



# MEETING NOTICE & AGENDA

Please be advised that the Volusia Transportation Planning Organization (VTPO) BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC) will be meeting on:

DATE: Wednesday, January 11, 2012

TIME: 3:00 PM

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

\*\*\*\*\*

Ms. A.J. Devies, 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 APPROVAL OF NOVEMBER 9, 2011 BPAC MEETING MINUTES (*Contact: Stephan C. Harris*) (*Enclosures, pages 3-30*)
  - B) REVIEW AND RECOMMEND APPROVAL OF THE SAFE ROUTES TO SCHOOL BICYCLE/PEDESTRIAN PROJECT CRITERIA (*Contact: Stephan C. Harris*) (*Enclosures, pages 31-35*)
- IV. PRESENTATIONS AND DISCUSSION ITEMS
  - A) PRESENTATION ON THE RIVER OF LAKES HERITAGE CORRIDOR VISION PLAN FOR DELEON SPRINGS (*Contact: Daniel Manley, AECOM & Laura Strawn, DeLeon Springs Community Association*) (*Enclosures, pages 36-40*)

- IV. PRESENTATIONS AND DISCUSSION ITEMS *(continued)*
  - B) PRESENTATION ON THE 2012 VOLUSIA TPO PRIORITY PROCESS SCHEDULE  
*(Contact: Robert Keeth) (Enclosure, pages 41-42)*
  - C) VIDEO PRESENTATION ON THE VOLUSIA TPO/BRIGHT HOUSE NETWORKS BICYCLE & PEDESTRIAN SAFETY AWARENESS CAMPAIGN *(Contact: Stephan C. Harris) (Enclosure, page 43)*
- V. STAFF COMMENTS *(Enclosure, page 44)*
- VI. INFORMATION ITEMS *(Enclosures, pages 44-55)*
  - Ø Florida Safe Routes to School Updates – December 30, 2011
  - Ø Volusia TPO Board and Committee Meeting Schedule
- VII. BPAC MEMBER COMMENTS *(Enclosure, page 44)*
- VIII. ADJOURNMENT *(Enclosure, page 44)*

***\*\*\*The next meeting of the BPAC will be Wednesday, February 8, 2012\*\*\****

NOTE: Individuals covered by the American with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the Volusia TPO office, 2570 W. International Speedway Blvd., Suite 100, Daytona Beach, FL (386) 226-0422, extension 21 at least five (5) working days prior to the meeting date.

SUMMARY SHEET  
BPAC  
JANUARY 11, 2012

III. Action Items

A) Review and Approval of November 9, 2011 BPAC Meeting Minutes

**Background Information:**

Minutes are prepared for each meeting and must be approved by the BPAC. The November 9, 2011 BPAC meeting minutes are provided with this agenda packet for your review.

*Action Requested:*

*Motion to approve the November 9, 2011 BPAC meeting minutes*

**Bicycle/Pedestrian Advisory Committee (BPAC)  
Meeting Minutes  
November 9, 2011**

Members Present:

Mike Chuven  
Ted Wendler  
Michelle Grenham  
Rene "Rocky" Rivera  
Bob Storke  
Phyllis Campbell, Vice Chair  
Colleen Nicoulin  
A.J. Devies, Chair  
William "Bill" Pouzar

Representing:

Daytona Beach  
DeLand  
Edgewater  
Holly Hill  
Orange City  
Ponce Inlet  
Port Orange  
Volusia County, District 2  
Volusia County, District 5

Non-Voting Technical Appointees Present:

Joan Carter  
Bill McCord  
Jon Cheney  
Heather Blanck

Representing:

FDOT, District 5  
Port Orange  
Volusia County Traffic Engineering  
Votran

Members/Technical Appointees Absent:

Rani Merens (excused)  
Alexis Collock Rohr  
Craig Wells (excused)  
Wendy Hickey  
Peter Cerullo  
Roy Walters (excused)  
Tina Skipper (excused)

Representing:

DeBary  
Deltona  
Flagler Beach  
Orange City  
Volusia County, At-Large  
Volusia County, At-Large  
Volusia County School Board

Others Present:

Steve Friedel  
Ron Saylor  
Lois Bollenback  
Stephan Harris  
Karen Roch, Recording Secretary  
Doug Lynch  
John Harper

Representing:

FDOT, District 5  
Orange City  
TPO Staff  
TPO Staff  
TPO Staff  
TranSystems, Inc.  
Volusia County Engineering & Const.

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

The meeting of the Volusia Transportation Planning Organization (TPO) Bicycle/Pedestrian Advisory Committee (BPAC) was called to order at 3:10 p.m. by Chairperson A.J. Devies. The roll was called and it was determined that there was not a quorum.

Ms. Devies stated the BPAC could not act on any of the agenda items without a quorum, but the general consensus is to cancel the December 2011 meeting. The TPO board and other committees are not holding meetings.

The question was asked if BPAC members could participate in meetings without actually being present [Inaudible on the recording as to who asked the question].

Ms. Devies stated it would not be allowed under the Florida Sunshine Law.

Mr. Harris stated this has been discussed before, holding meetings by teleconference or video conference, but the Sunshine Law requires members to be present to vote.

Mr. Chuyen stated the TPO Board had cancelled their December meeting without a vote, so the BPAC should be able to as well. Ms. Devies responded the Executive Committee authorized the cancellation of the TPO Board meeting.

Discussion continued.

Mr. Harris stated if TPO staff was aware beforehand that the meeting will not have a quorum, staff can cancel the meeting; December meetings are almost always cancelled.

Mr. Cheney asked if there were any action items that could not wait until the next meeting. Mr. Harris responded no.

Ms. Bollenback stated the UPWP Subcommittee will likely have a meeting before the end of the year to prepare for the TPO Board retreat on January 20, 2012. The BPAC typically has two to three representatives on that subcommittee. In addition, volunteers are needed to serve on the TIP Subcommittee.

## II. Public Comment/Participation

No public comments.

Mr. Chuyen asked who had volunteered for the UPWP Subcommittee last month. Ms. Devies noted that she had volunteered along with Ms. Nicoulin and Mr. Chuyen at the last BPAC meeting.

Discussion continued.

Mr. Rivera asked about the UPWP meeting dates and times. Mr. Keeth responded the dates haven't been set, but one meeting before the end of the year is being considered.

Mr. Rivera volunteered for the UPWP Subcommittee.

[Due to the lack of a quorum, the "Action Items" were skipped and the presentations were begun.]

#### IV. Presentations and Discussion Items

##### A. Presentation on the Ormond Scenic Loop and Trail Wayfinding Plan

Mr. Lynch started the Ormond Scenic Loop and Trail Wayfinding Plan presentation. [Attached herewith]

Mr. Cheney asked about the purpose of the study. Mr. Lynch responded the purpose of the study is to get the traveler to a destination while on the Ormond Scenic Loop and Trail.

Mr. Rivera asked if the signs indicated distances to destinations. Mr. Lynch responded the signs will be relatively close to destinations.

Ms. Carter asked if the project is being coordinated with FDOT Traffic Operations. Mr. Lynch responded yes.

**A quorum was established at 3:40 p.m. with the arrival of Ms. Campbell and the BPAC moved on to the Action Items.**

#### III. Action Items

##### A. Review and Approval of October 12, 2011 BPAC Meeting Minutes

***MOTION:** A motion to approve the October 12, 2011 BPAC meeting minutes was made by Mr. Rivera. The motion was seconded by Ms. Campbell and carried unanimously.*

##### B. Review and Recommend Approval of the Safe Routes to School Bicycle/Pedestrian Project Criteria

Mr. Harris stated the Safe Routes to School Project Criteria was reviewed by the Project Review Subcommittee and is intended to be used to evaluate and prioritize projects for the Safe Routes to School Call for Projects.

Mr. Cheney asked if local agencies are precluded from applying for Safe Routes to School projects through FDOT. Mr. Harris responded local agencies are not precluded from applying for Safe Routes to School Projects. If local agencies apply for such projects, they must submit them to one of the Community Traffic Safety Teams (CTST).

Mr. Cheney asked about the role and function of the criteria. Mr. Harris responded the criteria are intended to assist in evaluating and prioritizing projects from the Bicycle & Pedestrian School Safety Review Study.

Discussion continued.

Mr. Cheney asked who will fill out the Safe Routes to School criteria form. Mr. Harris responded TPO staff will fill out the form for each eligible project (sidewalk or shared use path) in the Bicycle & Pedestrian School Safety Review Study.

Mr. McCord asked if Safe Routes to School funds were separate from XU funds. Mr. Harris responded yes.

Ms. Carter stated Safe Routes to School applications are generally initiated by city or county engineers. Typically, the proposals have to be approved by the schools affected and the CTST has to sign off on them.

Mr. Cheney suggested working on a modified form and continuing the discussion at a later date. An actual application can be filled out using the modified form.

Mr. Rivera stated this is a starting point and recommended going forward.

Mr. Chuyen asked if the BPAC will be voting on the criteria itself and not on how they will be used. Mr. Harris responded yes.

Ms. Campbell asked whether the criteria can be amended. Mr. Harris responded yes.

Mr. Cheney stated if the criteria are amended, it would be in next year making the criteria effective for the current application cycle. He stated that the BPAC should wait until January to approve the criteria.

Ms. Carter asked if there will be a BPAC meeting in January. Mr. Harris responded yes, before the TPO Board meeting.

***MOTION: A motion to recommend approval of the Safe Routes to School Bicycle/Pedestrian Project Criteria was made by Mr. Rivera. The motion was seconded by Mr. Pouzar. The motion failed with four members in favor and five members opposed.***

Mr. Chuyen stated this action item should be come before the BPAC again in January.

#### **C. Appointment of TIP and UPWP Subcommittee Members**

Ms. Devies asked if any other BPAC members were interested in serving on the UPWP Subcommittee. [There were no further volunteers]

Mr. Chuyen, Mr. Rivera and Ms. Devies volunteered for the TIP Subcommittee.

**MOTION:** *A motion to appoint Mr. Chuyen, Ms. Devies and Mr. Rivera to the TIP Subcommittee was made by Mr. Chuyen. The motion was seconded by Mr. Rivera and carried unanimously.*

**D. Cancellation of the December 14, 2011 BPAC meeting**

**MOTION:** *A motion to cancel the December 14, 2011 BPAC meeting was made by Mr. Chuyen. The motion was seconded by Mr. Storke and carried unanimously.*

**IV. Presentations and Discussion Items (continued from the beginning of the meeting)**

**B. Update on the status of the draft Pedestrian Safety Study for County Road A1A**

Mr. Keeth stated the draft Pedestrian Safety Study is an XU ITS/Traffic Ops/Safety study that focuses on 14 marked crosswalks from 27<sup>th</sup> Street to the southern New Smyrna Beach city limits. Pedestrian and bicycle counts were conducted at several intersections. The preliminary draft recommended improvement of the sidewalks, additional paved shoulders, removal of seven crosswalks with relatively low pedestrian traffic and the addition of rapid flashing beacons at selected locations. The consultant is still working on the draft report. TPO staff is working with the consultant to determine if additional safety features for pedestrians are warranted.

Mr. Harris asked about the public meeting concerning the study held in New Smyrna Beach. Mr. Keeth responded the city held a workshop on the sidewalk master plan. The city manager asked TPO representatives to attend the meeting to address questions pertaining to the study. Mr. Welzenbach gave an overview of the study and fielded questions at that workshop.

**C. Update on the status of Resolution 2011-29 requesting FDOT revise development segments and shift funding for the East Central Florida Regional Rail Trail**

Mr. Harris stated a draft resolution similar to Resolution 2011-29 was on the BPAC agenda last month. The adopted version was finalized after the BPAC meeting and is in the agenda packet.

Mr. Cheney stated funding is in FDOTs five-year Work Program for the Titusville segment of the East Central Florida Regional Rail Trail.

**V. Staff Comments**

Merry Christmas and Happy New Year from the TPO staff.

**VI. Information Items**

Ms. Devies noted the information items in the agenda packet.

**VII. BPAC Member Comments**

Mr. Rivera stated BPAC members should consider alternates for themselves in case they cannot attend meetings.

Ms. Blanck stated the TDLCB meeting went well.

Mr. Cheney suggested BPAC members contact their elected officials to repeal the Christmas tree tax.

Ms. Carter stated FDOT is working with the Safe Mobility for Life Coalition. There is an action plan that will integrate with the Florida Highway Safety Plan.

Ms. Devies thanked Ms. Carter and Mr. Harris for working on an issue with obstructed sidewalks along US 1 in downtown Daytona Beach. The next BPAC meeting will be on January 11, 2012.

**VII. Adjournment**

The meeting adjourned at 4:27 p.m.

**Volusia Transportation Planning Organization**

\_\_\_\_\_  
**Ms. A.J. Devies, Chairperson**  
Bicycle /Pedestrian Advisory Committee (BPAC)

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the Volusia TPO certifies that the foregoing is a true and correct copy of the minutes of the November 9, 2011 regular meeting of the Bicycle/Pedestrian Advisory Committee (BPAC), approved and duly signed this 11<sup>th</sup> day of January 2012.

\_\_\_\_\_  
**Karen Roch, Recording Secretary**  
Volusia Transportation Planning Organization

## Wayfinding and Interpretation Plan for the Ormond Scenic Loop & Trail



Presented By: **TranSystems** **AECOM**



# What is Wayfinding?



Wayfinding is the art of using visual information such as signage, maps, landmarks or icons to help navigate pedestrians and vehicles through an unfamiliar and complex environment.

Wayfinding and Interpretation Plan for the Ormond Scenic Loop & Trail

# Goals



- **Enhance Mobility and Branding**
- **Promote Local Tourism and History**
- **Promote Interpretive and Educational Experiences**

Wayfinding and Interpretation Plan for the Ormond Scenic Loop & Trail



## Purpose



- Synopsis of information
  - Observations
  - Important Data
- Encourages participation
  - Opens discussion
  - Sparks feedback

Wayfinding and Interpretation Plan for the Ormond Scenic Loop & Trail

# Observations



- Common needs
  - Affirmation
  - Design direction
- Existing sign system
  - Clearly marked
  - Lacks visual impact
  - No sense of arrival

Wayfinding and Interpretation Plan for the Ormond Scenic Loop & Trail



### Key Entry Nodes

A major priority for the sign system is to be clear and legible in providing direction on each route. Gateway signage is located along the major entrance nodes to best capture the attention of the audience. Nodes are points of connection, convergence and intersection; they are important decision making points as a visitor makes their way from starting point to destination.

- 1 Old Dixie Highway and Walter Boardman Lane
- 2 A1A and Highbridge Road
- 3 A1A and Granada Boulevard
- 4 Granada Boulevard and North Beach Street
- 5 Walter Boardman Lane and Highbridge Road
- 6 John Anderson Drive and Highbridge Road
- 7 Granada Boulevard and John Anderson Drive
- 8 Old Dixie Highway and Pine Tree Drive

## WAYFINDING OBSERVATIONS

### Sign Inventory

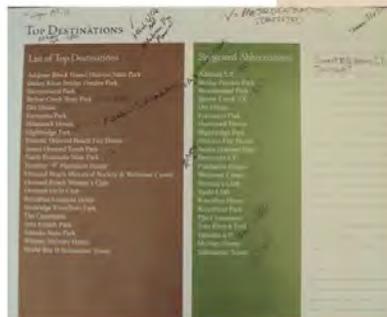
Appendix A (located at the end of this document) contains a map set that reflects existing GPS signage inventory that was collected for the Ormond Scenic Loop & Trail project. The MAP ID is a unique identifier that correlates the spreadsheets to the maps. The spreadsheet lists all the details about the sign and the map shows the location.



## WAYFINDING SOLUTIONS

### Public Input

Exhibits showing locations of the destinations along the byway and a draft list of destinations were a part of the Public Workshop held on April 27, 2011. Destination names must be consistent. Due to limited sign space and ease of direction destination names need to fit on one line. In order for a destination to fit on one line, the name needs to be no more than 18 to 20 characters long. Attendees were given the opportunity to review and comment as shown on the images below.



Destinations Compilation		Open to Public/ Regular Hours	Not a subset of another	Accessible/ Accommodating	Final List of Destinations
Destinations gathered from Public Input					
Addison Block House Historic State Park	X	X			
Bailey River Bridge Garden Park	X	X	X		Bailey River Bridge Garden Park
Bicentennial Park	X	X	X		Bicentennial Park
Bulow Creek State Park	X	X	X		Bulow Creek State Park
Dix House					
Dummett Mill Historic State Park	X				
Fairchild Oak	X				
Fortunato Park	X	X	X		Fortunato Park
Hammock House					
Highbridge Park	X	X	X		Highbridge Park
Historic Ormond Beach Fire House					
James Ormond Tomb Park	X	X	X		James Ormond Tomb Park
North Peninsula State Park	X	X	X		North Peninsula State Park
North Shore Park	X	X	X		North Shore Park
Number "9" Plantation House					
Ormond Beach Historical Society & Welcome Center	X	X	X		Ormond Beach Historical Society & Welcome Center
Ormond Yacht Club					
Rowellan/Lisnaroe Home					
Seabridge Riverfront Park	X	X	X		Seabridge Riverfront Park
The Casements	X	X	X		The Casements
Three Chimneys Sugar Mill Ruin	X				
Tom Renick Park	X	X	X		Tom Renick Park
Tomoka State Park	X	X	X		Tomoka State Park
Walter Boardman Pond Overlook	X	X			
William McNary Home					
World War II Submarine Tower	X	X	X		World War II Submarine Tower

### WAYFINDING SOLUTIONS

**Top Destinations**  
A destination is a major attraction or facility that is directed to as a priority from each major access point into the Scenic Byway.

- 1 Bailey River Bridge Garden Park
- 2 Bicentennial Park
- 3 Bulow Creek State Park
- 4 Fortunato Park
- 5 Highbridge Park
- 6 James Ormond Tomb Park
- 7 North Peninsula State Park
- 8 North Shore Park
- 9 Ormond Beach Historical Society & Welcome Center
- 10 Seabridge Riverfront Park
- 11 The Casements
- 12 Tom Renick Park
- 13 Tomoka State Park
- 14 World War II Submarine Tower

Destinations Abbreviations	
Final Destination List	Abbreviations
Bailey River Bridge Garden Park	Garden Park
Bicentennial Park	Bicentennial Park
Bulow Creek State Park	Bulow Creek SP
Fortunato Park	Fortunato Park
Highbridge Park	Highbridge Park
James Ormond Tomb Park	Ormond Park
North Peninsula State Park	N Peninsula SP
North Shore Park	North Shore Park
Ormond Beach Historical Society & Welcome Center	Welcome Center
Seabridge Riverfront Park	Seabridge Park
The Casements	The Casements
Tom Renick Park	Tom Renick Park
Tomoka State Park	Tomoka State Park
World War II Submarine Tower	Submarine Tower

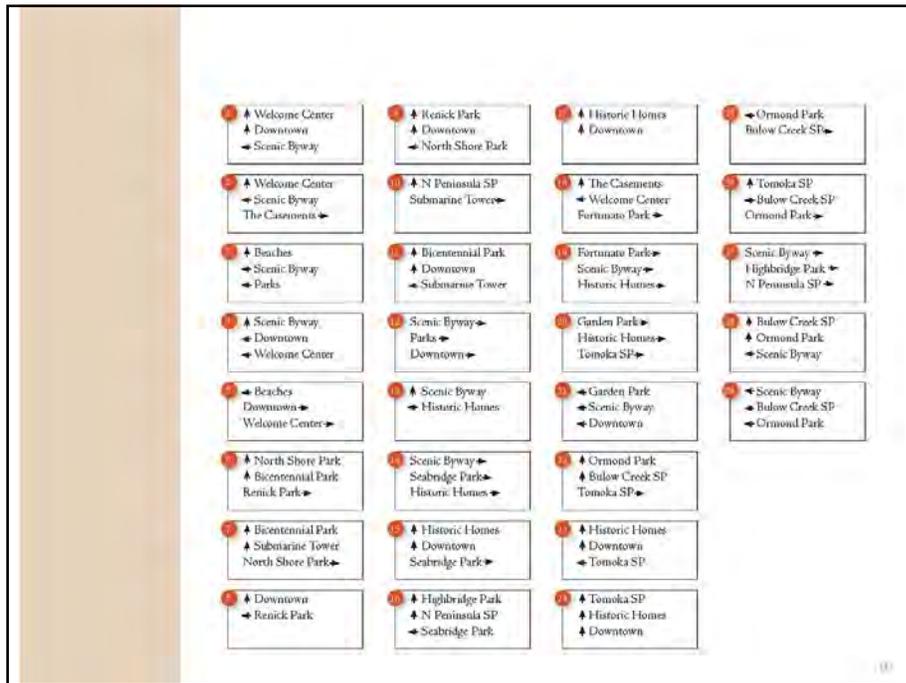
### WAYFINDING SOLUTIONS

#### Sign Locations & Messages

Based on approved destinations a sign location plan and message schedule was developed. The following exhibits provide detailed information on the proposed locations and messages of the signs within the system. The map provides a geographic perspective of their locations. The numbers shown on the maps correspond to the message on the facing page, so one can look at a sign on the map and read what that sign would say. On vehicular signage, destinations should be grouped by direction and presented in the following order: straight ahead, then left, then right.

These exhibits give an idea of where signs will be needed from a wayfinding standpoint, and approximately how many signs will be required for the program.

The issue of visual clutter is something with which all locations must struggle. Signs, benches, parking meters, bollards and other street furniture all present image, safety and access issues. Solving the problem of 'visual clutter' is a much larger issue than just signage and is beyond the scope of work this project currently covers or is charged with correcting. We recognize it is an issue that must seriously be considered and recommend that a sign removal plan be done prior to fabrication and installation of this wayfinding system to reduce redundancy and unnecessary signs.



### Styles & Materials Guide

**Sign Design**  
Signage should present a consistent message. For this reason, a consistent palette of colors should be used throughout the sign system. Using the same colors increases legibility of the wayfinding system, enabling faster recognition and expectations of the signs as a driver approaches. Since the sign system needs to compose with the urban environment and landscape, the color choices for signs must be strong, but not overwhelming to the streetscape environment. The following guidelines should be followed to have a legible and functional wayfinding system.

**Finish and Contrast**  
The format we recommend adheres to the Federal Americans with Disabilities Act (ADA) and the Federal Highway Administration (FHWA) minimum requirements regarding presentation of information on signs used to provide direction or identify spaces. Letter characters and backgrounds for both identification and directional signs must have a non-gloss finish. Characters and symbols will have at least 70% contrast with their background. Light characters on a dark background read more easily, especially at night. High-contrast reflective vinyl shall be used for all vehicular sign messaging.

**Cap Height**  
Given the prevailing traffic speeds in the area, vehicular sign messages should have a minimum 1.5-inch cap height for roads 25 mph or less and 6.0-inch cap height for roads greater than 25 mph.

**Number of Sign Messages**  
Given the proposed letter height for the speeds encountered, we propose a maximum of three one-line messages per vehicular guide sign.

**Organization of Messaging**  
The destinations shall be ordered to be consistent with the FDOT policies on directional guide signs. This message order is destination ahead listed first, left turning listed second and right turning listed last. The organization within this group should be closest destination first.

**Sign Clearance**  
The Manual for Uniform Traffic Control Devices (MUTCD) sets specific minimum height for vehicular directional signs at 84-inches from the ground to the bottom of the sign panel. In addition to these requirements we recommend 24-inch clearance from side of road to edge of sign to prevent clipping from traffic. Specific attention should be given to the vertical obstruction such as signs, trees, and light poles when locating a sign.

**Materials**  
When designing a wayfinding system it is imperative that the material selection matches the environmental conditions in which they will exist. Specifications of durable materials for the sign program shall take into account the environment, temperatures and climate in Ormond Beach. In all cases the manufacturer guidelines will be the primary reference for material suitability. Materials will be selected to bear work for the environment such as resistance to UV light, high winds, salt erosion, and sand abrasion.

## WAYFINDING DESIGN

### Environmental Considerations

When designing a wayfinding system it is imperative that the material selection matches the environmental conditions in which they will exist. Specifications of durable materials for the sign program shall take into account the environment, temperatures and climate in Ormond Beach. In all cases the manufacturer guidelines will be the primary reference for material suitability. Materials may be exposed to the following conditions:

- UV radiation from sun exposure
- High temperature fluctuation from the extreme hot in cool
- Sand abrasions
- Salt erosion
- High winds

Level of applicability for Ormond Beach exterior environment:

Vehicle	Pedestrian	Material
●	●	Metal
●	●	Painted Surfaces
●	●	Powder Coat Paint Surface
●	●	Vinyl Surfaces
●	●	High Pressure Laminate
●	●	Porcelain Enamel

Excellent   
  Good   
  Medium   
  Poor

### Metal

Steel and aluminum should be coated to prevent weathering damage. Powder coating and anodizing will give an even hand wearing finish. Stainless steel should be specified of a grade suitable for a marine environment. Bronze/brass and copper will tarnish and alter appearance over time, this could be used to create an interesting weathered effect.

### Vinyl Surfaces (3M)

Poor colors for sunny environments include black, dark reds, and greens will get the most gradation and will be noticeably faded in a 3 to 5 years. Protective surface treatment includes UV resistant clear coat.

### Painted Surfaces - Automotive Grade Paint (Matthews)

Poor colors for sunny environments include black, dark reds, and greens as these will get the most gradation and will be noticeably faded in a few years. Protective surface treatment includes Matthews gelcoat/UV resistant clear coat and will provide a 25% added life. Gloss paints perform better than satin in high sun environments. Noticeable faded in 5 - 10 years.

### Painted Surfaces - Powder Coat Paint (Tiger)

Powder coat typically provides more longevity and durability than automotive grade sign paint. Electrostatic process has different levels of product for various environments and can last up to 5-7 years for softer standard polymer paints, fir harder super-durable polyester series 38/58 should last 10-15 years in sand abrasion environments.

### High Pressure Laminate (Folia)

Sub-surface laminate panel that is impervious to moisture, UV rays, scratching and graffiti. Warranted not to color fade for 7 to 10 years based upon manufacturer. High sand abrasion may cause clouding of laminate.

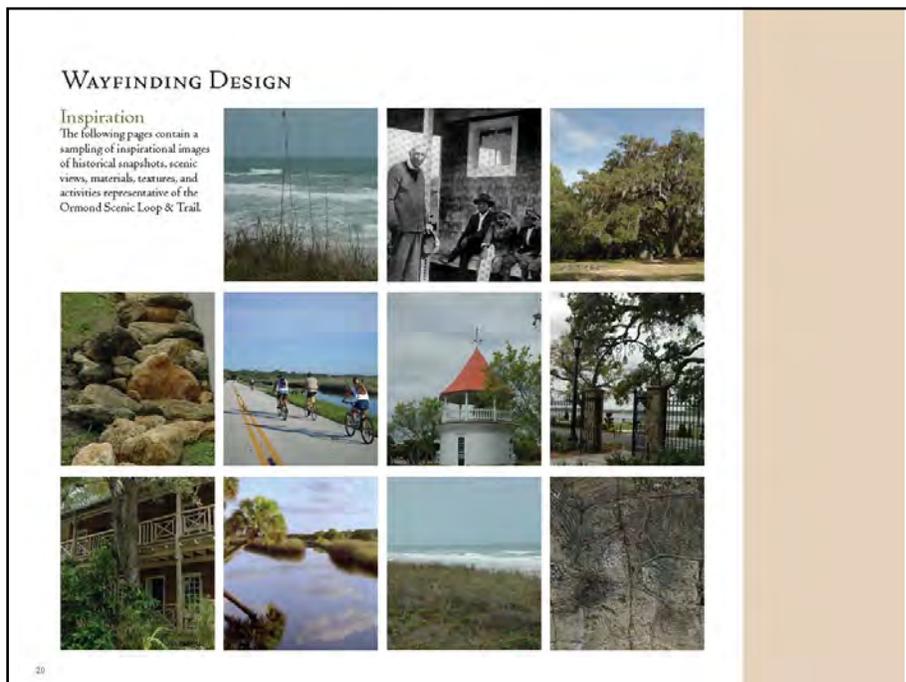
### Porcelain Enamel (KVO)

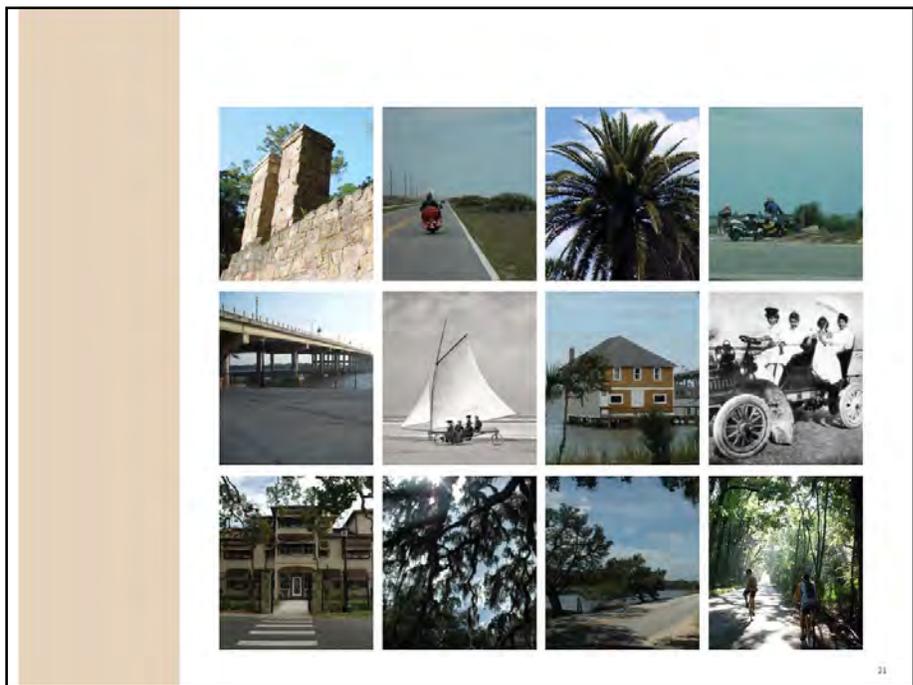
Fused graphics on a steel substrate make porcelain enamel a very durable material. Resistant to vandalism, UV rays and is durable against mild sand abrasion. Product must be minimum 50 yards from salt water beach environment.

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## Red Dot/Green Dot Exercise Response

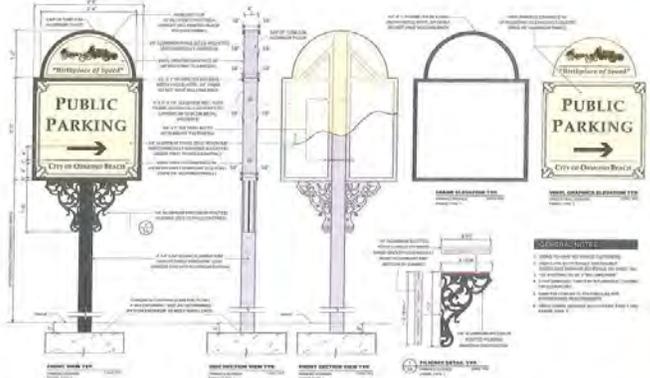


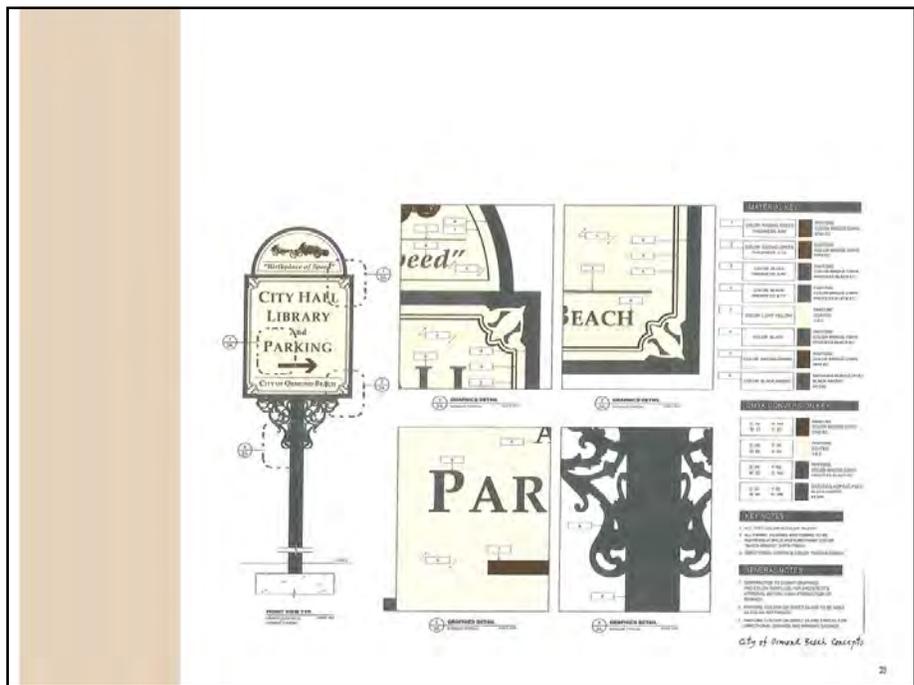


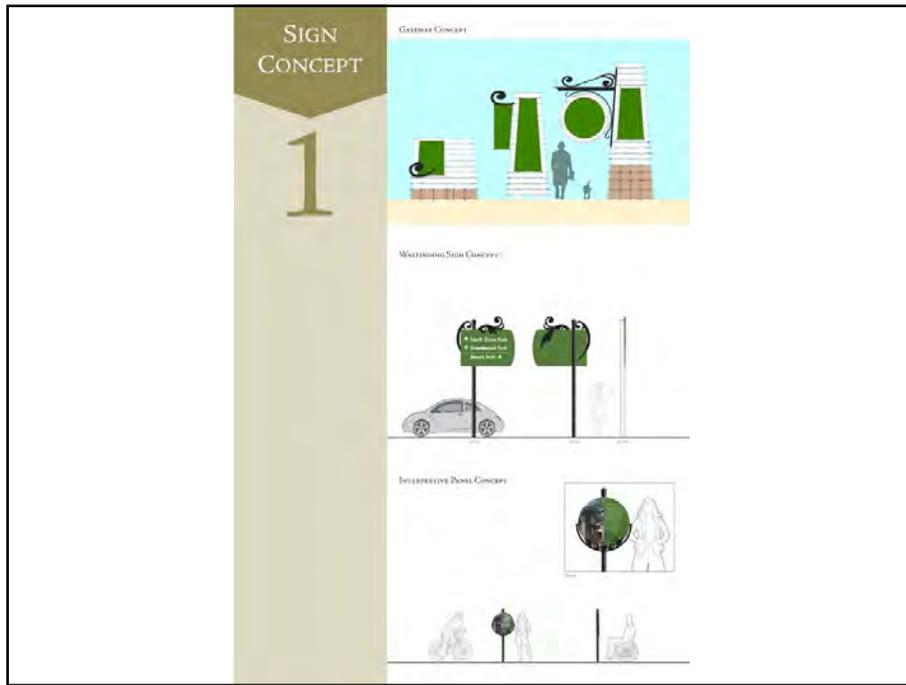


### WAYFINDING DESIGN

**Other Local Systems**  
 As part of our inspiration, attention is given and acknowledgment is made to any signage design by municipalities or public agencies in the project area that has been implemented or may be in the process of implementation.

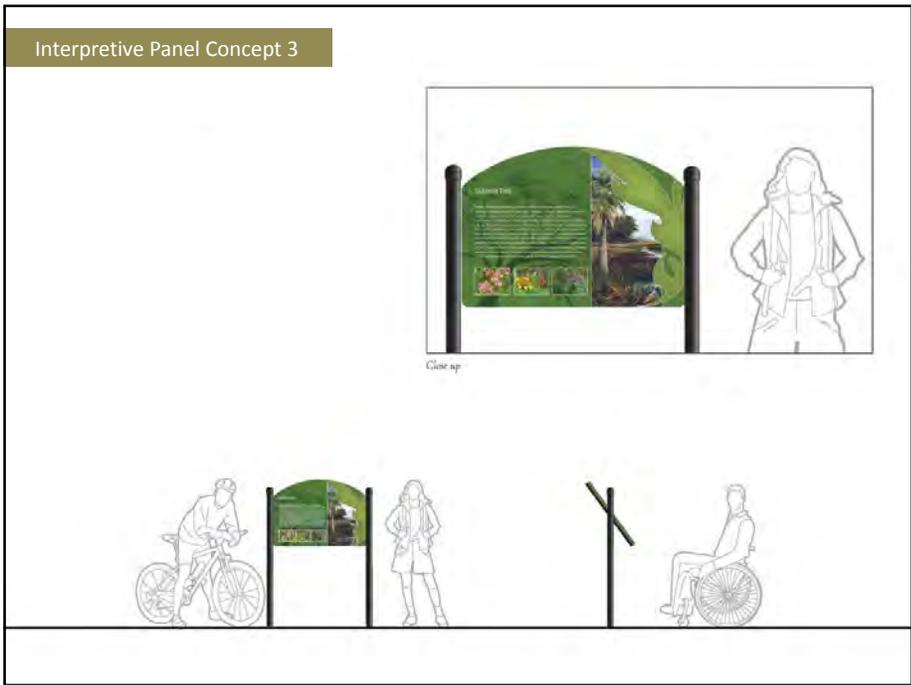












### WAYFINDING DESIGN

#### Interpretational Scripting

Interpretive panels help enhance the intrinsic qualities of a scenic byway. When visitors stop at various sites along the byway the opportunity to augment the story of the byway can be accomplished with an appropriately placed interpretive panel and relative subject matter. The Ormond Scenic Loop & Trail has a wide range of subject matter that is relevant to its byway:

The second intent of the Public Workshop held on July 28, 2011 was to present subjects for interpretive panel content. Workshop attendees participated in an exercise designed to gather consensus on three interpretive subjects with which to proceed. Attendees were given three dots numbered one through three in which to rank the proposed interpretive sign subjects. The final interpretive subject matter selection is shown below.

Subject	Ranking
Dune Habitats	1 (tie)
Salt Marsh	1 (tie)
Cabbage Palm/Sabal Palm	?

Sign Messages | Interpretive 1

## Dune Habitat

Dune habitat along the Ormond Scenic Loop & Trail provides unique niches for plants and animals, including numerous rare species and some endangered species. Past population expansion in coastal areas, such as along this scenic byway, often resulted in destruction or alteration of dunes for land development and recreational usage. Like our skin protects our organs from infection, dunes protect our landward ecosystems from erosion and salt spray. The roots of native dune plants such as Sea Oats, Sea Grape, Spanish Bayonet, Century Plant, Beach Sunflower, Sandbush, Saw Palmetto, Indian Blanket Flower, and Beach Morning glory form and support dune formation by stabilizing the sand protecting our coast against pounding tides. Designating the roadway adjacent to these dunes a scenic byway helps in protecting and enhancing future dunes development.





Sea Oats (Spartina patens) used to be planted widely to help dunes recover.



Beach Morning Glory (Ipomoea pes-caprae) is an annual flowering vine that helps stabilize the dunes.



Sea Grape (Coccoloba uvifera) plants help stabilize the dunes and are used for many purposes.

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Sign Messages | Interpretive 2

## Sabal Palm

Sabal palms are prevalent along the Ormond Scenic Loop & Trail and are a significant part of the area's history and environment being preserved. The Sabal palm (also known as cabbage palm, palmetto, or cabbage palmetto) was important in historical times, when early settlers used it for food, for building, and as medicine. Known as "swamp cabbage," the heart of the palm can be eaten either raw or cooked by boiling or steaming, with a taste said to be like cabbage or artichoke. Unfortunately, this food use results in the death of the plant. The fruit of the Sabal palm can also provide food to numerous birds and mammals including wild turkey, cardinals, blue jays, scrub jays, white-tailed deer, and raccoons. The fronds have been used as roof thatching and for making scrub brushes and baskets. The trunks have been used as poles, broom handles, wharf piles, and building materials for houses. It was designated as the official state tree of Florida in 1953 preventing the unauthorized destruction of this palm.





Sabal palms provide food for Florida's species such as the Blue Jay.

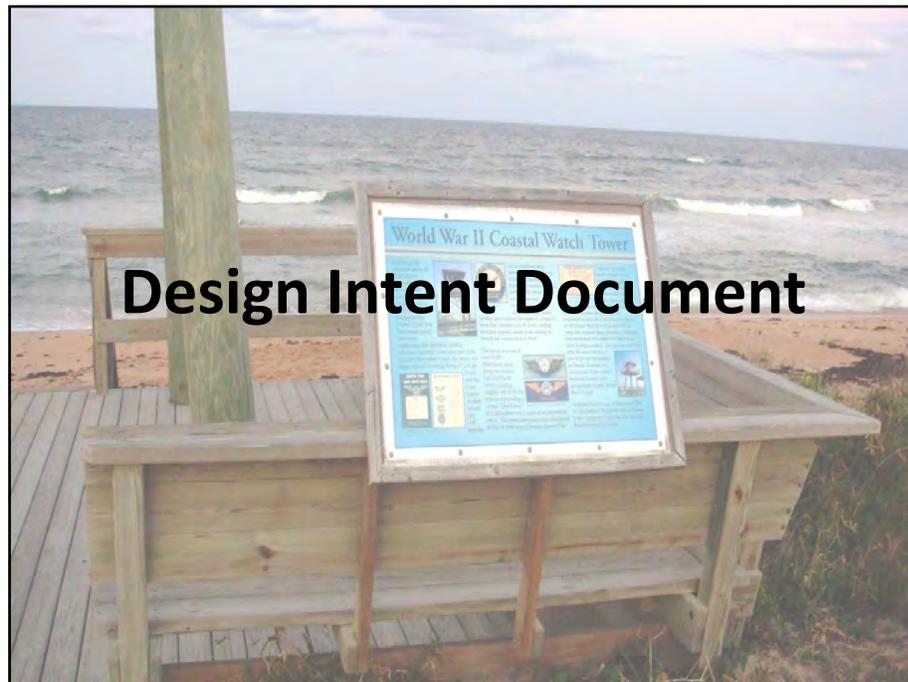


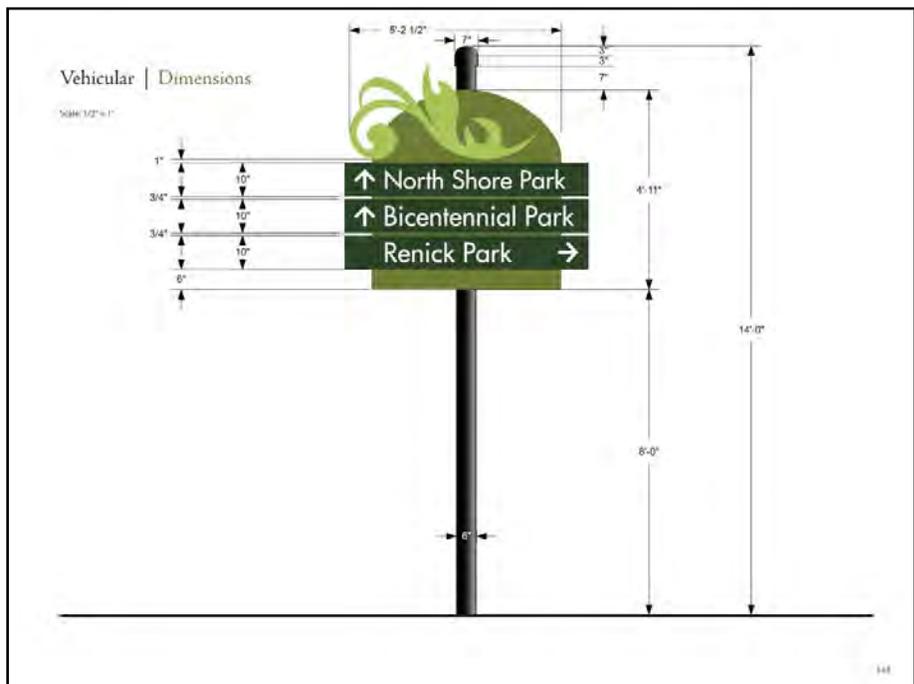
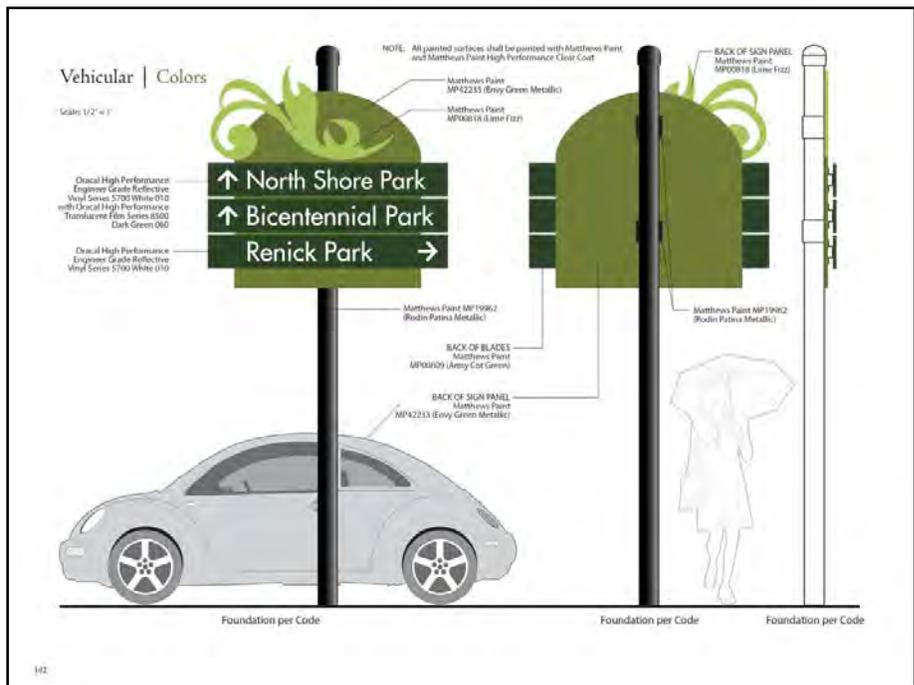
Early settlers used Sabal palm trunks to build their houses.

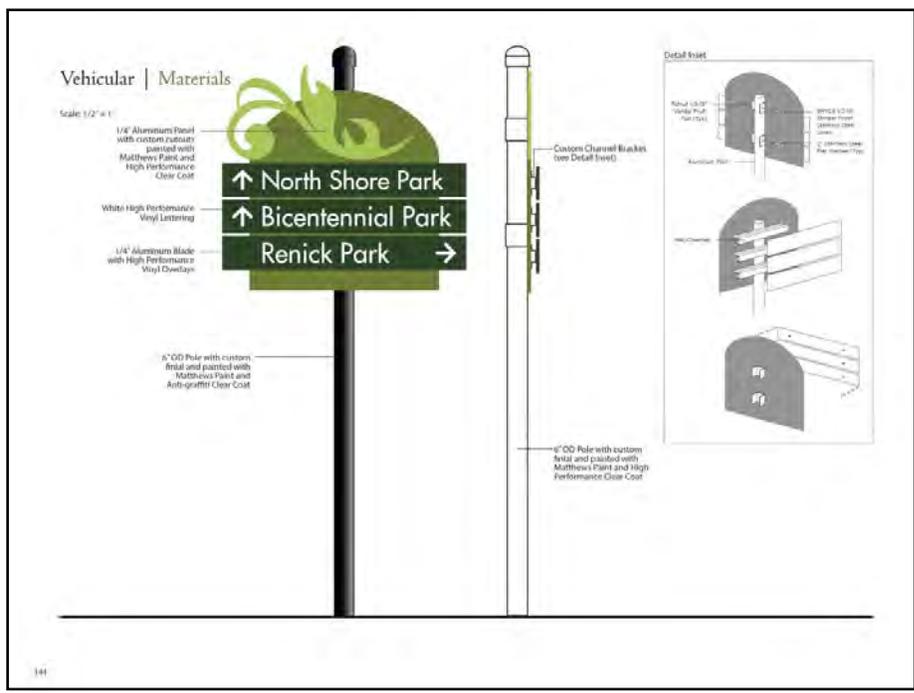


Fronds from the Sabal palm were used for making scrub brushes and baskets.

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# Thank You



Contact Information:

**Larry Rivera – Project Manager, Civil Engineer**

(386) 615-7049

rivera@ormondbeach.org

**Doug Lynch, GISP – Project Manager/GIS**

(407) 875-8938

dwlynch@transystems.com



Presented By:



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III. Action Items

- B) Review and Recommend Approval of the Safe Routes to School Bicycle/Pedestrian Project Criteria

**Background Information:**

The Project Review Subcommittee created criteria for Safe Routes to School projects at their October 11, 2011 meeting. The Volusia TPO's Safe Routes to School Project Criteria will be used to evaluate and rank projects from the Bicycle & Pedestrian School Safety Review Study for the Safe Routes to School Call for Projects. A revised draft of the Safe Routes to School Bicycle/Pedestrian Project Criteria is provided with this agenda packet for your review.

*Action Requested:*

*Motion to recommend approval of the Safe Routes to School Bicycle/Pedestrian Project Criteria*

Volusia TPO  
2012 DRAFT Project Proposal Criteria

# Safe Routes to School Bicycle/Pedestrian Projects

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**Criteria Summary:**

Priority Criteria	Points
(1) Connectivity	60
(2) Safety	30
(3) Public Support/Special Considerations	10
(4) Value-Added Tie Breaker (if necessary)	variable
<b>Total (excluding Value-Added Tie Breaker)</b>	<b>100</b>

---

**Project Name:** \_\_\_\_\_

**Project Description:** \_\_\_\_\_

**Project Limits:** \_\_\_\_\_ **Project Type:** \_\_\_\_\_

**Project Sponsor:** \_\_\_\_\_

**Maintaining Agency:** \_\_\_\_\_ **Contact Person:** \_\_\_\_\_

**School Name:** \_\_\_\_\_

**Has a school-based Safe Routes to School Committee been formed?**

Yes       No

**Criterion #1 – Connectivity (60 points maximum)**

This criterion considers the gaps that exist in the current network of bike lanes, bike paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

For the application list and describe how this project fits into the local and regional bicycle/pedestrian networks and/or a transit facility. Depict this on the map and describe in the document.

<b>Network Connectivity</b>	<b>All that Apply</b>	<b>Max. Points</b>
Project provides access to residential developments, apartments, housing	<input type="checkbox"/>	10
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	10
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	20
Project has been identified as “needed” in an adopted document (i.e. A comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	20
<b>Maximum Point Assessment</b>		<b>60</b>

**Criterion #1 Description (if needed):** \_\_\_\_\_

**Criterion #2 – Safety (30 points maximum)**

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with significant number of safety concerns.

For the application list and describe whether the proposed facility is located within a “hazardous walk/bike zone” and/or provide documentation that illustrates how bicycle or pedestrian safety could be enhanced by the construction of this facility.

<b>Safety</b>	<b>All that Apply</b>	<b>Max. Points</b>
The project is located in an area identified as a hazardous walk/bike zone by Volusia County School District Student Transportation Services	<input type="checkbox"/>	15
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. Please provide documentation such as photos or video of current situation/site or any supportive statistics or studies	<input type="checkbox"/>	15
<b>Maximum Point Assessment</b>		<b>30</b>

**Criterion #2 Description (if needed):** \_\_\_\_\_

For more information, contact Volusia County School District Student Transportation Services.

**Criterion #3 – Public Support/Special Considerations (10 points maximum)**

This is an opportunity for applicant to provide other relevant data that may provide **additional** information as related to the project application.

For the application list and describe whether the proposed facility has examples of public support (i.e., documented requests from community groups, homeowners associations, school administrators, as well as letters of support, signed petitions, documented public comments) or any special issues or concerns that are not being addressed by the other criteria.

<b>Public Support/Special Considerations</b>	<b>All that Apply</b>	<b>Max. Points</b>
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5
Sufficient public right of way exists to support or build the project	<input type="checkbox"/>	5
<b>Maximum Point Assessment</b>	<input type="checkbox"/>	<b>10</b>

**Criterion #3 Description (if needed):** \_\_\_\_\_

**Criterion #4 – Value-Added Tie Breaker (if necessary) (variable points)**

Projects with equal scores after evaluations using the three Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

**Volusia TPO**  
**2012 Project Process for**  
**Safe Routes to School Bicycle/Pedestrian Projects**

1. FDOT Safe Routes to School Program opens Call for Projects
2. BPAC evaluates/prioritizes potential project(s) from Volusia TPO's Bicycle & Pedestrian School Safety Review Studies
3. Safe Routes to School project priority list is approved by Volusia TPO Board
4. Volusia TPO staff produces draft project application for approved project
5. Draft project application is reviewed by East/West Volusia Community Traffic Safety Team, Volusia County School District, Volusia TPO and local government representatives
6. Volusia TPO staff obtains resolution/letters of support from Volusia County School Board and local government
7. Volusia TPO submits final project application to East/West Volusia Community Traffic Safety Team
8. East/West Volusia Community Traffic Safety Team approves final project application and submits to FDOT prior to Call for Projects deadline
9. FDOT Special Projects Coordinator conducts a field review of the project
10. FDOT evaluates project and completes a concept/feasibility study
11. FDOT schedules an intake meeting with representatives from FDOT, local government and Volusia TPO to review project details and timeline
12. FDOT coordinates with Volusia TPO to program the project in the FDOT Work Program
13. Construction of top ranked project: 2-5 years

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IV. Presentations and Discussion Items

A) Presentation on the River of Lakes Heritage Corridor Vision Plan for DeLeon Springs

**Background Information:**

The River of Lakes Heritage Corridor Management Entity has worked in coordination with the Florida Department of Transportation and AECOM consultants to develop a vision plan for the northwest communities of DeLeon Springs, Barberville, Pierson and Seville located along the River of Lakes Heritage Corridor (ROLHC), a Florida Scenic Highway. Designated in 2009, the ROLHC is a 120-mile collection of roadways in Volusia County that was established to preserve, protect, enhance and maintain the area's historic, cultural, scenic, natural, recreational and archeological resources.

The vision plan considers the following primary elements:

1. Appropriate land-use patterns along and related to US 17
2. Rural town making principles and physical improvements along and related to US 17 that will reinforce small-town living

Mr. Daniel Manley, AECOM and Ms. Laura Strawn, DeLeon Springs Community Association, will deliver a brief presentation on the vision plan for DeLeon Springs.

*Action Requested:*

*No action is required unless otherwise directed by the BPAC*



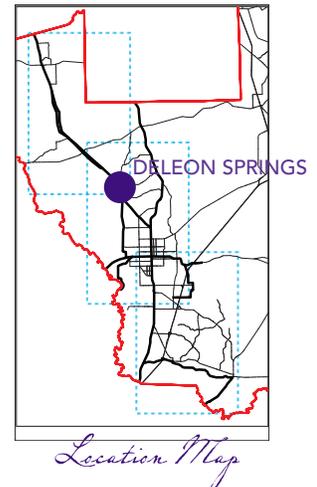
# DeLeon Springs

VISION PLAN

DeLeon Springs is a community full of small town charm and serves as the gateway to many of Northwest Volusia County's natural and recreational resources including DeLeon Springs State Park, Lake Woodruff National Refuge, and the Spring Garden Ranch. The tree canopied residential streets, local businesses, unique architecture, and surrounding agriculture are central to the small town character that residents enjoy. US-17 through DeLeon Springs is currently a four-lane, divided highway, and transportation-related issues such as speeding, undefined on-street parking, and the lack of pedestrian facilities negatively impact community character. In addition, aesthetic improvements related to landscape and building enhancements are needed as well as the reduction of visual clutter. Finally, a stronger community identity is desired through the use of unifying elements such as community identification signs, gateways, decorative street lights and a community icon such as a "town clock." It is also important that DeLeon Springs maintain its historic character and promote its unique resources.

In response to these concerns, the vision for DeLeon Springs seeks to accomplish the following to enhance and reinforce the existing small town character:

- Enhance and reinforce the identity of DeLeon Springs through physical improvements in the public realm
- Create an intensified town center that encourages small town living and provides necessary goods and services to residents and tourists
- Develop beautification strategies and provide aesthetic enhancements
- Preserve the architectural character through the adaptation of existing historic buildings
- Promote a pedestrian friendly environment that is safe and enjoyable



## OVERALL MASTER PLAN

To accomplish the goals set forth, an overall master plan was developed for the community. Included in the overall master plan is the following:

- An intensified town center on the west side of US-17 between the Wheeler Street and Webb Avenue intersections with US-17 that serves as the town core.
- Streetscape and pedestrian enhancements along US-17 to reinforce community identity and provide a pedestrian-friendly environment.
- The construction of sidewalks on the following east-west residential streets (on both sides of US-17) to provide safe access from the surrounding residential areas to US-17 and the town center:
  - Baxter Street
  - Wheeler Street and Reynolds Street
  - Retta Street
- The continuation of the existing Spring-to-Spring trail north through and out of town along CR-3 and the creation of bike lanes along US-17 to promote regional connectivity.
- Gateway signs to promote community identity located at Spring Garden Road to the north and Dundee Ave to the south along US-17.
- Directional signs to Lake Woodruff National Wildlife Refuge to direct users down Davis Street from the south and Reynolds Street from the north.
- Reconfiguring the Baxter Street and US-17 intersection to provide a safer intersection for vehicles, elementary school traffic, and pedestrians.

## DETAILED PLAN AND ROADWAY SECTIONS

The detailed plan and roadway sections illustrate the streetscape and pedestrian enhancements along US-17 as well as the intensified town center. To better improve the character, multi-modal connectivity, and livability in DeLeon Springs, the following is recommended:

1. Formalize existing on-street parking through the use of defined curb extensions at intersections and between parking spaces for the incorporation of street trees. Reinforce parking through the use of colorized paving within the parallel parking spaces and add decorative street lighting to reinforce character and enhance safety.



OVERALL MASTER PLAN

2. Add bike lanes through DeLeon Springs and continue the Spring-to-Spring Trail north out of DeLeon Springs along CR-3 to improve regional connectivity.
3. Enhance the landscape within the medians on US-17 utilizing plant material that meets FDOT planting standards and reflects the character of the community and promotes sustainable practices.
4. Utilize enhanced (colorized and/or texturized) crosswalks at the "Town Center" and elementary school.
5. Reconfigure Baxter and US-17 intersection to reduce current conflicts resulting from configuration of intersection and pedestrian and vehicular traffic associated with the adjacent elementary school and DeLeon Springs State Park.
6. Create a series of gateway and identity features through town including community identification signs at the edges of the community, gateway features at the beginning of the commercial district, and identity markers at roadway intersections along US-17.



Central to the improvements along US-17 is the creation of an intensified town center on the west side of US-17 between Wheeler Street and Webb Avenue through the use of the following techniques:

1. Create vibrant local commercial streets, Wheeler Street and Webb Ave (not currently constructed), where buildings have a "street-front presence" with a comfortable pedestrian experience. Parallel parking, street trees, and

decorative lighting are located in front of the buildings and the majority of parking is located behind the buildings. It would be anticipated that architecture along these commercial streets would be appropriately scaled with multiple, smaller tenants. It should be noted that to accomplish this vision, infrastructure improvements such as water and sewer would need to be undertaken as the proposed density would not allow for septic systems.



US-17 DETAILED PLAN

2. A park or town square at the corner of Wheeler Street and US-17 that serves as a community icon and establishes the "center of town." As part of this park, a clocktower should be established as a focal element.

## GATEWAYS AND SIGNAGE

The community gateways and signage are intended to help unify the community identity and define the community edges. Four types of signs and gateways have been developed: community identification signs, major gateways, local identity markers, and wayfinding directional signs.

**Community Identification Signs:** Inspiration for the sign was drawn from vintage Florida postcards as well as the rustic materials found in the local rural and agricultural setting. The community identification signs for DeLeon Springs illustrate a landscape scene of the DeLeon Springs State Park's Sugar Mill and utilizes timber frame construction to create a rustic, context-sensitive sign at the entrances of the community. To the south, the sign is located in the same location as the existing community identification sign at Dundee Ave. To the north, the sign is located at Spring Garden Road.

**Major Gateways:** The major gateways are located in the urban section of US-17 within DeLeon Springs where curb and gutter exists. Here, the traffic speeds should be reduced and the constrained roadway section allows for a gateway feature close to the road (minimum 6' from the travel lane) that creates architectural interest and establishes a district. These gateways would need to be located where the curbed section of US-17 begins at both ends of the community.

**Local Identity Markers:** Within the commercial center of DeLeon Springs, local identification markers, in the form of small pillar-style monuments, are envisioned at the roadways in the commercial core that intersect US-17.

**Wayfinding Directional Signs:** A wayfinding directional signage system is envisioned for the overall scenic highway and is necessary within DeLeon Springs to direct travelers to such features as the Lake Woodruff National Wildlife Refuge, DeLeon Springs State Park, Spring Garden Ranch, and destinations beyond.



GATEWAY FEATURE ALONG US-17



COMMUNITY IDENTIFICATION SIGN



CONCEPTUAL WAYFINDING SIGN



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IV. Presentations and Discussion Items

B) Presentation on the 2012 Volusia TPO Priority Process Schedule

**Background Information:**

Each year, the Volusia TPO issues a “Call for Projects” to provide local governments the opportunity to submit projects for consideration into the subsequent year’s Work Program and Transportation Improvement Program (TIP). The TPO will be accepting transportation project applications for the following priority project lists from February 3 to April 6, 2012:

- Transportation Enhancement Projects
- XU Bicycle/Pedestrian Projects
- XU Traffic Operations/ITS/Safety Projects

Applications received for XU Bicycle/Pedestrian Projects will be ranked by the BPAC Project Review Subcommittee and forwarded to the BPAC for review and approval. Applications received for Transportation Enhancement and XU Traffic Operations/ITS/Safety Projects will be ranked by the TIP Subcommittee. All applications on the draft Priority Project Lists will be submitted for review and approval by the TPO Board.

Mr. Robert Keeth, TPO Senior Planner, will deliver a brief presentation on the 2012 Priority Process schedule, which is provided with this agenda packet for reference purposes.

***Action Requested:***

***No action is required unless otherwise directed by the BPAC***



## 2012 Priority Project Process Schedule

### February 2012

- TPO staff issues “call” for new projects – application packets sent out to all interested parties (Friday, February 3)
- **Except as noted below, local governments are NOT required to submit a new application for a candidate project already on one of the VTPO’s Priority Project lists. However, if a local government would like for its project(s) to remain on a list for funding, that local government must submit a letter to the VTPO reaffirming its support for the project(s). Candidate projects on the list of projects ready for Feasibility Study will not be moved to the list of projects ready for Project Implementation until a Feasibility Study has been completed AND the local government has submitted an application for Project Implementation to the VTPO.**
- TPO staff hosts **workshops** with local governments to discuss the Priority Project process and application requirements (Thursday, February 9 – VTPO Offices in Daytona Beach and Friday, February 10 – West Volusia location to be determined)

### March/April 2012

- **Deadline** to submit Priority Project applications and/or letters of support for “candidate project(s)” **5:00 p.m. Friday, April 13, 2012**

### May 2012

- TCC/CAC/BPAC - TIP Subcommittee meets to rank Transportation Enhancement and Traffic Ops/ITS/Safety projects (Tuesday, May 1)
- BPAC Ranking Subcommittee meets to rank XU Bicycle/Pedestrian projects (Tuesday, May 1)
- BPAC 1<sup>st</sup> review of draft XU Bicycle/Pedestrian and Transportation Enhancement Priority Project Lists (Wednesday, May 9)
- CAC 1<sup>st</sup> review of Transportation Enhancement and Traffic Ops/ITS/Safety Priority Project Lists (Tuesday, May 15)
- TCC 1<sup>st</sup> review of draft Transportation Enhancement and Traffic Ops/ITS/Safety Priority Project Lists (Tuesday, May 15)

### June 2012

- BPAC 2<sup>nd</sup> review of draft XU Bicycle/Pedestrian and Transportation Enhancement Priority Project Lists (Wednesday, June 13)
- CAC 2<sup>nd</sup> review of draft Transportation Enhancement & Traffic Ops/ITS/Safety Priority Project Lists (Tuesday, June 19)
- TCC 2<sup>nd</sup> review of draft Transportation Enhancement & Traffic Ops/ITS/Safety Priority Project Lists (Tuesday, June 19)
- 30-day public notice for public to Review the draft Priority Project Lists (Friday, June 22)
- TPO 1<sup>st</sup> review of draft Priority Project Lists (Tuesday, June 26)
- TPO staff transmits draft Transportation Enhancement list(s) to FDOT for review (Friday, June 29)

### July 2012

- Submit draft Priority Project Lists to TPO Board for 2<sup>nd</sup> review (July 10)
- TPO Board holds a Public Hearing on the Draft Priority Project Lists (Tuesday, July 24, unless meeting canceled, then Tuesday, August 28)
- **TPO Board adopts Priority Project Lists** (Tuesday, July 24, unless meeting canceled, then Tuesday, August 28)

### August 2012

- TPO staff compiles all of the prioritization process information (including the adopted priority lists) and transmit this information to FDOT prior to the October 1, 2012 deadline

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IV. Presentations and Discussion Items

C) Video Presentation on the Volusia TPO/Bright House Networks Bicycle & Pedestrian Safety Awareness Campaign

**Background Information:**

The Volusia TPO has partnered with Bright House Media Strategies to update and distribute Walk and Ride Bicycle & Pedestrian Safety Public Service Announcements (PSAs). Bright House has updated the PSAs so that they are identified with the Volusia TPO and uploaded them to Marketplace on Demand (Channel 973) for English language PSAs and Nosotros on Demand (Channel 630) for Spanish language PSAs. Two 30-second commercials will be produced. The commercials will air on ABC Family, Cartoon Network, Disney XD, InfoMas and WAPA America at selected times to direct viewers to Channels 973 and 630. Internet banner advertisements are currently on display at [www.cfnews13.com](http://www.cfnews13.com).

The video presentation will consist of two bicycle & pedestrian safety PSAs and internet banner advertisements.

*Action Requested:*

*No action is required unless otherwise directed by the BPAC*

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**V. STAFF COMMENTS**

**VI. INFORMATION ITEMS**

- **Florida Safe Routes to School Updates – December 30, 2011**
- **Volusia TPO Board and Committee Meeting Schedule**

**VII. BPAC MEMBER COMMENTS**

**VIII. ADJOURNMENT**



Florida SRTS Updates  
By Pat Pieratte  
Florida SRTS Coordinator  
([pat.pieratte@dot.state.fl.us](mailto:pat.pieratte@dot.state.fl.us), 850-245-1529)  
December 30, 2011



## Florida Updates: State

**Florida SRTS Program Year in Review:** Happy New Year! Another successful year for Florida's SRTS program is coming to an end, and I'd like to recap a few highlights from 2011:

- Numerous SRTS projects were reviewed by the Districts and me, resulting in 86 new projects being added to the 5-Year Work Program.
- Along with many local people, the Districts, the Florida Traffic and Bicycle Safety Education Program and I worked closely with the 13 Communities Putting Prevention to Work Regional Coordinators from Florida Department of Health, who are spending 1/3 of their time creating and supporting Walking School Buses. These coordinators have been a very valuable asset to Florida's SRTS program, and we are sad that they only have a few more months of funding.
- FDOT, along with many local governments and individuals worked with the Florida SRTS Network, which worked on policy issues such as Complete Streets and School Siting. The original funding for this program has just ended, but we are hopeful that Florida might be funded as one of the seven states continuing the SRTS Network work with a full-time Coordinator. We plan to hold our next conference call on Tuesday, January 17 from 10:00 to 11:00 am. Let me know if you want to be added to the list to participate, and if you have been participating, stay tuned for more details on the upcoming call.
- I attended several major conferences to share information and/or give presentations on the Florida SRTS program. Among these were the Florida Educational Facilities Planners' Association, the Florida Alliance for Health, Physical Education, Recreation, Dance and Sport, the Florida PTA Leadership Conference's Health and Safety Fair and the State Safe Routes to School Coordinators' meeting and Safe Routes to School National Conference.
- In October, the Districts and I presented a webinar on Florida's SRTS program for FDOT's Virtual Transplex Conference. After I gave an overview of the program, all 7 Districts presented information on their SRTS programs. The session received very good reviews, and was seen by a number of people from out of state as well as throughout Florida. One of the statements received was from the New Jersey SRTS Coordinator. She said:

*"I listened in from New Jersey and it was great to hear all the different things going on in Florida. The varied approaches to the non-infrastructure side were very enlightening. I hope this webinar is archived so more people from up here can watch it. Great job!" – Elise Bremer-Nei NJ DOT*

- I continued working with four other states on a Pool Funded SRTS study, and began assisting with another national SRTS research project. With the assistance of a UF student working on the Pool Funded Study, we made much progress in documenting the types of SRTS programs and projects being planned and built in Florida.
- I produced these monthly Florida SRTS Update electronic newsletters to keep interest in the Florida SRTS program high.
- Local Florida SRTS Coordinators and advocates planned and participated in a record-breaking 260 Walk to School Day events throughout Florida, almost 6.4% of the national events!
- The Districts and I purchased many educational and promotional items to help keep interest in the SRTS program high. Some of these items were sent to Florida's Pedestrian and Bicycling Safety Resource Center (<http://www.pedbikesrc.ce.ufl.edu/>) to be distributed to local Safe Routes to School programs as needed.
- I recently completed a major update to all SRTS Infrastructure Applications and other forms. The purpose was to clarify application requirements and ensure more consistent applications and attachments. These improvements should make the review process a little easier.

I also spent a lot of time helping with the Florida School Crossing Guard Training Program, which many other states are learning from and implementing as part of their SRTS programs. Here are some highlights:

- In April, the Florida School Crossing Guard Program Trainer/Administrator Providance Nagy and I presented a national webinar for the National Center for SRTS and America Walks, on Florida's School Crossing Guard Training Program.
- In August I also presented on Florida's School Crossing Guard Training Program at the SRTS National Conference in Minneapolis, as part of a panel. The presentation spurred a lot of questions and discussion at the session, and interest in our program was very high.
- Providance and I did a thorough edit of the audio script for the upcoming online course for Crossing Guard Trainers. This course will be part 1 of the training which prospective trainers must pass before coming to a one-day live training which stresses the practical training and program management aspects of the program. Our consultant has now completed the audio recorded and is working on the accompanying on-screen images for the course. We hope to have a Beta version of the course ready for testing by early summer. Stay tuned for more developments.

Many thanks for all you do to support both of these programs!

**Pedestrian Program Analyses:** Florida DOT is working with two parts of the USDOT to do analyses of the Florida Pedestrian Program. Although Florida has some of the best programs for pedestrians and bicyclists, we also face a huge challenge trying to bring down our high fatality and injury rates for these non-motorized users. The purpose of these analyses is to take a comprehensive look at what we are doing currently, and to recommend further actions we can take to bring these crash rates down.

Florida was named a Pedestrian Focus State by the Federal Highway Administration about five years ago, and since then, Floridians have been receiving technical assistance from FHWA, including a number of educational webinars and Pedestrian Planning and Design Workshops around Florida. Five of these were held in recent months, in addition to a series held several years ago. As a result of these workshops, Hillsborough County and Pinellas County have developed Pedestrian Safety Action Plans, and Hillsborough County has followed a similar process to develop their Bicycle Safety Action Plan.

As a result of the work being done in Tampa Bay on this topic, two websites and media campaigns were produced by District 7 to help implement their Pedestrian Safety Action Plans and the Hillsborough County Bike Safety Action Plan. These initiatives were funded by District 7 and NHTSA. Here is the link to their previous Stop and Look Campaign: <http://www.stopandlooktampabay.com/html/home.html>, and here is their current campaign, which includes bicycle safety as well as pedestrian safety: See the Blind Spots: <http://seetheblindspots.com/>. See also the related story at: <http://tinyurl.com/7waka63>. Check out these related resources:

- Walk Wise Tampa Bay website: <http://walkwisetampabay.com/>, and
- Tampa Baycycle: <http://www.tampabaycycle.com/>

Another good statewide bicycle safety resource is the "Ask Geo" section of the Florida Bicycle Association's website, with questions and answers on Florida bicycle laws: <http://flbikelaw.org/category/ask-geo/>.

Beginning in early May, a statewide Pedestrian Safety Action Plan was developed, and it is now in draft form. See the website <http://www.tindaleoliver.com/PSAP/index.html> for more information on the process and presentations on this topic made at meetings to develop the Plan.

More recently, plans were begun to conduct a Pedestrian Assessment of Florida's programs, under the National Highway Traffic Safety Administration's model. The week of January 9, 2012, pedestrian experts from around the United States will interview many people who are working in Florida on pedestrian issues. The experts will then write a report which includes recommendations for additional steps to bring our crash rates down.

Between these two statewide initiatives, we should have good suggestions for additional steps Florida can take to address pedestrian safety. I'm hoping we can launch a pedestrian and bicycle safety campaign like *See the Blind Spots* and a community education programs like *Walk Wise Tampa Bay* statewide through the Community Traffic Safety Teams, after the Pedestrian Program Analyses and their recommendations for improvements are complete. To me, the two biggest areas where Florida needs to place additional efforts are public information campaigns and crosswalk enforcement efforts, to increase driver awareness and driver yielding and stopping for pedestrians. Stay tuned for more information on the outcomes of these pedestrian analyses.

## Florida Updates: Local

**Happy Retirement to Hussein Sharifpour!** Hussein has been our SRTS contact in the Florida division of the Federal Highway Administration since the beginning of the Florida SRTS program. He is this week retiring after many years working at Federal Highway Administration. We wish him the best in his retirement, and thank him for his enthusiastic support of the Florida SRTS program.

**Safer Palm Bay Sidewalks Concrete Idea: Schools in South Part of City Benefit from Federal Grant; Work Completed in a Year.** This recent article in Florida Today begins:

*By this time next year, students walking to and from schools in south Palm Bay should experience a safer journey.*

*A federal grant of more than \$686,000 will fund upgrades to more than two miles of sidewalks leading to Westside Elementary, Odyssey Charter, Bayside High and the former Palm Bay Community Charter School campus, still zoned for institutional use.*

*The grant comes from the National Center for Safe Routes to School through the Florida Department of Transportation.*

Read more at: <http://tinyurl.com/d3kwt2l>.

**All Children's Hospital Walk to School Day Resources:** In the process of handling e-mails I wasn't able to get to earlier, I discovered two excellent resources for Safe Routes to School and International Walk to School Day, put together by All Children's Hospital. The hospital is located in St. Petersburg, and has SRTS coordinators for at least Manatee, Pasco, Pinellas and Polk Counties (I may have missed some!) They always do a superb job of organizing Walk to School Day events each year, and are one of the reasons Florida's Walk to School Day numbers have been so high.

The website [www.allkids.org/SRTS](http://www.allkids.org/SRTS) gives a snapshot of what SRTS is designed to do, and gives contacts for each of the counties involved. The website [www.allkids.org/walkthewalk](http://www.allkids.org/walkthewalk) includes many resources for International Walk to School Day events, designed by All Children's Hospital and many other sources. It's a one-stop location for planning your Walk to School Day events. The resources are broken into four steps:

- Walk to School
- On Campus Walk and Roll
- Classroom Instruction, and
- Media Blitz

It's never too early to start planning for International Walk to School Day (October 3, 2012) or the new International Bike to School Day (May 9, 2012; see more on this topic under **News from the National Center for SRTS** in the National section below). So check out these resources and start making your plans for 2012!

**Pasco's Mobility Fee will Chart New Course for County's Growth, Officials Hope.** This article on a new approach to Concurrency fees in Pasco County includes these quotes:

*As Florida begins an overhaul of its growth management policies, Pasco became one of a handful of communities this year on the cutting edge of developing a new tool to combat urban sprawl...*

*The plan links three key concepts: transportation, growth and economic development. On a basic level, it's a mechanism to pay for roads, bus stops and sidewalks. But the fee has larger goals. Lower fees in urban areas act as an incentive for developers to build dense projects in west Pasco and along the county's southern edge. And new office or industrial projects are exempt from road fees if they build in an urban area...*

*Goldstein said the lower fees for traditional neighborhoods (think alleys, smaller lots, connected street grids) are getting developers to give that style a second look.*

As we all know, compact development allows more children to walk or bike to school. It sounds like the approach Pasco and several other counties are taking could help encourage more compact development and help with this goal. Read more at: <http://tinyurl.com/753zit7>.

## News from Other States and Countries

**How to Increase Your Chances of Receiving a Grant:** This is the title of an article from the New Jersey *Safe Routes Scoop*. (The full article is at: <http://tinyurl.com/7hgb5u2>). I thought parts of the article would help reinforce the ideas I shared in my last SRTS Update, on what makes a good SRTS application for Florida.

Because every state implements the SRTS program a little differently, I have followed each quoted section pertaining to New Jersey, by some remarks from me that relate to Florida's SRTS program. I have changed the order of some items to relate them more easily to Florida's SRTS program.

• **NJ: Approval from All Parties:**

*One of the most important things an applicant can do is to make sure they have up-front approval from all stakeholders eventually involved in the implementation of a project, advises Leigh Ann Von Hagen, SRTS project manager with the Alan M. Voorhees Transportation Center at Rutgers University. "As a start, school and municipal officials must work together to make a SRTS project a success," she said. "Sidewalks and other infrastructure are a municipal responsibility, but the schools are responsible for student safety. You can't have one without the other." Involve as many parties as possible, including principals and/or superintendents, school administrators, police, municipal planners and engineers, council members, parents, community members, and local businesses. It is beneficial to show evidence of support from every group. Letters of commitment, especially from the school board and municipality, are proof that everyone is behind your project. Elise Bremer-Nei, the NJDOT's coordinator for the SRTS program, said, "Several of the applicants in the first round of applications failed to include resolutions that showed the school and the town were working together on the issues."*

**FL:** I fully agree with the above comments. If a Florida community forms a well-rounded School-based SRTS Committee, it will include all the people and groups listed above, and all the partners will agree on a common approach to the problems identified in the course of the Committee meetings. Letters of commitment from the school principal, as well as the school board and municipality, should be included in the application, stating why and how they support the project. The letter from the school principal in particular should express a commitment to the SRTS program and how it will be supported by the benefitting school. When applying for an Infrastructure improvement, the school principal should commit to holding educational and encouragement activities to get more children to use the improved facilities. While the School Board is one of the qualified applicants, planning needs to start at the individual school level. That's why we specified that the committee must be School-based.

While we are on the topic of local priorities, remember that if an applicant submits more than one application, the required cover letter must give a priority listing of the projects applied for. That way if there is not sufficient funding for all applications (as is usually the case), reviewers will know the priorities decided by the applicant and the Committee, and can award funding accordingly. The cover letter and application could also indicate priorities within each application for funding parts of the proposal, if the preference of the applicant is for as many schools as possible to receive some support. If this is the case, reasons should be given for this preference. Remember that one of the goals we are trying to meet is to help as many students as possible, for the lowest price per student. This type of benefit/cost is looked at for every application, and is one of the tools used to decide which projects to fund. The applications should clearly state that the funding will:

- 1) help a substantial number of students who are already walking and biking to school, to do so more safely, and/or
- 2) enable a substantial number of students who are not already walking and biking to school, to do so.

The numbers affected by each application must be clearly stated in the application, and should be based on the Student In-Class Travel Tally, observation, information on where students live, or other solid information.

• **NJ: A Comprehensive Program:**

*A good grant proposal outlines a comprehensive SRTS program. This calls for a combination of infrastructure and non-infrastructure elements. When applying to fund infrastructure projects, a good proposal will demonstrate that there is also a plan to implement education, encouragement, and enforcement projects.*

• **NJ: Identify Related Past Activities or Future Plans:**

*Another way for an applicant to reinforce a commitment to comprehensiveness is to describe related past activities or outline a plan for future activities beyond the application. Perhaps in the past, the school or town has participated in bicycle rodeos or International Walk to School Days, or even started a walking school bus. These types of activities demonstrate commitment, and help to make your plan comprehensive. If the applicant has not shown any effort to improve bicycle and pedestrian safety in the past, it is extremely important to document the reasons for this and to compensate for that deficiency by mapping out a plan to do so in the future.*

**FL:** Again, the ideas in these two sections are very well stated, and I agree wholly. The Florida SRTS application has a section on the 5E's, where the applicant is required to explain what has been done in the past and what is planned for the future for each E at the benefitting school or schools. It is important to spend some time on this section and explain what this particular school (or group of geographically-located schools) has done in the past and what they plan for the future for each E.

It is very obvious to the reviewer if one person fills out the applications for multiple schools in a county. If the wording of these sections is the same in a number of applications, the reviewer naturally questions the truth of these responses, and there is no way for the reviewer to use this information to decide which school most deserves funding. We do not recommend having one person fill out applications for multiple schools, unless a concerted effort is made to explain what is happening at the individual benefitting school.

• **NJ: Include a School Travel Plan:**

*Developing a travel plan will help ensure a comprehensive SRTS program. A school travel plan shows problem travel areas around the schools and identifies solutions following the 5 E's: Engineering, Enforcement, Education, Encouragement, and Evaluation. Any projects included in funding requests should be explained in a travel plan. A guide to developing a SRTS Travel plan can be downloaded from NJDOT's SRTS website at <http://www.nj.gov/transportation/community/srts/started.shtm>.*

**FL:** Many other states are requiring that a School Travel Plan be developed by the school and approved by the state SRTS Coordinator before the school is eligible to apply for SRTS funding. While Florida does not require a review and approval of School Travel Plans before a school can apply, we do expect every school to go through a planning process covering all the same issues, before they apply.

The recommended approach of following the Safe Ways to School Tool Kit (available at <http://www.hhp.ufl.edu/safety/safe-ways.shtm> or [Safe Ways to School toolkit.pdf](#)) gives a step by step planning process for schools to use with their School-Based SRTS Committees. (Please remember to use the National Center for SRTS's data collection forms available at <http://www.saferoutesinfo.org/data-central/data-collection-forms> instead of the ones in the Tool Kit). If the Tool Kit is not used, we expect the Committee to cover all the same issues in another way during their planning processes, and to explain these planning processes in the application.

Some counties go through a comprehensive planning process to decide the order in which they will apply for SRTS funding. While this is an important first step, it does not substitute for the School-based SRTS Committee, which includes representatives of the benefitting school, not just the school board, and engineers and planners from the benefitting cities, not just county engineers and planners.

The job of the School-based SRTS Committee is to go through the required planning process and explain in the application why their school is more deserving of funding than another competing school. Those who do not do this are writing applications which leave the reviewers with a lot of questions, and the feeling that this application should not be funded. Applicants must do a better job of planning and explaining why their school deserves to be funded, instead of relying on the District and Central Office reviewers to piece together information that is not presented well in the application and attachments. If applicants follow the Florida SRTS Guidelines and the tips included in this article and the November 2011 Florida SRTS Update, the resulting applications will be much clearer and much easier for reviewers to understand and prioritize. Please contact me at 850-245-1529 or [pat.pieratte@dot.state.fl.us](mailto:pat.pieratte@dot.state.fl.us) if you have any questions about the application process.

**New York City Using Poetry to Promote Safety:** This article from the CBS New York website includes these quotes:

*They're called curbside haiku, the city's new safety initiative using Japanese-style poetry to catch the attention of pedestrians, and make them think.*

*"What we've learned that is that the more innovative the message and with a little bit of humor, or something a little off beat, is much more effective form of communication," Transportation Commissioner Janette Sadik-Khan said.*

One example is "Oncoming cars rush/Each a 3 ton bullet/And you, flesh and bone." Read more at: <http://tinyurl.com/d8zbuez>, and see all the Haiku messages at: [Curbside Haikus and Map](#).

## National News

**Guest opinion: Sens. Nelson, Rubio agree: All Floridians deserve safe roads:** Darla Letourneau from BikeWalkLee wrote this excellent article about recent developments toward a new Transportation Bill. Her article includes these excerpts:

*Amidst the partisan rancor in Washington, there was a ray of bipartisan hope that deserves to be highlighted. On Dec. 14, the U.S. Senate Committee on Commerce, Science, and Transportation passed its section of the federal transportation bill and included a measure to make our streets safer for all users.*

*This provision was adopted unanimously with the support of Florida's two senators — Democrat Bill Nelson and Republican Mario Rubio — both of whom sit on this committee.*

*This action is especially important for Florida because our state is the most dangerous state in the nation when it comes to pedestrian and bicyclist fatalities...*

*This federal safe streets policy will mean that federally funded road projects in Florida must meet federal standards to safely accommodate all road users.*

*A new Florida state policy implementing these standards would complement the efforts currently under way in 16 communities in Florida (including Lee County) to develop and implement complete streets policies.*

Read more at: <http://tinyurl.com/7p4rxqf> and a related story at: <http://tinyurl.com/7rgg2ft>.

**What's Ahead for Transportation in 2012?** A December 29 AASHTO press release with this title begins:

*From its vantage point as the voice of transportation, the American Association of State Highway and Transportation Officials offers this look at the top 10 issues that will be talked, written, or tweeted about and legislated in the year ahead.*

### Top 10 transportation topics for 2012

1. **Enacting a long-term transportation bill:** *The eighth extension of SAFETEA-LU ends March 31. The Senate Environment and Public Works Committee has advanced Moving Ahead for Progress in the 21st Century (MAP21), a bill reauthorizing the nation's surface transportation system for two years; and the Commerce, Science, and Transportation Committee approved the legislation's four safety, freight, and research components. Action by the Banking Committee on the transit title is expected early in 2012. The legislation next awaits financing recommendations before moving to the Senate floor. In the House, Speaker John Boehner, R-Ohio, and Transportation and Infrastructure Committee Chairman John Mica, R-Florida, have pledged to move a multiyear reauthorization bill early in the year.*

*"Enactment of a bill is a significant priority for state departments of transportation and the industry as a whole," said AASHTO Executive Director John Horsley. "We know that transportation has both short-term and long-term benefits for our country – immediate job creation that fixes real problems facing drivers every day and benefits that also create stronger economic development opportunities while promoting a better quality of life in our communities. In 2012, let's finish the job!"*

For the rest of the list, see the press release at: <http://tinyurl.com/dylwezl>.

**News from the National Center for SRTS:** Here are some recent updates:

- **National Center Announces Bike to School Day:** The National Center is planning a first-ever national bike to school event and celebration. Save the Date and get ready to shift into a new gear with Bike to School Day on May 9, 2012. It's the Wednesday before Bike to Work Week. While children will still be able to bike to school on Walk to School Day, and to walk on Bike to School Day, this new designation will allow local programs to give more emphasis to pedestrian safety and walking encouragement in October, and to bicycle safety and encouragement in May. Watch this website for more information: <http://tinyurl.com/83w7m88>.
- The National Center recently released another report, "Federal Safe Routes to School Program Progress Report," which addresses the progress of the federal Safe Routes to School Program specifically. It found that since the federal program began in 2005, more than 10,400 U.S. schools across all income levels have participated in SRTS programs, and all three main requirements of implementing the law have been achieved. [Click here to learn more about the progress of the federal SRTS program.](#)
- **National Center Releases "Getting Results" Resources:** The National Center recently announced the release of the first of a series of three resources on the topic of "Getting Results". The announcement includes this wording:

*The three-part "Getting Results" series will highlight SRTS programs that have helped achieve:*

1. *Traffic reduction*
2. *Changes in driver behavior that improve safety for pedestrians and bicyclists*
3. *Increased student participation in walking and bicycling.*

*The first piece, "Getting Results: SRTS Programs That Reduce Traffic," shows that specific schools in Utah, Colorado, Georgia, North Carolina, Vermont and California measured success after using a variety of traffic reduction strategies. For schools that seek to develop programs that reduce the number of vehicles near the school during arrival and dismissal times, they should take a baseline measurement of traffic before starting any strategies so that it can be compared to traffic once reduction efforts are underway or complete.*

*The next two "Getting Results" resources will be released in the following months, so check the Safe Routes to School website [www.saferoutesinfo.org](http://www.saferoutesinfo.org) for examples of programs that have influenced driver behavior to improve safety for pedestrians and bicyclists and also for tracking increased walking and bicycling. [Click here for more information.](#)*

- **National Center for SRTS Announces Spring Mini-Grants:** The announcement includes these excerpts:

*December 21, 2011 — The National Center for Safe Routes to School announced today the selection of its newest mini-grant recipients — a program made possible through the federal Safe Routes to School program. Twenty-six schools, municipalities and organizations from across the country will receive \$1,000 to support projects designed to encourage students and their families to safely walk and bicycle to school. The mini-grant activities, many of which are driven by students, will occur during the spring semester of the 2011-2012 school year.*

*"This is our fifth round of mini-grants, and we continue to be impressed with how communities can leverage a little bit of funding and a lot of commitment to develop new programs and to build upon strategies that may already be working well," said Lauren Marchetti, director of the National Center for Safe Routes to School. "The community and student leadership recognized here exemplify the forward-thinking mindset that can lead to communities that offer a variety of transportation options."...*

*Proposed mini-grant activities include creating peer mentor programs for walking safety, teaching students how to repair their own bicycles and supporting bicycle helmet usage. Some schools will produce student-designed brochures and provide training for volunteers to enhance oversight of children on their way to and from school.*

The National Center had a difficult job to narrow down 212 applications to the 26 projects from 17 states which were selected for funding. To view this announcement on the National Center's website, visit [www.saferoutesinfo.org/about-us/newsroom/spring-2012-mini-grants](http://www.saferoutesinfo.org/about-us/newsroom/spring-2012-mini-grants).

- **National Center Releases U.S. School Travel Research:** The National Center for Safe Routes to School recently released *How Children Get to School: School Travel Patterns from 1969 to 2009*, a research report which provides insight into national trends in U.S. school travel. Using information from the 2001 and 2009 National Household Travel Survey (NHTS) and its predecessor the 1969 and 1995 Nationwide Personal Transportation Surveys (NPTS), the report describes how student school travel in the United States changed between 1969 and 2009.

While the report is not specific to Safe Routes to School (SRTS), the findings can be used to create benchmarks for SRTS programs and others to better interpret local travel information they are collecting. Statistics show that from 1995 to 2009 among those students living within one mile of school—a distance often considered easily walkable and bikeable—there were no significant changes in school travel trends. When all students are considered, regardless of distance lived from school, the percentage of students driven to school in personal vehicles increased while walking and school bus use dipped slightly and bicycle use stabilized. The report also indicates that parents driving students and teens driving themselves to school accounted for 10-14 percent of all the personal vehicle trips made during the morning of the school year.

We clearly have more work to do to turn these trends around. [Click here to access the full report.](#)

- **Archived webinars:** Note this reminder from the National Center:

*Do you need a cost-effective way to expand your SRTS training and knowledge? The National Center partners with America Walks to offer free monthly webinars designed to educate individuals, communities and organizations on topics that will assist with successful SRTS planning, outreach and implementation efforts...*

*If a busy schedule has prevented participation in past SRTS webinars, you can still access them: The National Center archives all past SRTS webinars on its website. Check out the [archives](#) to find a webinar that will be helpful to you.*

- **Presentations from the SRTS National Conference:** If you missed the SRTS National Conference in Minneapolis this year, the [presentations](#) are now posted at [www.saferoutesconference.org](http://www.saferoutesconference.org). Check it out and download any information that might be useful.

**Updates from the SRTS National Partnership:** Here are a few updates from the National Partnership's website: <http://www.saferoutespartnership.org/>:

- **[Final State Network Project Report Released](#)**

*We are pleased to share our 2010-2011 report, entitled: [Safe Routes to School State Network Project Final Report, 2010-2011: Phase II - Successes and Lessons Learned](#), which includes policy successes, lessons learned and local success stories that were a result of policy changes led by the 20 state network coalitions. Key policy wins from each of the 19 network states and the District of Columbia included improvements to state SRTS programs that increased award and obligation rates for local community grant recipients and lower-income communities, policies creating street-scale improvements for walking and bicycling, school siting and joint use agreements, supporting lower-income communities and improving personal safety.*

This report makes for interesting reading and is worth at least a quick glance. Note that Florida's SRTS Network partners were used as a good example of the diversity of participants in SRTS State Network Projects, on page 10. The report is organized by policy topics, and covers Complete Streets, School Siting and Joint Use, Supporting Lower Income Communities, Personal Safety and Other Policy Successes. Florida's progress with Complete Streets policies, led by the East Central Florida Regional Planning Council is highlighted on page 16.

- **[Safe Routes to School Policy Report](#)**

*We have released a new [policy report](#) and [fact sheet](#) that help make the financial case for Safe Routes to School in these tough economic times. The report shares new data, dollar figures, facts and local stories on benefits including reducing busing costs, easing traffic congestion, lowering medical costs, and more.*

## Pro-Walk/Pro-Bike Conference Call for Proposals Now Open:

Between now and February 1, 2012, you can submit your proposals for this national conference of about 1,000 Pedestrian and Bicycle specialists and supporters. Next year's conference will be held in Long Beach, CA from September 10-13, 2012. Presentation formats include panel presentations, poster sessions and peer problem solving.

Here are the 6 Conference Themes, all relating to walking and bicycling:

1. *Invest + Govern. Considers the many ways that investments in ped/bike infrastructure and programs pay dividends to the individual and community.*
2. *Advocate + Include. Considers two questions: how advocacy can build a more inclusive movement; and how ped/bike/transportation professionals can best engage and serve all populations.*
3. *Design + Engineer. Explores best practices for meeting the needs of pedestrians and bicyclists. Features the latest design standards/manuals, while offering practical guidance on finding flexibility within existing design standards.*
4. *Healthy + Safe. Explores ways to improve health and quality-of-life by making walking and biking trips convenient, pleasant, and safe. We encourage proposals from those working with low income/low resource communities.*
5. *Plan + Connect. Explores innovative work connecting all modes--walking, biking, transit, bike share, and car share--through better planning, collaboration, and use of technology. Includes best practices in ped/bike planning.*
6. *SRTS + Beyond. Explores programs that grant youth mobility and independence by improving walking and biking routes to school, and to other community destinations. Covers K-12.*

Each focus area is much richer than these brief descriptions suggest, so we urge you to visit the [Call for Proposals](#) page, which further explores each topic. Please note: for those whose work straddles more than Focus Area, or whose work may defy categorization--there is a place for you at Pro Walk/Pro Bike@! Get in touch with us if you have questions.

If you still have questions after reading the Call for Proposals information, you can contact Mark Plotz, Conference Director at (202) 223-3621 or [mark@bikewalk.org](mailto:mark@bikewalk.org).

**Siemens Sustainable Community Awards Program:** The annual Siemens Sustainable Community Awards program is a partnership between Siemens USA and the U.S. Chamber BCLC. Nominations for the 2012 awards will be accepted until January 13, 2012. Each winning city will be announced during an Awards reception at the 2012 National Conference on Corporate Community Investment and will receive a donation of \$20,000 of trees. Those trees could certainly beautify and cool designated school walking routes! Read more about this award program at: <http://sustainablecommunity.uschamber.com/>, and use the resources on the website to complete your nomination.

**Recycle-A-Bicycle Youth Bike Summit 2012:** The Youth Bike Summit is a three-day gathering geared toward youth, bicycles, education, and advocacy. This annual national conference offers a dynamic inter-generational exchange through educational workshops and panel discussions that are interactive and practical. The Youth Summit will be held from Friday January 13 through Sunday January 15, 2012 at the New School in New York, NY, and admission is a real deal at \$10/youth and \$25/adult, including meals!

A youth leader who attended the first Youth Bike Summit was an outstanding keynote speaker at the SRTS National Conference last year. For more information, see [their website](#) and watch a short video on the first Youth Bike Summit held last year, at: <http://www.streetfilms.org/the-first-annual-youth-bike-summit/>.

**Sun, Surf, and Smart Growth:** The 11th Annual New Partners for Smart Growth Conference will be held on February 2-4 in San Diego, CA. The three-day event will have over 100 sessions and workshops focused on building safe, healthy, and more livable communities. The program also includes opportunities to learn and share strategies to address equity and environmental justice issues and features tours of local model projects in and around the San Diego region. For more information and to register visit see: [www.newpartners.org](http://www.newpartners.org).

**Active Living Research Conference, Disparities in Environments and Policies that Support Active Living.** This conference will be held in San Diego, CA from March 12-14. The theme for this year's conference, "Disparities in Environments and Policies that Support Active Living," recognizes the importance of engaging experts from multiple disciplines to address the inequities seen in many communities where childhood obesity and inactivity are the highest. Info on Call for Abstracts and nominations for awards at: <http://bit.ly/foFdg>.

**National Health Impact Assessment Meeting:** This inaugural meeting will be held in Washington, DC on April 3-4. In response to a burgeoning interest in using health impact assessment (HIA) as a tool to factor health into policy decisions, for the first time policymakers, public health professionals, community-based organizations, researchers, and elected and appointed officials from across the country will gather to hear the latest on how HIA is being, and can be, used to inform policy decisions in areas such as planning, transportation, housing, agriculture, energy, education and the environment. The deadline to submit abstracts and session topics is January 18, 2012. More information is available at: <http://www.regonline.com/builder/site/Default.aspx?EventID=1023434>

## Florida & National Calendar of Events & Training Opportunities

✓ Indicates new items      Calendar items are repeated until events are held      All times are Eastern unless noted

### 2012:

- ✓ **January 13: deadline for Siemens Sustainable Community Awards Program**, where communities can compete for \$20,000 worth of trees. More info: <http://sustainablecommunity.uschamber.com/>.
- ✓ **January 13-15, Recycle-A-Bicycle Youth Bike Summit 2012:** More info [their website](#), and watch a short video from last year's Youth Bike Summit at: <http://www.streetfilms.org/the-first-annual-youth-bike-summit/>.
- ✓ **January 18, deadline for proposals for the National Health Impact Assessment Meeting**, to be held in Washington, D.C on April 3-4. More info: <http://www.regonline.com/builder/site/Default.aspx?EventID=1023434>.
- ✓ **January 22-26, TRB 91st Annual Meeting**, Washington, D.C. Info: <http://tinyurl.com/4vk6jw8>.
- ✓ **February 1, deadline for proposals for Pro-Walk/Pro-Bike Conference:** More info: [Call for Proposals](#)
- ✓ **February 2-4, Sun, Surf, and Smart Growth:** The 11th Annual New Partners for Smart Growth Conference, San Diego, CA. More info: [www.newpartners.org](http://www.newpartners.org).
- ✓ **February 6-10, Deadlines for proposals for American Public Health Association meeting** to be held October 27-31 in San Francisco. Click here to [start your abstract submission](#).
- ✓ **March 12-14, Active Living Research Conference, Disparities in Environments and Policies that Support Active Living**, San Diego, CA. More Info: <http://bit.ly/fofoFdg>.
- ✓ **April 3-4, Inaugural National Health Impact Assessment Meeting**, Washington, DC. More info: <http://www.regonline.com/builder/site/Default.aspx?EventID=1023434>
- ✓ **April 16-19, National Association of Recreation Resource Planners (NARRP) Annual Conference**, Baton Rouge, LA. More info: <http://bit.ly/pVVUOV>.
- ✓ **May 7-9, Weight of the Nation Conference: Moving Forward, Reversing the Trend, Washington, DC**, sponsored by the Centers for Disease Control and Prevention Division of Nutrition, Physical Activity and Obesity. More info: <http://www.weightofthenation.org>.
- ✓ **May 9-12, CNU 20: The New World**, West Palm Beach, FL. This is the 20<sup>th</sup> national conference sponsored by the Congress of New Urbanism. More info: <http://bit.ly/r35AAW>.
- ✓ **June 24-27, 4th Urban Street Symposium**, Chicago, IL. Info: TRB flyer <http://tinyurl.com/4p2yoc8>.
- ✓ **September 10-13, Pro Walk/Pro Bike® 2012**, Long Beach, California, produced by the National Center for Bicycling & Walking, and Project for Public Spaces: email Mark Plotz, [mark@bikewalk.org](mailto:mark@bikewalk.org).
- ✓ **October 27-31, 2012 Annual Meeting of the American Public Health Association, Prevention and Wellness Across the Lifespan**, to be held in San Francisco, CA. More info: <http://apha.confex.com/apha/140am/oasys.ep>

### Meeting Schedule of the Volusia TPO Board and Committees

	<b>Volusia TPO Board</b>	<b>Executive Committee</b>	<b>Technical Coordinating Committee (TCC)</b>	<b>Citizens' Advisory Committee (CAC)</b>	<b>Bicycle/Pedestrian Advisory Committee (BPAC)</b>	<b>Trans. Disadvantaged Local Coordinating Board (TDLCB)</b>
<b>2012</b>	<b>4th Tues. @ 8:00 a.m.</b>	<b>1st Mon. @ 3:00 p.m.</b>	<b>3rd Tues. @ 3:00 p.m.</b>	<b>3rd Tues. @ 1:30 p.m.</b>	<b>2nd Wed. @ 3:00 p.m.</b>	<b>2nd Wed. @ 11:00 a.m. @ Votran</b>
January	January 24, 2012	January 9, 2012	January 17, 2012	January 17, 2012	January 11, 2012	January 11, 2012
February	February 28, 2012	February 6, 2012	February 21, 2012	February 21, 2012	February 8, 2012	
March	March 27, 2012	March 5, 2012	March 20, 2012	March 20, 2012	March 14, 2012	March 14, 2012
April	April 24, 2012	April 2, 2012	April 17, 2012	April 17, 2012	April 11, 2012	
May	May 22, 2012	May 7, 2012	May 15, 2012	May 15, 2012	May 9, 2012	May 9, 2012
June	June 26, 2012	June 4, 2012	June 19, 2012	June 19, 2012	June 13, 2012	
July	July 24, 2012*	July 2, 2012*	July 17, 2012*	July 17, 2012*	July 11, 2012*	July 11, 2012
August	August 28, 2012	August 6, 2012	August 21, 2012	August 21, 2012	August 8, 2012	
September	September 25, 2012	September 3, 2012	September 18, 2012	September 18, 2012	September 12, 2012	September 12, 2012
October	October 23, 2012	October 1, 2012	October 16, 2012	October 16, 2012	October 10, 2012	
November	November 27, 2012	November 5, 2012	November 20, 2012	November 20, 2012	November 14, 2012	November 14, 2012
December	December 25, 2012*	December 3, 2012*	December 18, 2012*	December 18, 2012*	December 12, 2012*	
*These meetings typically cancelled						