



MEETING NOTICE & AGENDA

Please be advised that the River to Sea Transportation Planning Organization (R2CTPO) **BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)** will be meeting on:

DATE: Wednesday, January 10, 2018

TIME: 3:00 PM

PLACE: River to Sea TPO
2570 W. International Speedway Blvd.,
Suite 100 (Conference Room)
Daytona Beach, Florida 32114-8145

Mr. Bob Storke, Chairperson

AGENDA

- I. CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE**
- II. PUBLIC COMMENT/PARTICIPATION** *(Length of time at the discretion of the Chairperson)*
- III. ACTION ITEMS**
 - A. REVIEW AND RECOMMEND APPROVAL OF THE NOVEMBER 8, 2017 BPAC MEETING MINUTES** *(Contact: Stephan Harris) (Enclosure, pages 4 - 18)*
 - B. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2018-## ADOPTING SAFETY TARGETS FOR THE RIVER TO SEA TPO** *(Contact: Lois Bollenback) (Enclosure under separate cover)*
- IV. PRESENTATIONS AND DISCUSSION ITEMS**
 - A. PRESENTATION AND DISCUSSION OF THE SR 40 ORMOND BEACH TRAIL GAP STUDY** *(Contact: Stephan Harris and Julia Holtzhausen, FDOT) (Enclosure, pages 20 -41)*

IV. PRESENTATIONS AND DISCUSSION ITEMS *(continued)*

- B. PRESENTATION AND DISCUSSION OF THE 2017 ST. JOHNS RIVER TO SEA LOOP SUMMIT** *(Contact: Stephan Harris and Maggie Ardito, St. Johns River to Sea Loop Alliance) (Enclosure, pages 42-51)*
- C. PRESENTATION AND DISCUSSION OF THE FDOT COMPLETE STREETS INITIATIVE: DESIGN MANUAL AND CONTEXT CLASSIFICATION SYSTEM** *(Contact: Stephan Harris and David Cooke, FDOT) (Enclosure, pages 52-54)*
- D. PRESENTATION AND DISCUSSION OF VOTRAN BUS STOP IMPROVEMENT PLAN (PHASE I) DRAFT** *(Contact: Vince Wang) (Enclosure, pages 55-70)*
- E. PRESENTATION AND DISCUSSION OF THE DRAFT BICYCLE AND PEDESTRIAN MASTER PLAN REPORT** *(Contact: Stephan Harris) (Enclosure, page 71)*

V. STAFF COMMENTS *(Enclosure, pages 72-75)*

- 2018 R2CTPO Call for Projects
- 2045 Long Range Transportation Plan
- Rectangular Rapid Flashing Beacons (RRFBs)

VI. INFORMATION ITEMS *(Enclosure, pages 72, 76-83)*

- BPAC Attendance Record
- St. Johns River to Sea Loop PD&E Study
- TPO Board Meeting Report
- TPO Outreach & Activities (November and December 2017)
- 2018 TPO Board and Committee Meeting Schedule

VII. BPAC MEMBER COMMENTS *(Enclosure, page 72)*

VIII. ADJOURNMENT *(Enclosure, page 72)*

*****The next meeting of the BPAC will be on Wednesday, February 14, 2018*****

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NOTE: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the River to Sea TPO office, 2570 W. International Speedway Blvd., Suite 100, Daytona Beach, Florida 32114-8145; (386) 226-0422, extension 20416, at least five (5) working days prior to the meeting date.

NOTE: If any person decides to appeal a decision made by the board with respect to any matter considered at such meeting or hearing, he/she will need a record of the proceedings including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made.

NOTE: The River to Sea TPO does not discriminate in any of its programs or services. To learn more about our commitment to nondiscrimination and diversity, visit our Title VI page at www.R2CTPO.org or contact our Title VI/Nondiscrimination Coordinator, Pamela Blankenship, at 386-226-0422, extension 20416, or pblankenship@r2ctpo.org.

**SUMMARY SHEET
BPAC
JANUARY 10, 2018**

III. ACTION ITEMS

A. REVIEW AND APPROVAL OF THE NOVEMBER 8, 2017 BPAC MEETING MINUTES

BACKGROUND INFORMATION:

Minutes are prepared for each meeting and must be approved by the BPAC. The November 8, 2017 BPAC meeting minutes are provided with this agenda packet for your review.

ACTION REQUESTED:

MOTION TO APPROVE THE NOVEMBER 8, 2017 BPAC MEETING MINUTES

**Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Minutes
November 8, 2017**

Members Present:

Doug Hall
Ted Wendler
Scott Leisen
Michelle Grenham
Paul Eik, Vice Chairperson
Dustin Savage
Nic Mostert
Bob Storke, Chairperson
Gayle Belin
Roy Walters
Patrick McCallister
Nancy Burgess-Hall
Alice Haldeman

Non-Voting Technical Appointees Present:

Wendy Hickey
Gwen Perney
Rob Brinson
John Cotton

Members/Technical Appointees Absent:

John Schmitz (excused)
Jeff Hodge
Mike Ziarnik (excused)
Heidi Petito/Bob Owens
Gilles Blais (excused)
Danielle Anderson
Joe Villanella (excused)
Christy Gillis (excused)
Melissa Winsett (excused)

Others Present:

Debbie Stewart
Stephan Harris
Colleen Nicoulin
Pamela Blankenship
Michelle Martin
Chad Lingenfelter
Matthew West
Jason Aufdenberg
Cindy Pagliari

Representing:

Daytona Beach
DeLand
Deltona
Edgewater
Flagler Beach
Flagler County
New Smyrna Beach
Orange City
Ormond Beach
Volusia County, At Large
Volusia County, District 1
Volusia County, District 2
Volusia County, District 3

Representing:

Flagler County
Port Orange
Volusia County School Board
Votran

Representing:

Daytona Beach Shores
DeBary
FDOT
Flagler County Transit
Holly Hill
Palm Coast
Ponce Inlet
South Daytona
Volusia County

Representing:

TPO Staff
TPO Staff
TPO Staff
TPO Staff
City of Daytona Beach
FDOT
Lassiter Transportation Group
Volusia County, At Large, Alternate
Volusia County Sheriff's Office

I. Call to Order / Roll Call / Determination of Quorum / Pledge of Allegiance

The meeting of the River to Sea Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) was called to order at 3:00 p.m. by Chairperson Bob Storke. The roll was called and it was determined that a quorum was present.

II. Public Comment/Participation

There were no press/citizen comments.

III. Action Items

A. Review and Approval of October 11, 2017 BPAC Meeting Minutes

MOTION: A motion was made by Mr. Hall to approve the October 11, 2017 BPAC meeting minutes. The motion was seconded by Ms. Grenham and carried unanimously.

B. Review and Recommend Approval of the 2018 Bicycle/Pedestrian and B/P Local Initiatives Applications for Project Prioritization

(Handout)

Mr. Harris stated this committee has previously discussed the applications to be used in the next call for projects that starts in January. Among the committee recommendations was a 10% local match. The TPO Board meeting summary included in the agenda shows the board has a different direction in mind; they recommended a 25% local match at the last board meeting. The agenda includes two sets of draft documents; one set based on recommendations of the BPAC last month and a second set TPO staff created as a result of discussion at the board meeting. The board directed TPO staff to prepare documents reflecting a 25% local match. There are two applications for feasibility studies, project implementation, and two documents for general instructions. The resolutions and subsequent action items all reflect the 25% local match as directed by the TPO Board. He explained the committee can provide whatever recommendation they see fit to the board. They can recommend what was discussed last month or they can accept the 25% local match the board discussed. The TIP Subcommittee also recommended the 10% local match last month and will be presented with the same information regarding the applications for Traffic Operations/Safety projects and Transportation Planning studies; stay with the 10% local match or go with the board's direction of 25%. He stressed that at the board meeting last month, it was strictly a discussion; no action was taken. The board also postponed their meeting this month; it was to take place on November 22, 2017 and has been rescheduled for December 6, 2017. They will consider what the BPAC recommends on December 6, 2017.

Mr. Mostert asked if this was an either/or issue; the 10% local match requirement or what the board is requiring at 25%.

Mr. Harris replied it is up to the committee; the TPO wanted to give the committee a clear picture and drafted documents reflecting the committee's recommendation. The committee can go with that or can go in another direction.

Mr. Mostert asked if the board discussed the reasoning for the 25% local match. He stated his concern is that a 25% requirement will mean only very deep pocket projects will happen but projects for the communities that do not have the means, will not.

Mr. Harris replied the board did discuss it; the decision to go in that direction was not unanimous but the majority of the board went in that direction. Going from a 10% to a 25% local match requirement will enable the TPO to leverage its federal funds. Requiring more local funds means that less federal funds will go to a given project; which means more federal funds are available to fund more projects. The idea of the local match has always been that there is a commitment from the local government. The downside is it can result in tens of thousands of dollars more in local contributions, especially for larger projects. This was discussed at the board meeting as well.

Mr. Walters asked if the board discussed a compromise in between the 10% and 25%; for instance, a 15% match with more points awarded up to 50%.

Mr. Harris replied they discussed other possible matches before they settled on a 25% local match. When the TPO started offering local matches over a decade ago, it was 50%. Over time it was lowered to 25%, then 15% and then to the current 10% minimum.

Mr. McCallister asked if TPO saw an increase in projects being submitted during the time that happened.

Mr. Harris replied yes; what is different now is that while the match is at 10%, the TPO has also lifted the funding caps. Not only has the number of projects increased, but the scale of the projects has also increased. The local match was lowered to 10% during the last recession but now the economy is starting to recover and that may be a factor to raise it at this time.

Mr. Walters asked how the county representatives on the board felt about this.

Mr. Harris replied there are five Volusia County Council members on the board; all of them voted for it except one. The Flagler County representative voted for it as well. This was a discussion at the last board meeting; they did not take action to change TPO policy. That will happen in December.

Mr. Aufdenberg asked if there was a Small City Alliance representative on the board and if they spoke up. He is concerned about the small towns.

Mr. Harris replied yes; there is a group of small cities represented. He does not remember which way the small city representative voted.

Chairperson Storke stated most, if not all, of the small cities voted against it.

Mr. Harris commented if the local match is raised, that it will impact the small cities; they have smaller budgets and fewer resources. It will impact the larger cities too; they will have to pay more of their local funds out of their budgets for their projects.

Mr. McCallister asked when the match was more and there were fewer bicycle/pedestrian projects, if the projects tended to be utilitarian or recreational in nature; and as the level of the match came down, if it changed the nature of the projects submitted.

Mr. Harris replied that he did not have an answer for that question. The trend has been that the TPO receives applications for projects that tend to be larger and more expensive. Part of that is

because the budget has grown; there are additional monies for bicycle/pedestrian projects such as SUN Trail funding which is state money and was not available three years ago. The TPO also receives an annual allotment of Transportation Alternatives funds for bicycle/pedestrian projects. There is more money available than there was a decade ago so it is natural the TPO has more projects. Along with having more funding available, the local match is down to 10%.

Mr. Savage commented that there seems to be a problem with projects when they get to construction; there have been cost increases due to supply and demand and labor. He asked if there were contingency funds for projects with cost overrun issues; and if the TPO asks for a higher percentage match, could the difference be considered going into a contingency to deal with the rising costs of construction.

Mr. Harris replied no; the TPO does not program contingency amounts in the work program because when local governments participate in the TPO's program, they agree to be responsible for cost overruns. By policy they are responsible; however, they can ask the TPO for additional money. The Executive Director has the authority to approve up to a 10% increase in project cost; if it is more than that, it has to go before the advisory committees and then the board.

Mr. Eik stated as someone representing a small city, he is disappointed with this whole item. What happened ten years ago has nothing to do with today. The committee is being asked to vote on something it does not want to do. He feels like the small cities no longer have a voice. This committee and the TIP Subcommittee examined everything and came up with what was reasonable; that included once a city met the 10% match and contributed more than the 10% match, they had a better chance of scoring well on their applications. This is where he feels it should stay.

Ms. Burgess-Hall commented the criteria that awards points would also be affected by the size of the city. The 25% would be an undue hardship; they already have to justify that they have retail, commercial, housing and schools to justify the project and she thinks it is biasing the end criteria.

Ms. Haldeman commented she is the voice of two small cities in the southeast region and is appalled that they would be discriminated against this way. Edgewater cannot afford a 25% match; the city almost did not accept the sidewalk project along Flagler Avenue because the budget cannot support it but it did go through. She is not that familiar with Oak Hill but knows it is a poverty stricken community. She does not like that the small cities are being discriminated against this way and she is angry. She wants to be on record that a 25% local match requirement is unconscionable.

Mr. Walters suggested going to a 15% local match requirement and tripling the points as a city contributes up to 50%.

Chairperson Storke replied the committee has the option of voting for the 10% match or the 25%. The committee should look at it the way it was; at 10% with the extra points for those who can contribute more money.

Mr. Mostert stated the BPAC and TIP Subcommittee discussed this in great detail and chose to remain with the 10% local match. There is a dramatic increase in going to 25% from 10%.

MOTION: A motion was made by Mr. Mostert to recommend approval of the 2018 Bicycle/Pedestrian and B/P Local Initiatives Applications for project prioritization keeping the 10% local match requirement as originally recommended by the BPAC. The motion was seconded by Mr. Eik.

Mr. Harris suggested since they are recommending a project application, they recommend a project application with the 10% local match being preferred.

Mr. McCallister asked if the BPAC could provide an explanation as to what this committee is thinking with the motion. The conversation can be summarized as the BPAC does not want to disadvantage smaller cities. Getting people to bicycle or walk to work takes a lower priority in smaller cities and they will be further disadvantaged with a higher match. He can see this completely killing utility projects. He agrees with the 10% but would also like to explain why in the motion; that the BPAC does not want to disadvantage smaller cities.

Chairperson Storke replied language can be added to the motion.

Mr. Mostert stated when the committee has a discussion it is recorded and public record.

Ms. Belin agreed with Mr. Mostert and Mr. McCallister that perhaps the committee can vote on the 10% as already discussed but also suggest that they go back to see if there can be some equanimity so the smaller towns can vie for projects on a level playing field. It may be public record but not everyone reads it.

Mr. Harris replied that Chairperson Storke represents the BPAC at the TPO Board meetings.

Mr. Eik stated he would like to hear the motion restated. Mr. Harris suggested an amendment but it is up to Mr. Mostert to accept that amendment.

Mr. Mostert replied his motion was to stay with the 10% local match requirement recommended by the BPAC last month versus the 25% discussed at the TPO Board meeting.

Mr. Walters reiterated that increasing the points available for additional money takes care of the larger cities needs.

Ms. Burgess-Hall stated as it gets closer to tax time she is seeing more and more letters to the editor and arguments from voters that our county taxes are the highest around and it is unfair that the county keeps trying to increase taxes. This could be why they are trying to push more on the local cities.

Mr. Leisen commented that Mr. Harris explained the reason the board pushed this is the federal money goes farther if they get the 25%.

Mr. Harris replied yes, there is more today than when the match was 50%.

Mr. Aufdenberg stated the higher match does not leverage more federal dollars. We could put the match at zero and it does not change the amount of federal dollars coming in.

Mr. Harris replied if there is a higher local match, it allows federal money to go further on more projects.

Mr. Eik commented he has watched this committee work very hard and come to good conclusions. One thing he has noticed is that due to the number of projects received it has gotten to where it is hard to score them; so he does not think that the idea of having more federal funds to enable more projects is necessarily a good thing.

Mr. Wendler asked if the TPO had to abide by the point system or if it is arbitrary.

Mr. Harris replied yes; the point system is 0 to 100 points. If there are funds contributed above the local match, additional points can be awarded.

The motion to recommend approval of the 2018 Bicycle/Pedestrian and B/P Local Initiatives Applications for project prioritization keeping the 10% local match requirement as originally recommended by the BPAC carried unanimously.

C. Review and Recommend Approval of Resolution 2017-## Defining the Local Match Requirements Placed on Member Local Governments for Projects Prioritized for Funding by the TPO

Mr. Harris stated this resolution determines the local match. The draft reflects what the board requested; 25% local funds and 75% state funds. If the BPAC wants the 10% local match to apply to this resolution, the TPO will substitute 10% where it shows 25% and 90% where it shows 75%. The other changes are underlined in red. Page 55, number 4, means that the local match can be cash or the value in in-kind services. Feasibility studies and transportation planning studies are a cash match.

Ms. Belin asked what in-kind services referred to.

Mr. Harris replied a local government can submit an application and use their staff to design the project instead of using federal funds provided by the TPO. The value of those services can count toward the local match.

MOTION: A motion was made by Mr. Eik to recommend approval of Resolution 2017-## defining the local match requirements placed on member local governments for projects prioritized for funding by the TPO and that all the verbage remain the same other than where it indicates local match as 25% local and 75% federal, it should be changed to 10% local and 90% federal. The motion was seconded by Mr. McCallister and carried unanimously.

D. Review and Recommend Approval of Resolution 2017-## Reaffirming the Policy for Establishing and Maintaining Transportation Priority Projects

Mr. Harris stated this resolution is the policy establishing and maintaining transportation priority projects. There are no deletions to the resolution; there is an addition. That addition is Item 13 on page 60 of the agenda packet and states that project sponsors will submit updated cost estimates along with their letter of continuing support for the project. TPO staff expects that letter to come at the end of April. The timeframe is not specified in the resolution but will be in the memo that opens the call for projects.

MOTION: A motion was made by Mr. Leisen to recommend approval of Resolution 2017-## reaffirming the policy for establishing and maintaining transportation priority projects. The motion was seconded by Mr. Wendler and carried unanimously.

E. Review and Recommend Approval of Resolution 2017-## Amending the FY 2017/18 – 2021/22 Transportation Improvement Program (TIP)

Ms. Nicoulin stated this amendment to the TIP is adding the W. French Avenue sidewalk project in Orange City to the current year. The project is not currently in the TIP. The TPO is adding it to the TIP for funding for this year.

MOTION: A motion was made by Mr. Wendler to recommend approval of Resolution 2017-## amending the FY 2017/18 – 2021/22 Transportation Improvement Program (TIP). The motion was seconded by Mr. Hall and carried unanimously.

F. Review and Recommend Approval of the Safe Routes to School Project for Turie T. Small Elementary School and Campbell Middle School

Mr. Matthew West, LTG, Inc. gave a PowerPoint presentation on the application to FDOT Safe Routes to School Program for Turie T. Small Elementary School and Campbell Middle School. He stated the city of Daytona Beach retained LTG, Inc. to assist with applying for this infrastructure grant and he introduced Ms. Michelle Martin who is here from the city of Daytona Beach. The goal is to create a safer walking and biking experience for students attending Turie T. Small Elementary School and Campbell Middle School and encourage them to walk or bike to school. The grant will pay for capital improvements such as sidewalks, bike lanes, signs, road improvements, pavement markings, lighting and pedestrian signals. He reviewed the walk zones around each school and the behavior and infrastructure safety concerns around the walk zones. He reviewed the recommended infrastructure improvements including extending the school zone, adding speed humps, upgrading lighting and signs, and removing utility poles from the sidewalks.

Ms. Burgess-Hall asked if it would include the blinking pedestrian signs.

Mr. West replied not the signs with flashing beacons; just a regular one that shows the speed limit is 15 miles per hour flashing at each end of the school zone. Putting in a pedestrian table, marking it and placing the blinking sign at the beginning of the school zone is adequate.

Ms. Burgess-Hall asked if the school zone signs would also be on Bellevue Road.

Mr. West replied there is a crosswalk there and relocating that crosswalk to make it safer for students to cross over Bellevue Road has been discussed. That is another area being looked at for crosswalk markings and a sign; if that is done, the flashing pedestrian light may need to be installed.

Ms. Burgess-Hall commented that there is not a crosswalk at Bellevue Road near Nova Road; the only way to cross is on the northwest side of Nova Road and Bellevue Road.

Mr. West replied he will look at it. He reviewed the bus loop and parent drop off locations at the schools and what the issues are and the recommendations to correct those, including widening the sidewalks and narrowing the road to cause drivers to slow down.

Mr. Brinson asked if there was an estimated dollar amount for this project.

Mr. West replied not yet; that will be next. If everyone is in accord with the plan, he will put together a dollar amount and see what the budget is.

Mr. Wendler asked what the result from the speed study was.

Mr. West replied people are speeding; over 55% of the 1,800 cars in the study were speeding.

Discussion ensued on the various elements of the Safe Routes to School projects.

Ms. Cindy Pagliari, Volusia County Sherriff's Office, stated she represented Turie T. Small Elementary School as a crossing guard. The sidewalks along Keech Street and South Street also lead to Orange Avenue where the Jewish Center, the Children's Health Center and Dickerson Library are located. Those roadways and sidewalks are used often by not only the children, but others in the community. Improvements are definitely needed.

Mr. Eik commented that he is confused as to what is being asked of the BPAC. There was a question regarding the cost of this project and that is not yet known, but the budget has been mentioned several times. He asked what the budget is.

Mr. West replied they do not know what the budget is yet.

Mr. Eik asked if a feasibility study is needed because this is a Complete Streets project or if one has already been done.

Mr. Harris replied a Bicycle/Pedestrian School Safety Review study for Turie T. Small Elementary was completed in 2008 and for Campbell Middle School in 2011. The improvements reviewed today are consistent with what was recommended in those studies.

Mr. Eik replied that the BPAC needs to know exactly what is being asked of them.

Mr. West replied they are asking for a recommendation that the recommended improvements are in accordance with the BPAC and consistent with the previous studies. It will then go to the TPO Board for approval and the project will be prioritized based on cost.

Ms. Belin recommended they prioritize by safety.

Mr. West replied they will prioritize to fit within the budget. The Safety Committee stated the sidewalk is the most important thing; if that is all they get funding for, that will be all that is done.

Ms. Burgess-Hall stated she is in agreement with the concept; she drives there frequently and is aware of the situation. She asked if he was asking the BPAC for encouragement to fill out the formal paperwork so that the project can go through the formal process.

Mr. West replied this is a grant application to FDOT.

Chairperson Storke stated this is FDOT's Safe Routes to School Program that they administer and is separate from what the TPO does.

Mr. West stated another reason they want the TPO involved is because if the TPO has already approved expenditures for improvements here, they do not want to repeat something the TPO has already programmed to be done.

Mr. Aufdenberg stated it is a separate pot of money and they are just coordinating with the TPO. The BPAC is encouraging the city to apply for the state funds. He thanked the city for applying for this grant. He asked if FDOT had any recommendations on how the intersection at International Speedway Boulevard (ISB) and Nova Road can be enhanced. A student was killed there last year.

Mr. Chad Lingenfelter, FDOT, replied FDOT is aware of the student killed by the driver that did not yield at that intersection. That intersection has accessible pedestrian signals (APS) and is as big as FDOT can let it get. It is as safe as it can be; FDOT has tightened up the radius at each corner.

Mr. Aufdenberg stated Mason Avenue and US 1 has a leading pedestrian signal and asked if that would improve the safety.

Mr. Lingenfelter replied that Mason Avenue and US 1 is one of the intersections with the highest frequency of pedestrian crashes; there is more work to be done there than just the leading pedestrian signal. A leading pedestrian signal gives a walk signal to the pedestrian before giving a green signal to vehicles; it may include a no turn on red. The intersection at Bellevue and Nova Roads is scheduled to have four crosswalks. The third one is underway now and the fourth one will come when the culvert is extended to the north so they can install a sidewalk on the north side of Bellevue Road. FDOT just renovated US 92 and Nova Road/SR 5A and does not foresee it getting bigger; they have used all the real estate available and traffic will have to yield to pedestrians in the crosswalk.

Ms. Haldeman asked if they have spoken to the power company about moving the power poles.

Ms. Martin replied FPL has already moved their poles to the back of the right-of-way; the remaining poles are older communication poles.

MOTION: A motion was made by Ms. Burgess-Hall to recommend approval of the Safe Routes to School Project for Turie T. Small Elementary School and Campbell Middle School. The motion was seconded by Mr. Mostert and carried unanimously.

Presentation Item A was moved up the agenda due to time constraints for Mr. Lingenfelter.

IV. Presentation and Discussion Items

A. Presentation and Discussion of the Florida Department of Transportation (FDOT) District 5 Work Program Public Hearing

Mr. Lingenfelter gave a PowerPoint presentation on the public hearing held for the upcoming five-year Work Program. He explained how FDOT reviews the Work Program annually. He reviewed the projects that were added, deleted or deferred to the five-year Work Program. He referred the committee to the website, www.d5wphh.com, for more information.

III. Action Items

G. Review and Recommend Approval to Reaffirm Support for the R2CTPO List of Prioritized Bicycle and Pedestrian Projects and the Advancement of the East ISB Beachside Corridor Improvement Plan

Mr. Harris explained that the East International Speedway Boulevard (ISB) Beachside Corridor Improvement Plan was submitted during the last call for projects by the city of Daytona Beach earlier this year. It is number three on the Bicycle/Pedestrian priority list as a Complete Streets project; another section of the project is on the Traffic Operations/Safety priority list. The last Long Range Transportation Plan (LRTP) was built for federal and state set aside funds to be used for local initiatives projects like this one. This project is on the priority list and ready to be funded. The city

and the TPO have taken the steps needed to ensure this project moves forward within the TPO's process. FDOT has expressed concerns regarding the project; it is a very costly project at an estimated \$27 million; \$20 million of that is right-of-way acquisition. The TPO is asking for a motion to reaffirm the priority lists as they are and this project's position on the priority list, which is on Tier B, projects ready to be funded.

Ms. Burgess-Hall asked how this relates to the roundabout.

Mr. Harris replied that the roundabout is part of this project at ISB and SR A1A.

Mr. Aufdenberg asked if this project came through the BPAC Project Review Subcommittee.

Mr. Harris said it did; this project is on the Traffic Operations/Safety and Bicycle/Pedestrian priority lists; the BPAC Project Review Subcommittee reviewed the Complete Streets portion.

Mr. Aufdenberg stated it must not have been fully designed when they reviewed it.

Mr. Harris replied it has not advanced to the design phase yet; that is the next step.

Ms. Burgess-Hall asked if there would be public hearings on the design.

Mr. Harris replied there will be public hearings for the project as it progresses; he does not know where or when yet.

Mr. Aufdenberg stated a particular concern is what he has learned about multi-lane roundabouts; since this is a four-lane road, it could be a multi-lane roundabout. He wonders if that has been taken into consideration for pedestrians, especially those that are visually impaired.

Mr. Hall stated his concern is that they do not start designing the project before listening to the people that have to use it.

Mr. Mostert asked why the review and recommend approval to reaffirm support for the bicycle and pedestrian priority list and the advancement of the East ISB Corridor Improvement Plan are together; there are other projects on that list.

Mr. Harris replied his understanding is FDOT would like to see this project either in a different location on the priority list or that a section of the priority list be carved out just for this project. The TPO presented this action item to reaffirm the priority list and for this project be able to move forward. Currently, it is number three on the list in Tier B and inline for funding to move to Tier A. The number one project is an Orange City project and Orange City is not ready to advance it. The number two project, a Deltona project, will go into the Work Program outer years. This project is positioned to move forward.

Mr. Mostert stated he did not understand this motion and asked if this project was leapfrogging other projects.

Mr. Harris replied no, it is not leapfrogging any projects. FDOT has concerns on this project; if it were a capacity project it would not be able to move forward without amending the Long Range Transportation Plan (LRTP). It is a complete streets project and on the priority list where it should be and the TPO sees no reason for it not to move forward. The TPO Executive Director, Ms. Lois

Bollenback, will be meeting with the FDOT District 5 Secretary this month and hopefully get more information regarding this.

Ms. Nicoulin stated this is something that has recently come about and is different from the process the TPO normally takes. This project did come through the TPO's annual call for projects and is ranked number 3 on the BPAC priority list and number 11 on the Traffic Operations/Safety priority list and is ready to be funded. FDOT is having a hard time funding this project because they believe it should be on the TPO's capacity list for capacity improvements. It is not a capacity project; it is a Complete Streets project which is funded through local initiatives. The TPO has money set aside to fund local initiatives. The TPO is asking the advisory committees to reaffirm the project is in the right place on the priority list and is ready for funding. This will not put this project ahead of other projects; the TPO is asking for reaffirmation of the priority list and the process it went through. If it were to go through a capacity project process, the Long Range Transportation Plan (LRTP) would have to be amended and the TPO does not feel that is necessary.

Ms. Burgess-Hall stated she agrees it should be a Complete Streets project but at Beville and Nova Roads the intersection has been dug up numerous times over the years and the flow of traffic is constantly disrupted along with pedestrian access. She would hate to have a lot of work done in isolation of the proposed roundabout, and then the roundabout is installed and all the work on the safe streets is torn up. She would like to see the two working in tandem.

Mr. Eik asked if this was the project the BPAC Project Review Subcommittee and the TIP Subcommittee looked at that originally had three locations for roundabouts.

Mr. Harris replied yes.

Mr. Eik stated he wanted to confirm we were no longer discussing three roundabouts and only one.

Mr. Harris replied yes.

Ms. Burgess-Hall asked if the sidewalks from the river to the beach would be in the same project and be addressed by the safe streets.

Ms. Nicoulin replied that is correct.

Mr. Savage asked if the concern from FDOT that this project will possibly circle back to being a capacity project later on.

Mr. Harris replied he did not think so; he thinks the concern has to do with the fact this is an almost \$30 million project and the majority of that will have to be state funds. The state has to find that money.

MOTION: A motion was made by Mr. Wendler to recommend approval to reaffirm support for the R2CTPO List of Prioritized Bicycle and Pedestrian Projects and the advancement of the East ISB Beachside Corridor Improvement Plan. The motion was seconded by Mr. Walters and carried unanimously.

H. Appointment to the Unified Planning Work Program (UPWP) Subcommittee

Mr. Harris stated the Unified Planning Work Program (UPWP) describes the planning tasks to be undertaken by the TPO during the next two fiscal years. The TPO is in the second year of the current

UPWP and is building the next one. Typically, the TPO produces a draft UPWP in February to be adopted in April. The TPO is asking for a volunteer from the BPAC to serve on the UPWP Subcommittee; there will probably be a meeting in December and January.

Mr. Eik volunteered to serve on the UPWP Subcommittee.

MOTION: *A motion was made by Mr. Wendler to appoint Mr. Eik to the Unified Planning Work Program (UPWP) Subcommittee. The motion was seconded by Mr. Mostert and carried unanimously.*

I. Cancellation of the December 13, 2017 BPAC Meeting

MOTION: *A motion was made by Mr. Mostert to cancel the December 13, 2017 BPAC meeting. The motion was seconded by Ms. Belin and carried unanimously.*

IV. Presentation and Discussion Items

B. Presentation and Discussion of the FY 2016/17 Public Outreach Program

Ms. Blankenship gave a PowerPoint presentation on the R2CTPO's FY 2016/17 Public Outreach Program and stated there are numerous ways the TPO reaches out to the community. The TPO had a major update to the website this year; it was streamlined and organized. She reviewed the media data from the website and Facebook and stated there were 74 newspaper articles or mentions during the year. She reviewed the public meetings, hearings and the community presentations given. She stated her position as the Public Outreach Coordinator was added during this fiscal year and her job includes coordinating and managing the community outreach and safety programs, and to increase the visibility of the TPO. She reviewed the promotional materials distributed and the community events the TPO attended throughout the fiscal year, including over 880 bicycle helmets fitted and donated.

C. Presentation and Discussion of Implementing Transportation Performance Measures and Developing Safety Targets for the River to Sea TPO

Ms. Nicoulin stated the TPO is required by federal law to establish performance measures and set targets. The first one to be established and set is a safety target; there are a number of other performance measures throughout the year that the TPO will have to set targets for. As those targets are set, there will be some changes to some of the planning activities the TPO undertakes. Some of these activities the TPO is already doing or have done recently, such as addressing resiliency. Some of the activities will have to be incorporated into the TPO's planning processes and data sharing agreements with local agencies and some additional public participation activities will have to be undertaken. The TIP and Long Range Transportation Plan (LRTP), the two primary documents that the TPO maintains, will have to be amended and adjusted in order to meet the requirements of the performance measures. The TPO will have to describe the performance measures and how they will be met in the next update to the LRTP. The TIP will have to be amended to include a description of how a project will meet the performance measures. FDOT has set their safety target at Vision 0; they are looking for zero fatalities and injuries. The TPO can adopt FDOT's safety target or establish an independent target. The safety target must be set by February 27, 2017 and the TPO will adopt its safety target at the January board meeting. Safety targets can be updated annually. She reviewed the five performance measures for the safety targets and stated the non-motorized fatalities and injuries is the measure applicable to the BPAC.

She reviewed the data for non-motorized fatalities and injuries for Flagler and Volusia counties that will be used to set the target. In January, the TPO will bring forward the established targets for a recommendation of approval.

Mr. Aufdenberg asked if the TPO would be punished for setting the target at zero and not meeting it.

Ms. Nicoulin replied the TPO has been told there is no punishment for not meeting the target; what will be looked at is if significant improvements toward the target were made. "Significant improvements" have not been defined yet. This is a new program in terms of measuring and a lot will be determined over the next couple of years. The TPO is required to report this information to FDOT and they are required to report it at the federal level.

D. Presentation and Discussion of the Two-Year Unified Planning Work Program (UPWP)

Chairperson Storke stated most of this was covered earlier in the meeting with the selection of a BPAC member to the UPWP Subcommittee.

Mr. Harris stated the TPO is building the UPWP for the next two years and is broken down into four sections. The UPWP covers the activities TPO staff does during the two-year period. The four sections are on the website for review. The first section is administration and program support; the second is funding projects and programs; the third is bicycle, pedestrian and community safety programs; and the last section is transit and transportation disadvantaged programs along with summary tables. The TPO will present the draft UPWP early next year.

V. Staff Comments

- Bicycle and Pedestrian Plan
- Transportation Improvement Program (TIP) Flow of Projects and Priority Project Process

(Handout)

Mr. Harris announced an upcoming public meeting for the St. Johns River to Sea Loop PD&E study. This is the section from Lake Beresford Park north to the intersection of Grand Avenue and Minnesota Avenue. The public meeting will be held on Tuesday, November 14, 2017 from 5:30 pm to 7:30 pm at the Volusia County Administration Building, first floor.

Chairperson Storke reminded the members of the information items in the back of the agenda.

VI. Information Items

- BPAC Attendance Record
- TPO Board Meeting Summary
- TPO Outreach & Activities (October 2017)
- 2018 TPO Board and Committee Meeting Schedule

VII. BPAC Member Comments

Ms. Belin acknowledged Mr. and Mrs. Hall's quote in the Daytona News-Journal about White Cane Awareness Day and she asked them if they thought the event was a success.

Ms. Burgess-Hall replied yes and she appreciated so many from the TPO attending.

Mr. Hall announced there was a national roundtable discussion on roundabouts held September 30, 2017; he thanked Mr. Aufdenberg for attending. Over 75 people nationally attended including over 20 people from Florida. It was recorded and he gave the phone number, 605-475-4120, conference code 4364602, for anyone that wanted to listen to it. He thanked Mr. Aufdenberg for finding a publication dealing with roundabouts that was mentioned in the presentation. The presentation spoke mainly about roundabouts and the visually impaired but it impacts all pedestrians. White Cane Awareness Day was held on October 26, 2017 at the intersection of Beville and Nova Roads. There were 70 participants, including several from the TPO, along with the Volusia County Sheriff's Office, and elected officials. This event is held every year and will be held again next year.

Ms. Burgess-Hall stated they want to expand the locations; they tried DeLand last year but it fell through. To be successful, they need the cooperation of local cities.

Mr. Eik stated since the last meeting he was approached by two different people complaining about the behavior of bicyclists not obeying stop signs.

Mr. Aufdenberg stated Mr. Wendler helped him Monday night to distribute LED bike light sets to the students at Embry-Riddle Aeronautical University. He went to US 1 and Mason Avenue and tested the pedestrian signal; it is an intersection that has leading pedestrian signals (LPS) where all vehicles have a red signal while the pedestrian walk signal is green. He announced the East Coast Greenway Relay recently came through Daytona and he was able to meet a lot of people.

Mr. Walters stated he has a problem that concerns a trail that had major changes to it before it was built. This is the loop in Deltona from the main trail to the shoreline and back through Green Springs Park. The main trail down Providence Boulevard is a five foot sidewalk; it crosses Providence and runs along Lakeshore. It is a 12 foot cement sidewalk until it gets to the two little bridges, where it becomes 8 foot wide. When it gets to Green Springs Park, instead of having a trail to connect to the Greensprings offshoot trail, you have to ride down the road. He suggested staff think about how these trails get reviewed before they get built. He stated he was in Houston over the weekend and it is going to take a long time to recover from the floods.

III. Adjournment

The BPAC meeting adjourned at 5:12 p.m.

River to Sea Transportation Planning Organization

**Mr. Robert Storke, Chairman
Bicycle/Pedestrian Advisory Committee (BPAC)**

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certifies that the foregoing is a true and correct copy of the minutes of the November 8, 2017 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 10th day of January 2018.

**Debbie Stewart, Recording Secretary
River to Sea Transportation Planning Organization**

**SUMMARY SHEET
BPAC
JANUARY 10, 2018**

III. ACTION ITEMS

**B. REVIEW AND RECOMMEND APPROVAL OF RESOLUTION 2018-## ADOPTING
SAFETY TARGETS FOR THE RIVER TO SEA TPO**

BACKGROUND INFORMATION:

The Federal Highway Administration (FHWA) issued final rules on the transportation performance measures required for the State Departments of Transportation (DOTs) and Metropolitan/Transportation Planning Organizations (M/TPOs). The final rule requires targets to be set for Safety Measures as follows:

Florida DOT -- by August 31, 2017
River to Sea TPO -- by February 27, 2018

TPO staff will discuss and present data as it relates to the establishment of targets for Safety Measures. Support documentation, including Resolution 2018-## Adopting Safety Targets for the River to Sea TPO, will be provided under separate cover.

ACTION REQUESTED:

***MOTION TO RECOMMEND APPROVAL OF RESOLUTION 2018-## ADOPTING SAFETY
TARGETS FOR THE RIVER TO SEA TPO***

**SUMMARY SHEET
BPAC
JANUARY 10, 2018**

IV. PRESENTATIONS AND DISCUSSION ITEMS

A. PRESENTATION AND DISCUSSION OF THE SR 40 ORMOND BEACH TRAIL GAP STUDY

BACKGROUND INFORMATION:

The Florida Department of Transportation (FDOT) District Five commenced the S.R. 40 Ormond Beach Trail Gap Concept Development and Evaluation Study (FM #439872-1-12-01) to close the gap of the St. Johns River to Sea (SJR2C) Loop Trail. The limits of the study extend from Beach Street to S.R. A1A. This project would complete an approximately one-mile gap for the SJR2C Loop Trail, a 260-mile facility that supports the mobility of pedestrians and bicyclists in the region. Anticipated talking points for the project update presentation include the following:

- 1) Project Overview
- 2) Development of Trail Route Alternatives
- 3) Stakeholder/Public Outreach
- 4) Alternatives Evaluation and Recommendation
- 5) Schedule – Next Steps

The project update will include a brief discussion on the quantitative and qualitative criteria that led to a preferred route alternative, including engineering and public involvement. A link to the presentation is available on the R2CTPO website:

<https://www.r2ctpo.org/wp-content/uploads/J-SR-40-TPO-Update-Presentation.pdf>

CONTACT INFORMATION:

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julia.holtzhausen@dot.state.fl.us

Judy Pizzo, MSURP
FDOT Project
Manager
(386) 943-5167
Judy.Pizzo@dot.state.fl.us

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC



S.R. 40

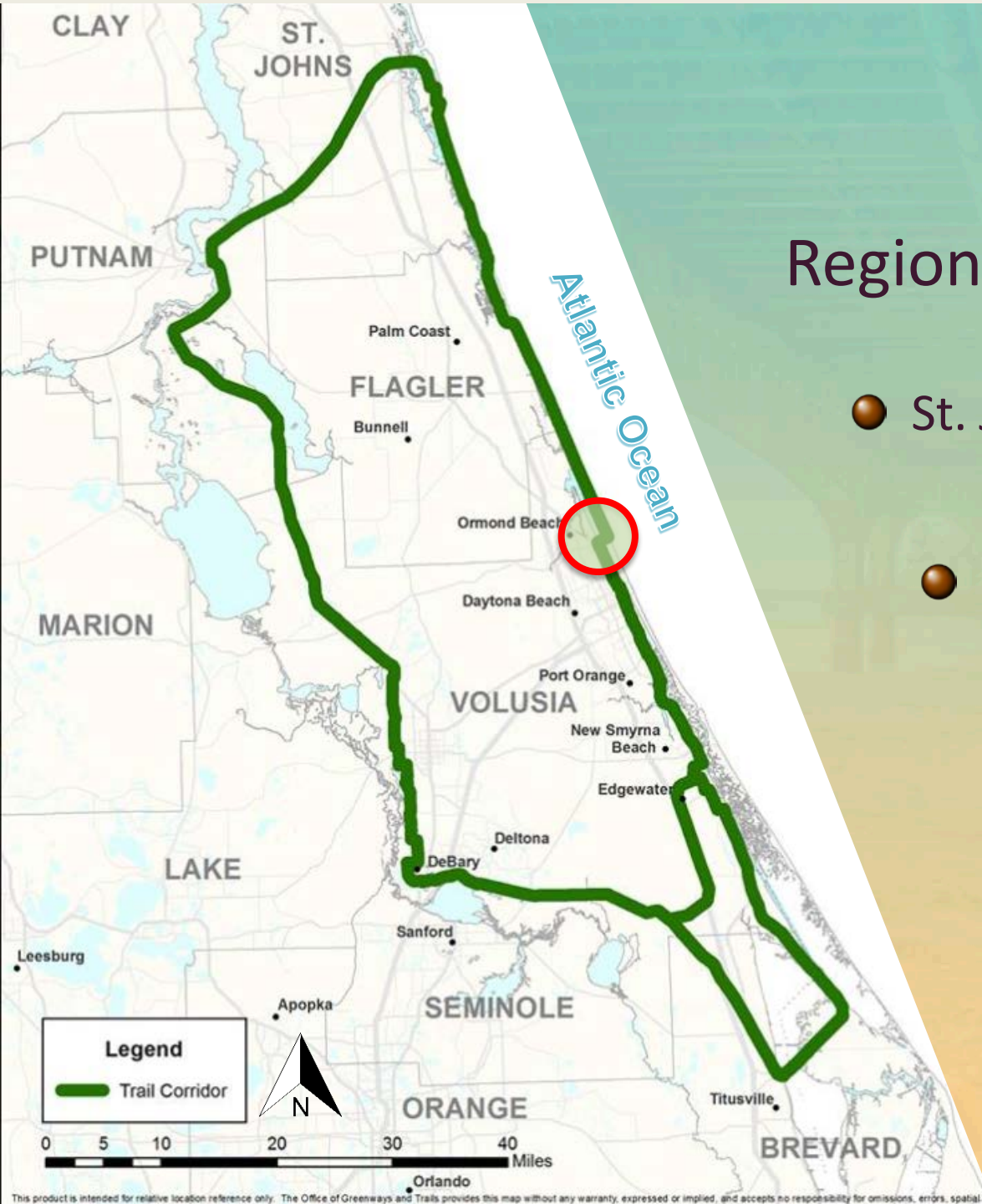
from Cassen Park to S.R. A1A
(Ormond Beach Trail Gap)

FM # 439872-1-12-01 | Project Update

Project Overview

Regional Context

- St. Johns River to Sea Loop (SJR2C)
- 260 mile multi-use trail
- Shared Use Nonmotorized (SUN) Trail Program
- Ormond Beach Trail Gap



Study Limits




- Existing Trail
- Existing Gap

Initial Outreach Efforts

- Walking Tour with Stakeholders
- Stakeholder Alternatives Website

Comment Card
SR 40 Ormond Beach Trail Gap
Walking Tour
January 31st 2017

FDOT



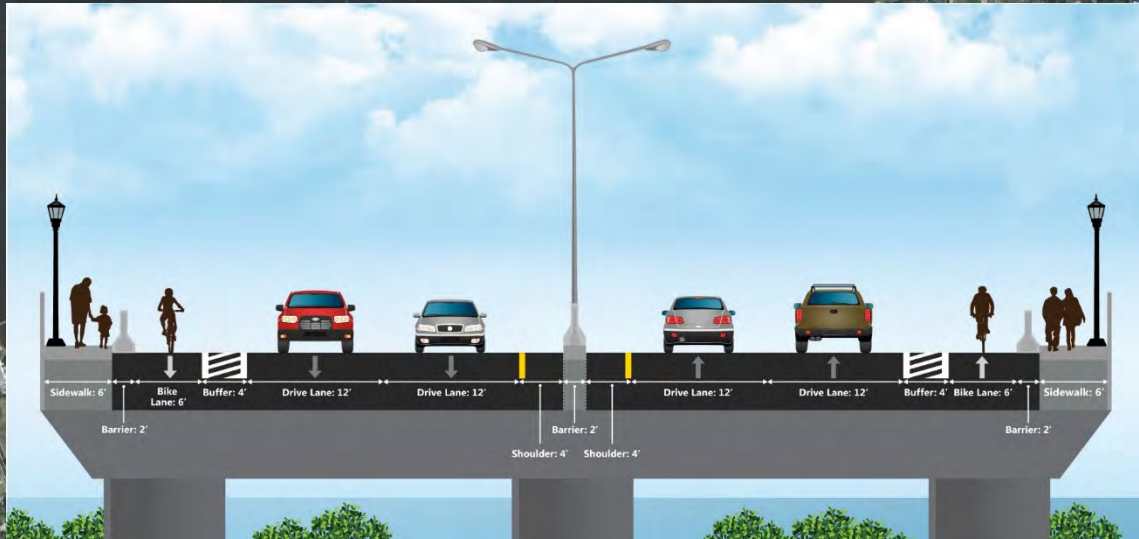
Comments: (Are there any areas of opportunity in the study area? Areas of concern?)

Name: _____
Email: _____
Phone: _____

SR 40
Ormond Beach
Trail Gap Study



Trail Route Alternatives – Closing the Gap



Public Meeting July 2017

- Three Alternatives were presented for public feedback
- Alternative 3 gathered the most support.



Evaluation Matrix

Evaluation Criteria	Alternative 1	Alternative 2	Alternative 3
Project length (miles)	2.17	2.28	2.36
Number of street crossings	2	4	6
Average crash rate along proposed route (per mile,per year)	22.96	18.44	15.25
Number of driveway crossings	11	10	14
Number of transit stops served	3	2	1
Length of trail adjacent to low-volume roadways	0%	19%	30%
Community features served by trail	6	9	9
Potential impacts to 100-year floodplains (acres)	0.33	0.57	0.57
Support from responsible maintaining agency	Yes	Yes	Yes
Number of privately owned parcels requiring right-of-way	7	4	3
Anticipated right-of-way impacts (acres)	1.02	0.48	0.16
Estimated right-of-way cost (relative)	\$\$\$\$	\$\$\$	\$\$
Estimated construction cost (relative)	\$	\$	\$

Process for Evaluating Alternatives

1

Engineering Feasibility

Evaluation Matrix

2

3

Stakeholder/Public Feedback

Identify Preferred
Alternative

4

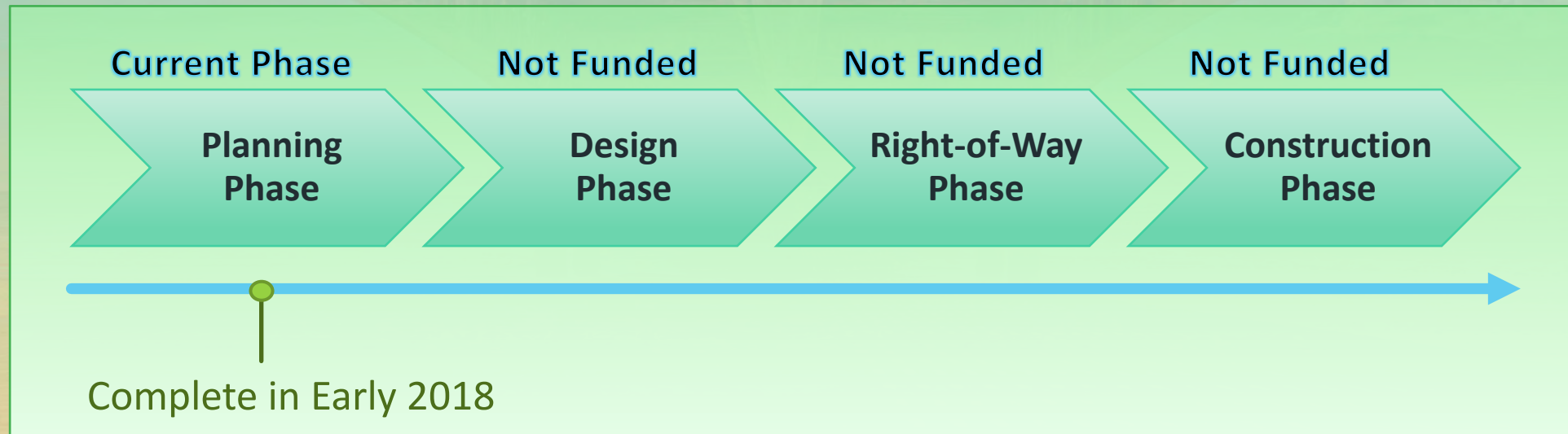


Recommended Alternative

Alternative 3



Schedule

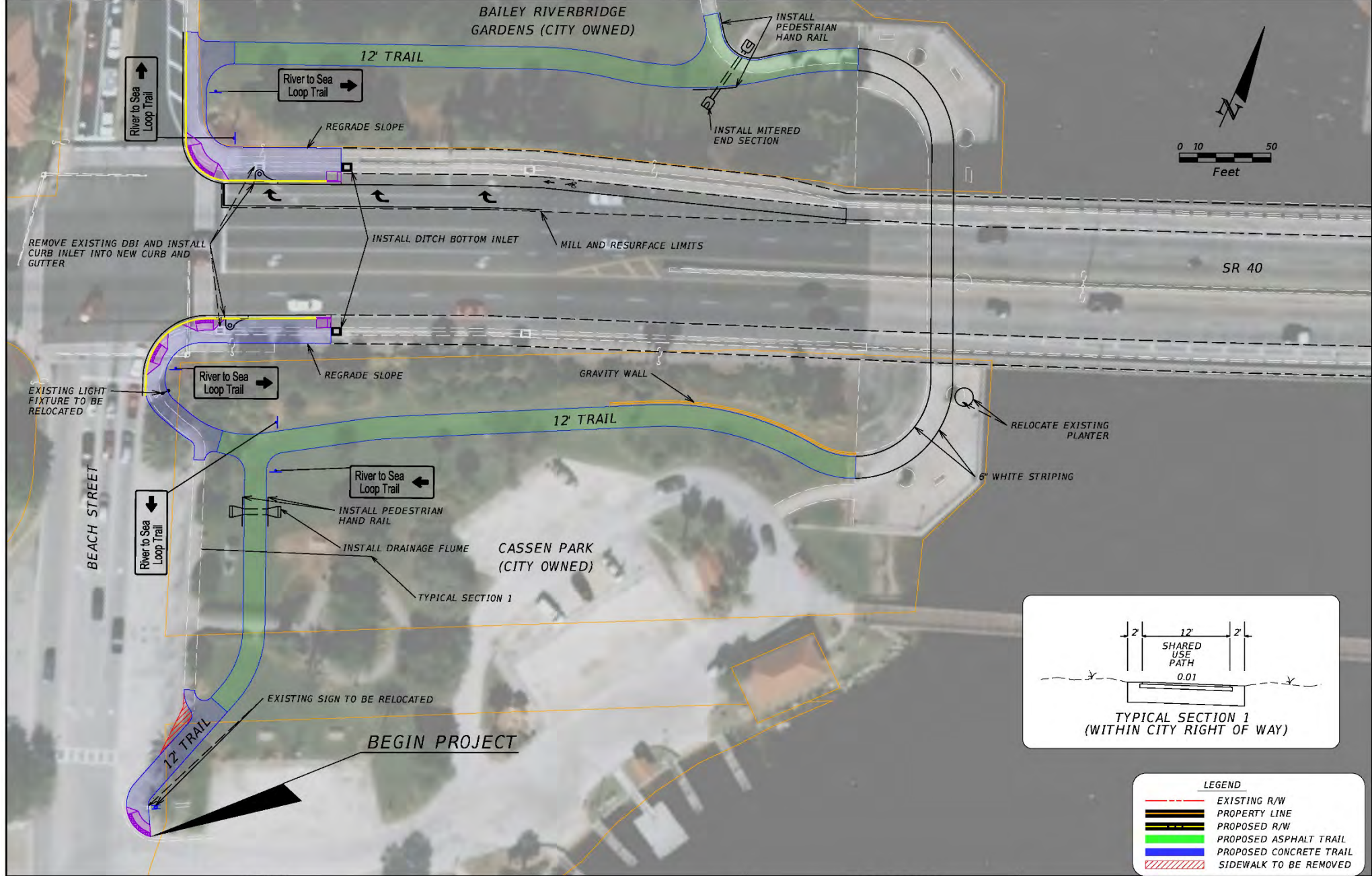


Questions?

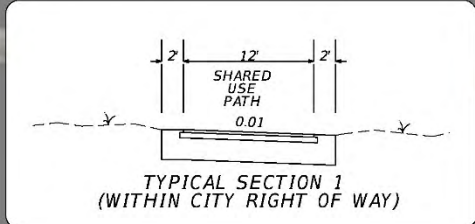
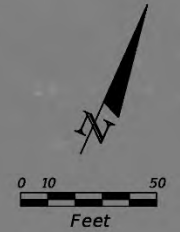
Judy Pizzo, MSURP
FDOT Project Manager
(386) 943-5167
Judy.Pizzo@dot.state.fl.us

Julia Holtzhausen
S.R. 40 Ormond Beach Trail Project Manager
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Julia.Holtzhausen@dot.state.fl.us





MATCH LINE 1



LEGEND	
	EXISTING R/W
	PROPERTY LINE
	PROPOSED R/W
	PROPOSED ASPHALT TRAIL
	PROPOSED CONCRETE TRAIL
	SIDEWALK TO BE REMOVED

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

32

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 40	VOLUSIA	439872-1-12-01

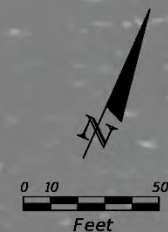
**SR 40 TRAIL GAP STUDY
CONCEPT PLANS**

SHEET NO.
1



MATCH LINE 1

MATCH LINE 2



TRAIL UTILIZES EXISTING BICYCLE LANES AND SIDEWALKS

SR 40

TRAIL UTILIZES EXISTING BICYCLE LANES AND SIDEWALKS

LEGEND

- EXISTING R/W
- PROPERTY LINE
- PROPOSED R/W
- PROPOSED ASPHALT TRAIL
- PROPOSED CONCRETE TRAIL
- SIDEWALK TO BE REMOVED

REVISIONS

DATE	DESCRIPTION	DATE	DESCRIPTION

33

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 40	VOLUSIA	439872-1-12-01

**SR 40 TRAIL GAP STUDY
CONCEPT PLANS**

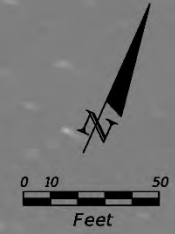
SHEET NO.
2





MATCH LINE 2

MATCH LINE 3



TRAIL UTILIZES EXISTING BICYCLE LANES AND SIDEWALKS

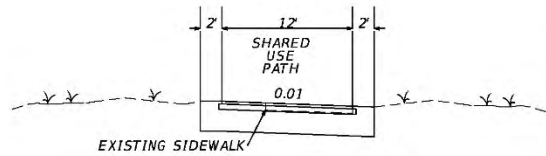
SR 40

TRAIL UTILIZES EXISTING BICYCLE LANES AND SIDEWALKS

LEGEND	
	EXISTING R/W
	PROPERTY LINE
	PROPOSED R/W
	PROPOSED ASPHALT TRAIL
	PROPOSED CONCRETE TRAIL
	SIDEWALK TO BE REMOVED

REVISIONS				34	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 40 TRAIL GAP STUDY CONCEPT PLANS	SHEET NO.
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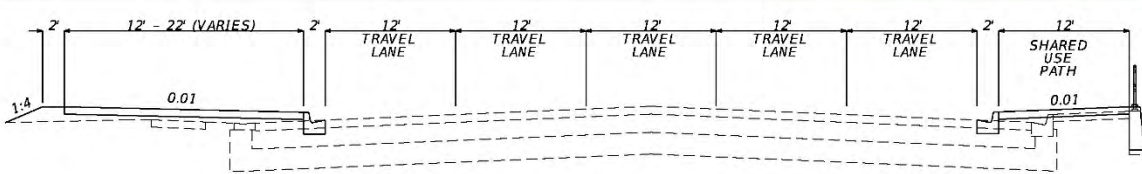
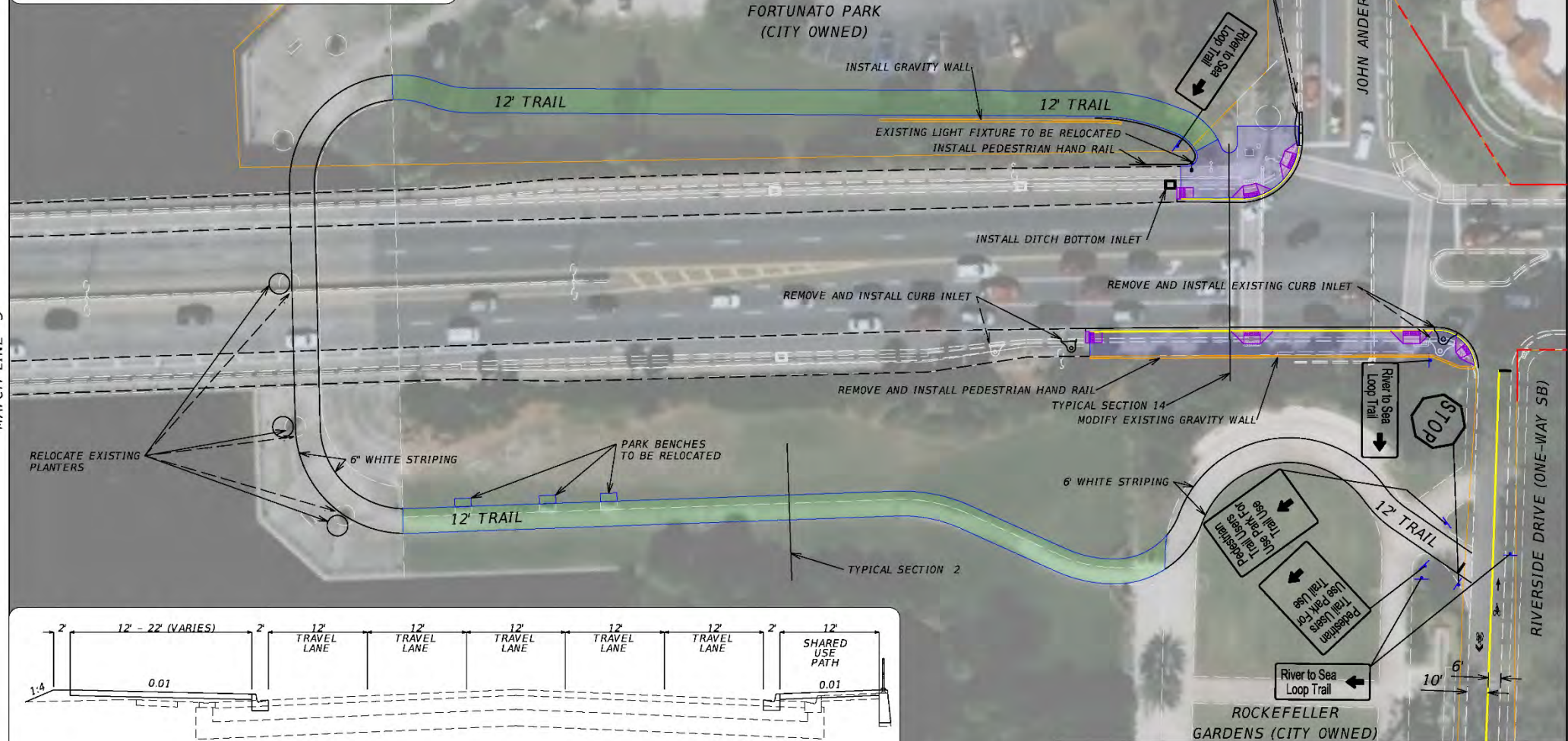




TYPICAL SECTION 2
(WITHIN CITY RIGHT OF WAY)

- LEGEND**
- EXISTING R/W
 - PROPERTY LINE
 - PROPOSED R/W
 - PROPOSED ASPHALT TRAIL
 - PROPOSED CONCRETE TRAIL
 - SIDEWALK TO BE REMOVED

MATCH LINE 3



TYPICAL SECTION 14
(WITHIN CITY RIGHT OF WAY)

MATCH LINE 4

REVISIONS

DATE	DESCRIPTION	DATE	DESCRIPTION

35

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 40	VOLUSIA	439872-1-12-01

SR 40 TRAIL GAP STUDY
CONCEPT PLANS

SHEET
NO.

4

MATCH LINE 4

ROCKEFELLER
GARDENS
(CITY OWNED)

Pedestrian
Trail Users
Use Park For
Trail Use

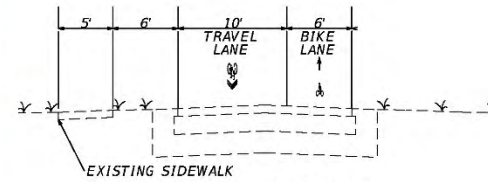
Pedestrian
Trail Users
Use Park For
Trail Use

Pedestrian
Trail Users
Use Park For
Trail Use

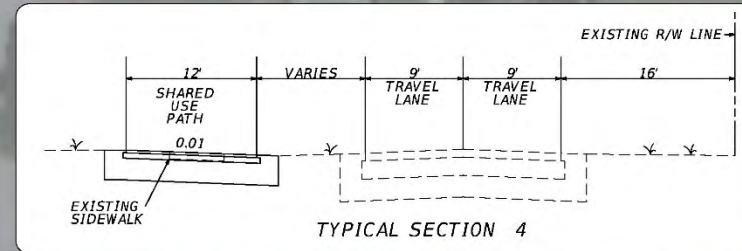
RIVERSIDE DRIVE (ONE-WAY SB)

TYPICAL SECTION 3

THE CASEMENTS (CITY OWNED)



TYPICAL SECTION 3
(WITHIN CITY RIGHT OF WAY)



TYPICAL SECTION 4

MATCH LINE 5

LEGEND

- EXISTING R/W
- PROPERTY LINE
- PROPOSED R/W
- PROPOSED ASPHALT TRAIL
- PROPOSED CONCRETE TRAIL
- SIDEWALK TO BE REMOVED

TREES TO BE REMOVED

RELOCATE LIGHT POLE

12' TRAIL

TYPICAL SECTION 4

12' TRAIL

CASEMENTS DRIVE

TREE TO BE REMOVED

RESURFACING

ADDITIONAL PAVEMENT

REMOVE AND INSTALL DITCH BOTTOM INLET

INSTALL GRAVITY WALL

REALIGN CASEMENTS DRIVE

REVISIONS

DATE	DESCRIPTION	DATE	DESCRIPTION

36

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

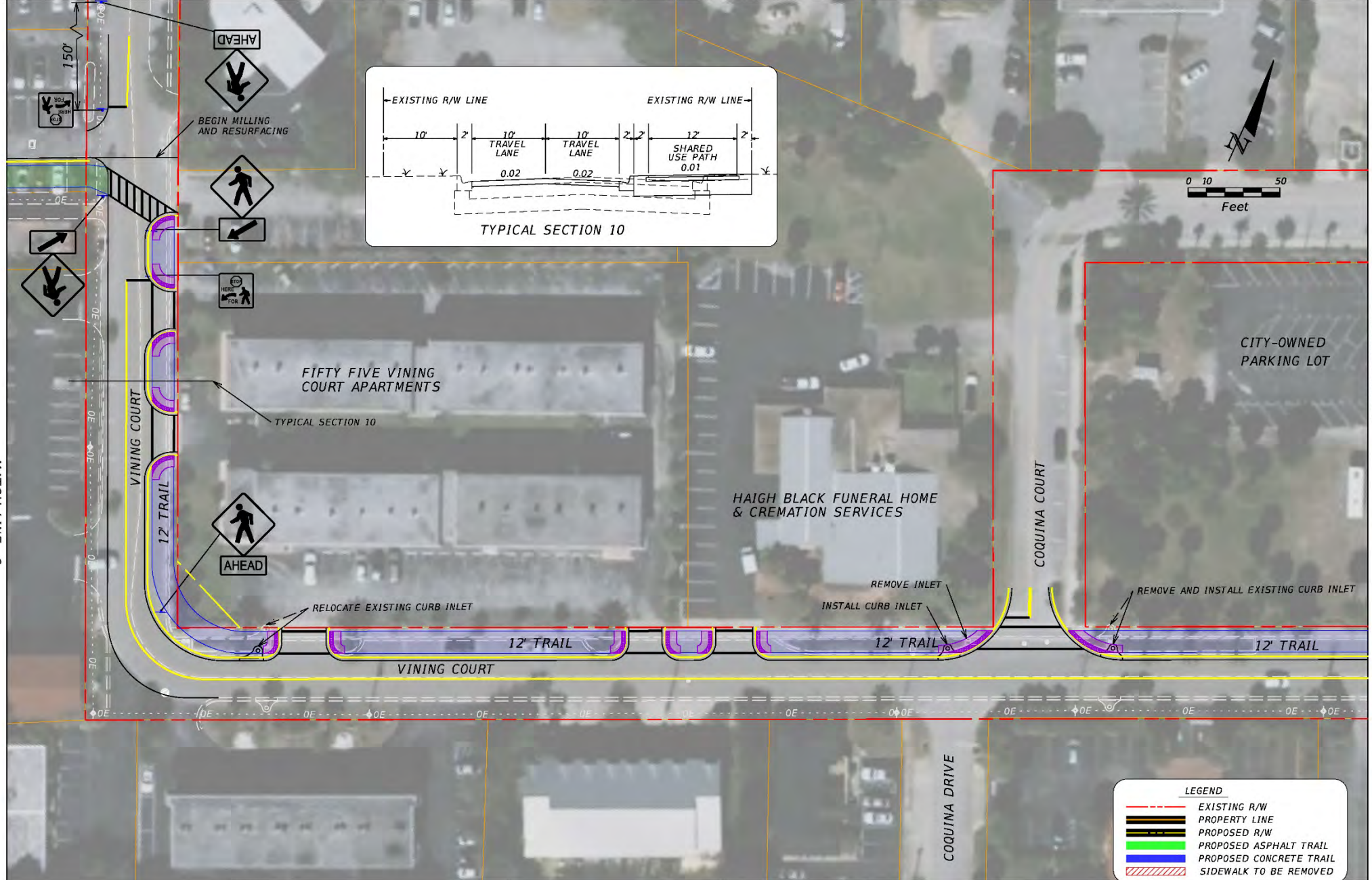
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SR 40	VOLUSIA	439872-1-12-01

SR 40 TRAIL GAP STUDY
CONCEPT PLANS

SHEET
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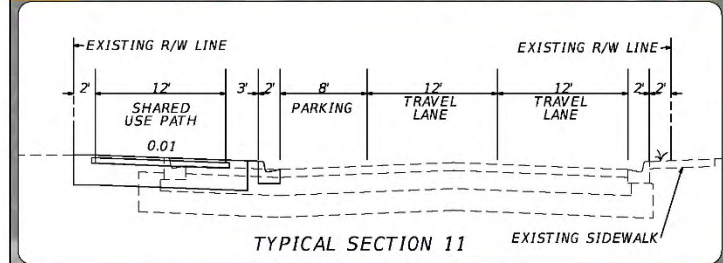
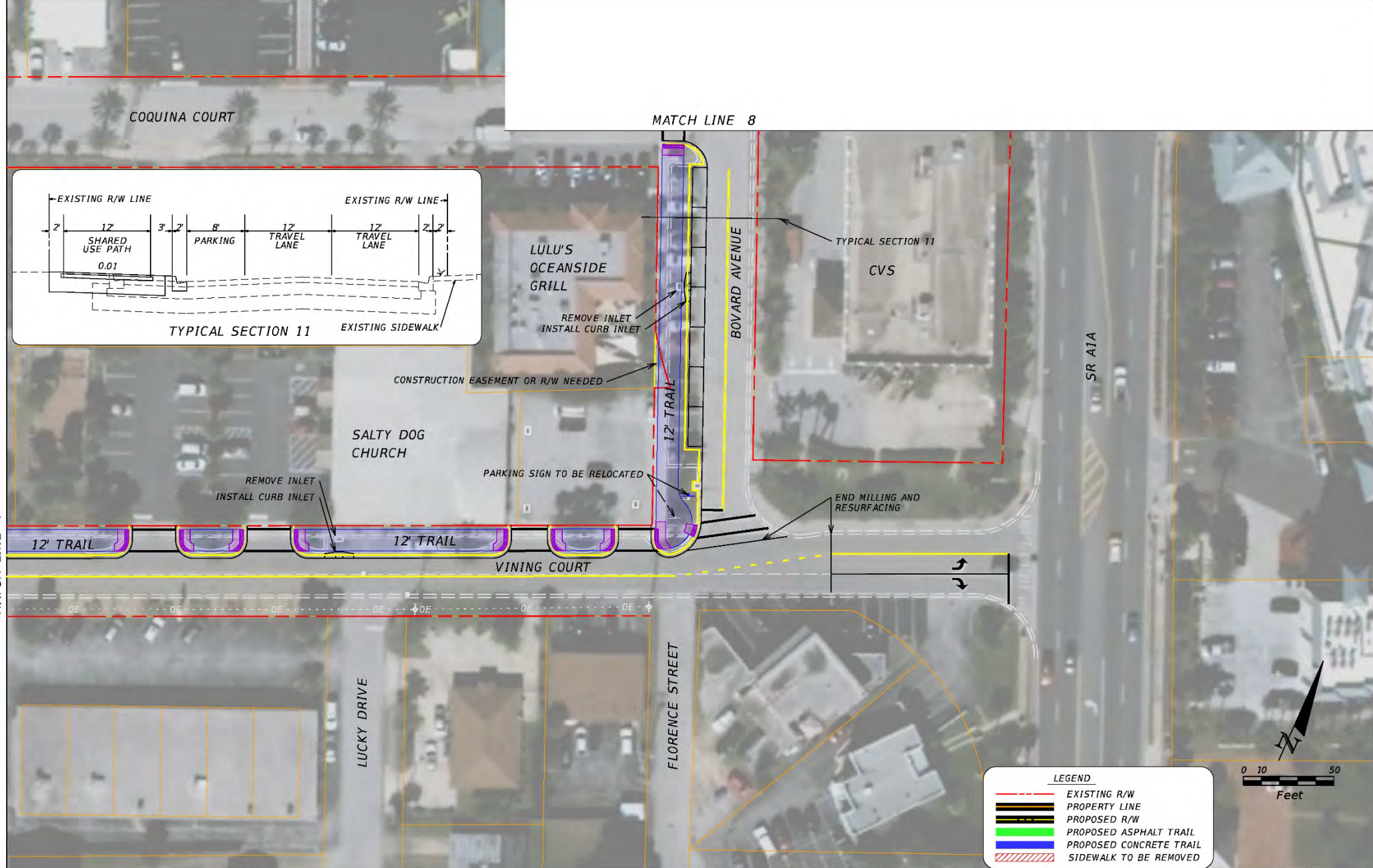
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MATCH LINE 6



MATCH LINE 7

REVISIONS				38	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 40 TRAIL GAP STUDY CONCEPT PLANS	SHEET NO. 7
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 40	VOLUSIA	439872-1-12-01		



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

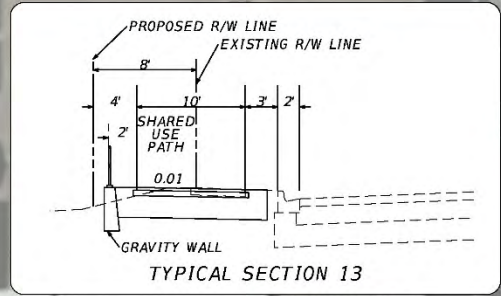
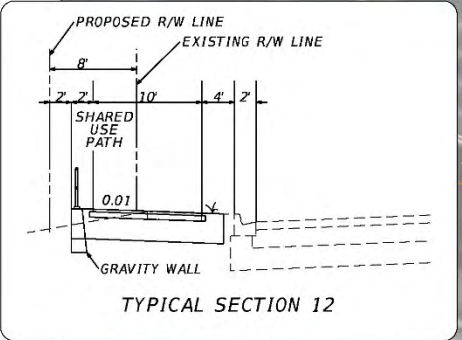
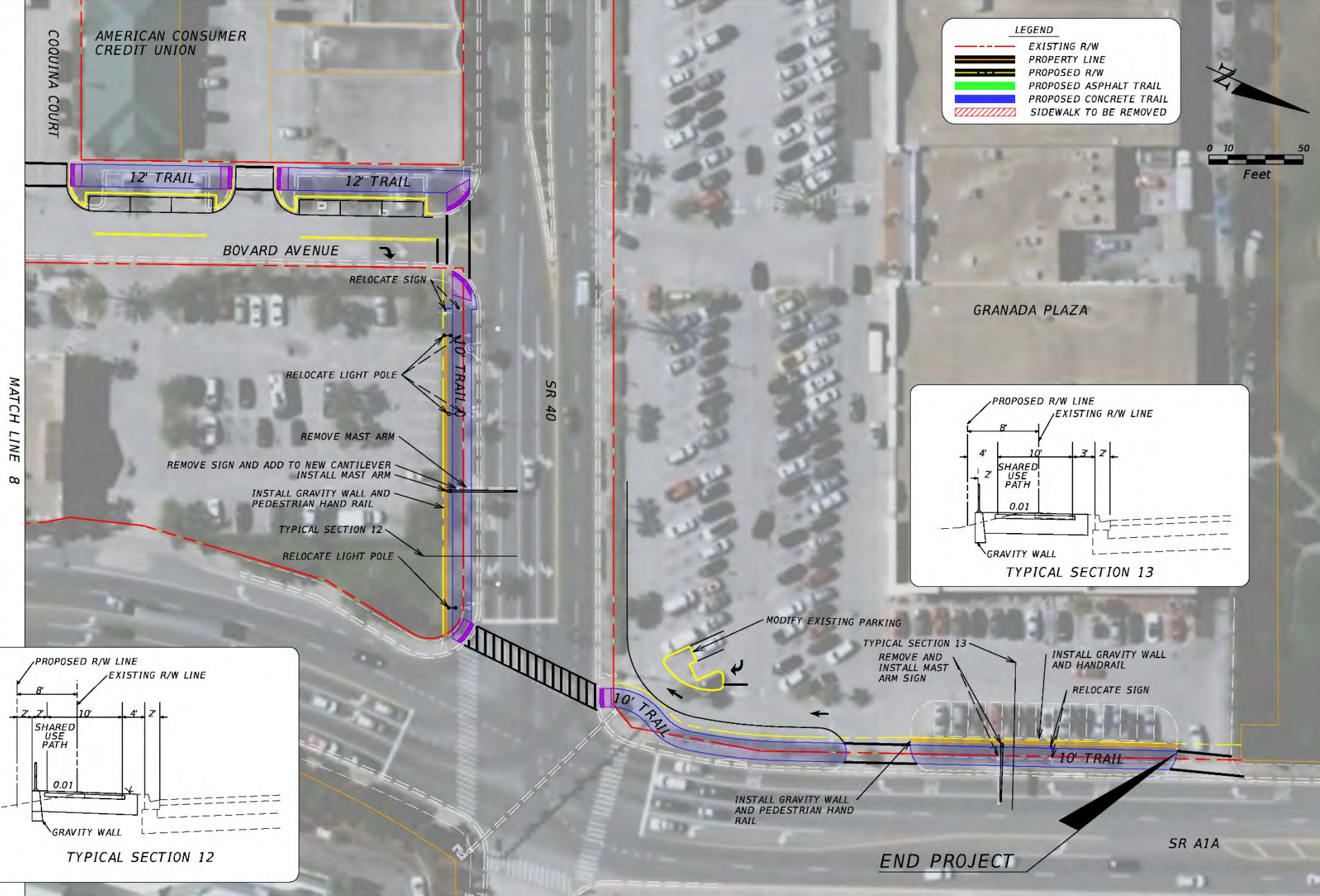
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 40	VOLUSIA	439872-1-12-01

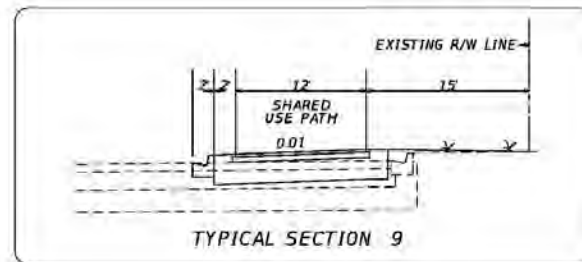
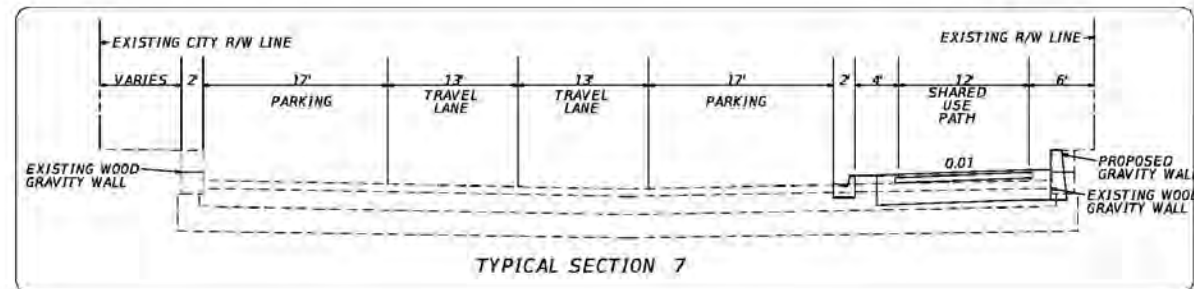
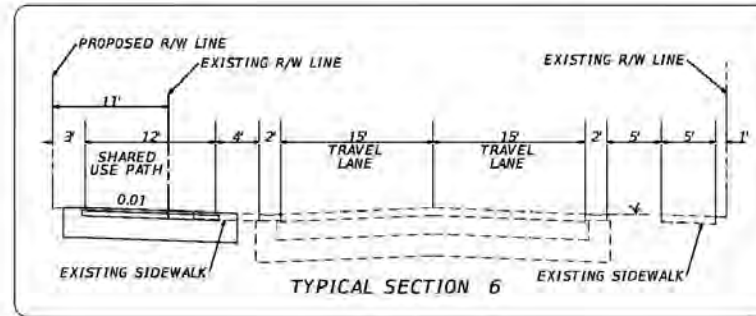
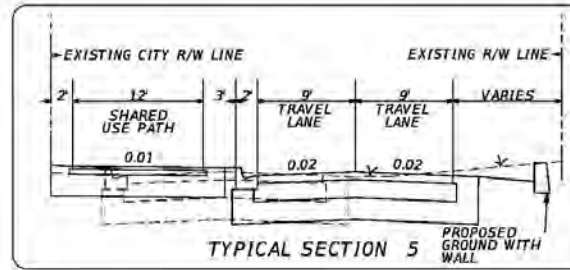
SR 40 TRAIL GAP STUDY CONCEPT PLANS	

SHEET NO.
8





REVISIONS				40	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 40 TRAIL GAP STUDY CONCEPT PLANS	SHEET NO. 9
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 40	VOLUSIA	439872-1-12-01		



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 40	VOLUSIA	439872-1-12-01

**SUMMARY SHEET
BPAC
JANUARY 10, 2018**

IV. PRESENTATIONS AND DISCUSSION ITEMS

B. PRESENTATION AND DISCUSSION OF THE 2017 ST. JOHNS RIVER TO SEA LOOP SUMMIT

BACKGROUND INFORMATION:

Supporters of the longest loop trail in Florida met on October 26-28, 2017, in DeLand, for the St. Johns River-to-Sea Loop (SJR2C) Summit and Trail Celebration. It was the first meeting of the five Loop counties -- Volusia, Putnam, St. Johns, Flagler and Brevard -- since the commitment in 2016 by the Florida Department of Transportation to build the trail to completion.

The three-day summit was presented by the St Johns River-to-Sea Loop Alliance and included a stakeholder meeting and "Taste of the Loop" tour, ride and dinner on Thursday (10/26); a community outreach seminar with presentations and panel discussions on Fulfilling the Loop's Promise on Friday (10/27); and ended with a family-fun Great DeLand Pumpkin Ride, Safety Village and Helmet Fitting at Bill Dreggors Park on Saturday (10/28).

Maggie Ardito, Co-Founder, President and Director of the St. Johns River to Sea Loop Alliance and Patricia Northey, Trail Advocate and Director of the St. Johns River to Sea Loop Alliance will give a presentation on this three day event.

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC

St Johns River-to-Sea Loop Summit and Trail Celebration

10/26/2017 – 10/28/2017

St Johns River-to-Sea Loop Alliance

WW.SJR2C.ORG

Maggie Ardito

Pat Northey



The Three Days of the Summit



St. Johns River-to-Sea Loop SUMMIT AND TRAIL CELEBRATION

OCTOBER 26 - 28, 2017
DELAND, FLORIDA



CELEBRATE TRAIL BENEFITS

Health	Community
Safety	Environment
Tourism	Economy
Mobility	Recreation

BE INFORMED
BE INVOLVED
BE IN THE LOOP



WWW.SJR2C.ORG INFO@SJR2C.ORG
@SJR2C #SJR2CSummit (321) 795-3179

- **THURSDAY, OCTOBER 26**
 - Stakeholder Meeting (ECFRPC)
 - “Taste of the Loop” Discovery Ride Reception & Dinner
- **FRIDAY, OCTOBER 27 – Main Event**
 - Community Building:
Fulfilling the Loop’s Promise
- **SATURDAY, OCTOBER 28**
 - DeLand Great Pumpkin
Ride & Bike Rodeo
partnered with R2CTPO, Space Coast TPO and
FDOT



Main Program Friday: Fulfilling the Loop's Promise

Jam-packed Day of Presentations, Panels and Community Building

St. Johns River-to-Sea Loop

SUMMIT AND TRAIL CELEBRATION

Downtown DeLand
October 27, 2017

Get in the LOOP!

Community Outreach:
Fulfilling the Loop's Promise

- Discover the River-to-Sea Loop
- Meet Local and State Leaders
- Learn health, social, safety and economic benefits the Loop brings to our community
- Engage with Leadership Groups and Action Plans

8:30AM – 4:30 PM
Volusia County Kelly Building
123 W Indiana Ave.

The SJR2C Loop is a 260-mile paved multi-use Florida State SUN Trail connecting the counties of St Johns, Flagler, Volusia, Brevard and Putnam.



CELEBRATE TRAIL BENEFITS

- Active Mobility
- Active Aging
- Health and Fitness
- Sustainable Ecology
- Improved Economy
- Multi-Modal Transportation
- Cycling/Pedestrian Safety
- Community Connections
- Higher Property Values
- Economic Development



WWW.SJR2C.ORG @SJ2C #SJR2CSummit (321) 795-3179

The St Johns River-to-Sea Loop Alliance is a 501(c)3 nonprofit organization with the mission to support, advocate, enhance, promote and protect the St Johns River-to-Sea Loop Florida SUNTrail

THANKS TO OUR SPONSORS AND PARTNERS

- Florida Hospital
- City of Titusville
- England-Thims & Miller
- Landis Evans + Partners
- Rails-to-Trails conservancy
- Dixie Crossroads
- Roy and Sandy Walters
- Mainstreet DeLand
- Volusia County (host)
- Brevard County
- Putnam County
- St Johns County
- Flagler County
- City of DeLand
- City of Deltona
- Visit West Volusia
- Enterprise Preservation Society
- East Central Florida RPC
- DeLand Area Chamber of Commerce
- FDOT Mobility Week and SUN Trail
- Florida Office of Greenways and Trails
- River to Sea TPO
- Space Coast TPO

St Johns River-to-Sea Loop Summit & Trail Celebration Friday October 27, 2017	
Fulfilling the Loop's Promise	
8:30	Registration/continental breakfast
9:00	Welcome
9:15	Keynote address: Promise, Process and Partnership Jim Wood, Florida Department of Transportation, Chief Planner
9:45	Public/Private Collaboration - Trail-Oriented Development Moderator: Herb Hiller, Cofounder SJR2C Loop Alliance Glenn Storch, Attorney Kelly White, Commissioner, City of Daytona Beach Jerry Mayes, Deltona Economic Development Director
10:10	Break
10:25	Brevard County Scott Larese, Titusville City Manager Sarah Kraum, Space Coast TPO Marcia Gaedcke, Pres. Titusville Chamber
10:50	Flagler County Heather Garcia, District 5 SUN Trail Program Coordinator Amy Lucasik (tentative)
11:15	Putnam County Kevin Sharbaugh, former Chair of Putnam Blueways and Trails CSO Linda Crider, Putnam Waterways and Trails member, founder Bike Florida Sam Carr, Bartram in Putnam committee and OGT
11:40	St Johns County Jan Trantham, Senior Transportation Planner Billy Zeits, Assistant Director Parks and Recreation Rueben Franklin, City Engineer, City of St. Augustine
12:05	Volusia County Tim Baylie, Director Parks, Recreation and Culture Georgia Turner, Executive Director of West Volusia Tourism Advertising Authority
12:30	Lunch
1:00	The Power of Connected Trails Ken Bryan, State Director, Florida Field Office, Rails-to-Trails Conservancy
1:10	Titusville: Launch from Here Marcia Gaedcke Scott Larese
1:30	<div> Panel Track 1 - Council Chambers The Promise of The Loop Economic Value of Trails Marcia Gaedcke: Moderator - Ashley Killough, Office of Greenways and Trails: Trail Towns - Becky Afonso, Executive Director, Florida Bicycle Association and former Director Bike Florida: FBA & Trails, Sand & Stars, Gullah Geechee tour Results - Herb Hiller: Tri-County Agritourism Corridor </div> <div> Panel Track 2 - Training Room Fulfilling the Promise Trail Development & Branding Pat Northey, Moderator Heather Garcia, FDOT District 5, Planning and Corridor Development Mgr Tim Baylie, Director Parks, Recreation and Culture Karl Soderholm England-Thims and Miller, Sarah Kraum, Space Coast TPO </div>
2:15	Break
2:30	<div> The Power of Trails: Health, Safety, Transportation, Recreation and Community Dr. Matt Schragger, Moderator Amy Muniz, Pres. DeLeon Springs CA "Ride into Reading" Emery Jeffreys "The Loop saved my life!" "The Duke Energy Gap at Blue Spring" </div> <div> Putting the Loop on the Map: Community engagement, Promotion, Tourism, health, route planning, safety, economics, Maggie Ardito, Pres SJR2C Loop Alliance Dr. Tony Abbott, Dr. Tony Abbott Professor of Environmental Science Nancy Church, Volusia County GIS Project Manager Kelsy Michely, Environmental Sciences Stetson University Rachel Saunders, Environmental Sciences Stetson University </div>
3:15	Reconvene in Chambers
3:20	Advocacy - Fulfilling the Promise Pat Northey, "Volusia Trail Queen"
3:45	Wrap-up and Action Plans Pat Northey Maggie Ardito

Please complete your survey and questionnaire



Fulfilling the Loop's Promise

Jim Wood, FDOT
Chief Planner
delivers the
Keynote Address
***“Promise,
Process and
Partnership”***

www.sjr2c.org/loop-summit

Bookmarks Pre-Market SCHWAB Fut Home20+ AirTBL CAL Charts DeLand Map GIS Weather Maps Drupal FL-VM

St Johns River-to-Sea Loop Alliance SJR2C.ORG
small towns - BIG ADVENTURES on Florida's 260-mile Multi-use Trail

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Loop Summit

Summit Registration is now open - Click here to register

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search this site

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Click here for In the LOOP Newsletter

St Johns River-to-Sea Loop Map Link
May 2017

NOTHING CAN WITHSTAND THE FORCE OF AN IDEA WHOSE TIME HAS COME

The St Johns River-to-Sea Loop Summit and Trail Celebration, October 26-28 in West Volusia, celebrated the Promise of the Loop and the emphasized the continuing process and partnerships required to fulfill that promise. Jim Wood's keynote address compared the long, complex and messy process from concept to reality to the filming of the epic film Lawrence of Arabia... a 20-year overnight success.

Visit SJR2C.ORG for photos from the Loop Summit and Trail Celebration



Fulfilling the Loop's Promise

Building the *"Loop Community"* across 5 Counties





Thursday

"Taste of the Loop in West Volusia"

Reception and Dinner

Taste of the Loop in Southwest Volusia

October 26, 2017 2:30 – 7:00 PM



Guided Bike-Walk Tour & Dinner

- DeBary Hall Visitors Center and Trailhead
- St Johns River-to-Sea Loop at Green Spring Park
- Dine at Enterprise Heritage Center

St Johns River-to-Sea Loop Alliance

Enterprise Preservation Society Volusia County City of Deltona





Saturday “Great Pumpkin Ride”

- Get kids inspired to ride for fun, transportation and fitness
- Teach them how to ride safely



Partners:

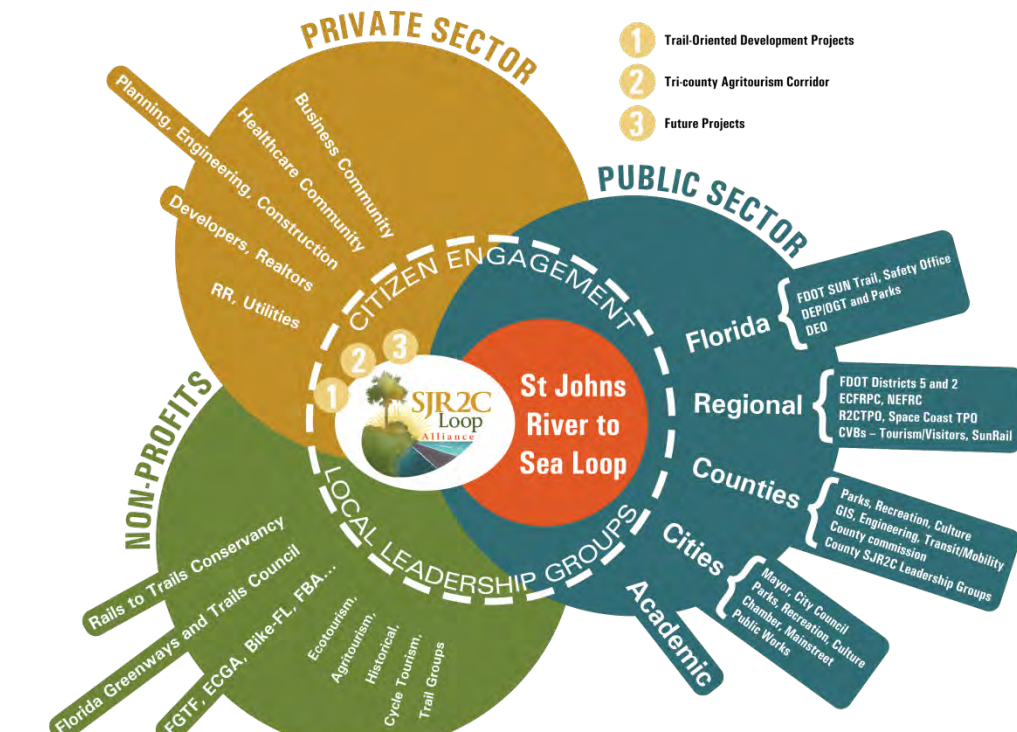
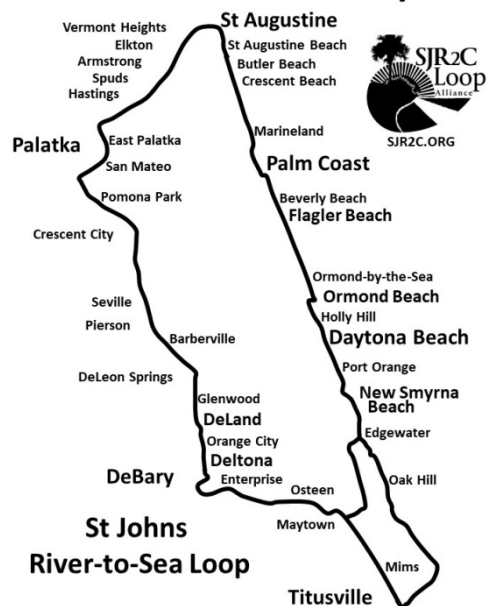
- R2CTPO
- Space Coast TPO
- FDOT Mobility Week
- FDOT Safety Office
- West Volusia TAA
- JC's Cycles
- DeLand CoC
- City of DeLand
- Volusia Sheriff's Dept
- And more



A Celebration of Partnership



Trail Towns in the Loop



THANKS TO OUR SPONSORS AND PARTNERS

- Florida Hospital
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- DeLand Area Chamber of Commerce
- Florida Department of Transportation
- FDOT Mobility Week and SUNTrail
- Florida Office of Greenways and Trails
- River to Sea TPO
- Space Coast TPO
- And many others

THANKS TO OUR VOLUNTEERS

Herb, Linda, Jack, Georgia, Rachel, Kelsy, Jim, Steve, Cindy, Pam, ...
all who gave generously of their time



SJR2C Contact Information

Website

<http://www.SJR2C.org>

Facebook

<https://www.facebook.com/SJR2C>

Email

Info@SJR2C.ORG



**SUMMARY SHEET
BPAC
JANUARY 10, 2018**

IV. PRESENTATIONS AND DISCUSSION ITEMS

**C. PRESENTATION AND DISCUSSION OF THE FDOT DESIGN MANUAL AND
CONTEXT CLASSIFICATION SYSTEM**

BACKGROUND INFORMATION:

The Florida Department of Transportation (FDOT) adopted a Complete Streets Policy in 2014 and a Complete Streets Implementation Plan in 2015. The Complete Streets Handbook was completed in June 2017. The Design Manual, which replaced the Plans Preparation Manual, was completed in November 2017 and became effective on January 1, 2018. FDOT created eight context classifications to represent the Florida environment. The context classifications will be used for projects in the Design Manual that have not begun design by January 1, 2018.

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC

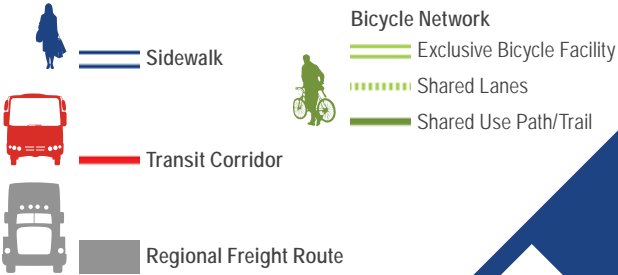
WHAT IS THE ROLE OF LOCAL PARTNERS?

A network of Complete Streets cannot be built entirely within the state roadway system and solely within FDOT’s right of way. Transportation system and development pattern (such as land use, development density and intensity, building design, and site layout) are inextricably linked, and both have an effect on travel choices and mobility. A robust, connected roadway network provides options for the movement of people and goods and is the foundation for safe and comfortable travel for pedestrians, bicyclists, and transit riders.

Local governments and metropolitan planning organizations (MPOs) are responsible for land use and transportation planning to create supportive infrastructure and development patterns that match community goals and visions. Comprehensive plans, subarea plans, and land development regulations are some of the documents that will be reviewed to determine future visions and other land use-related items in evaluating context classification.

FDOT will apply criteria and standards based on the context classification. There is no separate FDOT funding category or FDOT funding source specifically for Complete Streets. Projects that require modifications to comply with criteria associated with the context classification will be funded through the funding programs currently available to Federal, State, and local roadways, as appropriate. The existing MPO funding process will remain the same. If local governments or other partners would like to include features that go beyond what is required by FDOT design criteria, such as decorative lighting or landscaping, patterned pavements, or street furniture and wayfinding, local communities must coordinate with FDOT to align local resources and projects with the FDOT project.

EXAMPLE OF A CONTEXT-SENSITIVE SYSTEM OF COMPLETE STREETS



WHEN WILL COMPLETE STREETS BE IMPLEMENTED?

The determination of a roadway’s context classification is required in order to utilize the criteria in the FDM. The context-based criteria in the FDM will be required on projects that have not begun design by January 1, 2018, and may be applied to active design projects at the discretion of the district. For PD&E projects, implementation of context classification and the FDM is required for projects that have the Public Hearing scheduled in April 2018 or later. The 2017 Plans Preparation Manual (PPM) will apply through the completion of the PD&E studies for projects that have the Public Hearing scheduled prior to April 2018. Criteria contained in the FDM may also be applied earlier at the discretion of the district.

WHERE CAN I FIND MORE RESOURCES?

WWW.FLCOMPLETESTREETS.COM

DeWayne Carver, AICP
State Complete Streets Program Manager
(850) 414 4322
dewayne.carver@dot.state.fl.us



WHAT IS FDOT’S APPROACH TO COMPLETE STREETS?

In September 2014, the Florida Department of Transportation (FDOT) adopted the Statewide Complete Streets Policy (Topic No. 000-625-017-a). The policy captures three core concepts in its approach to Complete Streets:

- Complete Streets serve the transportation needs of transportation system users of all ages and abilities, including pedestrians, bicyclists, transit riders, motorists, and freight handlers.
- Complete Streets are context sensitive, and the approach provides transportation system design that considers local land development patterns.
- A transportation system based on Complete Streets principles can help to promote safety, quality of life, and economic development.

Implementing Complete Streets is an FDOT department-wide priority. The Complete Streets approach builds on flexibility and innovation in roadway planning and design to put the right street in the right place.

The right street in the right place.

WHAT IS IN THE COMPLETE STREETS HANDBOOK?

The Complete Streets Handbook describes how FDOT will apply context-based planning and design to non-limited access state roadway projects. It introduces the FDOT context classification system used in the FDOT Design Manual (FDM) to support the safety, comfort, and mobility of all users.

- ES EXECUTIVE SUMMARY**
Provides an overview of FDOT’s Complete Streets approach and principles
- 01 CHAPTER 1**
Describes the roles of FDOT and local and regional partners in implementing Complete Streets
- 02 CHAPTER 2**
Defines context classifications that will inform planning and design decisions for Complete Streets
- 03 CHAPTER 3**
Describes how context classifications will be determined for different types of FDOT projects
- 04 CHAPTER 4**
Outlines roadway design considerations to support Complete Streets

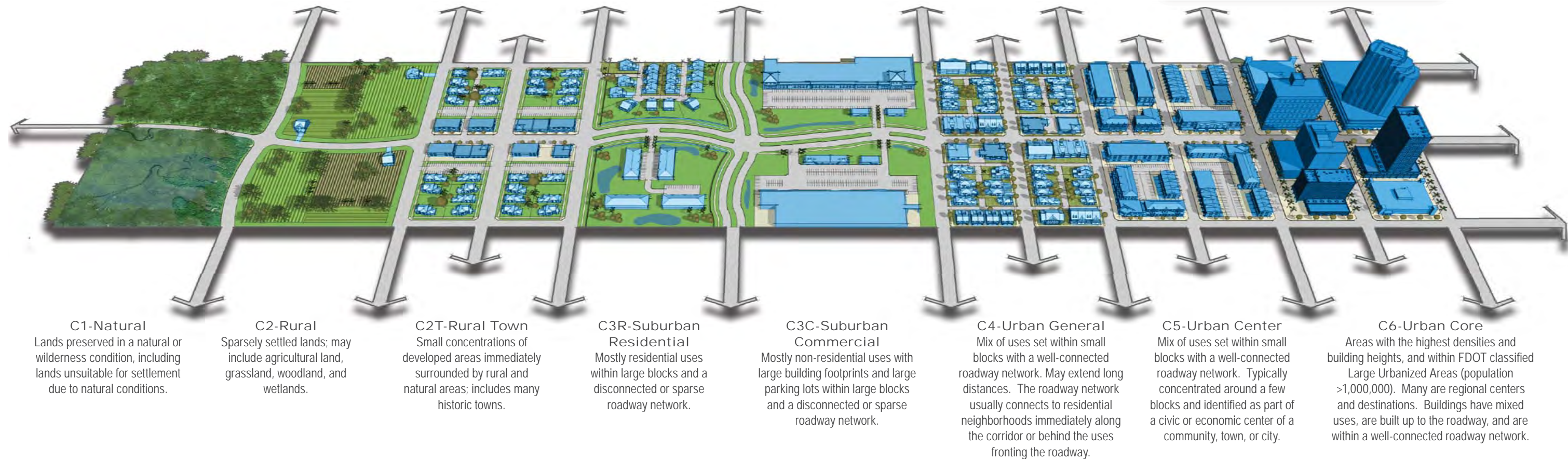
The FDOT Complete Streets approach is based on the following principles:

- Safety First
- Invest in Existing and Emerging Communities
- Enhance System Performance
- Enhance All Modes
- Connect Community Centers
- Create Quality Places
- Support the Context

WHAT IS FDOT CONTEXT CLASSIFICATION?

The FDOT context classification system broadly identifies the various built environments existing in Florida. The context classification of a roadway will inform FDOT’s planning, Project Development and Environment (PD&E), design, construction, and maintenance approaches to ensure that state roadways are supportive of safe and comfortable travel for their anticipated users. Identifying the context classification is a preliminary step in planning and design, as different context classifications will have different design criteria.

FDOT CONTEXT CLASSIFICATIONS



CONTEXT CLASSIFICATION AND TRANSPORTATION CHARACTERISTICS



The context classification of a roadway, together with its transportation characteristics, will provide information about who the users are along the roadway, the regional and local travel demand of the roadway, and the challenges and opportunities of each roadway user.

WHAT IS THE FDOT PROCESS FOR IMPLEMENTING CONTEXT CLASSIFICATION?

Complete Streets are not a specific type of project, but rather are an approach to ensure projects are pursued based on their contexts. This means that a Complete Streets approach will be implemented consistently for all non-limited access projects — from capital projects qualifying for Efficient Transportation Decision Making process (ETDM) screening to Resurfacing, Restoration and Rehabilitation (RRR), traffic operations, and safety projects.

All FDOT projects on non-limited-access roadways require the evaluation and documentation of context classification early in the life of a project, as follows:

For Non-Qualifying Projects
(projects that do not go through ETDM screening): The context classification will be determined during the work program development cycle and prior to the development of the design scope of work.

For Qualifying Projects
(projects that go through ETDM screening): The context classification will be provided in the Preliminary Environmental Determination (PED) in ETDM screening.

**SUMMARY SHEET
BPAC
JANUARY 10, 2018**

IV. PRESENTATIONS AND DISCUSSION ITEMS

**D. PRESENTATION AND DISCUSSION OF VOTRAN BUS STOP IMPROVEMENT PLAN
(PHASE 1) DRAFT**

BACKGROUND INFORMATION:

The purpose of the Volusia County Bus Stop Improvement Plan is to better serve the general public with safe and accessible bus stops. The effort is intended to identify a uniform process to document bus stop conditions throughout Volusia County and within each of the individual cities served by Votran.

Building on Votran's existing bus stop inventory data, Phase I activities will use a systematic method for collecting and updating existing conditions data. A standardized industry database will be utilized for this data collection effort. The study consists of an overview of the system's overall bus stop conditions and the unincorporated county's improvement plan. Two stakeholder meetings have been held to review and discuss the Technical Memos that were used to create the final study. This presentation will provide an overview of the study.

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC

Volusia County Bus Stop Improvement Project Phase 1

TRANSPORTATION

PLANNING / DESIGN

TRANSIT

PUBLIC FINANCE



OVERVIEW

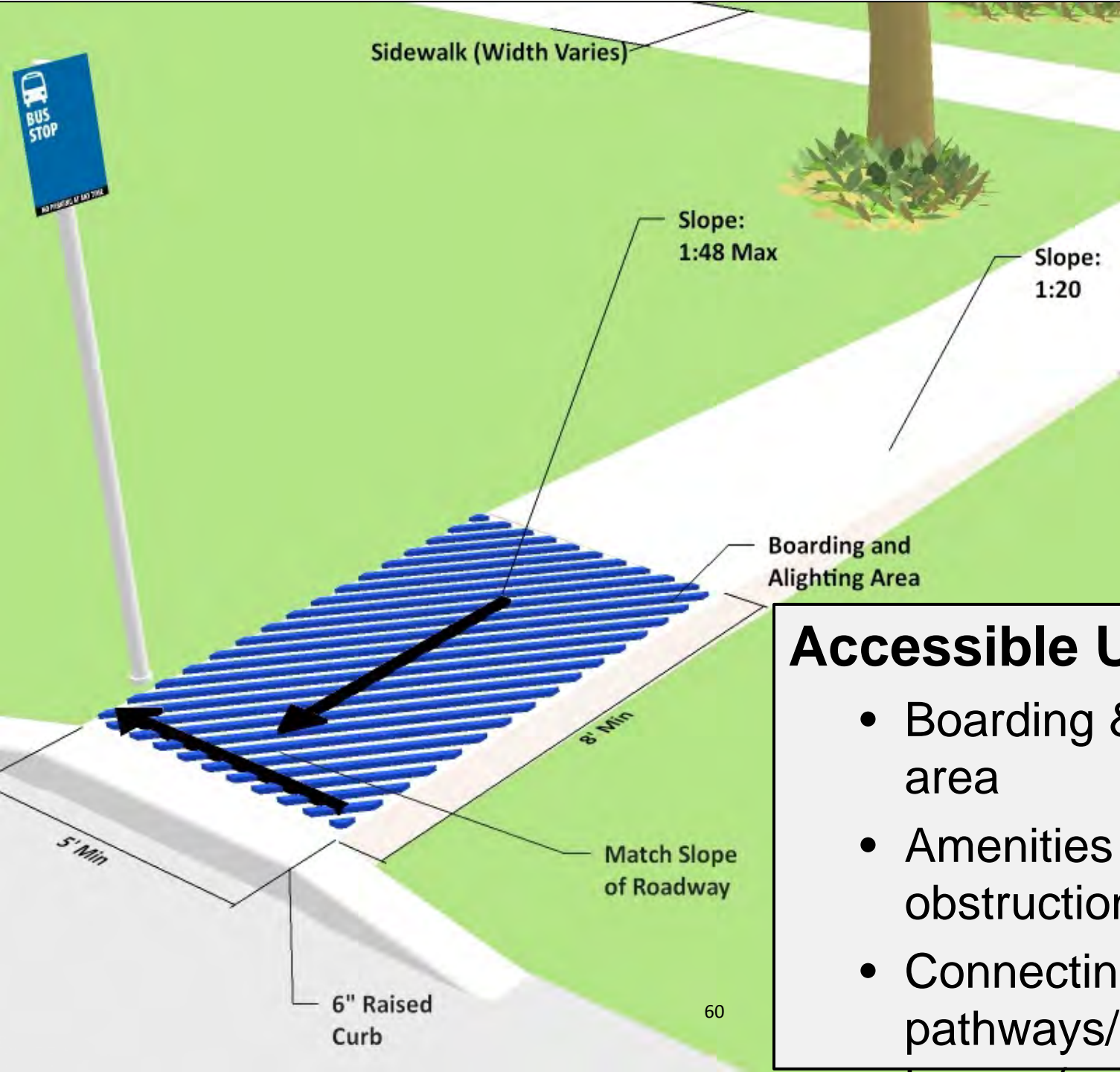
- › Study Purpose/Outcomes
- › Standards
- › Results of Analysis
- › Implementation Actions

STUDY PURPOSE

**To better serve the general
public
with safe and accessible bus
stops located within Volusia
County**

STUDY OUTCOMES

- A refined and updated database of existing infrastructure for Votran bus stops
- A Transit Development Design Guideline (TDDG) cross-reference for all bus stops in the inventory
- Improved communication and coordination with stakeholders
- Unincorporated County Profile as an example that includes detailed improvements based on the jurisdiction's need
- Bus Stop Inter-local Maintenance Agreement template

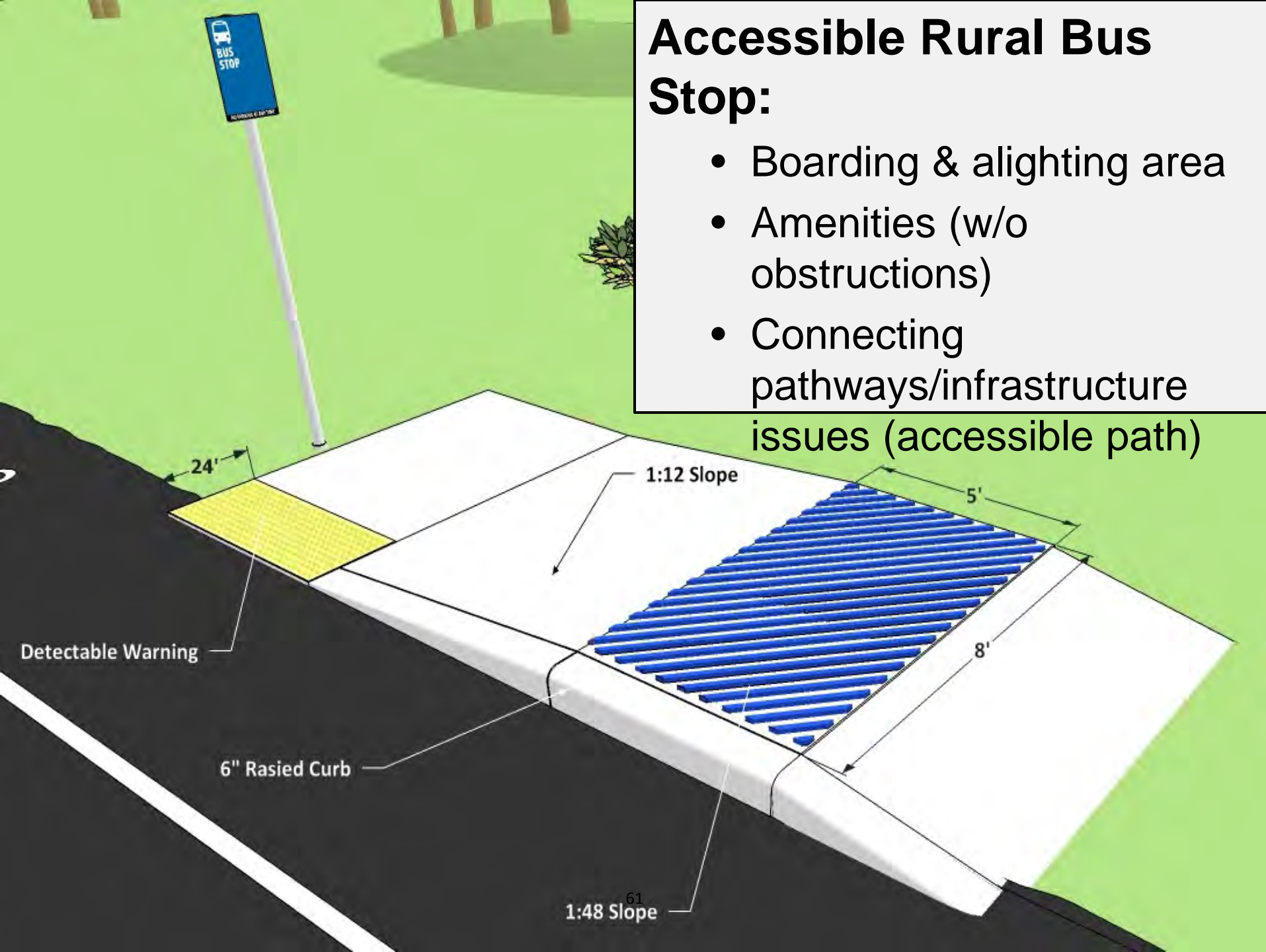


Accessible Urban Stop:

- Boarding & alighting area
- Amenities (w/o obstructions)
- Connecting pathways/infrastructure

Accessible Rural Bus Stop:

- Boarding & alighting area
- Amenities (w/o obstructions)
- Connecting pathways/infrastructure issues (accessible path)









IMPLEMENTATION PLAN

- A five-year Implementation Plan was developed for the Unincorporated Volusia County as a guidebook for improvements
 - Detailed scoring and prioritization for improvements
 - Cost estimates and maintenance entities

SCORING & PRIORITIZATION

- **Bus stop conditions**

- Accessibility
- Safety/security

- **Prioritization**

- Ridership
- Cost estimation of improvements

Accessibility

- Obstructions
- Sidewalk Compliance
- Landing Area Compliance
- Pedestrian Crossings

Safety/Security

- Lighting
- Potential Hazards
- B&A in Safe Location

Location: COLIN KELLY & INT'L SPEEDWAY IB
Route(s): 60
Municipality: VOLUSIA COUNTY - UNINCORPORATED
Road Jurisdiction: State

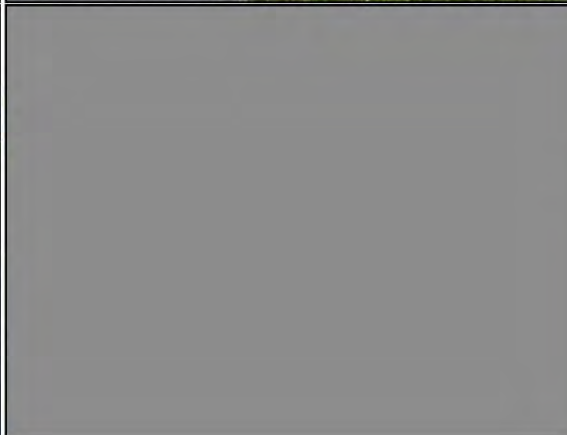
Stop Number: 1789 **ID:** 15342
Direction: EB
In Use: Active [Map](#)

Releation to Intersection: Far
Distance to Intersection (ft): 40
Trip Generators:

Ridership: 817 **Ramp Deployments:** 0
ADA Compliant: No **Quick Fixes:** Sign, Detect

Rank 122 **Est. Cost \$250** **Scoring:** **Ridership:** 5 **Cost:** 1 **Accessibility:** 3 **Overview Score:** Fair **Total:** 9

Photo(s)



Curb Type: Urban
Sign Mount: Post **Sign Visible:** Visible
Amenities:
Bench Condition:
Amenities Accessible: **Amenities Obstruction:**
Sidewalk: No Sidewalk
Marked Crosswalk: No

Is there a B&A area: Yes **B&A Obstructions:** No
B&A Condition: Accessible **B&A Materials:** Mostly Concrete
Perpendicular Slope (%): 1.3 **Parallel Slope (%):** 0.3
Terrain: Flat
Votran B&A Notes: FDOT built B&A pad. VOTRAN will need to move sign to pad.

Shelter: No
Shelter Condition:
Wheelchair Access:
Votran Shelter Notes:

Votran Field Notes: W/O issued

Tindale Oliver Notes: The bus stops sign is on the near side of the stop.

Prototype Number:

Recommendations: Add detectable warnings to the ramp leading to the shoulder of the road. Relocate the sign closer to the B&A area. Remove vegetation on the B&A area and ramp.

MAJOR DEFICIENCIES

Description	Total Stops
Boarding/alighting area not compliant	68
Bus stops has obstructions	46
Boarding/alighting area sloped	26
Bus stop sign missing/not visible	19
No improvements necessary	87
Quick Fix improvements	39

COSTS

- ▶ **Cost Estimate for Unincorporated Volusia County : ~\$480,000**
 - Costs are planning level estimates, once the projects progress through design, the actual construction cost will become more refined.
 - ROW costs are not included in the estimate.

CONCLUSION

- Implementation plan is a example.
- A Maintenance Agreement example is also included for other jurisdiction's' consideration.
- Improvements will need to be reviewed and a work program developed.

**SUMMARY SHEET
BPAC
JANUARY 10, 2018**

IV. PRESENTATIONS AND DISCUSSION ITEMS

**E. PRESENTATION AND DISCUSSION OF THE DRAFT BICYCLE AND PEDESTRIAN
MASTER PLAN REPORT**

BACKGROUND INFORMATION:

The Bicycle and Pedestrian Plan is intended to serve as a resource for non-motorized travel on multi-use trails, sidewalks, and bicycle lanes in Volusia and Flagler Counties. TPO staff will provide an update on the draft master plan report.

ACTION REQUESTED:

NO ACTION IS REQUIRED UNLESS OTHERWISE DIRECTED BY THE BPAC

**SUMMARY SHEET
BPAC
JANUARY 10, 2018**

V. STAFF COMMENTS

- 2018 R2CTPO Call for Projects
- 2045 Long Range Transportation Plan
- Rectangular Rapid Flashing Beacons (RRFBs)

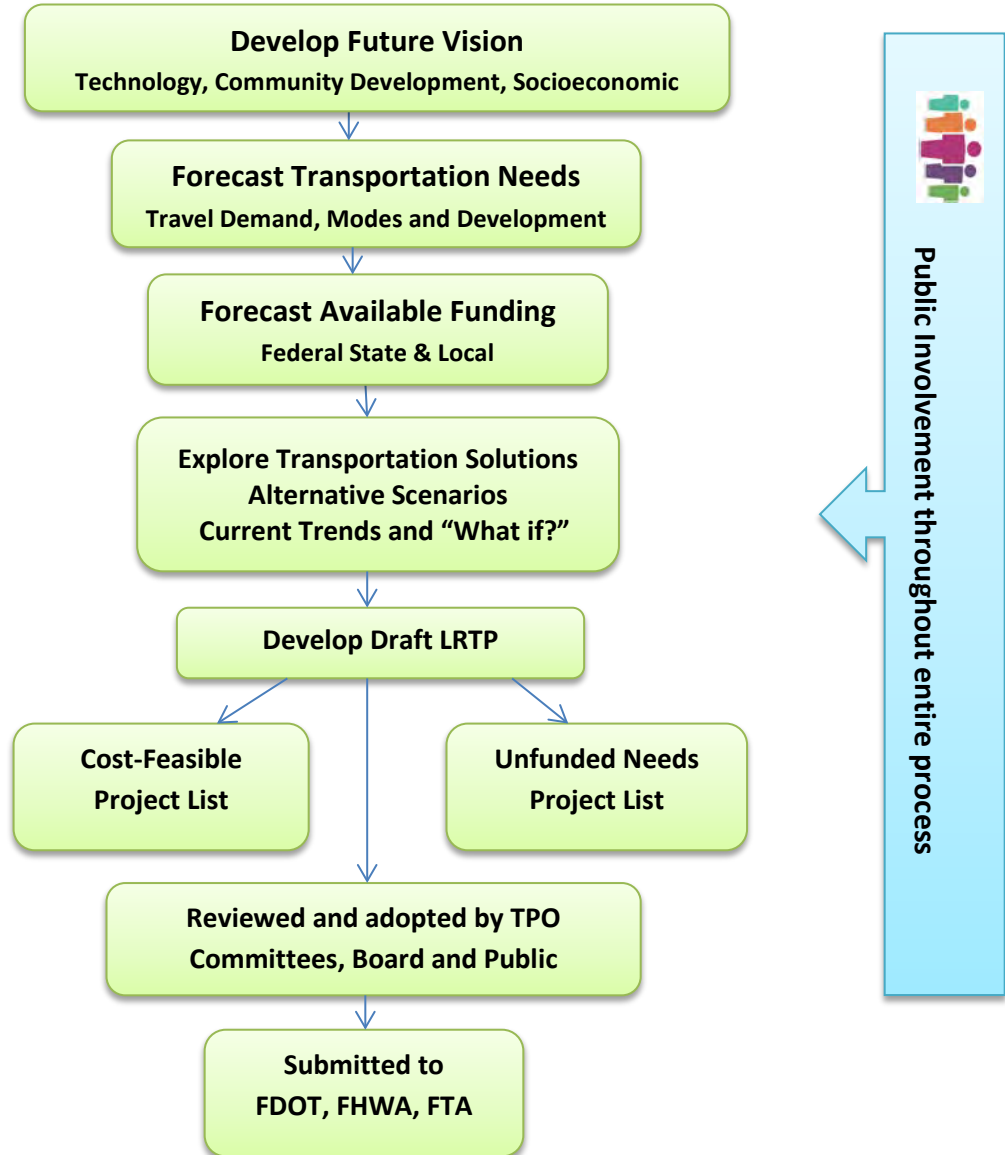
VI. INFORMATION ITEMS

- BPAC Attendance Record
- St. Johns River to Sea Loop PD&E Study
- TPO Board Meeting Report
- TPO Outreach & Activities (November and December 2017)
- 2018 TPO Board and Committee Meeting Schedule

VII. BPAC MEMBER COMMENTS

VIII. ADJOURNMENT

Long Range Transportation Plan (LRTP) Development Process



Long Range Transportation Plan: A required document that guides the development, management, and operation of a safe and efficient transportation system. (Florida Statutes 339.175 and 23 CFR 450.322)

- Projects and program areas must be included in the long range plan to receive federal funding
- Updated every five years
- Includes performance measures that align goals and objectives with national transportation goals
- Describes the existing transportation system
- Identifies current and future transportation system needs for 20-year planning period
- Includes both long range and short range strategies
- Develops an integrated, multimodal transportation system to facilitate the safe and efficient movement of people and goods
- Addresses current and future transportation demand

The TPO uses the LRTP to:

- 1) Estimate future development and needs for transportation
- 2) Prioritize existing and proposed transportation projects
- 3) Ensure new transportation improvements meet community values
- 4) Guide expenditure of transportation funds
- 5) Promote safe and efficient transportation services



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **INFORMATION:** MUTCD – Interim
Approval for Optional Use of Rectangular
Rapid Flashing Beacons
(IA-11) —TERMINATION

Date: DEC 21 2017

From: Martin C. Knopp 
Associate Administrator for Operations

In Reply Refer To:
HOP-1

To: Federal Lands Highway Division Directors
Division Administrators

Purpose: Through this memorandum, the Federal Highway Administration (FHWA) officially rescinds the subject Interim Approval (IA) issued on July 16, 2008.

Background: Federal regulation, through the *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD),¹ prohibits the use of patented devices under an IA,² or official experimentation³ with patented devices. The MUTCD is incorporated by reference at 23 CFR, Part 655, Subpart F, and is recognized as the national standard for all traffic control devices in accordance with 23 U.S.C. 109(d) and 402(a).⁴

Action: The MUTCD prohibits patented devices from experimentation, IA, or inclusion in the MUTCD.⁵ The FHWA has learned of the existence of four issued U.S. patents, and at least one pending patent application, covering aspects of the Rectangular Rapid Flashing Beacons (RRFB) device originally approved under IA-11 of July 16, 2008.

For the aforementioned reasons, FHWA hereby rescinds IA-11 for all new installations of RRFB devices. Installed RRFBs may remain in service until the end of useful life of those devices and need not be removed.

Nothing in this memorandum should be interpreted as expressing an opinion as to the applicability, scope, or validity of any patent or pending patent application with regard to

¹ MUTCD 2009 Ed., Intro. ¶ 4 at I-1

² *Id.*; § 1A.10.

³ *Id.*

⁴ *See id.* at ¶ 02 at I-1.

⁵ *Id.* at ¶ 04.

the installation or use of RRFBs, generally, or for those currently in use. The FHWA, the U.S. Department of Transportation, and the U.S. express no opinion on the merits, and take no position on the outcome, of any litigation relating to the RRFB.

cc:

Associate Administrators

Chief Counsel

Chief Financial Officer

Directors of Field Services

Director of Technical Services

<i>Name</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>July</i>	<i>Aug</i>	<i>Sep</i>	<i>Oct</i>	<i>Nov</i>	<i>Notes</i>
Holly Ryan/Doug Hall	x	x	x	x	x	x		exc	C	x	x	Daytona Beach (appt. 3/12) (alt. appt. 02/14)
John Schmitz	abs	abs	abs	abs	abs	abs		abs	A	ab	exc	Daytona Beach Shores (appt. 8/12)
Jeff Hodge	abs	abs	abs	abs	abs	abs		abs	N	abs	abs	DeBary (appt. 3/15)
Ted Wendler	exc	x	x	x	abs	exc		exc	C	abs	x	DeLand (appt. 05/11) (appt. 6/14)
Scott Leisen	exc	x	x	exc	x	abs		abs	E	abs	x	Deltona (appt. 12/12)
Michelle Grenham	x	exc	x	x	exc	x		exc	L	x	x	Edgewater (appt. 01/17)
Paul Eik (17/18 Vice Chairman)	x	x	x	x	x	x		x	L	x	x	Flagler Beach (appt. 7/14)
Dustin Savage (Chairman)/Larry Coletti(alt)	exc	x	x	exc	x	abs		exc	E	xx	x	Flagler County (appt 8/15)(alt. appt 02/16)
Gilles Blais			x	x	exc	x		x	D	x	exc	Holly Hill (appt 3/17)
Nic Mostert	x	x	x	x	x	x		x		x	x	New Smyrna Beach (appt. 03/15)
Bob Storke (17/18 Chairman)	x	x	x	x	x	x		x	H	x	x	Orange City (appt. 12/07)
Gayle Belin	x	x	x	x	abs	x		x	U	x	x	Ormond Beach (appt. 01/15 - 07/16)
Danielle Anderson	x	exc	abs	x	exc	x		exc	R	x	abs	Palm Coast (Appt. 02/16)
Joe Villanella				exc	x	x		x	R	x	exc	Ponce Inlet (Appt. 4/17)
Christy Gillis	x	x	exc	exc	x	exc		x	I	x	exc	South Daytona (appt. 01/16)
Patrick McCallister	x	x	exc	x	exc	x		x	C	exc	x	Volusia County District 1 (appt. 10/16)(Patterson)
Roy Walters/Jason Aufdenberg	x	x	x	x	x	x		x	A	xx	xx	Volusia County At-Large (appt. 03/05) (alt. appt 07/12)
Nancy Burgess-Hall	x	x	x	x	x	x		exc	N	x	x	Volusia County (app 2/14) D-2 (Wheeler)(alt. appt 09/15)
Alice Haldeman	x	x	x	x	x	x		x	E	x	x	Volusia County (appt. 04/13) D-3 (Denys)
<u>NON-VOTING MEMBERS</u>												
Wendy Hickey	x	x	x	x	x	x		x	I	x	x	Flagler County (appt. 12/15)
Heidi Petito/Bob Owens	abs	abs	abs	abs	abs	abs		abs	R	abs	abs	Flagler County Transit (appt 9/14)
Gwen Perney	x	x	x	x	x	x		x	M	x	x	Large City - Port Orange (appt. 10/13)
John Cotton/Edie Biro	x	x	x	x	exc	x		x	A	x	x	Votran (appt. 07/13)(alt. appt. 02/16)
Melissa Winsett/Terri Bergeron	x	x	x	x	x	x		x		x	exc	Volusia County (02/14) (alt. Appt. 09/16)
Rob Brinson/Eric Kozielski	abs	abs	x	abs	x	abs		x		abs	x	Volusia County School Board (appt. 01/16)
Mike Ziarnek				x	x	x		x		x	exc	FDOT (appt 8/17)
QUORUM	Y	Y	Y	Y	Y	Y		Y		Y	Y	

Vacancies
Bunnell
Flagler County School Board
Lake Helen
Oak Hill
Pierson
Port Orange
Small City Alliance
Volusia County Chairman

January - December 2017

Study Schedule

The PD&E Study schedule is shown below. The study began in June 2017 and is anticipated to be completed in mid 2019. There will be two public meetings; notices will be sent by U.S. mail and published in the *Daytona Beach News-Journal*. Three (3) newsletters will be distributed to keep the public informed about the study’s progress. At the end of the PD&E Study, a recommended alternative will be selected and then all engineering and environmental reports will be finalized. A Public Alternatives Workshop is expected to be held in August 2018 which will allow for public input on the alternative presented. A final newsletter will be distributed once the recommended ‘Build’ Alternative is selected.



Steps After the PD&E Study

This study has been classified as a Non Major State Action (NMSA); this means the FDOT District Five Secretary will provide final acceptance of the study’s recommended ‘Build’ or ‘No-Build’ Alternative. If improvements are recommended and accepted by the Secretary, the proposed trail project will proceed into future project phases based on available funding. Those project phases include: design, right-of-way acquisition, and construction. The design phase is currently funded and scheduled to begin in 2019. The right-of-way acquisition and construction phases are currently unfunded.

How can you get involved?

Public comments and questions are welcome at any time throughout the study. If you would like to learn more about the study or would like to schedule a small group meeting, please contact one of the following individuals:

FDOT Project Manager	Consultant Project Manager
Ms. Heather Grubert, P.E.	Mr. John Scarlatos
Florida Department of Transportation	Scalar Consulting Group Inc.
719 S. Woodland Boulevard, MS 501	4152 W. Blue Heron Boulevard, Suite 119
DeLand, Florida 32720	Riviera Beach, Florida 33404
Phone: 386-943-5540	Phone: 561-429-5065
Email: heather.grubert@dot.state.fl.us	Email: jscarlatos@scalarinc.net

For regular updates about the SJR2C Loop PD&E Study, please visit www.CFLRoads.com (search by number 439865-1). This website will be updated on a regular basis to provide the latest study information. You can also make comments or ask questions through the website, and you can request to be added to the mailing list. The study is being developed in compliance with Title VI of the Civil Rights Act of 1964 and related amendments. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Ms. Heather Grubert, P.E., FDOT Project Manager, at (386) 943-5540 or by email at heather.grubert@dot.state.fl.us at least seven (7) days before the meeting.



The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for the St. Johns River to Sea (SJR2C) Loop on U.S. 1 or alternative route from State Road (S.R. 44) (Lytle Avenue) to Beville Road, a distance of approximately 12.5 miles. This study will evaluate several alternatives to improve bicycle and pedestrian accommodations by implementing a trail. The study is located within the Cities of New Smyrna Beach, Port Orange, and South Daytona in Volusia County.

Public Kick-Off Meetings

- Date: January 10, 2018

Time: 5:30 p.m. to 7:30 p.m.

Location: Brannon Civic Center

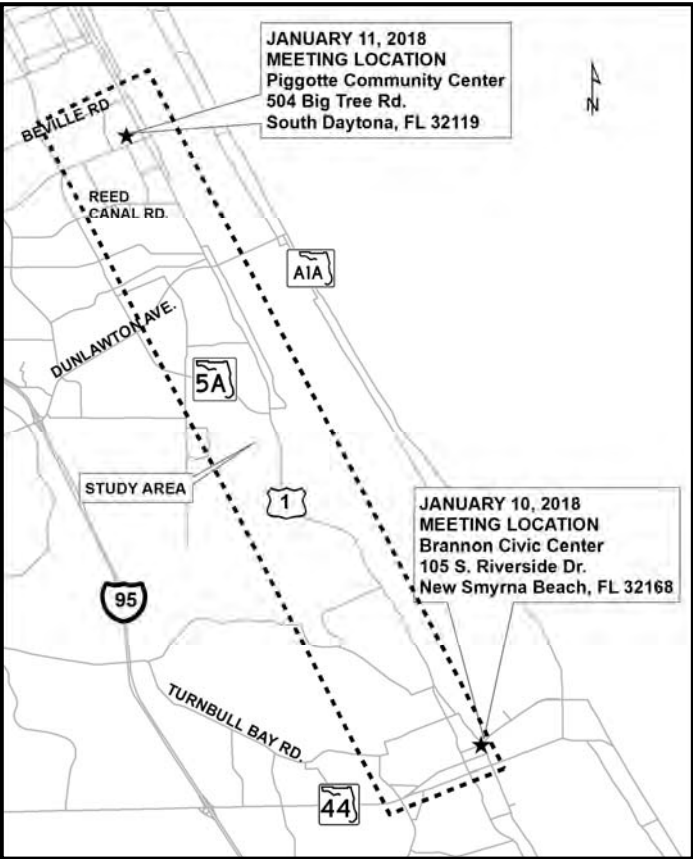
Format: Open House
- Date: January 11, 2018

Time: 5:30 p.m. to 7:30 p.m.

Location: Piggotte Community Center—Reception Hall

Format: Open House

Public Kick-Off Meetings have been scheduled. The meetings will provide an introduction to the study and an opportunity for citizens to ask questions and provide input. Participants may review study information and discuss the study with FDOT staff at any time during the meetings. The meetings are being offered on two different days as indicated above. The same information will be provided at each meeting. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.



Study Objective

The St. Johns River to Sea (SJR2C) Loop Project Development and Environment (PD&E) Study is being conducted to develop and evaluate options for a multi-use trail along U.S. 1 or alternate route from S.R. 44 (Lytle Avenue) to Beville Road in Volusia County, a distance of approximately 12.5 miles. The purpose of this study is to close the existing trail gap in accordance with Shared-Use Nonmotorized (SUN) Trail standards. The need for this project is system linkage. Once complete, the trail would connect the cities of Edgewater, New Smyrna Beach, South Daytona, Port Orange, Daytona Beach and parts of unincorporated Volusia County.

Study Overview

The St. Johns River-to-Sea Loop (SJR2C) is a partially completed nearly 300 mile loop that follows the East Coast Greenway along Florida’s Atlantic Coast and the St. Johns River corridor. This study is approximately 12.5 miles in length and is located within the Cities of New Smyrna Beach, Port Orange, and South Daytona in Volusia County. The St. Johns River-to-Sea (SJR2C) Loop is the longest multi-use loop trail underway through the American Southeast that follows the East Coast Greenway along Florida’s Atlantic Coast and St. Johns River corridor. The segment being evaluated for this Project Development & Environment (PD&E) Study is U.S. 1 or an alternative route from S.R. 44 (Lytle Avenue) to Beville Road, The PD&E Study involves preliminary engineering to determine multi-use trail concepts, environmental evaluations to assess impacts associated with a new multi-use trail, and extensive public involvement and agency coordination.



Potential for trail along N. Riverside Drive just north of Washington Street.

What potential impacts and issues will we analyze during the study?

- **Social Impacts**
 - ⇒ Right-of-Way
 - ⇒ Residential
 - ⇒ Business
 - ⇒ Community Services and Facilities
 - **Cultural Impacts**
 - ⇒ Historic and Archeological Sites
 - ⇒ Recreational Areas
 - **Natural Impacts**
 - ⇒ Wetlands
 - ⇒ Water Quality
 - ⇒ Animal Habitat
- **Physical Impacts**
 - ⇒ Visual and Aesthetics
 - ⇒ Contamination
 - ⇒ Drainage
 - ⇒ Utilities
 - **Costs**
 - ⇒ Right-of-Way Acquisition
 - ⇒ Construction
 - ⇒ Mitigation

What is a PD&E Study?

A Project Development and Environment (PD&E) Study is a process conducted by the FDOT to determine the social, natural, cultural, and physical impacts that are associated with proposed transportation improvements. The process, mandated by the National Environmental Policy Act (NEPA), is a combined effort by professional engineers, planners, environmental scientists, and others who analyze the study related information to develop the best alternative for a community’s transportation needs.

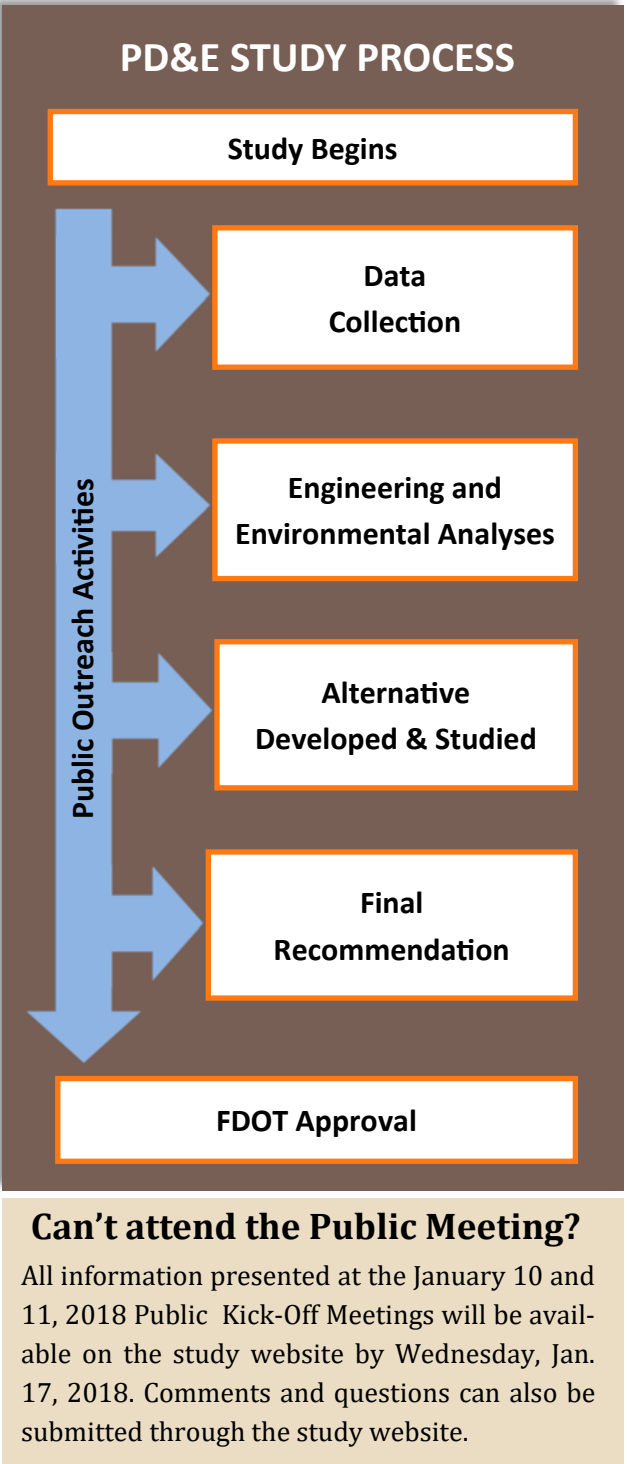
Below are key steps used during a PD&E Study:

- **Data collection** is a review of existing conditions, existing and future land use, drainage, wetlands, endangered species habitat, and potential contamination and historic sites.
- **Engineering analysis** is conducted to develop alternatives that meet the needs of the study area, and are environmentally responsible, socially acceptable, and cost effective.
- **Environmental evaluations** are documented and potential impacts to the social, natural, cultural, and physical environments are assessed, including, but not limited to: wildlife habitat, public lands, wetland locations, archeological and historic sites, and community issues and concerns.
- **Public involvement** will take place throughout the PD&E Study to ensure a continuous flow of information between the study team, stakeholders, and local agencies. Two (2) public meetings will be held during this study.

A ‘Build’ alternative will be considered for this study along with the ‘No-Build Alternative. The ‘No-Build’ Alternative means that no improvements will be made. The ‘No-Build’ Alternative will remain a viable option throughout the study process.

Local Agency Partners

In addition to receiving public input, we will coordinate with the following local agencies throughout the study:





**River to Sea TPO Board
Meeting Summary
December 6, 2017**

- Received (2) public comments in support of the East International Speedway Boulevard (ISB) Corridor Improvement project
- Approved consent agenda including approval of the October 25, 2017 TPO Board meeting minutes, cancelling the December Executive Committee and TPO Board meetings, and approving support for the Safe Routes to School project applications for Turie T. Small Elementary and Campbell Middle Schools
- Approved Resolution 2017-29 amending the FY 2017/18 to 2021/22 Transportation Improvement Program (TIP)
- Approved the River to Sea TPO's 2018 Legislative Positions
- Approved Resolution 2017-30 Reaffirming Transportation Priority Projects and Providing Direction to FDOT
- Approved a motion to postpone indefinitely approval of Resolution 2017-31 amending the local match requirements placed on member local governments for projects prioritized for funding by the TPO
- Approved Resolution 2017-32 amending the policy for establishing and maintaining transportation priority projects
- Approved a motion to keep the priority project applications for Traffic Operations/Safety and Local Initiatives projects, Transportation Planning Studies, and Bicycle/Pedestrian and B/P local initiatives projects the same for 2018 as for 2017
- Received a TPO staff PowerPoint presentation on FY 2016/17 TPO Public Outreach Program
- Received TPO staff PowerPoint presentation on implementing transportation performance measures and developing safety targets for the River to Sea TPO
- Received a TPO staff presentation on the two-year Unified Planning Work Program (UPWP)
- Received a PowerPoint presentation on the St. Johns River to Sea Loop Summit

- Received the FDOT report
- Received the Executive Director's report including an update on SunRail; FY 2017/18 SU funding; and TPO office lease
- Executive Director discussed flexing SU funding to planning activities including a resiliency study in Flagler County and a follow-up to the crash data report; will bring back in January
- Distributed legislative update from the Metropolitan Planning Organization Advisory Council (MPOAC) regarding limiting MPO and TPO membership and banning the weighted vote
- Approved draft letter to FDOT District 5 Secretary Martin regarding the Strategic Intermodal System (SIS) Cost Feasible Plan
- Announced TPO Holiday Open House on Tuesday, December 12, 2017 at 4:00 pm
- Announced the MPOAC Institute for Elected Officials will be held in Orlando in April 2018 and in Tampa in June 2018
- Received member comments supporting the Hand Avenue extension as a critical east-west alternative

Items Requiring Follow Up:

- TPO staff to follow up on member request for information on local matching funds for other MPOs

The next River to Sea TPO Board meeting will be on Wednesday, January 24, 2018

TPO Outreach & Activities Completed in November 2017

1 Presented TPO Legislative Priorities to the Volusia County Legislative Delegation

Date: Friday, November 3, 2017

Location: Ormond Beach City Hall

Description: The TPO staff presented the R2CTPO Legislative Priorities to the Volusia County Legislative Delegation

2 Volusia County Information Technology's Geographical Information Systems (GIS) Day Event

Date: Wednesday, November 15, 2017

Location: Volusia County Historic Courthouse

Description: TPO staff manned a display booth at Volusia County's annual GIS Day



Dale Avenue Trail Ribbon Cutting

December Events:

December 6: River to Sea TPO Board Meeting, TPO Office

December 9: Light Up Midtown Health Fair & Helmet Fitting, Daytona Beach

December 12: TPO Annual Holiday Open House, TPO Office

December 13: UPWP Subcommittee Meeting, TPO Office

Other Upcoming Events:

January 8: Roundtable of Volusia County Elected Officials Meeting, Daytona Beach International Airport

January 19: Central Florida MPO Alliance Meeting, MetroPlan Orlando

3 Dale Avenue Trail Ribbon Cutting

Date: Saturday, November 18, 2017

Location: Daytona State College, New Smyrna Beach

Description: The TPO staff attended the ribbon cutting for Edgewater Dale Ave Trail, the first SUN Trail-funded project to be constructed in Florida



Dale Avenue Trail Ribbon Cutting

Ongoing Projects & Studies:

- Update of the TPO's Citizens Guide to the R2CTPO
- Development of FY 2018/19 and 2019/20 Unified Planning Work Program (UPWP)
- Bicycle and Pedestrian Plan
- Votran Bus Stop Improvement Plan
- Flagler County Fixed Route Transit Operations Plan
- I-95 to SR 417 Connector Environmental Study
- SR 44 @ Mission Rd/Wallace Rd/Canal St Alternative Intersection Design Study
- Annual FY 2016/17 TPO Audit
- Update to the Volusia County Bicycle Map for the Experienced Cyclist
- R2CTPO FY 2016/17 Annual Report
- TSM&O (ITS) Masterplan Phase II
- Review of Priority Project Process
- Turnbull Bay Road Trail Feasibility Study
- Flomich Street Sidewalk Phase 2 Feasibility Study

TPO Outreach & Activities Completed in December 2017

1 Light Up Midtown Health Fair Helmet Fitting

Date: Saturday, December 9, 2017

Location: Daisy Stocking Park, Daytona Beach

Description: The TPO staff manned a booth and properly fit and donated 127 bicycle helmets to adults and children at the Light Up Midtown Health



January Events:

January 8: Roundtable of Volusia County Elected Officials Meeting, Daytona Beach International Airport

January 19: Central Florida MPO Alliance Meeting, MetroPlan Orlando

January 22: Volusia County's State of the County Address, Ocean Center Ballroom

Other Upcoming Events:

February 1-2: MPO Advisory Council Meeting, Location TBD

February 14: Transportation Disadvantaged (TD) Day, Tallahassee

2 Annual TPO Toy Drive for the Children's Home Society

Date: Tuesday, December 12, 2017

Location: R2CTPO Office

Description: The TPO staff held a toy drive for the Children's Home Society in South Daytona. Seventy toys were donated by TPO staff and colleagues who attended the TPO annual Holiday Open House



3 Annual TPO Holiday Open House

Date: Tuesday, December 12, 2017

Location: R2CTPO Office

Description: The TPO staff held its annual Holiday Open House and Toy Drive which was attended by 24 people

Ongoing Projects & Studies:

- Update of the TPO's Citizens Guide to the R2CTPO
- Development of FY 2018/19 and 2019/20 Unified Planning Work Program (UPWP)
- Bicycle and Pedestrian Plan
- Votran Bus Stop Improvement Plan
- Flagler County Fixed Route Transit Operations Plan
- I-95 to SR 417 Connector Environmental Study
- SR 44 @ Mission Rd/Wallace Rd/Canal St Alternative Intersection Design Study
- Annual FY 2016/17 TPO Audit
- Update to the Volusia County Bicycle Map for the Experienced Cyclist
- R2CTPO FY 2016/17 Annual Report
- TSM&O (ITS) Masterplan Phase II

2018 Meeting Schedule of the River to Sea TPO Board and Committees

	River to Sea TPO Board	Executive Committee	Technical Coordinating Committee (TCC)	Citizens Advisory Committee (CAC)	Bicycle/Pedestrian Advisory Committee (BPAC)	Trans. Disadvantaged Local Coordinating Board (TDLCB)
2018	4 th Wed. @9:00 a.m.	1 st Wed. @ 8:30 a.m.	3 rd Tues. @ 3:00 p.m.	3 rd Tues. @ 1:30 p.m.	2 nd Wed. @ 3:00 p.m.	2 nd Wed. every other month @ 11:00 a.m. **
January	January 24, 2018	January 3, 2018	January 16, 2018	January 16, 2018	January 10, 2018	January 10, 2018
February	February 28, 2018	February 7, 2018	February 20, 2018	February 20, 2018	February 14, 2018	
March	March 28, 2018	March 7, 2018	March 20, 2018	March 20, 2018	March 14, 2018	March 14, 2018
April	April 25, 2018	April 4, 2018	April 17, 2018	April 17, 2018	April 11, 2018	
May	May 23, 2018	May 2, 2018	May 15, 2018	May 15, 2018	May 9, 2018	May 9, 2018
June	June 27, 2018	June 6, 2018	June 19, 2018	June 19, 2018	June 13, 2018	
July	July 25, 2018*	July 4, 2018*	July 17, 2018*	July 17, 2018*	July 11, 2018*	July 11, 2018
August	August 22, 2018	August 1, 2018	August 21, 2018	August 21, 2018	August 8, 2018	
September	September 26, 2018	September 5, 2018	September 18, 2018	September 18, 2018	September 12, 2018	September 12, 2018
October	October 24, 2018	October 3, 2018	October 16, 2018	October 16, 2018	October 10, 2018	
November	November 28, 2018	November 7, 2018	November 20, 2018	November 20, 2018	November 14, 2018	November 14, 2018
December	December 26, 2018*	December 5, 2018*	December 18, 2018*	December 18, 2018*	December 12, 2018*	

* These meetings are typically cancelled

** TDLCB Meetings are at Votran