, including Underline, Ludlam Trail, and Miami River Greenway, throughout Miami-Dade County.

- **BUFFERED BIKE LANES:** Implement buffered bike lanes per new FDOT design standard by narrowing travel lanes to 10 feet.

- **SEPERATED BIKE LANES:** Pursue the implementation of separated bike lanes through the lane elimination process.

- **LANE ELIMINATION:** Conduct a lane elimination master plan to identify overbuilt roadways, particularly in the urban core, where lane elimination strategies could result in separated bike lanes, wider sidewalks or transit priority lanes.

- **DESIGN SPEED:** Establish "design speed" based on a context sensitive approach in urban areas, focusing on vulnerable road users and allowing for a target speed.

- **SIGNAL CROSSING SAFETY:** Program leading pedestrian intervals (LPIs) at all signalized intersections to improve pedestrian visibility and allow pedestrians to establish their position in the right-of-way.



## TELL US

- Which of the above elements are most needed in your community?

- High Impact Projects: How do these projects intend to be supported?



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# CREATE NETWORKS THROUGH MAINTENANCE

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*Transportation agencies must to go beyond designing walking and bicycling facilities to the minimum standards. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.*

## RECOMMENDATIONS

- **CIP PROJECTS:** Incorporate Complete Streets and Safe Streets elements into existing locally-funded capital improvement projects (CIP) including streetscaping, resurfacing, and intersection projects by reviewing the project scope and assessing what improvements could be included. A CIP is a project that helps maintain or improve a county or city asset, often called infrastructure.
- **MAINTENANCE PROJECTS:** Review existing roadway typical sections for opportunities to implement buffered bike lanes through maintenance projects.



## TELL US

- What maintenance projects and improvements would you like to see and where?



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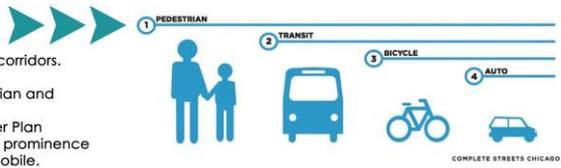


# IMPROVE SAFETY LAWS & LEGISLATION

Miami-Dade County Mayor Carlos Gimenez has committed to the USDOT Mayor's Challenge for Safer People, Safer Streets. With the guidance of the Local Action Team, a series of recommendations have been developed. The input gathered from the questions below will help inform strategies to implement the recommendations.

**Expanding and improving existing roads and facilities to build biking and walking networks as part of regular and routine resurfacing and other maintenance programs can be a low cost alternative to building new roads or widening existing roads.**

## RECOMMENDATIONS

- **VISION ZERO:** Adopt Vision Zero as the overarching policy for vulnerable road user safety in Miami-Dade County. Vision Zero is road traffic safety project that aims to achieve a highway system with no fatalities or serious injuries in road traffic. Cities in the US that have adopted Vision Zero include Chicago, New York City, Austin and Seattle.
- **MODAL HIERARCHY:** Create a Miami-Dade modal hierarchy including a review committee to establish and approve modal hierarchy for major corridors. 
- **CDMP REQUIREMENTS:** Adopt pedestrian and bicycle level of service (LOS) as Comprehensive Development Master Plan (CDMP) requirements to elevate the prominence of these modes to that of the automobile.
- **REDEVELOPMENT OPPORTUNITIES:** As adjacent land use redevelops along major thoroughfares, require additional right-of-way set aside (which may involve an amendment to Chapter 33, 1-33, based on a Complete Streets, Context Sensitive vision for the corridor. Utilize the Typical Roadway Section and Zoned Right-of-Way Study as a guide.
- **SPEED LIMITS:** Pursue legislation that provides the County and municipalities flexibility when developing speed limits in urban areas. Utilize published research in NCHRP Report 3-67 as a guide for alternative speed limit methodologies. (ie., Slow Zone NYC).

## TELL US

- Do you think Miami-Dade should adopt a Vision Zero policy?  
- YES (Green) - NO (Red)
- Why did you answer yes/no above?
- What other components, policies or laws should be prioritized in Miami-Dade?



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# EDUCATE & ENFORCE PROPER ROAD USE

Miami-Dade County Mayor Carlos Gimenez has committed to the USDOT Mayor's Challenge for Safer People, Safer Streets. With the guidance of the Local Action Team, a series of recommendations have been developed. The input gathered from the questions below will help inform strategies to implement the recommendations.

Highly-visible and well publicized targeted enforcement tied with educational campaigns has shown to be effective in reducing crashes.

## RECOMMENDATIONS

- **SHIFT THE CULTURE:** Expand culture shifting programs such as Safe Routes to School and Bike 305.
- **ENCOURAGEMENT PRACTICES:** Engage law enforcement agencies in encouragement practices (i.e., Tampa light give away).
- **PARKS/POLICE PARTNERSHIP:** Encourage parks/police partnership (bike rodeos/safety training UM Education Program) (i.e., Safety Town).
- **EDUCATE ALL STAKEHOLDERS:**
  - Create mandatory bicycle training program for elementary/middle school students.
  - Engage the Miami-Dade Health Department regarding ways to leverage the Make Healthy Happen Miami campaign to promote walking and bicycling.
  - Develop educational material aimed at businesses on the value of investing in all modes based on the League of American Bicyclists subject material. Include the value of bicyclists as customers to businesses.
  - Pursue a Bicycle Friendly Business program modeled on the League of American Bicyclists.
- **TRAINING:** Host training sessions for County staff and consultants.
- **ENFORCEMENT:** Pursue stronger enforcement of school zones and intersection encroachments. "No right turn on red."
- **BIKE & PEDESTRIAN EDUCATION:** Target bike share facilities and other infrastructure with bike safety information.
- **SPEED LIMITS:** Pursue legislation that provides the County and municipalities flexibility when developing speed limits in urban areas. Utilize published research in NCHRP Report 3-67 as a guide for alternative speed limit methodologies. (i.e., Slow Zone NYC).



## TELL US

- **Would you support more enforcement of pedestrian and bike rights such as:**

- Ticketing?	- YES (Green)	- NO (Red)
- 3-Foot Law?	- YES (Green)	- NO (Red)
- No Right Turn on Red?	- YES (Green)	- NO (Red)
- Pedestrian Crosswalks?	- YES (Green)	- NO (Red)
- **Why did you answer yes/no above?**



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## WHAT ELSE?

*Miami-Dade County Mayor Carlos Gimenez has committed to the USDOT Mayor's Challenge for Safer People, Safer Streets. With the guidance of the Local Action Team, a series of recommendations have been developed. The input gathered from the questions below will help inform strategies to implement the recommendations.*

**What components are missing from the recommendations in the plan? What would you add to help makes streets safer for everyone in Miami-Dade?**

## TELL US



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## Older Adult Discussion Presentation Slides



Lunch & Discussion for Older Adults on Safer Streets in Miami-Dade

*Almuerzo y de discusión con adultos Mayores sobre calles más seguras en Miami-Dade*

Local Action Team for Safer People, Safer Streets  
Miami-Dade County



### WHAT ARE COMPLETE STREETS?

A complete is a street where the entire right-of-way is planned, designed, and operated for all modes of transportation and all users regardless of age or ability. Pedestrians, bicyclists, transit riders, and motorists of all ages and abilities must be able to safely move along and across a Complete Street. Complete Streets make it easy to cross the street, walk to shops, catch the bus, bike to work, and enjoy many other healthy activities.

## COMPONENTS OF COMPLETE STREETS



Bike lanes



Multi-use recreational trails



Curb extensions / Staggered median crossings



Crosswalks



Lighting



Traffic circles / Roundabouts



Median islands



On-street parking



Shading/trees



Cycletracks



Bus shelters



Road Diets

Traffic circle image by Alena Alberani. Curb extension image by Dan Burden. Lighting and on-street parking image by Urban Health Associates. Remaining images provided by Kimley Horn and Associates.

## SECRETARY'S CHALLENGE FOR SAFER STREETS

In January 2015, USDOT Secretary Anthony Foxx challenged local government leaders to raise the bar for bicyclist and pedestrian safety by joining a year-long "Mayors' Challenge for Safer People and Safer Streets" effort. Mayors and other elected officials participate by leading a call to action and forming a Local Action Team (LAT) to advance safety and accessibility goals by taking on one or more Challenge activities.



# MAYOR CARLOS GIMENEZ'S PLAN

## LOCAL ACTION TEAM RECOMMENDATIONS

Complete Streets Approach						
ID	Area	Priority	Justification	Priority	Timeline	Notes
1.1	Complete Streets	Complete Streets	Complete Streets	1.1	Continuing	
1.2	Complete Streets	Complete Streets	Complete Streets	1.2	Continuing	
1.3	Complete Streets	Complete Streets	Complete Streets	1.3	Continuing	
1.4	Complete Streets	Complete Streets	Complete Streets	1.4	Continuing	
1.5	Complete Streets	Complete Streets	Complete Streets	1.5	Continuing	
1.6	Complete Streets	Complete Streets	Complete Streets	1.6	Continuing	
1.7	Complete Streets	Complete Streets	Complete Streets	1.7	Continuing	
1.8	Complete Streets	Complete Streets	Complete Streets	1.8	Continuing	
1.9	Complete Streets	Complete Streets	Complete Streets	1.9	Continuing	
1.10	Complete Streets	Complete Streets	Complete Streets	1.10	Continuing	

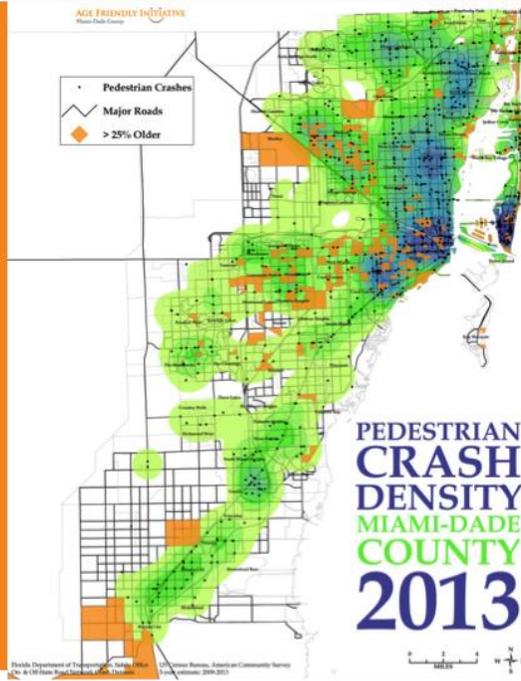
Key Metrics						
ID	Area	Priority	Justification	Priority	Timeline	Notes
2.1	Key Metrics	Key Metrics	Key Metrics	2.1	Continuing	
2.2	Key Metrics	Key Metrics	Key Metrics	2.2	Continuing	
2.3	Key Metrics	Key Metrics	Key Metrics	2.3	Continuing	
2.4	Key Metrics	Key Metrics	Key Metrics	2.4	Continuing	
2.5	Key Metrics	Key Metrics	Key Metrics	2.5	Continuing	
2.6	Key Metrics	Key Metrics	Key Metrics	2.6	Continuing	
2.7	Key Metrics	Key Metrics	Key Metrics	2.7	Continuing	
2.8	Key Metrics	Key Metrics	Key Metrics	2.8	Continuing	
2.9	Key Metrics	Key Metrics	Key Metrics	2.9	Continuing	
2.10	Key Metrics	Key Metrics	Key Metrics	2.10	Continuing	

# MIAMI-DADE COUNTY LOCAL ACTION TEAM

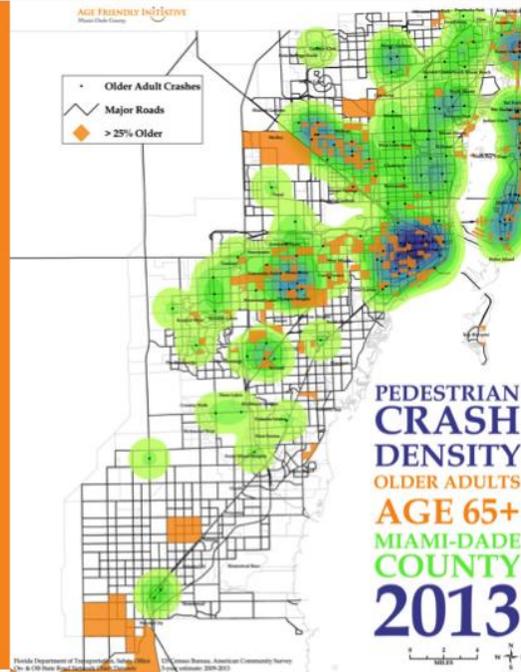
The Safer People, Safer Streets vision is to provide a more livable Miami-Dade through the realization of healthier, safer streets accommodating all modes of transportation. The goal of the LAT report is to create an action plan that reduces pedestrian and bicycle crashes and encourages more biking, walking and transit use by achieving Safer People and Safer Streets in Miami-Dade. The outcome desired is a measurable reduction in bicycle and pedestrian crashes countywide.



# PEDESTRIAN CRASHES IN MIAMI- DADE



# OLDER ADULT PEDESTRIAN CRASHES IN MIAMI- DADE



## RECOMMENDATIONS OVERVIEW

- COMPLETE STREETS APPROACH
- FIX BARRIERS
- GATHER DATA
- DESIGN RIGHT
- CREATE NETWORKS THROUGH MAINTENANCE
- IMPROVE SAFETY LAWS & LEGISLATION
- EDUCATE & ENFORCE PROPER ROAD USE

9

## COMPLETE STREETS APPROACH

• Complete Streets make it safe and convenient for people of all ages and abilities to reach their destination whether by car, transit, bike, or foot. A Complete Streets approach starts with a policy commitment to prioritize and integrate all road users into every transportation project. Walking and bicycling should not be an afterthought in roadway design.



10

## COMPLETE STREETS APPROACH

- **TELL US:**

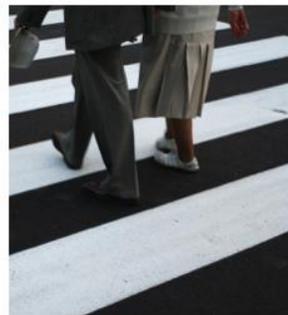
- What would empower your community to implement a Complete Streets approach?
- Do you think implementing Complete Streets would affect congestion?
- Should Complete Streets be a priority in Miami-Dade?



11

## FIX BARRIERS

- The ability for older adults, young children, and people with disabilities to travel safely is critical to freedom of mobility and quality of life. People may have challenges with eyesight, reaction times, cognitive ability and muscle dexterity that make travel difficult.



12

## FIX BARRIERS

- **TELL US:**

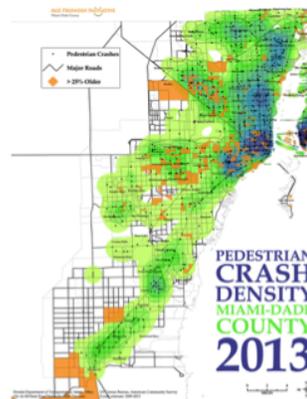
- What are the barriers to crossing the street in your neighborhood?
- Do you feel there is enough time for people to cross the street?
- Where do you think the most bicycle and pedestrian crashes occur?
- What areas are good candidates for lane elimination (road diets) in this neighborhood?
- What is missing related to transportation? Are there areas that need a “last mile” connection?



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## GATHER DATA

- The lack of systematic data collection related to walking and bicycling transportation, such as count data, travel survey data, and injury data, creates challenges for improving non-motorized transportation networks and safety. Communities that routinely collect walking and biking data are better positioned to track trends and prioritize investments.

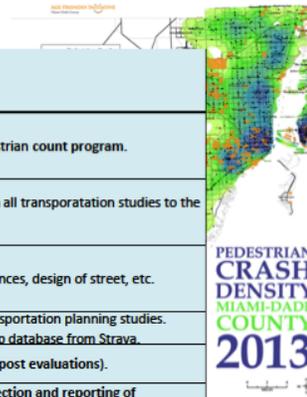


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## GATHER DATA

- DATA COLLECTION:

ID	Item	Actions
C-1	Count Program	Enhance frequency of MPO bicyclist and pedestrian count program.
C-2	Count Data Equality	Incorporate bicyclist and pedestrian counts in all transportation studies to the level of motor vehicle counts.
C-3	Crash Databases	Enhance crash databases to include circumstances, design of street, etc.
C-4	Activity App Data	Require the review of activity-app data in transportation planning studies. <i>FDOT has purchased bicycle and pedestrian trip database from Strava.</i>
C-5	Before-and-After Evaluations	Measure impact of Complete Streets (pre and post evaluations).
C-6	Enforcement Data	Engage law enforcement agencies in data collection and reporting of enforcement efforts related to speed, pedestrian laws, and bicycling laws.
C-7	Technology based data	Explore additional technology-based data sources for tracking bike and pedestrian behavior



15

## DESIGN RIGHT



- Transportation agencies must to go beyond designing walking and bicycling facilities to the minimum standards. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

16

## DESIGN RIGHT



•TELL US:

•What Complete Streets elements would you like to see implemented nearby?

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## CREATE NETWORKS THROUGH MAINTENANCE



• Expanding and improving existing roads and facilities to build biking and walking networks as part of regular and routine resurfacing and other maintenance programs can be a low cost alternative to building new roads or widening existing roads.

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## CREATE NETWORKS THROUGH MAINTENANCE



- TELL US:
- What barriers do you see that need to be fixed or maintained to make streets safer?

19

## IMPROVE SAFETY LAWS & LEGISLATION

- Expanding and improving existing roads and facilities to build biking and walking networks as part of regular and routine resurfacing and other maintenance programs can be a low cost alternative to building new roads or widening existing roads.



20

## IMPROVE SAFETY LAWS & LEGISLATION

- TELL US:

- What would be the best way to promote safety and making streets safer to older adults?

- What do lawmakers need to know about your needs related to transportation?



21

## EDUCATE & ENFORCE PROPER ROAD USE



- Highly-visible and well publicized targeted enforcement tied with educational campaigns has shown to be effective in reducing crashes.

22

## EDUCATE & ENFORCE PROPER ROAD USE



- What do you think would work best to educate the community?
- What do you think would work best to enforce the laws we need to keep us safe?
- Would you support more enforcement of pedestrian and bike rights?

23



Lunch & Discussion for Older  
Adults on Safer Streets in  
Miami-Dade

**THANK YOU!**

Local Action Team for Safer People, Safer Streets  
Miami-Dade County

## Public Meeting Responses

### Complete Streets Approach (73)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Does calm traffic
2	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
3	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
4	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
5	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
6	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
7	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
8	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
9	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
10	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
11	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
12	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
13	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help if people respect the rules
14	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help with parking
15	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	If education Help; If no education hinder; yes
16	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	no impact
17	What would empower your community to implement a Complete Streets approach?	Awareness
18	What would empower your community to implement a Complete Streets approach?	Awareness of success, stories of reduction of incidents
19	What would empower your community to implement a Complete Streets approach?	Best practices
20	What would empower your community to implement a Complete Streets approach?	community needs to be engaged
21	What would empower your community to implement a Complete Streets approach?	Do a market branding

22	What would empower your community to implement a Complete Streets approach?	Economic development
23	What would empower your community to implement a Complete Streets approach?	Education
24	What would empower your community to implement a Complete Streets approach?	Education – what is complete streets
25	What would empower your community to implement a Complete Streets approach?	Education for drivers and bikers
26	What would empower your community to implement a Complete Streets approach?	Education/what is complete streets
27	What would empower your community to implement a Complete Streets approach?	Example of communities
28	What would empower your community to implement a Complete Streets approach?	Health
29	What would empower your community to implement a Complete Streets approach?	Move projects in the community
30	What would empower your community to implement a Complete Streets approach?	multimode
31	What would empower your community to implement a Complete Streets approach?	politicians ride bikes
32	What would empower your community to implement a Complete Streets approach?	politicians to ride bikes around for a month
33	What would empower your community to implement a Complete Streets approach?	Public education driver ED first
34	What would empower your community to implement a Complete Streets approach?	safety
35	What would empower your community to implement a Complete Streets approach?	safety lessons
36	What would empower your community to implement a Complete Streets approach?	safety standpoint
37	What would empower your community to implement a Complete Streets approach?	setup at Metrorail
38	What would empower your community to implement a Complete Streets approach?	statistics of incidents
39	What would empower your community to implement a Complete Streets approach?	this at a Metrorail or public places
40	What would empower your community to implement a Complete Streets approach?	TV ads, politicians
41	Where should Complete Streets fall in the list of Public Priorities?	high
42	Where should Complete Streets fall in the list of Public Priorities?	high
43	Where should Complete Streets fall in the list of Public Priorities?	high
44	Where should Complete Streets fall in the list of Public Priorities?	High downtown Miami
45	Where should Complete Streets fall in the list of Public Priorities?	High priority
46	Where should Complete Streets fall in the list of Public Priorities?	Higher (safety and public health issue)
47	Where should Complete Streets fall in the list of Public Priorities?	Largely priorities
48	Where should Complete Streets fall in the list of Public Priorities?	Middle
49	Where should Complete Streets fall in the list of Public Priorities?	middle
50	Where should Complete Streets fall in the list of Public Priorities?	safety top

51	Where should Complete Streets fall in the list of Public Priorities?	Top
52	Where should Complete Streets fall in the list of Public Priorities?	Top
53	Where should Complete Streets fall in the list of Public Priorities?	top
54	Where should Complete Streets fall in the list of Public Priorities?	top
55	Where should Complete Streets fall in the list of Public Priorities?	top from there everything else grows
56	Where should Complete Streets fall in the list of Public Priorities?	Urban core
57	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	no
58	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	No, would not support right of way
59	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street	yes
60	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
61	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
62	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
63	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes
64	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes
65	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes
66	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
67	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
68	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
69	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
70	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
71	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes

72	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes, around bus routes
73	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes, I would additional, right of way

### Fix Barriers (5)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	Down South
2	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	Not great but ok
3	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	Not that easy
4	Where would you like to pilot lane elimination in Miami-Dade to better accommodate all modes of transportation, not just cars? Can you think of any overbuilt roads that could spare a lane?	In the spare lanes I think so.
5	Where would you like to pilot lane elimination in Miami-Dade to better accommodate all modes of transportation, not just cars? Can you think of any overbuilt roads that could spare a lane?	Yes but don't know roads to spare

### Gather Data (14)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What other data do you think should be collected or improved in Miami-Dade?	Rename our data
2	What other data do you think should be collected or improved in Miami-Dade?	Pedestrians think that they are above the law
3	What other data do you think should be collected or improved in Miami-Dade?	We need legislation to affect change; we need support from the community in order to avoid backlash on enforcement
4	What other data do you think should be collected or improved in Miami-Dade?	Yes to all; if drivers have rules to follow pedestrians should too; too many people don't use crosswalks
5	What other data do you think should be collected or improved in Miami-Dade?	Is hard for communities to share the roads we need segmented areas
6	What other data do you think should be collected or improved in Miami-Dade?	There should be crosswalks in the middle of the street instead of just the end of the block because people tend to cross in the middle as well; more convenient
7	What other data do you think should be collected or improved in Miami-Dade?	Bicyclist and pedestrians need to be considered not just cars
8	What other data do you think should be collected or improved in Miami-Dade?	Important to add bicyclists and pedestrians in com data
9	What other data do you think should be collected or improved in Miami-Dade?	Proper word use
10	What other data do you think should be collected or improved in Miami-Dade?	Yes to all

11	What other data do you think should be collected or improved in Miami-Dade?	Important for pedestrians and vehicles to obey the law
12	What other data do you think should be collected or improved in Miami-Dade?	No; cant punish people if proper infrastructure is not in place; lights take too long to turn green for pedestrians which discourages people from following the rules
13	What other data do you think should be collected or improved in Miami-Dade?	Bike lanes are not continuous and so people use the roads which blocks the cars and it's not safe for pedestrians
14	What other data do you think should be collected or improved in Miami-Dade?	Yes to all

### ***Design Right (13)***

#	Specific Question or Topic of Inquiry	Input/Feedback
1	High impact projects: How do these projects intend to be supported?	Supported top to bottom
2	Which of the above elements are most needed in your community?	Adopt design guidelines
3	Which of the above elements are most needed in your community?	Buffered/separated bike lanes
4	Which of the above elements are most needed in your community?	Connecting networks
5	Which of the above elements are most needed in your community?	Design guidelines
6	Which of the above elements are most needed in your community?	Design guidelines
7	Which of the above elements are most needed in your community?	Design guidelines
8	Which of the above elements are most needed in your community?	Design speed
9	Which of the above elements are most needed in your community?	Guidelines
10	Which of the above elements are most needed in your community?	Multi use paths
11	Which of the above elements are most needed in your community?	Multi-use paths
12	Which of the above elements are most needed in your community?	Signal crossings
13	Which of the above elements are most needed in your community?	Signal safety

### ***Create Networks through Maintenance (1)***

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What maintenance projects and improvements would you like to see and where?	Pedestrian improvements

### Improve Safety Laws & Legislation (22)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	Do you think Miami-Dade should adopt a Vision Zero Policy?	Absolutely support Vision Zero concept, but.... How do we implement?
2	Do you think Miami-Dade should adopt a Vision Zero Policy?	As a cyclist, I certainly support Vision Zero
3	Do you think Miami-Dade should adopt a Vision Zero Policy?	It should be supported by the county but it couldn't come out of gas taxes
4	Do you think Miami-Dade should adopt a Vision Zero Policy?	To accomplish this all you need is to take the driver out
5	Do you think Miami-Dade should adopt a Vision Zero Policy?	Vision Zero needs to be consistently enforced throughout all cities
5	Do you think Miami-Dade should adopt a Vision Zero Policy?	We would like to know where the funding comes for Vision Zero
6	Do you think Miami-Dade should adopt a Vision Zero Policy?	Whatever it takes to make Vision Zero happen!
7	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes we should have zero tolerance
8	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes, good policy
9	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes, improves safety
10	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes! Please adopt Vision Zero
11	Do you think Miami-Dade should adopt a Vision Zero Policy? Why did you answer yes/no above?	Yes if there is no tolerance each case (crash) is investigated & properly addressed
12	Do you think Miami-Dade should adopt a Vision Zero Policy? Why did you answer yes/no above?	Yes, I would support!
13	What other components, policies, or laws should be prioritized in Miami-Dade?	Bike routes shared roads don't work
14	What other components, policies, or laws should be prioritized in Miami-Dade?	From Chicago to Miami it's a shift in mindset how Miami treats pedestrians
15	What other components, policies, or laws should be prioritized in Miami-Dade?	If high pedestrian levels decrease speed limit, add cross walks etc..
16	What other components, policies, or laws should be prioritized in Miami-Dade?	Improve safety laws & legislation
17	What other components, policies, or laws should be prioritized in Miami-Dade?	Mass transit is needed in Miami
18	What other components, policies, or laws should be prioritized in Miami-Dade?	Prioritize bike lanes
19	What other components, policies, or laws should be prioritized in Miami-Dade?	Prioritize enforcing laws
20	What other components, policies, or laws should be prioritized in Miami-Dade?	Prioritize road analysis to determine speed limits if bike zoned, then can ensure proper laws to keep them same
21	What other components, policies, or laws should be prioritized in Miami-Dade?	Smarter cars; vehicles; driverless cars
22	What other components, policies, or laws should be prioritized in Miami-Dade?	There is no education for drivers! We need to create driving manner

### Educate and Enforce Proper Road Use (5)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	<p>Would you support enforcement of pedestrian and bike rights such as:</p> <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	Implement educational programs targeted at reducing congestion.
2	<p>Would you support enforcement of pedestrian and bike rights such as:</p> <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	It is very important to enforce and educate on usage of crossing signals in the city streets
3	<p>Would you support enforcement of pedestrian and bike rights such as:</p> <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	Miami Beach will be underwater so what will we do for infrastructure to accommodate transportation
4	<p>Would you support enforcement of pedestrian and bike rights such as:</p> <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	There is a need to work with grassroots organizations that specialize in educating the community.
5	<p>Would you support enforcement of pedestrian and bike rights such as:</p> <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	Work with employers to switch standard schedules to non-peak hours or provide incentives for telecommuting

### What Else? (2)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What Else?	How do we expand our public mass transit system?
2	What Else?	Has anyone considered expanding our mass transit system the way carpooling has expanded with UBER Lyft etc? IS there a study on privatizing buses?

## Elected and Community Leaders Responses

### Complete Streets Approach (77)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Absolutely, help
2	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	appropriate yes
3	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	better for cars
4	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	def. help
5	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	definitely help
6	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Green-help
7	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
8	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
9	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
10	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
11	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
12	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
13	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
14	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
15	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
16	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
17	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help
18	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	help

19	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	I hope it will have some impact riding my bike is too dangerous here; I don't even like to walk here
20	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	no impact
21	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Should help
22	What would empower your community to implement a Complete Streets approach?	\$3
23	What would empower your community to implement a Complete Streets approach?	Awareness
24	What would empower your community to implement a Complete Streets approach?	Awareness quality of life issue (high)
25	What would empower your community to implement a Complete Streets approach?	Commission
26	What would empower your community to implement a Complete Streets approach?	Community involvement very high
27	What would empower your community to implement a Complete Streets approach?	Education for safety enforcement; consequence for negative action
28	What would empower your community to implement a Complete Streets approach?	Faster commute times t
29	What would empower your community to implement a Complete Streets approach?	Get people in the streets to use different type of transportation to exp. The plan
30	What would empower your community to implement a Complete Streets approach?	Great demand
31	What would empower your community to implement a Complete Streets approach?	Leadership and resources from policy leaders to see it through
32	What would empower your community to implement a Complete Streets approach?	Money for studies
33	What would empower your community to implement a Complete Streets approach?	More money, separate pedestrians and cars better
34	What would empower your community to implement a Complete Streets approach?	More organized system
35	What would empower your community to implement a Complete Streets approach?	More safety
36	What would empower your community to implement a Complete Streets approach?	More safety
37	What would empower your community to implement a Complete Streets approach?	Positive benefits to the community
38	What would empower your community to implement a Complete Streets approach?	Remove stigma the people that actually use it
39	What would empower your community to implement a Complete Streets approach?	Research methods; provide recommendation
40	What would empower your community to implement a Complete Streets approach?	Safety want to be able to ride
41	What would empower your community to implement a Complete Streets approach?	Stories about people using transit
42	What would empower your community to implement a Complete Streets approach?	win, win, win

43	Where should Complete Streets fall in the list of Public Priorities?	#1
44	Where should Complete Streets fall in the list of Public Priorities?	#1
45	Where should Complete Streets fall in the list of Public Priorities?	3-4
46	Where should Complete Streets fall in the list of Public Priorities?	Essential
47	Where should Complete Streets fall in the list of Public Priorities?	Funding priority high
48	Where should Complete Streets fall in the list of Public Priorities?	high
49	Where should Complete Streets fall in the list of Public Priorities?	High
50	Where should Complete Streets fall in the list of Public Priorities?	High
51	Where should Complete Streets fall in the list of Public Priorities?	High
52	Where should Complete Streets fall in the list of Public Priorities?	I don't think we are there yet
53	Where should Complete Streets fall in the list of Public Priorities?	Top
54	Where should Complete Streets fall in the list of Public Priorities?	Top
55	Where should Complete Streets fall in the list of Public Priorities?	Top
56	Where should Complete Streets fall in the list of Public Priorities?	Top
57	Where should Complete Streets fall in the list of Public Priorities?	Top
58	Where should Complete Streets fall in the list of Public Priorities?	Top 5
59	Where should Complete Streets fall in the list of Public Priorities?	Top 5
60	Where should Complete Streets fall in the list of Public Priorities?	Top of list
61	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	absolutely yes
62	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	absolutely, safety yes!
63	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	around a school yes!
64	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Green- yes
65	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
66	Would you support the requirement for additional zoned right-	yes

	of-way, where appropriate, to accommodate additional street elements?	
67	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
68	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
69	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
70	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
71	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
72	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
73	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
74	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
75	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
76	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes
77	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	yes for save

### **Fix Barriers (11)**

#	Specific Question or Topic of Inquiry	Input/Feedback
1	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	Biscayne could be so much better from downtown to midtown
2	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	In coral gables, more folks on perimeter road to avoid cut through
3	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	Make streets one way
4	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	Map on complete streets all ideas and let folks comment
5	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	More busses, shorter wait times
6	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	Online transit app

7	How easily can you access transit? Where would you like to see better connections to transit to make it more accessible?	Underline – US1 going east to west is a barrier
8	Where would you like to pilot lane elimination in Miami-Dade to better accommodate all modes of transportation, not just cars? Can you think of any overbuilt roads that could spare a lane?	Biscayne Blvd. for lane elimination, eliminate parking area
9	Where would you like to pilot lane elimination in Miami-Dade to better accommodate all modes of transportation, not just cars? Can you think of any overbuilt roads that could spare a lane?	Main streets of Miami beach, Washington for lane elimination
10	Where would you like to pilot lane elimination in Miami-Dade to better accommodate all modes of transportation, not just cars? Can you think of any overbuilt roads that could spare a lane?	Not sure – I don't know how old neighborhoods could do lane eliminations
11	Where would you like to pilot lane elimination in Miami-Dade to better accommodate all modes of transportation, not just cars? Can you think of any overbuilt roads that could spare a lane?	Road diets – other things in place such as bus, transit, train, space for bicycles

### Gather Data (14)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What other data do you think should be collected or improved in Miami-Dade?	Actually see if people are using the Metrorail and if its effective
2	What other data do you think should be collected or improved in Miami-Dade?	Amazing to see the volume of pedestrian fatalities, also the concentrated areas in the NE
3	What other data do you think should be collected or improved in Miami-Dade?	Better building codes to include infrastructure and density, property line does not allow for safe transportation of any kind
4	What other data do you think should be collected or improved in Miami-Dade?	Court program – add multimodal traffic counts/ridership
5	What other data do you think should be collected or improved in Miami-Dade?	Develop a robust, multimodal level of service
6	What other data do you think should be collected or improved in Miami-Dade?	Develop integration transportation platform of various modes
7	What other data do you think should be collected or improved in Miami-Dade?	Funding for bicycle trials and paths
8	What other data do you think should be collected or improved in Miami-Dade?	Having crash data is a great idea
9	What other data do you think should be collected or improved in Miami-Dade?	How many people in household and how many cars per household
10	What other data do you think should be collected or improved in Miami-Dade?	I think livable transportation should be a policy directive and not require all the data collection to prove that the right thing should be done. We need to set a vision and not rely on counts
11	What other data do you think should be collected or improved in Miami-Dade?	Incorporate pedestrian priority zones in all urban centers
12	What other data do you think should be collected or improved in Miami-Dade?	It is not just about bike and pedestrians, look at results of bad driving
13	What other data do you think should be collected or improved in Miami-Dade?	Knowing that Miami is the third deadliest city for bike and pedestrian safety should be enough reason to take proper action
14	What other data do you think should be collected or improved in Miami-Dade?	Need to slow down traffic on all downtown streets

### ***Design Right (10)***

#	Specific Question or Topic of Inquiry	Input/Feedback
1	Which of the above elements are most needed in your community?	Bike lanes is not such a good idea because it takes away from cars pathways
2	Which of the above elements are most needed in your community?	Bike lanes will/could interfere with traffic flow
3	Which of the above elements are most needed in your community?	Increase public transit.
4	Which of the above elements are most needed in your community?	Multi-use paths are a good idea because bicyclists do not have sufficient areas to bike safely in Miami.
5	Which of the above elements are most needed in your community?	Multi-use paths are great because they will serve as a good connection
6	Which of the above elements are most needed in your community?	Narrowing the lanes is not a good idea because it would interfere with regular traffic flow
7	Which of the above elements are most needed in your community?	Need better public transportation system
8	Which of the above elements are most needed in your community?	Need better road systems
9	Which of the above elements are most needed in your community?	Not enough roads to accommodate all the condominiums
10	Which of the above elements are most needed in your community?	Prioritize bicycle facilities over onsite parking

### ***Create Networks through Maintenance (3)***

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What maintenance projects and improvements would you like to see and where?	Bicycle and pedestrian infrastructure should always be part of the design process. Assure all streets users always!
2	What maintenance projects and improvements would you like to see and where?	Can bike/ped improvements be funded with transportation \$ typically used for cars
3	What maintenance projects and improvements would you like to see and where?	Promote 3-1-1 to get better maintenance, need info

### ***Improve Safety Laws & Legislation (8)***

#	Specific Question or Topic of Inquiry	Input/Feedback
1	Do you think Miami-Dade should adopt a Vision Zero Policy?	Miami have the worst drivers and so vision zero requires educating the people to be accepted
2	Do you think Miami-Dade should adopt a Vision Zero Policy?	Vision zero is a good idea but it's all about leadership in making it happen
3	Do you think Miami-Dade should adopt a Vision Zero Policy?	Vision zero is Feasible if people understand the stories behind them those fatalities. Need to personalize the stories so people are moved and touched to change behavior
4	Do you think Miami-Dade should adopt a Vision Zero Policy?	Vision zero needs to be real to people but it's a great idea. Need to make the story pop and stick.
5	Do you think Miami-Dade should adopt a Vision Zero Policy? Why did you answer yes/no above?	Vision zero concept is great because pedestrians come first, increases safety and economic

		growth
6	What other components, policies, or laws should be prioritized in Miami-Dade?	Friend waited for an entire hour before bus arrival and so people are less incline to take public transport
7	What other components, policies, or laws should be prioritized in Miami-Dade?	Need different infrastructure to accommodate bikes and peds in Miami and need strong leadership to make changes stick.
8	What other components, policies, or laws should be prioritized in Miami-Dade?	Public transportation is not efficient in Miami and its in consistently untimely/unreliable

### **Educate and Enforce Proper Road Use (15)**

#	Specific Question or Topic of Inquiry	Input/Feedback
1	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	Concerns about cost – how much would it cost and how much are residents willing to pay
2	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	Does not support ticketing – would like to know if this is effective? What are the numbers?
3	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	Education in general
4	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	Give priority to pedestrians
5	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	Make more difficult to get a license – earn the right to drive
6	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	Miami is car-centric, we keep adding lanes and making them narrower – this is unsafe
7	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> </ul>	Miami is not transit oriented – it is more challenging

	<ul style="list-style-type: none"> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	
8	<p>Would you support enforcement of pedestrian and bike rights such as:</p> <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	Miami is unique, unsure about lane elimination and whether it would reduce congestion
9	<p>Would you support enforcement of pedestrian and bike rights such as:</p> <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	Need bike lanes with barriers – not just small painted lines
10	<p>Would you support enforcement of pedestrian and bike rights such as:</p> <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	Need bus systems within neighborhoods as well as connections for long distances
11	<p>Would you support enforcement of pedestrian and bike rights such as:</p> <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	Supports – three foot law, no turn on red, ped crosswalks
12	<p>Would you support enforcement of pedestrian and bike rights such as:</p> <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	Too difficult to enforce solutions: vehicle technology and driverless cars
13	<p>Would you support enforcement of pedestrian and bike rights such as:</p> <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	We need more connections to the beach, for tourists, needs to be more conducive to people that want to use it
14	<p>Would you support enforcement of pedestrian and bike rights such as:</p> <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	We need more transit where they don't share lanes with other vehicles in order to have quicker transit, and make them more efficient
15	<p>Would you support enforcement of pedestrian and bike rights such as:</p> <ul style="list-style-type: none"> <li>• Ticketing?</li> <li>• 3-Foot Law?</li> <li>• No Right Turn on Red?</li> <li>• Pedestrian Crosswalks?</li> </ul>	Would like to see a north/south monorail or subway system, currently its not efficient, need something that runs along 95

**Safe Streets Require 5-E's (3)**

#	Specific Question or Topic of Inquiry	Input/Feedback
1	Which "E" do you think has the most impact and why?	Enforcement/ evaluation because you can assess whether the revisions have worked
2	Which "E" do you think has the most impact and why?	Engineering – b/c there is not enough space for bicycles
3	Which "E" do you think has the most impact and why?	Other thing that will work in Miami is gather data, educate, enforce

**What else? (2)**

#	Input/Feedback
1	Making a complete street concept a priority;
2	Direct local funds for safer streets and not waiting for federal funds.

## Older Adult Responses

### Complete Streets Approach (13)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What would empower your community to implement a Complete Streets approach?	Better connections to tri-rail and the train are needed for remote older adults.
2	What would empower your community to implement a Complete Streets approach?	More pedestrian signals are needed
3	What would empower your community to implement a Complete Streets approach?	Safe separated area for bicycles. Too many conflicts with bicyclist on sidewalk such as on 29 <sup>th</sup> street and NW 12 Avenue in the City of Miami.
4	What would empower your community to implement a Complete Streets approach?	Need larger, physical barriers between cars and bicyclist not just paint, so that all [modes of transportation] feel safe
5	What would empower your community to implement a Complete Streets approach?	Concrete not plastic for bicycle separations between cars and bicyclist.
6	What would empower your community to implement a Complete Streets approach?	Some older adults were concerned about the cost for protected bicycle facilities, and felt all extra money should go into transit.
7	What would empower your community to implement a Complete Streets approach?	More trees and shade are needed along routes older adults often commute. For example, not enough shade is present along Flagler and 12 <sup>th</sup> Avenue.
8	What would empower your community to implement a Complete Streets approach?	Transit needs to be improved! We don't need new buses we need more!
9	What would empower your community to implement a Complete Streets approach?	Transit passes use to include transfer tickets now it's too expensive and I'm a couple of years shy of the golden passport eligibility. Make transit more affordable so we can rely on it.
10	What would empower your community to implement a Complete Streets approach?	Trash bins and shade needed at bus stops. I often get soaked waiting 20 minutes to an hour depending on the day for the bus.
11	What would empower your community to implement a Complete Streets approach?	Protect those at bus stops (add a physical barrier)
12	Do you think implementing Complete Streets would affect congestion?	Yes
13	Should Complete Streets be a priority in Miami-Dade?	Ask for federal/state funds – needs to be prioritized

### Fix Barriers (20)

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What are the barriers to crossing the street in your neighborhood?	Water rises on our walking routes. Flooding is an issue especially along 20 <sup>th</sup> street.
2	What are the barriers to crossing the street in your neighborhood?	Need security for older adults
3	What are the barriers to crossing the street in your neighborhood?	Cars parking on sidewalks, creating barriers for older adults
4	Where do you think the most bicycle and pedestrian crashes occur?	Right turns conflict with pedestrians
5	What are the barriers to crossing the street in your neighborhood?	Velocity/Speed

6	What are the barriers to crossing the street in your neighborhood?	Alcohol/drugs
7	What are the barriers to crossing the street in your neighborhood?	Cell phones/texting/talking
8	What are the barriers to crossing the street in your neighborhood?	Distracting driving
9	What are the barriers to crossing the street in your neighborhood?	Jaywalking
10	What are the barriers to crossing the street in your neighborhood?	People not on sidewalk/not following directions or using the crosswalk
11	What are the barriers to crossing the street in your neighborhood?	Not waiting for red light
12	What are the barriers to crossing the street in your neighborhood?	Not following safety protocol
13	What are the barriers to crossing the street in your neighborhood?	Cant see signs/no signs
14	Where do you think the most bicycle and pedestrian crashes occur?	No crosswalks
15	Do you feel there is enough time for people to cross the street?	There is not enough time to cross the street safely. We need stops midway to be able to stop (refuge island)
16	What is missing related to transportation? Are there areas that need a "last mile" connection?	Need to allow those getting on the bus enough time to sit so they don't fall when it starts – causes injury
17	What is missing related to transportation? Are there areas that need a "last mile" connection?	Buses don't stop for you on 12 <sup>th</sup> street
18	What is missing related to transportation? Are there areas that need a "last mile" connection?	Need cleaner buses, better environment
19	What is missing related to transportation? Are there areas that need a "last mile" connection?	Need lower prices for buses and to get bus transfers
20	What is missing related to transportation? Are there areas that need a "last mile" connection?	Cars blocking pedestrian crossings

### **Design Right (5)**

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What Complete Streets elements would you like to see implemented nearby?	Design roads that are equally safe for cars, pedestrians, bicyclist, and those in wheel chair or disabled pedestrians.
2	What Complete Streets elements would you like to see implemented nearby?	If the design made me feel safe I would want to bike for health reasons.
3	What Complete Streets elements would you like to see implemented nearby?	Don't feel safe at cross streets. Can see better at the center of the street. Need more visibility. Need safer more convenient crosswalks.
4	What Complete Streets elements would you like to see implemented nearby?	Bus stops with seating and shade
5	What Complete Streets elements would you like to see implemented nearby?	Better transfers

### ***Create Networks through Maintenance (5)***

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What barriers do you see that need to be fixed or maintained to make streets safer?	Pot holes are difficult to see when driving and should be prioritized to be fixed.
2	What barriers do you see that need to be fixed or maintained to make streets safer?	Raised sidewalks pose trip-hazards and are difficult to navigate with assisted walking devices.
3	What barriers do you see that need to be fixed or maintained to make streets safer?	Need maintenance or signs on streets
4	What barriers do you see that need to be fixed or maintained to make streets safer?	Would like to have more overpasses
5	What barriers do you see that need to be fixed or maintained to make streets safer?	Graffiti – have to pay to cover

### ***Improve Safety Laws & Legislation (7)***

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What would be the best way to promote safety and make streets safer for older adults?	Greater enforcement for drunk driving is needed
2	What would be the best way to promote safety and make streets safer for older adults?	Greater enforcement for drivers that are under the influence
3	What would be the best way to promote safety and make streets safer for older adults?	Greater enforcement for children walking to and from school is needed in the midtown/Wynwood neighborhoods. Children are crossing mid-block.
4	What would be the best way to promote safety and make streets safer for older adults?	Greater enforcement for graffiti writing on private properties. Older adults are being fined for graffiti on their property, but they are fearful to confront the violators and can't afford the fines.
5	What would be the best way to promote safety and make streets safer for older adults?	Speeding fines need to be enforced in school zones.
6	What do lawmakers need to know about your needs related to transportation?	Need to fix old buses and add new ones to accommodate need for more transit
7	What do lawmakers need to know about your needs related to transportation?	Need more transit availability/more times in between buses/decrease time lapse between buses stopping/pickup

**Educate and Enforce Proper Road Use (7)**

#	Specific Question or Topic of Inquiry	Input/Feedback
1	What do you think would work best to educate the community?	Education for drivers, pedestrians, and bicyclist needed.
2	What do you think would work best to educate the community?	Older adults are interested in riding bicycles that are large tri-cycle to feel safe balancing on wheels and to be able to get around quicker than walking. It will also help keep them fit. Education classes for older adults on the three-wheeled bikes were of interest to older adults.
3	What do you think would work best to educate the community?	Pedestrians do not check before crossing but rather run for it, need to be educated
4	What do you think would work best to educate the community?	Need to educate all communities in general concepts such as in TV ads, radio, community centers (senior centers) and in schools, signs, rescue mission, and government centers to education seniors
5	What do you think would work best to educate the community?	Please reminders for drivers of pedestrian crossings
6	What do you think would work best to enforce the laws we need to keep us safe?	Older adults sometimes feel that too many trees can make it feel unsafe, cause safety issues
7	What do you think would work best to enforce the laws we need to keep us safe?	Don't allow individuals with mental illness walk alone

## Bike to Work Day Responses

### Complete Streets Approach (26)

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help. People don't like to sit in traffic so I think they would support Complete Streets if it shows to alleviate congestion.
2.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help because it will make more room for transit, bikes, pedestrians, and cars to give people more options.
3.	What would empower your community to implement a Complete Streets approach?	A safe Routes and alternative routes for pedestrians and bicyclist would make people want to support complete streets.
4.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
5.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes
6.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
7.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes
8.	What would empower your community to implement a Complete Streets approach?	A bike should have its own lane priority.
9.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
10.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes
11.	Where should Complete Streets fall in the list of Public Priorities?	Top. Having well maintained roads are important and making sure Complete streets is included is necessary.
12.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Of course it will help
13.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes
14.	What would empower your community to implement a Complete Streets approach?	Separated bike lanes. "Keeping two lanes for traffic and a small lane to the right would empower me to use it for biking."
15.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Impact congestion because we are not ready for Complete Streets
16.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes
17.	Where should Complete Streets fall in the list of Public	Middle

	Priorities?	
18.	What would empower your community to implement a Complete Streets approach?	Having safe separated facilities
19.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help
20.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes
21.	Where should Complete Streets fall in the list of Public Priorities?	High because it's for the safety of everyone.
22.	What would empower your community to implement a Complete Streets approach?	Strong policy
23.	Where should Complete Streets fall in the list of Public Priorities?	High because pedestrian crashes need to be prevented. I support complete streets 100%.
24.	What would empower your community to implement a Complete Streets approach?	More funding dedicated to Complete Streets.
25.	What would empower your community to implement a Complete Streets approach?	Understanding that facilitate possibility for free and safe exercise like running.
26.	What would empower your community to implement a Complete Streets approach?	Allocating funds and political will.

### **Design Right (12)**

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	What Complete Streets elements would you like to see implemented nearby?	Separate bike lane Support. No, I don't think the community supports.
2.	What Complete Streets elements would you like to see implemented nearby?	Separated Bike Lanes. Depends on the customer, but in general I don't think they are supported.
3.	What Complete Streets elements would you like to see implemented nearby?	Separated Bike Lanes. Yes, we need more bike routes or paths dedicated only to bikes.
4.	What Complete Streets elements would you like to see implemented nearby?	Design Speed. Depends on the street and community meetings need to take place to determine what the community wants or feel is necessary.
5.	What Complete Streets elements would you like to see implemented nearby?	Multi-use paths because it saves money and takes safety into consideration.
6.	What Complete Streets elements would you like to see implemented nearby?	Connected Network. Bikers should pay road tax since they occupy the streets like everyone else.
7.	What Complete Streets elements would you like to see implemented nearby?	Changes that can be added onto the existing road way without redoing it all.
8.	What Complete Streets elements would you like to see implemented nearby?	Signal crossings to increase safety.
9.	What Complete Streets elements would you like to see implemented nearby?	Traffic calming. Humps to slow traffic.
10.	What Complete Streets elements would you like to see implemented nearby?	Elements that assure child safety.
11.	What Complete Streets elements would you like to see implemented nearby?	More pedestrian access and rights to use the right-of-way.
12.	What Complete Streets elements would you like to see implemented nearby?	Separated bike lanes.

### Create Networks through Maintenance (5)

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	What barriers do you see that need to be fixed or maintained to make streets safer?	There are no good bicycle riding lanes between 36 <sup>th</sup> street and Lejeune. It is very dangerous. Around the airport there is plenty of space for good bicycle facilities but none exist.
2.	What barriers do you see that need to be fixed or maintained to make streets safer?	32 <sup>nd</sup> Avenue near the airport has no bicycle facilities and few for pedestrians.
3.	What barriers do you see that need to be fixed or maintained to make streets safer?	Connection between Miami Springs and South Dade. Living in Miami Springs you can't go south into Miami on a bicycle.
4.	What barriers do you see that need to be fixed or maintained to make streets safer?	Construction roads need to be better stripped. There are no signs and my friend hurt herself badly riding bike down one.
5.	What barriers do you see that need to be fixed or maintained to make streets safer?	More 10-foot bike lanes should be built from the beginning rather than consequences of poor design and many accidents.

### Improve Safety Laws & Legislation (15)

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes, because it is necessary.
2.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Not sure. Sharrows took forever to get support then what was the outcome? I'm uncertain what vision zero would do. In theory it sounds nice, but what will it really do.
3.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Maybe. Would be interesting to go from conceptual to practical.
4.	What other components, policies, or laws should be prioritized in Miami-Dade?	Required signage for bikes to follow on the road and on multi-use paths.
5.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes, I would support vision zero even if it's an extreme measure because it's needed.
6.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes, I would support vision zero if it was on the ballot tomorrow.
7.	What other components, policies, or laws should be prioritized in Miami-Dade?	More bike cops would help to see if cyclists do what they need to do so we can all bike and reduce conflicts with cars.
8.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes, why wouldn't I support it?
9.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes
10.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes
11.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes

12.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes
13.	Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes, but the implementation of vision zero needs to be thought out carefully to be effective.
14.	What other components, policies, or laws should be prioritized in Miami-Dade?	Keeping in mind the enforcement of traffic laws mainly effect drivers.
15.	What other components, policies, or laws should be prioritized in Miami-Dade?	Keeping bike lanes in good condition for safety reasons.

### ***Educate and Enforce Proper Road Use (43)***

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	What do you think would work best to educate the community?	Drivers don't understand pedestrian signals. They think they can drive on the pedestrian crosswalk when the pedestrian isn't even halfway.
2.	What do you think would work best to educate the community?	Focus on pedestrians
3.	What do you think would work best to educate the community?	Have signage so that tourist are aware
4.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Ticketing?</li> </ul>	No because you need to educate them first.
5.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Pedestrian Crosswalks?</li> </ul>	Yes, because motorist don't know what you are doing.
6.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Ticketing?</li> </ul>	Yes
7.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• 3-Foot Law?</li> </ul>	Yes
8.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• No Right Turn on Red?</li> </ul>	No, I would need to know more.
9.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Pedestrian Crosswalks?</li> </ul>	Yes
10.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• No Right Turn on Red?</li> </ul>	Yes
11.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Pedestrian Crosswalks?</li> </ul>	Yes
12.	What do you think would work best to educate the community?	We need to educate new young drivers.
13.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• No Right Turn on Red?</li> </ul>	No, because it would impede too much traffic.
14.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Ticketing?</li> </ul>	Yes
15.	Would you support enforcement of pedestrian	Yes

	and bike rights such as: <ul style="list-style-type: none"> <li>• 3-Foot Law?</li> </ul>	
16.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• No Right Turn on Red?</li> </ul>	No
17.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Pedestrian Crosswalks?</li> </ul>	Yes
18.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Pedestrian Crosswalks?</li> </ul>	Yes, we need to better enforce pedestrian laws because they know what they are doing as pedestrians.
19.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• No Right Turn on Red?</li> </ul>	Yes, because education is key and you have to teach why no turn on red is dangerous.
20.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Pedestrian Crosswalks?</li> </ul>	Yes
21.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Pedestrian Crosswalks?</li> </ul>	Yes
22.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• No Right Turn on Red?</li> </ul>	No
23.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• No Right Turn on Red?</li> </ul>	No
24.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• No Right Turn on Red?</li> </ul>	Yes, but only in urbanized areas like downtown.
25.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• 3-Foot Law?</li> </ul>	Yes, because bicyclist currently can't ride in the street safely.
26.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• No Right Turn on Red?</li> </ul>	No
27.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• No Right Turn on Red?</li> </ul>	No
28.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• No Right Turn on Red?</li> </ul>	No
29.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• No Right Turn on Red?</li> </ul>	No
30.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• No Right Turn on Red?</li> </ul>	Yes, but use technology to determine where appropriate. If this was voted on I would support no turn on red.
31.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• 3-Foot Law?</li> </ul>	Yes
32.	Would you support enforcement of pedestrian	Yes

	and bike rights such as: <ul style="list-style-type: none"> <li>• 3-Foot Law?</li> </ul>	
33.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• 3-Foot Law?</li> </ul>	Yes
34.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• 3-Foot Law?</li> </ul>	Yes
35.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Ticketing?</li> </ul>	Yes
36.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Ticketing?</li> </ul>	Yes
37.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Ticketing?</li> </ul>	Yes
38.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Ticketing?</li> </ul>	Yes
40.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Ticketing?</li> </ul>	Yes
41.	Would you support enforcement of pedestrian and bike rights such as: Pedestrian Crosswalks?	Yes, because pedestrians and bicyclist are entitled so enforce all crosswalk rights.
42.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Ticketing?</li> </ul>	Yes
43.	Would you support enforcement of pedestrian and bike rights such as: <ul style="list-style-type: none"> <li>• Ticketing?</li> </ul>	Yes

**What else? (2)**

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	Importance of education.	Education is so important because there is no more room for candles.
2.	Viable Bicycling n Miami-Dade	Cycling is promising financially. If there's a way to truly use bikes to commute, I would use them all the time. The facilities are too limited in Miami-Dade.

## Northern Miami-Dade Community Responses

### *Complete Streets Approach (10)*

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	Where should Complete Streets fall in the list of Public Priorities?	High on the list for sure
2.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	
3.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes, of course, I would support additional zoned-right-of-way.
4.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes, for the right of bicyclist.
5.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Hinder congestion because traffic would slow down.
6.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help congestion
7.	Where should Complete Streets fall in the list of Public Priorities?	Middle list of priorities because it affects us all.
8.	Where should Complete Streets fall in the list of Public Priorities?	High importance because it could unify the community.
9.	Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help impact congestion.
10.	Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes, I would support.

### *Design Right (15)*

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	What Complete Streets elements would you like to see implemented nearby?	Separated Bike lanes. No, I don't think the community supports.
2.	What Complete Streets elements would you like to see implemented nearby?	Separated bike lanes. Depends on the customer; community in general need bike lanes to be moved off of main roads.
3.	What Complete Streets elements would you like to see implemented nearby?	Design speed. Community meetings should be had for each road that is under consideration to see what they want and understand what works.
4.	What Complete Streets elements would you like to see implemented nearby?	Multi-use path. Supports multi-use path because it saves money and for safety considerations.

5.	What Complete Streets elements would you like to see implemented nearby?	I'm afraid of roundabout people don't yield.
6.	What Complete Streets elements would you like to see implemented nearby?	More flashing yellow lights for cars to slow down for people.
7.	What Complete Streets elements would you like to see implemented nearby?	Separated bike lanes. Yes, bike lanes need to be separated. Bikes have the same rights as pedestrians and cars.
8.	What Complete Streets elements would you like to see implemented nearby?	I see that in Miami-Dade there needs to be more sidewalks.
9.	What Complete Streets elements would you like to see implemented nearby?	Not too many trees because they create blind spots.
10.	What Complete Streets elements would you like to see implemented nearby?	Multi-use paths. We need more safe bike paths because my daughter can only ride her bike within the neighborhood.
11.	What Complete Streets elements would you like to see implemented nearby?	More signage. In South Beach there are lots of signage and people seem to pay more attention as pedestrians.
12.	What Complete Streets elements would you like to see implemented nearby?	Crosswalk buttons that control street lights.
13.	What Complete Streets elements would you like to see implemented nearby?	More painted crosswalks for each block.
14.	What Complete Streets elements would you like to see implemented nearby?	Medians but without trees so that visibility is not affected.
15.	What Complete Streets elements would you like to see implemented nearby?	Separated bike lanes because I don't ride my bike because I would have to ride on the road and I don't feel safe.

### ***Improve Safety Laws & Legislation (5)***

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	What other components, policies, or laws should be prioritized in Miami-Dade?	There must be an emphasis on neighborhoods and people and clean up before anything can be done.
2.	What other components, policies, or laws should be prioritized in Miami-Dade?	There is a safety issue and both pedestrian and cars need to stop and proceed when they are supposed to.
3.	Would you support vision zero, why or why not?	If money is not coming from public school education or rising of taxes then yes let's see nice streets. Yes, I would support vision zero.
4.	What other components, policies, or laws should be prioritized in Miami-Dade?	Laws that support slowing traffic to improve safety.
5.	Would you support vision zero, why or why not?	Yes, because we need a system to stop fatalities.

### **Educate and Enforce Proper Road Use (10)**

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	What do you think would work best to educate the community?	There needs to be more education on yielding at roundabouts.
2.	What do you think would work best to educate the community?	There needs to be a look out at roundabouts. Maybe add yellow lights or have people obey them.
3.	What do you think would work best to educate the community?	Educate the community about going out in groups or with neighbors
4.	What do you think would work best to educate the community?	Educate the community on the importance to walk for exercise.
5.	What do you think would work best to educate the community?	Parents feel walking is unsafe for kids in the community.
6.	What do you think would work best to educate the community?	More outreach to the community needs to occur
7.	What do you think would work best to educate the community?	Drivers need to respect crosswalks.
8.	What do you think would work best to educate the community?	More awareness needed for people to make changes.
9.	What do you think would work best to educate the community?	Get involved in the community to make changes.
10.	What do you think would work best to educate the community?	Informing the community how can we get involved? Everyone seems to be doing their own thing.

### **What else? (5)**

#	Specific Question or Topic of Inquiry	Input/Feedback
1.	Overall impression	As I get involved in my neighborhood I think Complete Streets is great.
2.	Overall impression	Complete Streets is very important for the future of the community.
3.	Overall impression	I don't use my bike because I don't feel safe. More people need to get involved to provide input (on Complete Streets).
4.	Overall impression	I have three buds and we get out and do things and we have noticed changes to the streets like the ones on these boards.
5.	Overall impression	In Aventura things are really nice. There I see changes, but not too much around here.

# Student Focus Group Transcription

Duration: [00:44:38]

Interviewer: Does anyone have any objections to this meeting being recorded? I'm seeing head nodes. Is it correct to assume you are okay with that? Okay, thank you.

My name is Anamarie, I am a consultant working for the County on a project called Safer People, Safer Streets. The organization I work with is called Urban Health. And so what we look at are what are the health impacts if you engineer your community or you design your community with certain aspects. So there's the few... who here's familiar with Department of Transportation?

Okay, so we have a local Department of Transportation, we have a state department of Transportation; we have a national Department of Transportation. The feds give us a lot of money. The feds give it to the state, the state gives it to the local and that's how we built our roads, and how we are able to do a lot of the transportation projects we do.

Well we have a secretary who is appointed by the president and the U.S. Department of Transportation's current secretary is Anthony Fox. And Mr. Fox said, you know what, I'm sick and tired of hearing all the statistics of injuries. I'm also aware of how the way we design our roads can do impact our health and do impact the economy and the benefits of businesses.

I'm going to make a challenge for every Mayor across the United States to say if you are serious about making your streets safer

and healthier for all and those that are economically viable, I want you to pledge, and I want you to come up and go through this process of this plan. And he calls this initiative Safer People and Safer Streets.

So 2015 when U.S. Department of Transportation secretary Anthony Fox challenged local government, our county major, Carlos Gimenez, joined with commissioner of district 9 Dennis Moss committed to the challenge. They formed a local action team. And this local team was a group of experts and you see them here, they're all doing and assessment together.

There is the secretary of our local district for the Department of Transportation Mr. Gus Pego, and others and they went out and looked at different streets and designs within Miami-Dade and they came up with some recommendations for the Mayor to consider. They have a mission and common goals.

So today what we're going to do is discuss a little bit of what those recommendations are and to have from your perspective what do you think of it. You each have a number and we're going to treat this as a focus group. So we weren't sure how many folks were going to attend today. If it's less than 12 we'll have it as a focus group, if it's more than we will switch to a group discussion.

Hi! How are you? Good, thank you for coming.

And so I'm going to give you a number and before you speak, I'd like for you to say your

number. So you would say, because I don't want to know your names because everything you share today is private or in other words anonymous. So, you're 5. Here you go.

So that's how we're going to respond for the rest of the session today. Any questions? So there's 8 of us here, and I want to make sure I have the recording on, as I mentioned it is being recorded.

Is anyone here opposed to having their picture taken? You can say yes, don't feel pressured.

You don't even have to participate. Okay, everyone is agreement to participate for the next 20/30 minutes? Okay, then let's begin.

Okay, so the next board we're going to talk about here is complete streets. What comes to mind, what's the first thing that comes to your mind when you think of the phrase complete streets? Number 1?

1: Maybe something that's already done, they've finished it and they're ready for people and cars to drive on it and walk by it.

Interviewer: Okay, so for both people and cars to walk by it and something that's already completed or done. Anyone else, any other ideas? If you Googled complete streets today what do you think would come up?

5: Streets without any construction.

Interviewer: Without any construction. Okay, and who would use those streets? So mean like dirt roads when you mean

without construction or what do you envision?

5: I mean not currently under construction, like already completed.

Interviewer: Already completed. Okay, great. So Complete Streets actually is a concept. And it's a concept in urban design that tells us that we want to make equitable streets. What's equity mean? What does equitable mean? When you think of equitable? Without reading the board guys, it's not on the board. What does equitable mean? What does equal mean?

?: The sum of.

Interviewer: The sum of something, or the same, right? So the sum of all parts, the sum of everyone being able to, if you chose to drive, right? And you number eight chose to walk. But number five you said, I'm sorry I'm taking a bus. I'm going to be a smarter one of the group. And then number two says I'm going to bike, right? That means if all of you together are still using transportation in Miami-Dade, the sum of all of you would be having the equal opportunity for any of you to use a road. That would make something that would make a street equitable. It would make a street for everyone.

What if one of you was on crutches and you wanted to get across the street? Or you were 90 years and difficulties carrying your groceries home but you can't drive anymore and you're a block away from the grocery store. You should have the right to be able to walk comfortably to walk to that store with maybe a little cart just like I carry around, even though I'm not 90. And you put your groceries in it and you can get

across the street, and if you walked a little bit slower you'd still get to cross the street. Right?

So that's designing roads for any mode, for all those modes we just mentioned, and for any ability. Meaning, if you're disabled or if you're very capable as yourself and very athletic you can get across very quickly. And that's the idea, is that we have a community that's diverse that comes from different cultures, different customs of walking across the street, or driving we know in Miami so well.

And we want to make sure that everyone, including, what if you have a restaurant? You need to bring the food, whose going to bring the food? It doesn't come in a car, it comes in a truck, right? So we need the roads to also fit our trucks and our freights. We need that to be the goods, foods, services for any kind of store that we might have nearby. So making streets for all modes of transportation is a complete street. And allowing folks of any ability to use that street. So you have the choice to choose how to get around.

And so complete streets technically are the definition by the National Complete Streets Collation is that it makes the streets and convenient for all-- there we go, it's back on, let me put this on up here. I think if I put it on airplane it will go all the way.

A complete streets approach with a policy commitment to prioritize and integrate all roads into every transportation project. Walking and biking should not be afterthoughts in roadway designs. When something's complete you should have walking and biking considerations done. You both said similar things. When the road

is complete that means that every single mode has been included into it, that would make a road complete.

And that they're also context sensitive and incremental. Meaning, that depending on the community. If you are in downtown it looks a little different than in front of Richmond Heights, right? In front of Richmond Heights is a big road, I mean it's not as comfortable to bike and walk freely on the road as it would be in downtown. Whereas if there's more congestion and there's a lot of people outside and you feel kind of more comfortable with things.

So, the recommendations this team, that they put together this expert team, and they gave a series of recommendations. They gave a few, and so one of the recommendations is leadership. They feel that they need the leadership or the elected officials to publically announce the importance of bike and pedestrian safety laws in street. They also feel that staff needs to feel empowered, so everyone who works at the county or in government basically does who above them tells them what to do. So whoever their boss is they go ahead and they do that. Now, how do you empower people who are staffed, for you students for example? How would I empower you all to do something? You all came here because you were asked to be here today. But how would you want to be here? What would make you want to come to something? Or want to do something?

1: Usually what our teachers tend to do when they want to get us motivated they do field trips or they reward us with something, usually how they get the attention of the young people.

Interviewer: So an incentive of some sort.

1: Yeah, that's usually what they do.

Interviewer: Okay. But if they feel like you're supposed to do that anyway? How would you, what's another way to incentivize or empower people?

1: Maybe make it interesting or like sometimes when you hear something that sounds interesting and you want to go in and see what it's about.

Interviewer: Right, exactly so you align it with some personal interest. That's a great point. So funding, what if all this sounds great but we don't have money. Really we only have money but on the street so like how are we going to balance the budget and also be able to incorporate all of these modes of transportation? Everybody would like to get here with a fast train and never have to be in traffic in a car. But how do we do that?

1: Maybe like first you should like a watch the area and see what's causing the problems. Maybe we need to widen up the street maybe there's more cars, usually that's what's on the street. So we make wider streets so that more cars could go through. And maybe that may help with the traffic.

Interviewer: Okay so relieve congestion in some way. So funding and prioritizing funding, we'll talk about road design in a second. Any other ideas on that. Number four?

4: I think she pretty much covered what I was thinking about it.

Interviewer: Okay so health. Anyone here interested in health, they're going after a health field afterwards? Okay so what do you think about the health impacts of complete streets? I mean when you think of health and you think about the streets in the kinds of streets we just discussed. What would make something unhealthy or healthier?

8: Like if there is garbage streets or there isn't enough trash bins or anything like that. We need people who actually clean up streets. Or we need everyone help out. Put everything where it should be. So not like maybe if you throw something on the ground, another animals can get to it and then it might be a disease after a while.

Interviewer: Okay so preventing epidemics by keeping our environment clean. Okay. Number seven.

7: If there is too many people there, there could be like someone spread diseases if everyone's too close if there aren't enough buses and so many people have to get on one. Then there will be too many people in one spot getting, like spreading diseases.

Interviewer: Spreading disease. So you really focus on infectious disease. What about chronic disease which is what raises our healthcare costs the most. Which is caused by usually poor diet and lack of physical activity. What if you could get that physical activity by transportation which you have to get there anyway? What if you can get healthy foods on the way to the places that you go to? How would that impact our health? Anyone else interested in health?

1: Also I've noticed that around Cutler Bay they've made more like streets for the biking so maybe that's helping out the health getting people to exercise more doing transportation of biking. Being that it is easier because it's less traffic for them because there's not a lot of people biking. So maybe that would motivate people to do it.

Interviewer: Okay so creating bike lanes or protected bike lanes. We'll talk about what kinds of bike lanes. And so here we're asking a few things. Do you think complete streets would help? So listen, everyone's going to answer this, but do you think it would help, hinder, or not impact congestion in Miami Dade? If you included a street that had all the modes of transportation would it help? Would it hinder? Or would it not impact congestion in Miami Dade? Number Two.

2: I think it would help

Interviewer: Number three.

3: It would help.

Interviewer: Number one.

1: It would help.

Interviewer: Number four.

4: It would help.

Interviewer: Five.

5: Help

Interviewer: Six?

6: Help.

Interviewer: Oh man, seven?

7: Help.

Interviewer: Eight.

8: Hinder.

Interviewer: Hinder. Okay so one hinder and seven helps. Now number six tell me why you think it would help.

6: Well those people wouldn't be on the roads because a lot of people would prefer cycling or going on a bus so there'd be less cars.

Interviewer: Okay. How do you think it would hinder congestion?

8: Because not it's complete now everyone is going to be out there so there's going to be a lot of either cars or either buses all going to be in one place, so it could be busier either on the sidewalks or like on the road.

Interviewer: Okay more chaotic. It's the same amount of people. We're not going to have more people. We're not going to bring more population right? So you're working with the same population. You're thinking of it if the density were to increase, right? Maybe complete streets attracts larger densities. But the current density it would take cars off the road or it would but, you have ten cars.

Have you ever seen that picture where it shows a hundred cars and there's a hundred people. If you put hundred people on buses it's like two buses. There's a hundred cars. So it's all this mass, but very few people all going towards similar

directions in the morning it's mostly true when you're all going towards downtown or you're all going up north. You're going to like two or three kind of central spots because they're the main employers of Miami-Dade, right. But all of them are very valid. Very good point for hinder. And very good point for helping.

Would you support or require additional zoned right-of-way where are appropriate to accommodate street elements. So basically, zoned right-of-way is we design our roads because of the way policies tell us too, right? So if you have a zoned right-of-way, it's a... Hi! Okay, thank you. No, no problem.

So zoned right-of-way, they're basically saying now you can design your roads with bikes or pedestrians being considered. That's a zoned right-of-way, okay? So the idea is if this went up to ballot, are any of you 18 yet? Soon to be. 15, okay. Soon, it's 3 years, 3 years is nothing, I'll be 40 in 3 years.

Well when you get to vote, this might be on a ballot. Would you support something that allowed for other modes of transportation to also use the roads? Okay.

We're going to go on to the next one. So someone mentioned designing right. So actually, when your lanes are larger, right, or we add more lanes, there's more accidents, there's more car accidents. Because the faster the speeds can be. You create almost a highway on your local roads. So to create safer streets and healthier streets and those that you would want slower speed.

So you actually want to take your lanes from 12 foot lanes to 10 foot lanes which would allow folks to go 35 miles per hour comfortably, up to 40 comfortably but it won't allow them to speed because it will be a physical barrier. It will give you a sense that it's too small the space to go too fast.

It's like when you're walking through a hallway. The hallways big you could run down it and not have a problem. The hallways really small you don't usually run down it because it's like you might hit the walls, right? You walk down it very carefully, if you're going through a tight spot you'd walk through it instead of running through it.

It's the same idea with cars. The lanes are smaller, it's safer for the cars. 10 foot travel lanes. Connect a network of multi-use paths. What if you're in Cutler Bay and you're using the bike paths but they don't connect to anywhere? Would you really use them? You have to have shade, you have to be comfortable, right? What other things? How would you want, what kind of things do you feel in your community would be most needed or applicable.

And I'm going to go through a few more so think about that question. Another one is lane elimination. Sometimes they eliminate a lane and they create that lane for only buses or for biking or for walking. Design the speed so looking at the speed of the road and seeing if that's the right speed and if it should be increased or decreased. And then signal crossing safety. So, is the little light with the numbers on the signal present? Is it enough time to get across? Do you have to wait 3 minutes before you cross the street? Or is it you press it, 5 seconds later you can cross the street.

So what aspects, think about where you live, and what aspects would, what element would be appropriate for your community. Any thoughts number three.

3: I think the bike lanes and where the cars go should be more separated because there's careless driver and they're going to kill someone.

Interviewer: So where bike lanes and cars go should be more separated because there's careless drivers and they can kill someone. So protected bike lanes. Would that make you bike? If you had protected bike lanes and connected paths from where you live, where do you live, what neighborhood?

3: By the Metro Zoo.

Interviewer: Okay so if you could get from the Metro Zoo to school on a protected bike lane and on a path where you wouldn't be in danger would you do it?

3: Yes.

Interviewer: You think you would try it out maybe? Not in the summer months, but maybe in the rest of the year, right? How about anyone else.

7: We could have on busier streets we could have more express lanes for people that are carpooling.

Interviewer: Okay. So actually on your streets, not just on highways.

7: Yeah.

Interviewer: Because?

7: Because it will motivate people to carpool and help and there will be less cars on the road, so that.

Interviewer: Right, yes, number 5.

5: I think design speed, I personally live, well I used to live in near 280th and it was really close to a high school and the speed was around 45 or 50 in front of my house and there's a lot of, like when school would let out there's a lot of children that walked through the neighborhood to get home and a lot of speeding drivers so it's not really that safe environment.

Interviewer: Okay and 280 Street.

5: Yeah.

Interviewer: 280th Street. Do you know where else, like 280th and like the crossroad?

5: 159.

Interviewer: 159, okay. Anyone else? No? Okay. How about fixing barriers? So right now there's some barriers, has anyone ever tried to walk and there's not a sidewalk? Anyone tried to bike and no bike lane. You know that bikes legally can share the roads, if you're driving you have to drive three feet from the bike lane. Right? If you pass a bike, you have to be three feet from it. Right? That's the law.

So here, this is what we called road diets. What does it mean to diet with nutrition?

1?: Maybe like lose weight or make it healthier.

Interviewer: Right, lose weight or make it healthier. Same thing is true for a road. Had do we make a road smaller or healthier. And so here, this shows a lane that has four roads, four lanes, four cars, do you see that? So here we would actually eliminate a lane, we'd create a little medium with some trees, some light for the pedestrian. And here folks can walk, because right now there are no sidewalks. Here folks can walk, there's a large medium in the middle, and the roads become 10 feet roads. So you can also, another alternative is creating turning lanes. And so one of them is a turning lane and then there's still two cars and there's walking and pedestrians and cars are accommodated. In this context bikes were not considered to be appropriate, right. So there might have been like an alternative bike path before it.

So why would we want to? They want to create safety zones or like a safety program where folks can learn how to ride bikes and kind of have a safety area. The older adults, older adults are a fast growing population. So if you're older, we talked about that earlier. High crash areas, areas where children, I'm not sure if on 280 it's a high crash maybe our next class we can look at it.

But, you know, how do we make some of those areas that are very dangerous for children, or for adult or for anyone where there's conflicts between the pedestrian someone who walks and someone who drives or motorists. How do we alleviate those areas of conflict? And then remove construction barriers. So when there's construction how can you still walk or bike? Something's really funny. No? Do you guys want to share? No, okay.

First mile last mile, what does it mean to first mile or last mile? Okay so let's say you take a bus, but you get to the place and you're still about a mile away from where you have to go. If there's no safe sidewalk or there's no bike path it's very difficult to get there, okay. So how do we connect that first mile and last mile path? That's very important. How do we prioritize those stops?

Hi how are you? You're number nine. So number nine thank you so much for joining us. You are being recorded and if you have any problems with having your picture taken, please let us know.

So we're talking about today the Safer People Safer Streets initiative that the Mayor has taken on as a directive from the Secretary Anthony Fox of the United States Department of Transportation.

Okay, so the question for you all is, where would you like to pilot a lane elimination? Think about places that you could possibly do a lane elimination. Okay, anyone? Number eight any ideas?

8: Places with less traffic, because if there's more people traveling on a road if there are less lanes it's going to go a lot slower because if an accident happens it's going to cause a lot of backup for the people, for the other people traveling on the road. So if it was somewhere with traffic, that would be good to eliminate a lane.

Interviewer: And that's part of the context sensitive right? Depending on if it's appropriate they'd be able to do it? How about number seven? What do you think?

7: I agree with number eight.

Interviewer: Okay, any other thoughts? Or opposing views? No. Okay, how easily, number one, how easily can you access transit and where would you like to see better connections to transit. That means like buses or the train or...?

1: Well I live all the way in Homestead, so it's really far, so it's not like a bus could take me all the way over here to school.

Interviewer: What about the busway?

1: I don't know.

Interviewer: The busway's along U.S. 1, you know those lanes that are along the side of U.S. 1? No?

1: No, I go on the highway.

Interviewer: On the highway?

1: Yeah, so..

Interviewer: On the turnpike?

1: Yeah the turnpike. What I would like to see on the turnpike is there's always a lot of ambulance that go by there and that causes a lot of chaos when they come by because you have to make space for them. It'd be cool if they'd make like a lane for them so that way we don't have to, because then people get in accidents trying to move out of the way, so I'd be nice if they had a lane just for them to arrive, not to be driving through people.

Interviewer: Okay. Any other suggestions? Number nine? What about transit, what about buses and trains?

9: I don't know, I don't use them, so I don't know.

Interviewer: Would you like to use them? Do you see a purpose in using them?

9: I mean, yeah. If you need it. My mom just drives me.

Interviewer: Has anyone ever ridden a bus here? Okay, number six. Number eight.

?: A private bus.

Interviewer: A private bus?

?: Yeah.

Interviewer: What about a public bus? What about a train?

1: Yeah when I went to New York, but not here.

Interviewer: Okay, New York like the sub?

1: Yeah.

Interviewer: Number 4 where did you experience transit?

4: I've had to take the Metrorail a few times just because one day my family was bored and we wanted to go to downtown, just went to the Daylight station, went to downtown to see the **[00:27:07] unclear**.

Interviewer: Nice.

4: We couldn't really go anywhere else because it's easier than having to rent a car.

Interviewer: Okay. And what if it made it easier, like where you live now, would you use it more? Or when you go to college?

4: Yeah, I mean because it's definitely a lot cheaper than buying a car.

Interviewer: Yeah, you save \$6500 a year on average.

4: Definitely a lot cheaper.

Interviewer: That's a lot of money in your pocket.

4: Especially with because you know they could work out a way for all the public transportations especially around colleges to get you to the college and then have a direct link to a grocery store. So they've also worked out **[00:27:49] unclear**.

Interviewer: Right.

4: So yeah, it's really useful.

Interviewer: Absolutely. Anyone else. Anyone thinking of going to college here in Miami? No, everyone's going to leave?

?: Yeah. I hope.

Interviewer: You hope?

?: That's the plan

Interviewer: You might save a lot of money if you stay. Okay. Let's see, now. Okay so we're going to talk about two more concepts and then we're done for today. Woohoo. No one's eating, anyone want to eat. Take out your food!

9: I ate it earlier.

Interviewer: You should have brought your food here, then you could have participated in the rest of the conversation. You totally skipped out.

9: I forgot, I'm sorry.

Interviewer: I'm glad you remembered though, thank you for joining us. I was expecting one male, so I'm glad you're here. Okay, so Safe Streets requires five "E"s. When you do anything it requires education, right? Changing, shifting a culture. A culture that is used to in Miami driving. How do we increase that culture to be walking, biking, and transit friendly? Also refers to creating safe routes to school. Did anybody have the Walk Safe program when they were in elementary school?

9: I think I did.

Interviewer: Yeah? All public school children should have had that. Nobody went to public school in elementary school?

4: I don't remember what it is.

9: It basically taught you how to cross a street.

Interviewer: How to cross a street.

1: I remember when I was in school we actually had a test on if you knew how to cross the street correctly.

Interviewer: Right, that's the Walk Safe program. Okay, so there's something called bike safe now in the middle schools that they're starting up. Engineering, so refers to how the physical environment can be designed for creating safer, more convenient connections to the community

and local resources and services. Enforcement is the laws that keep us safe. Encouragement refers to promoting and advocating for safe and also doing very tactical things, such as creating a parking spot into a cafe area or, I mean, these are more urbanized tactics, but creating that protected bike lane by putting planters on roads. And then evaluating all of your efforts.

What do you think would have the most impact? If we had to invest in one of the "E"s which one do you think would have the most impact?

7: I think education is the most important.

9: Yeah.

Interviewer: Yeah?

7: Because if people are educated they'll make all the right decisions in all the rest.

Interviewer: I like that. If they're educated they'll make all the right decisions in all the rest. What is this? This is a Heat bath. Does anybody know how to read these? Okay, so the darker the site the more dense. So you have point prevalence here, as every dot. You have an injury. Okay. A dot of somebody who has been hit by a car. A pedestrian who has been hit by a car. Okay?

Throughout Miami-Dade. If it's super dark, then it's a lot more injuries. Completely white is no injuries and these are less injuries, right. And this is greater proportions of 25% or older are your orange areas are to show you, to overly with the injuries. Okay?

So this is where we would talk about prioritize projects in areas that have great injuries with ped-bike crashes. So beach, downtown, City of Miami, North El Portal, Miami Shores, down here where you guys are at, there's a little hotspot happening between Goulds, Cutler Bay, and South Miami Heights, just at kind of the center of it. Which is probably not too far from here, right?

Okay, so here the last one. Last one for today is laws and legislation. So on laws and legislation, whose heard of the vision 0? No? Who can read what vision 0 says? Number 6 try and read it out loud. You have glasses so you might be ahead of the group.

6: Adopt vision 0 but as the overachieving policy for vulnerable roadway safety in Miami-Dade. Vision 0 is road traffic safety, a project that aims to achieve a highway system with no fatalities or serious injuries in road traffic. Cities in the U.S. that have adopted Vision 0 include Chicago and New York City, Austin and Seattle.

Interviewer: What does that mean?

8: No accidents and no injuries to be made on the roadways.

Interviewer: On the roads. Our gold standard, what we're shooting for is to have no injuries and no accidents. Right? What do you guys think about that? I mean, it works in Seattle, Austin, New York right there prioritizing. When you make a policy decision that means there's funding and there's systems that are going to be changed to support that policy.

How would this work in Miami? The model hierarchy is that pedestrians would become first, transit second, bicycle third then this car, then the freight. CDM requirements are comprised of master plans and levels of service really guide how developers design their private properties and how roads are designed to service the different modes of transportation. What do you think about Vision 0 thought? How do you think that would work in Miami?

7: Why aren't the bicycles at higher priority than the transit? Why is it in that specific order?

Interviewer: So, when we look at model hierarchy we always prioritize the pedestrian first and then the transit can take a larger number of people and then the bicycles are considered less amounts and less vulnerability than transit riders. Because transit riders are always pedestrians at one point. Right? And then we have the car, the vehicle. Okay? Any other questions? Any other comments?

So, if you went up to vote in 3, how old are you? Are you 15?

9: 16.

Interviewer: 16, so you have two years left before you vote. Are you going to vote at 18?

9: Yeah.

Interviewer: You have to vote at 18. We need votes. If you were going to vote and this was on the ballot and you saw something about Vision 0 which actually in two years it might be on the ballot. Would you vote yes or no? And why? Number 9?

9: Yeah, it makes sense to minimize the amount of people getting hurt by transit.

Interviewer: Okay, number 5.

5: Yes, I like the focus on pedestrians there too.

Interviewer: Okay, number 1.

1: Yes, but I think it depends on where you want to do it. Because there's some areas where you can't walk or get there by bike so it's easier to get on your car and get there.

Interviewer: Right, that would make it context-sensitive. So they would have to decide where they were going to do that.

1: Yeah, and maybe around Wynwood where everybody walks a lot.

Interviewer: Right, and Wynwood is right here.

1: So an area like that would be a great idea to do it.

Interviewer: Okay. Good answer number 1, number 2? Would you support Vision 0 as a supporter, as a voter? Yes and why? Or yes or no and why?

2: Yes because I feel that it's good for pedestrians, sometimes people don't even have a car or enough money to get a bus, sometimes bus passes can be a bit expensive.

Interviewer: Okay. Number 8?

8: Yes but for the bikes I like how the pedestrians are first, but it would be good for the bikes to be maybe number two and

then transit be number three. Because it would also be encouraging people to be healthier and work out more and maybe use their bikes instead of transit.

Interviewer: Okay, number 4.

4: I would vote yes but in my opinion it makes sense that transit is second because I get what you were saying about the fact that it does take a lot more people than a bike can. Because a bike is pretty much almost always just one person while transit could be 60 people for each bus. So it kind of makes sense to try to prioritize that because then you're getting more people moving, more people able to get where they need to go.

Interviewer: 6 did you answer?

6: No. Yes, I agree with number 4 that the transit is a good idea to have second?

Interviewer: But would you vote yes or no for Vision 0?

6: Yes.

Interviewer: You would vote yes, okay. And you agree with transit. Okay. What about number 3?

3: Yes I agree with what number 9 said about accidents.

Interviewer: Okay, 7. I think you're the only one left right?

7: Yeah. Where is this money coming from?

Interviewer: Good answer. So the federal highway administration gives money, right, to our metropolitan planning organizations.

Every community in the United States with more than 50,000 people has an MPO. We have an MPO of Miami who plans all of our transportation efforts, okay? So when they get money they would simply prioritize projects and ensure that each project that they are already going to build is designed in a way that accommodates all modes of transportation to encourage these kinds of connections to happen.

So it's money that's already coming, it's just the way they implement that money. Or how they use that money and how they prioritize that money. But that's an excellent question. As a voter you always want to ask that question when you're going to vote yes or no for something.

7: Okay, so then I vote yes because we're not taking money out of other projects.

Interviewer: Okay, good answer. Very good answer, and told you guys [00:39:16] unclear. I mean not all politicians will tell you, you have to ask more questions. I was kind of hoping you would push back. So why did you answer yes or no, you already said that. And any other policies that you think that should be prioritized, sorry I thought that was the last one, but it's not. Okay this one is the last one. Any other priorities? It's 12:50 so we're going to run out... But I want to ask you two more questions before you go.

Would you support more enforcement of pedestrian and bicycle rights. Pedestrian and bicycle rights such as ticketing pedestrians and bicyclists for not following the laws of a bicyclists and a pedestrian?

Various: Yeah.

Interviewer: Nine said yes, 1 said yes. Two? Three? Yes. Wow, Four, yes. Five yes. Why five? You look like you're really thinking a thought.

5: Well because I was thinking pedestrian wise for instance like jaywalking can cause an accident when the pedestrian walks out on to a road, that actually [00:40:17] unclear.

Interviewer: Cool, 6?

6: It would depend on what in some places it's not safer for biking or pedestrians so of them would have to take something that would be out of the way of the law just so they wouldn't hurt themselves since it's not safe there.

Interviewer: Like in what example?

6: Like if...

Interviewer: Like what they have to do? Like what action?

6: Like with what she said, with jaywalking, it it's a very unsafe cross and there's a history of lots of accidents there and there's a part on the road that doesn't have a crosswalk but there's less traffic and there's not many cars coming and there's a part that you could easily cross the street and it would probably be safer than going at the crosswalk.

Interviewer: Okay. 7? Okay. Now, what about the three foot law, that means that a car has to stay three feet from the bicycle. Would you encourage enforcement of it?

9: Yeah.

Interviewer: Yes, 9, 8? 8?

8: Yes.

Interviewer: 7?

7: Yes.

Interviewer: 6?

6: Yes.

Interviewer: 1?

1: Yes.

Interviewer: 3?

3: Yes.

Interviewer: 2:

2: Yes.

Interviewer: 4? 5? Okay everyone said yes, what about no right turn on red?

?: Yes.

Interviewer: Let's say they say you can't turn on right ever on red.

9: No.

Interviewer: No, okay.

9: It speeds up traffic so then there's less traffic, I don't know, I was thinking....

Interviewer: Okay if you were a car. 1?

1: I don't know yet, I think...

Interviewer: You've got to learn a little more about it?

1: Yeah I think it depends because...

9: Yeah [00:42:10] unclear situation.

1: It depends on..

Interviewer: Does everybody feel like that? I'm kind of feeling like everyone's a little mixed on this one.

7: I think that it depends on the situation. I think there should be no right on red if it's both a turn and a going straight lane.

Interviewer: Okay.

7: But if it's not, and it's an only right turn lane, then it would be. If it's a turn and going straight, there should be right on red, but it's just turn right lane then there should not be right on red.

Interviewer: It's kind of a deep thought, that's more than what I expected. Thank you that's a very good point.

Any questions or comments before we wrap up. Completestreets.miami did you guys know there are some websites now that are .miami instead of .com or .org?

9:Really? That's cool.

Interviewer: Yeah, there's .miami now. So if you go to completestreets.miami follow them find out what's going on in your community and voice what you think is important for your area so that they don't start creating those streets no turn on red, so they don't start creating bike lanes or picking out lanes where you think cars should go. Wherever you think, you know, you feel that would really help the safety coming in and seeing health of your community. Hope you guys speak up one day and share your thoughts. Thank you so much for participating today.

*students leaving noises.*

# Public Engagement Board Themes, Response Frequencies and Proportions

## Complete Streets Approach

Specific Question or Topic of Inquiry	Themes	Public Meeting	Elected & Community Leader	Older Adults	Bike to Work Day	North Miami-Dade	Total	Proportion
Do you think implementing Complete Streets would help, hinder or not impact congestion in Miami-Dade?	Help	15	20	1	8	2	46	92
	Hinder	0	0	0	1	1	2	4
	No Impact	1	1	0	0		2	4
<b>Total</b>		<b>16</b>	<b>21</b>	<b>1</b>	<b>9</b>	<b>3</b>	<b>50</b>	<b>100</b>
What would empower your community to implement a Complete Streets approach?	Demonstration of Improvements or Projects that Increase Safety/Benefit the Community	6	6	10	1	0	23	36
	Increase Education, Awareness & Marketing	11	7	0	1	0	19	29
	Engagement/High Community Involvement	3	2	0	0	0	5	8
	Political Support/Leadership/Action	3	2	0	2	0	7	11
	Proof of Best Practices/Samples/Studies to Support	3	2	0	0	0	5	8
	Dedicated Funding	0	2	2	1	0	5	8
<b>Total</b>		<b>26</b>	<b>21</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>64</b>	<b>100</b>
Where should Complete Streets fall in the list of Public Priorities?	High/Top of the List	14	14	1	3	2	34	79
	Middle	2	3	0	1	1	7	16
	Low/Bottom of the List	1	1	0	0	0	2	5
<b>Total</b>		<b>17</b>	<b>18</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>43</b>	<b>100</b>
Would you support the requirement for additional zoned right-of-way, where appropriate, to accommodate additional street elements?	Yes	15	17	0	6	3	41	93
	No	2	1	0	0	0	3	7
<b>Total</b>		<b>17</b>	<b>18</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>44</b>	<b>100</b>

### Fix Barriers

Specific Question or Topic of Inquiry	Input/Feedback	Public Meeting	Older Adults	Total	Proportions
How easily can you access transit?	Not easy/Difficult/Not great	2		2	100
<b>Total</b>		<b>2</b>		<b>2</b>	<b>100</b>
What are the barriers to crossing the street in your neighborhood?	Flooding		3	3	14
	Driver Behavior: Speeding, Distracted Driving, Not Following the Law		6	6	27
	Sense of Safety: Environment, Alcohol and Drugs		2	2	9
	Blocked sidewalks		3	3	14
	Not enough/convenient crosswalks		6	6	27
	Not enough or poor signage		2	2	9
<b>Total</b>		<b>0</b>	<b>22</b>	<b>22</b>	<b>100</b>

### Gather Data

Specific Question or Topic of Inquiry	Input/Feedback	Public Meeting	Elected and community leader	Total	Proportion
What other data do you think should be collected or improved in Miami-Dade?	Present Data Differently: Better, Translational Formats, Provide the Story Behind the Curve	6		6	23
	Ideas on to how to change what is happening	4	4	8	30
	Agree with data being collected	3	2	5	19
	More Bicycle and Pedestrian Data	2		2	8
	Metrorail data collected and shared	0	1	1	4
	Multimodal traffic counts		2	2	8
	Data not needed - rely on vision and fact that Miami is third deadliest city			2	2
<b>Total</b>		<b>15</b>	<b>12</b>	<b>26</b>	<b>100</b>

## Design Right

Specific Question or Topic of Inquiry	Input/Feedback	Public Meeting	Elected and community leader	Older Adults	Bike to Work Day	North Miami Dade	Total	Proportions
High impact projects: How do these projects intend to be supported?	Supported top to bottom	1	0	0	0	0	1	100
Total		1					1	100
Which of the above elements are most needed in your community?	Buffered/separated bike lanes	1	1	0	4	3	9	18
	Against separated Bike lanes - don't think community supports	0	2	0	2	1	5	10
	Multi-use paths and connected networks	3	2	0	2	1	8	16
	Design speed	1	0	0	2	1	4	8
	Public Transit/Improved bus stops (seating/shade)	0	2	6	0	0	8	16
	Pedestrian infrastructure (sidewalks, refuge island, pedestrian signal, crosswalks)	2	0	1	3	5	11	22
	Change to existing roadways	0	0	0	1	0	1	2
	More signage	0	0	0	0	1	1	2
	Against Road Diet	0	1	0	0	0	1	2
	Against Roundabouts	0	0	0	0	1	1	2
	Against a lot of trees-create blind spots	0	0	0	0	1	1	2
Total		7	8	7	14	14	50	100
What is needed to design Complete Streets in Miami-Dade	Design Guidelines	5					5	100 (38 of total from that day)
Total		5					5	100

### Create Networks through Maintenance

Specific Question or Topic of Inquiry	Input/Feedback	Public Meeting	Elected and Community Leader	Older Adults	Bike to Work Day	Total	Proportions
What maintenance projects and improvements would you like to see and where (see raw info and takeaways for locations)?	Bike/pedestrian Infrastructure improvements	1	2	2	4	9	47.4
	Public Information on Maintenance/311 to Provide Better Maintenance Info	0	1	4	0	5	26.3
	Pot holes	0	0	1	0	1	5.26
	Signage	0	0	1	0	1	5.26
	Graffiti	0	0	1	0	1	5.26
	Construction of roads	0	0	0	1	1	5.26
	Better connections	0	0	0	1	1	5.26
<b>Total</b>		<b>1</b>	<b>3</b>	<b>9</b>	<b>6</b>	<b>19</b>	<b>100</b>

### Improve Safety Laws & Legislation

Specific Question or Topic of Inquiry	Input/Feedback	Public Meeting	Elected and Community Leader	Bike to Work Day	North Miami Dade	Total	Proportions
Do you think Miami-Dade should adopt a Vision Zero Policy?	Yes	9	1	8	2	20	65
	Yes, but how? (funding?)	2	0	0	0	2	6
	Yes, but need education/leadership	1	3	1	0	5	16
	Not in support or skeptic that the policy can be accomplished/that it will make a difference	1	1	1	0	3	10
	Maybe	0	0	1	0	1	3
<b>Total</b>		<b>13</b>	<b>5</b>	<b>11</b>	<b>2</b>	<b>31</b>	<b>100</b>
What other components, policies, or laws should be prioritized in Miami-Dade?	Better Infrastructure, Separate/ prioritized bike lanes	5	4	2	1	12	44
	Shift in mindset	1	0	0	0	1	4
	Pedestrian-friendly changes	1	0	0	0	1	4
	Improved, efficient public transit	1	2	0	0	3	11
	Smarter Cars/Driverless Cars	3	0	0	0	3	11
	Better education for drivers	1	0	0	0	1	4
	Enforce current laws; More enforcement with cops on bicycles	2	0	2	2	6	22
<b>Total</b>		<b>14</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>27</b>	<b>100</b>

### Educate and Enforce Proper Road Use

Specific Question or Topic of Inquiry	Input/Feedback	Public Meeting	Elected and Community Leader	Older Adults	Bike to Work Day	North Miami Dade	Total	Proportions
Would you support enforcement of pedestrian and bike rights such as: • Ticketing?	Yes	0	1	0	9	0	10	83
	No	0	1	0	1	0	2	17
<b>Total</b>		<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>12</b>	<b>100</b>
Would you support enforcement of pedestrian and bike rights such as: • 3-Foot Law?	Yes	0	1	0	7	0	8	100
	No	0	0	0	0	0	0	0
<b>Total</b>		<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>100</b>
Would you support enforcement of pedestrian and bike rights such as: • No Right Turn on Red?	Yes	0	1	0	3	0	4	31
	No	0	0	0	9	0	9	69
<b>Total</b>		<b>0</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>13</b>	<b>100</b>
Would you support enforcement of pedestrian and bike rights such as: • Pedestrian Crosswalks?	Yes	0	1	0	9	0	10	100
	No	0	0	0	0	0	0	0
<b>Total</b>		<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>100</b>

## Educate and Enforce Proper Road Use - Continued

Specific Question or Topic of Inquiry	Input/Feedback	Public Meeting	Elected and Community Leader	Older Adults	Bike to Work Day	North Miami Dade	Total	Proportions
What do you think would work best to educate the community?	Education for drivers, pedestrians, and bicyclists (all modes/everyone in the community)	2	1	5	3	2	13	50
	New Branding for Miamians to Shift Culture: Miami is unique, not car-centric	0	2	1	0	0	3	11
	Signage for tourists	0	0	0	1	0	1	4
	Educate older adults to ride bicycles	0	0	1	0	0	1	4
	There needs to be more education on yielding at roundabouts.	0	0	0	0	2	2	8
	Educate about safe walking and always going out in groups or with neighbors	0	0	0	0	2	2	8
	Educate about the importance of walking for exercise	0	0	0	0	1	1	4
	More outreach to community and community involvement	0	0	0	0	3	3	11
<b>Total</b>		<b>2</b>	<b>3</b>	<b>7</b>	<b>4</b>	<b>10</b>	<b>26</b>	<b>100</b>
What do you think would work best to enforce the laws we need to keep us safe?	Limit the amount of tree canopy. Too many trees can make it feel unsafe	0	0	1	0	0	1	33.333
	Don't allow individuals with mental illness walk alone	0	0	1	0	0	1	33.333
	Too difficult to enforce solutions	0	1	0	0	0	1	33.333
<b>Total</b>		<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>

## What Else

Specific Question or Topic of Inquiry	Input/Feedback	Public Meeting	Elected and Community Leader	Bike to Work Day	North Miami Dade	Total	Proportion
What Else?	The need to expand our public mass transit system.	2	0	0	0	2	20
	Making a complete street pilot a priority to demonstrate the benefits and potential of complete streets	0	1	0	1	2	20
	Secure direct local funds for safer streets and not waiting for federal funds.	0	1	0	0	1	10
	Education is so important because there is no more room for more candles (fatalities).	0	0	1	0	1	10
	Cycling is promising financially. If there's a way to truly use bikes to commute, I would use them all the time. The facilities are too limited in Miami-Dade.	0	0	1	0	1	10
	I don't use my bike because I don't feel safe. More people need to get involved to provide input (on Complete Streets).	0	0	0	1	1	10
	I have three buds and we get out and do things and we have noticed changes to the streets like the ones on these boards.	0	0	0	1	1	10
	In Aventura things are really nice. There I see changes, but not too much around here (Miami Gardens).	0	0	0	1	1	10
<b>Total</b>		<b>2</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>10</b>	<b>100</b>

