

2020 Virtual Ped/Bike Symposium Part 1
Questions and Answers

- Q Are there any volume or population figures to compare the fatalities and serious crashes?
- A There are population statistics that could be used to determine the rate. However, our federal funding agency (US DOT) requires that for non-motorized transportation (pedestrians and bicyclists) we use actual numbers, not rates. (23CFR490.207(a)(5))
- Q What speed limit is appropriate for inside a subdivision?
- A That depends on the local ordinance, but a common residential speed limit is 20-mph.
- Q Do we have crash statistics by context classification?
- A Some districts have started collecting this. I had a slide on it that I removed! Should have left it in there. We are finding that C3 roads tend to be more problematic, which is not surprising, given their wide design speed range.
- Q When we consider the future intended uses, should we be looking at 5, 10, 20, 50, or 100 years?
- A That is up to the local visioning process. FDOT typically designs roads on a 20-year horizon, and we resurface a road every 10-12 years on average.
- Q When you have a shared-use path with a 15-foot width, at an intersection, how much width will the curb ramp be? Do we have to provide an independent driveway for a bike, or will the curb ramp be for both?
- A Curb ramps shall be the full width of the shared-use path.
- Q Given my observation of "damaged" channelizers, I am concerned about the maintenance costs of the tubular durable markers.
- A We were concerned with this as well. Therefore, we are using the highest quality tubular markers available. We have increased our minimum performance requirements from that used on express lanes. We have discussed this at all levels within the department. Presentations were provided to the Statewide Maintenance Offices.
- Q I could not see or hear the video during Gevin's presentation.
- A Here is a link to the video that just played, in case you were unable to see or hear it: <https://www.youtube.com/watch?v=Uzz0C96Eav0>
- Q Do customers have issues with backing out in these situations?
- A Not sure which situation, but lower speeds make any type of parking operations easier and, arguably, safer.

2020 Virtual Ped/Bike Symposium Part 1
Questions and Answers

- Q What detectable warnings would be recommended at Railroad (RR) grade crossings for pedestrians with low vision?
- A Detectable Warning Signs (DWS) are required at RR crossings. The DWS would be required to be the full width of the paved sidewalk or shared-use path approaching or departing the crossing.
- Q We have asked FDOT- District 6 about this, but will FDOT consider producing public-facing educational content regarding 'Complete Streets' and safer street design? We have found that a lot of resistance to safe streets comes from local governments reacting to community members and the general public negatively reacting to slower designs. Mainly because it is the first time, they are ever hearing about it and resist change as a result. A lot of this resistance could be offset by positive informational marketing about safer streets long before it would ever affect a specific neighborhood.
- A There are many ways that FDOT is addressing 'Complete Streets' and 'Safer Street Design'. It ranges from presentations and webinars to actual round table discussions at the local level, so the answer is yes, but that may not include television advertisements and general public outreach.
- Q Are fatality statistics normalized by usage, walk, and ridership levels? To clarify, normalizing bike collisions by the number of people riding bikes, rather than just population numbers, which does not provide info on the relative increase or decrease in safety.
- A No. The fatality statistics in this presentation are actual numbers. There is not enough exposure data for that at this time. We are working to collect exposure data in key areas in hopes that we can eventually get to that point.
- Q It sounds like FDOT takes a mostly reactive approach to roadway design, reacting to local land use context. Could you please comment on the role of FDOT in inducing (vehicle) demand by designing wide and fast streets with limited access?
- A There is a feedback loop that makes it difficult to say who is at "fault" for community design. We may design a road to be faster based on the suburban development pattern, but that pattern may itself be a response to a state arterial road design! We recommend working together with the local government to try to decide, whatever may have happened in the past, what do we both want from this road going forward from today? When we look at future conditions such as Project Development and Environment (PD&E) projects and even some resurfacing, we will engage in those kinds of conversations. FDOT is not a land-planning agency - that is the Florida Department of Economic Opportunity (DEO). We are more reactive rather than proactive, from that perspective. But we also recognize there is a complex interplay between transportation facilities and development patterns.

2020 Virtual Ped/Bike Symposium Part 1
Questions and Answers

- Q For context classification, why are the speeds for suburban residential and commercial considered "high" speeds with a range of 35 to 55-mph? If we wish to decrease fatalities, shouldn't they be lowered to a max speed of 45-mph and be considered "medium" speed?
- A Long story, but in general, you've got the right idea. We are looking at other ways to "tag" suburban roads that have speed-related safety issues, as one way to address the wide range of allowable design speeds.
- Q Does a cyclist need to walk his bicycle across a crosswalk in a high traffic area when a stop sign is at an intersection?
- A If the cyclist is using the travel lane or bicycle lane, they should remain on their bike and obey traffic laws just as drivers of motorized vehicles. If the cyclist is using the sidewalk or shared-use path, they can either ride or walk their bike through the crosswalk, obeying the pedestrian signal and pedestrian crossing requirements.
- Q Is there any chance to go back and look to enforce the old 'NO TURN ON RED'?
- A That can be done by the Traffic Operations offices.
- Q I am very interested in your speed management approach and the concept of context classification. Are there any relevant resources that I can check out after the webinar?
- A Sure! Check our Context Classification Guide available at www.FLcompletestreets.com. There are also some videos on there. And see the earlier reference to the August 11, 2020, Transportation Symposium presentation.
- Q How does this framework deal with schools within suburban zones?
- A Schools have their own set of rules, which are not impacted by context classification. However, you could conceivably rework the school provisions based on context classification, if you wanted to do so.
- Q Are the street trees outside of the right-of-way (ROW)?
- A Not necessarily. If they are, they are probably too far away to have much speed management utility.
- Q Are swales a less effective edge cue than curbs?
- A Yes. Without a vertical face, a swale would not be detectable.
- Q Tubular markers still get destroyed in FDOT-District 6 on I-95 on the express lanes. To which standard were those tubular dividers tested?
- A We have increased our minimum performance requirements from the developmental specification for express lane markers. The draft specifications are available in the Roadway Design Memorandum 20-03. There were some stretches of I-95 that used greatly reduced performance specifications. I'm not sure which section you are referring to.

2020 Virtual Ped/Bike Symposium Part 1
Questions and Answers

- Q In a rural area you often have recreational bicyclists. How do you accommodate them with roads at 50-mph?
- A Today, we have 5' paved shoulders with rumble striping between the shoulder and the travel lane.
- Q Per Florida Statutes, setting speed limits on existing streets is based upon FDOT's Speed Manual (i.e. 85th percentile & 10-mph pace speed). How are the new speed management concepts being incorporated into speed manual?
- A Take a look at the new FDOT Context Classification Guide. It describes one way to do this at www.FLcompletestreets.com. Also, there was a Design Symposium presentation on this topic held on August 11, 2020, that can be found at <https://transportationsymposium.fdot.gov/>.
- Q Has Public Rights-of-Way Accessibility Guidelines (PROWAG) ever been officially adopted as law by the federal government?
- A It has not been adopted as a standard. It is still considered a guideline, but I recommend using it whenever possible.
- Q What recommendations can you provide to make local government planners and officials reduce speed limits in areas with pedestrian traffic? Especially in the urban and general areas that are being developed more and more.
- A National Association of City Transportation Officials (NACTO) just released a new document on speed limits and FDOT just released the 2020 version of our Context Classification Guide. Both documents have information that could be useful in this regard.
- Q How do we (as citizens) push for FDOT to complete lane repurposing on unsafe roads in our communities? For example, FDOT's Tennessee Street is 6 lanes in addition to turning lanes that are north of FSU - an extremely busy pedestrian area.
- A FDOT responds quickly to lane repurposing requests that originate from the local government and demonstrate a public process that includes business owners, property owners, transit, and other users as a traffic study indicating the impacts of the proposed lane repurposing. There will be a Transportation Symposium presentation on lane repurposing in January 2021.
- Q When is a bicycle a pedestrian or a vehicle?
- A A bicycle is legally considered a human-powered vehicle when it is in use along the roadway in the bicycle lane or travel lane. A bicycle has the rights of a pedestrian when in use on a shared-use path or sidewalk. However, the cyclist must give pedestrians the right of way on a shared-use path or sidewalk.

2020 Virtual Ped/Bike Symposium Part 1
Questions and Answers

- Q What is FDOT doing regarding reducing driving distractions?
- A FDOT Alert Today Alive Tomorrow has produced some materials, and internally FDOT employees have to take a distracted driving computer-based training. Not sure what else is happening on this front.
- Q Is a marked crosswalk on a roadway considered a public service? And if so, does the Americans with Disabilities Act (ADA) require sidewalks and curb ramps to access the crosswalk?
- A The crosswalk would be considered part of the pedestrian access route. Ramps and landings at a minimum would be required. ADA does not require the construction of a sidewalk - only that where a sidewalk is provided it shall be accessible.
- Q Is there a website that tracks bicyclist routes and volumes for each route?
- A Regarding non-motorized counts, FDOT has a program and more information can be found here: <https://www.fdot.gov/statistics/trafficdata/florida-non-motorized-traffic-monitoring#Repository>. This resource also provides a lot of good information: www.fdot.gov/connectped.
- Q Does the channelizing curb impact U-turn movements or are U-turns prohibited at the hardened centerlines?
- A U-turn movements are typically limited by the median widths. The channelizing curb, itself, would not prohibit the U-turn maneuvers. They are traversable.
- Q Are bicycle commuters and 'serious' high-speed recreational bicycle riders expected to ride in traffic when removal of in-street bike lanes are substituted for shared-use paths?
- A If a roadway has a shared-use path and no bike lane, then people biking could choose to ride on the shared use path or in the travel lane.
- Q Does FDOT have a policy banning street furniture in bulb outs?
- A I am not aware of a written policy banning street furniture in a bulb out. However, I would discourage placement of any elements in bulb outs that would impede accessibility or obstruct sight lines of either motorists or pedestrians.
- Q In regard to the volume vs. speed chart - is that current? It opens up buffered lanes as an option in a very narrow (but very prevalent) speed range between 25 and 35-mph - where a Protected Bike Lane (PBL) would be a much better choice to increase the perception of safety. This would increase the number of interested but concerned riders willing to ride on it. The Tampa dual-lane PBL, if I'm not mistaken, is an example. I don't recall a 25-mph speed limit on that street.
- A That chart comes from the FHWA Bikeway Selection Guide. Our criteria in 223.2.1 of the Florida Design Manual states: "Bicycle lanes can be used on curbed roadways with a design speed \leq 45-mph. However, it is best practice to consider other types of facilities for design speeds greater than 30-mph." We do not have a minimum speed for separated bike lanes in the FDM.

2020 Virtual Ped/Bike Symposium Part 1
Questions and Answers

Q Our concern with dual-lane cycle tracks is that drivers pulling out from driveways may only look in the direction of oncoming automotive traffic vs. the dual direction of the cycle track.

A Yes, there are pros and cons to this design, and mitigating that problem would need to be taken into consideration.

Q I love all the new media out there that FDOT is implementing. Is there any chance of having something put together to bring attention to School Crossing Guards? Ex. "Pops and Meme work here, please make sure to pay attention and let them make it home safe." Something to that effect.

A That is a great question, and yes. In the new campaign to humanize pedestrians, we highlight children walking to school, school crossing guards, workers in work zones, bicycle commuters, etc. This campaign should go live in priority counties in about two weeks.

Q Are raised crosswalks considered a traffic calming device?

A Yes, they introduce a vertical deflection which results in traffic calming.

Q Who is the FDOT District 1 ADA Coordinator?

A The FDOT District 1 ADA Coordinator for Roadways is Tammy Sutton, phone no. (863) 519-2517

Q Why are road diets crossed out?

A FDOT has simply changed the terminology from "Road Diets" and "Lane Elimination", to "Lane Repurposing". The term more accurately describes the intentions and has a more positive connotation.

Q Do all shared-use path roadway crossings require tactile warnings? What if the shared-use path crosses a business driveway?

A Shared-use paths do require DWS for roadway and street crossings. Driveway crossings are addressed following FDM Chapter 222.3.