



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 12, 2011

TIME: 3:00 p.m.

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. CONSENT AGENDA
 - A) REVIEW AND APPROVAL OF OCTOBER 13, 2010 MEETING MINUTES
(Contact: Stephan C. Harris) (Enclosures, pages 3-8)
 - B) REVIEW AND APPROVAL OF BICYCLE/PEDESTRIAN PROJECTS FOR THE 2011 SAFE ROUTES TO SCHOOL CALL FOR APPLICATIONS *(Contact: Stephan C. Harris) (Enclosures, pages 3, 8-11)*
- IV. ACTION ITEMS
 - A) REVIEW AND RECOMMEND APPROVAL TO SET ASIDE XU FUNDING FOR CORRIDOR STUDIES *(Contact: Karl D. Welzenbach) (Enclosure, page 12)*

- B) REVIEW AND RECOMMEND APPROVAL OF THE REVISED VOLUSIA TPO PROJECT PRIORITIZATION PROCESS** *(Contact: Karl D. Welzenbach) (Enclosures, pages 13-14)*
 - C) REVIEW AND RECOMMEND APPROVAL TO EXPAND THE RANGE OF ELIGIBLE PROJECT TYPES** *(Contact: Karl D. Welzenbach) (Enclosures, pages 15-17)*
 - D) REVIEW AND RECOMMEND APPROVAL TO REVISE LOCAL MATCHING FUND REQUIREMENTS FOR XU BICYCLE/PEDESTRIAN PROJECTS** *(Contact: Karl D. Welzenbach) (Enclosure, page 18)*
 - E) REVIEW AND RECOMMEND APPROVAL OF A POLICY PRESERVING THE TOP-RANKED PROJECTS** *(Contact: Karl D. Welzenbach) (Enclosure, page 19)*
 - F) REVIEW AND RECOMMEND APPROVAL OF THE 2011 PRIORITY APPLICATION FOR XU BICYCLE/PEDESTRIAN PROJECTS** *(Contact: Stephan C. Harris) (Enclosures, pages 20-26)*
 - G) REVIEW AND RECOMMEND APPROVAL OF THE 2011 LIST OF PRIORITIZED XU BICYCLE/PEDESTRIAN PROJECTS** *(Contact: Stephan C. Harris) (Enclosure, pages 27-29)*
- V. STAFF COMMENTS** *(Enclosure, page 30)*
- VI. INFORMATION ITEMS** *(Enclosure, pages 30-37)*
- **Florida Safe Routes to School Updates – December 24, 2010**
 - **VTPO Board Strategic Retreat Notice**
 - **VTPO Layman’s Guide (insert)**
- VII. BPAC MEMBER COMMENTS** *(Enclosure, page 30)*
- VIII. ADJOURNMENT** *(Enclosure, page 30)*

*****The next meeting of the BPAC will be Wednesday, February 9, 2011*****

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
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III. Consent Agenda

A) Review and Approval of October 13, 2010 Meeting Minutes

Background Information:

Minutes are prepared for each meeting and must be approved by the BPAC. The October 13, 2010 meeting minutes are provided with this agenda packet for your review. There are no minutes from the November 10, 2010 BPAC meeting due to a lack of quorum.

B) Review and Approval of Bicycle/Pedestrian Projects for the 2011 Safe Routes to School Call for Applications

Background Information:

The BPAC Project Review Subcommittee met on November 3, 2010 to rank projects identified as priorities from the Bicycle & Pedestrian School Safety Review Study. The subcommittee recommends the following projects for submission to the East Volusia Community Traffic Safety Team for the 2011 Safe Routes to School Call for Applications:

- 5th Street Sidewalk (south side) near Westside Elementary School
- Jimmy Ann Drive Sidewalk (west side) near Westside Elementary School

Action Requested:

Motion to approve the Consent Agenda

**SUMMARY SHEET
BPAC
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IV. Action Items

A) Review and Recommend Approval to Set Aside XU Funding for Corridor Studies

Background Information:

The Volusia TPO is considering funding studies of major corridors (e.g. US 1, US 17-92, etc.) for the purpose of developing comprehensive, multi-modal transportation improvement strategies.

These studies would be funded by reallocating \$50,000 (1/2) of the set aside for Bicycle/Pedestrian Project feasibility studies, all of the \$100,000 set aside for ITS/Traffic Operations/Safety Project feasibility studies and an additional \$100,000 from the XU set aside for Transit Projects. The TPO has also requested matching funds from FDOT for corridor studies. This \$250,000 would likely fund at least two corridor studies per year. The studies would identify a wide range of mutually supportive project types for programming, including traffic operations, ITS, safety, bicycle/pedestrian and transit projects. The BPAC Project Review Subcommittee will provide a recommendation for this item at their January 6, 2011 meeting.

Action Requested:

Motion to recommend approval to set aside XU funding for corridor studies

**SUMMARY SHEET
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IV. Action Items

B) Review and Recommend Approval of the Revised Volusia TPO Project Prioritization Process

Background Information:

In order to ensure that the Volusia TPO will always have a full list of well-considered priority projects to program as funds become available, TPO staff recommends that we now issue a "Call for Projects" twice per year.

Further, staff recommends that we review and rank project applications first for feasibility studies (unless a feasibility study or comparable review has already been done), then for project implementation (ranking again with the more complete information determined from the study). A separate application would be required for each of the two steps. This recommended process is illustrated in the flow chart provided with this agenda packet for your review. The BPAC Project Review Subcommittee will provide a recommendation for this item at their January 6, 2011 meeting.

Action Requested:

Motion to recommend approval of the revised Volusia TPO Project Prioritization Process

**SUMMARY SHEET
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IV. Action Items

C) Review and Recommend Approval to Expand the Range of Eligible Project Types

Background Information:

The Volusia TPO currently limits XU-funded projects to the following categories: Bicycle/Pedestrian, Traffic Operations, ITS, Safety and Transit. In order to provide maximum flexibility to program XU funds, TPO staff recommends expanding the range of eligible project types (e.g. streetscapes and bridge design).

The attached list illustrates the types of projects that are now accepted for funding and the attached excerpt from the federal code describes the full range of projects that may be funded with XU funds. The BPAC Project Review Subcommittee will provide a recommendation for this item at their January 6, 2011 meeting.

Action Requested:

Motion to recommend approval to expand the range of eligible project types

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IV. Action Items

D) Review and Recommend Approval to Revise Local Matching Fund Requirements for XU Bicycle/Pedestrian Projects

Background Information:

Federal law requires that XU funds be matched with “local funds”¹ at a rate of 18.07%. Historically, FDOT has covered the entire match requirement for projects that are on the federal-aid system and one-half of the match for those that are not on the federal aid system. Recently, however, FDOT has decided to cover this match requirement with “soft” toll credits, rather than real money. This “soft” match satisfies the federal match requirement, but it doesn’t cover actual project costs. Thus, the lost FDOT cash match will now have to be made up with an additional contribution from the TPO or the project applicant.

In addition to the federal match requirement, the TPO Board has required that XU funds be matched at a rate that has varied over the years from 15% to 50%. There were two reasons that the TPO Board required the match: (1) it showed a real local commitment (better ensuring that projects are truly needed) and (2) it leveraged the TPO’s XU funds, resulting in more projects being completed. However, recognizing the recent financial difficulties that local governments are facing, the TPO Board voted at their November 23, 2010 meeting to waive the local match requirement entirely. The waiver is limited to the next two years. The BPAC Project Review Subcommittee will provide a recommendation for this item at their January 6, 2011 meeting.

Action Requested:

Motion to recommend approval to revise local matching fund requirements for XU bicycle/pedestrian projects

¹ In this case, “local match” means any non-federal match.

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IV. Action Items

E) Review and Recommend Approval of Policy Preserving the Top-Ranked Projects

Background Information:

New candidate projects can be ranked higher than projects ranked in previous years. However, to ensure a reasonable degree of predictability, the TPO Board has enacted a policy that protects the highest ranked projects in each category. This policy currently provides that, unless the TPO Board determines unusual circumstances dictate otherwise:

1. Projects ranked one through five on the Prioritized List of Florida **Strategic Intermodal System (SIS) Roadway Projects** and are not currently funded through the construction phase will remain in their current spot or moved to the next available higher spot until they are fully funded through the construction phase and drop out of the Work Program;
2. Projects ranked one through five on the Prioritized List of **Regionally Significant Non-SIS Roadway Projects** that are not funded through the construction phase will be ranked in their current spot or moved to the next available higher spot until they are fully funded through the construction phase and drop out of the Work Program;
3. Projects ranked one through three on the Prioritized List of **Bascule Bridge Projects** that are not funded through the construction phase will be ranked in their current spot or moved to the next available higher spot until they are fully funded through the construction phase and drop out of the Work Program;
4. Projects ranked one through three on the Prioritized List of **XU Traffic Operations/ITS/Safety Set-Aside Projects** that are not funded through the construction phase will be ranked in their current spot or moved to the next available higher spot until they are fully funded through the construction phase and drop out of the Work Program;
5. Projects ranked one through three on the Prioritized List of **XU Bicycle/Pedestrian Set-Aside Projects** that are not funded through the construction phase will be ranked in their current spot or moved to the next available higher spot until they are fully funded through the construction phase and drop out of the Work Program; and
6. Projects ranked one through eight on the Prioritized List of **Enhancement Projects** that are not funded through the construction phase will be ranked in their current spot or moved to the next available higher spot until they are fully funded through the construction phase and drop out of the Work Program. The VTPO Board generally reviews this policy annually. The BPAC Project Review Subcommittee will provide a recommendation for this item at their January 6, 2011 meeting.

Action Requested:

Motion to recommend approval of policy preserving top-ranked projects

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IV. Action Items

F) Review and Recommend Approval of the 2011 Priority Application for XU Bicycle/Pedestrian Projects

Background Information:

The 2011 Priority Application for XU Bicycle/Pedestrian Projects is provided with this agenda packet for your review. The BPAC Project Review Subcommittee will provide a recommendation for this item at their January 6, 2011 meeting.

Action Requested:

Motion to recommend approval of the 2011 priority application for XU bicycle/pedestrian projects

**SUMMARY SHEET
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IV. Action Items

G) Review and Recommend Approval of the 2011 List of Prioritized XU Bicycle/Pedestrian Projects

Background Information:

The 2011 List of Prioritized XU Bicycle/Pedestrian Projects is provided with this agenda packet for your review. TPO staff encourages the BPAC to consider a limitation on the amount of time a project is allowed to remain on the lower tiers of the List of Prioritized XU Bicycle/Pedestrian Projects awaiting a local commitment or for resolution of any issues that would prevent FDOT from programming the next appropriate phase. The BPAC Project Review Subcommittee will provide a recommendation for this item at their January 6, 2011 meeting.

Action Requested:

Motion to recommend approval of the 2011 List of Prioritized XU Bicycle/Pedestrian projects

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V. STAFF COMMENTS

VI. INFORMATION ITEMS

- Florida Safe Routes to School Updates – December 24, 2010
- VTPO Board Strategic Retreat Notice
- VTPO Layman's Guide (insert)

VII. BPAC MEMBER COMMENTS

VIII. ADJOURNMENT

******The next meeting of the BPAC will be Wednesday, February 9, 2011******

Bicycle/Pedestrian Advisory Committee (BPAC)
Meeting Minutes
October 13, 2010

Members Present:

Rani Merens
Michelle Grenham
Rene "Rocky" Rivera
Bob Storke
Phyllis Campbell
John Decarie
Joe Trepasso
Peter Cerullo
A.J. Devies
William "Bill" Pouzar

Representing:

DeBary
Edgewater
Holly Hill
Orange City
Ponce Inlet
Port Orange
South Daytona
Volusia County, At-Large
Volusia County, District 2
Volusia County, District 5

Non-Voting Technical Appointees Present:

Joan Carter
Wendy Hickey
Gwen Perney
Jon Cheney
Tina Skipper
Heather Blanck

Representing:

FDOT, District 5
Orange City
Port Orange
Volusia County Traffic Engineering
Volusia County School Board
Votran

Members/Technical Appointees Absent:

Mike Chuven (excused)
Robert Echevarria
Craig Wells
Jake Baker
Roy Walters (excused)
Susanne Wilde

Representing:

Daytona Beach
Deltona
Flagler Beach
New Smyrna Beach
Volusia County, At-Large
Volusia County Parks, Rec. & Culture

Others Present:

Deborah Saulsbury
Pamela Blankenship, Recording Secretary
Karl Welzenbach
Stephan Harris
R. Sans Lassiter
Greg Kern
John Harper
Teresa Moran

Representing:

FDOH
TPO Staff
TPO Staff
TPO Staff
Lassiter Transportation Group, Inc.
Reynolds, Smith & Hills, Inc.
Volusia County Eng. & Const.
Volusia County Health Dept.

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 3:03 p.m. by Chairperson A.J. Devies. The roll was called and it was determined that a quorum was present.

II. Public Comment/Participation

There were no public comments.

III. Action Items

A. Review and Approval of September 8, 2010 Meeting Minutes

MOTION: A motion to approve the September 8, 2010 BPAC meeting minutes was made by Mr. Storke. The motion was seconded by Ms. Grenham and carried unanimously.

B. Review and Recommend Approval of Resolution 2010-22 amending the Volusia TPO's Project Priority List for Transportation Enhancement Projects

[Mr. Cheney's presentation is included with the minutes for reference purposes]

Mr. Cheney stated the county's regional master plan is the St. Johns River to the Sea Loop Trail. The county is constructing four major projects in FY 2010/11: Spring-to-Spring Trail (Phases 7B and 3B) and the East Central Florida Regional Rail Trail (ECRRT) (Segments 1/2 and 3). Resolution 2010-22 adds pedestrian overpasses to span SR 415 in Osteen and SR 442 in Edgewater.

MOTION: A motion to recommend approval of Resolution 2010-22 amending the Volusia TPO's Project Priority List for Transportation Enhancement Projects was made by Mr. Rivera. The motion was seconded by Ms. Merens and carried unanimously.

C. Review and Recommend Approval of Resolution 2010-23 amending the FY 2010/11 – 2014/15 Transportation Improvement Program (TIP)

Mr. Cheney stated resolution 2010-23 and corresponding TIP amendments are for the ECFRRT pedestrian overpass at SR 415, Dirksen Drive Trail and Riverside Drive Sidewalk. The SR 415 pedestrian overpass is being funded with \$2,160,000 in ACSA funds from FDOT. It will be a design/build project to accommodate the

planned widening of SR 415 to four lanes and will be ADA compliant. The SR 442 pedestrian overpass will be a design/build project. The City of Edgewater plans to extend sidewalks from the overpass east to Riverside Park. The trail will extend south as far as funding will allow. The Dirksen Drive Trail will be extended to US 17-92, include pedestrian signal features to the intersection and a crosswalk from the east side to west side of US 17-92. The estimated cost of the additional work is \$54,670. The construction phase of the Riverside Drive Sidewalk is being split into two segments to address right-of-way issues.

Ms. Carter stated she was concerned about the slip lane at the southwest corner of the US 17-92/Dirksen Drive intersection. Mr. Welzenbach stated this was discussed at a meeting between the county and FDOT staff. It is a poorly designed intersection that exposes pedestrians to traffic. FDOT stated a correction involved redesigning the intersection and retiming equipment.

MOTION: *A motion to recommend approval of Resolution 2010-23 amending the FY 2010/11 – 2014/15 Transportation Improvement Program (TIP) was made by Mr. Storke. The motion was seconded by Mr. Decarie and carried unanimously.*

D. Review and Recommend Approval of Resolution 2010-24 requesting FDOT redesignate the currently programmed funds on the East Central Florida Regional Rail Trail from Design (Phase 38) to Design/Build (Phase 58)

Mr. Welzenbach stated \$1.6 million is in FY 2011/12 to design the entire trail and \$5.024 million is in FY 2014/15 to build the entire trail. \$5.2 million is not enough to build the entire trail. To avoid losing any of the programmed monies, FDOT is being asked to change the designation on both phases to design/build. The TPO and county have met with FDOT to discuss this. The FDOT, District 5 office is receptive to the request, but the final decision lies with their Central Office. Resolution 2010-24 is a formal request from the TPO to the FDOT Central Office to make the change.

MOTION: *A motion to recommend approval of Resolution 2010-24 requesting FDOT redesignate the currently programmed funds on the East Central Florida Regional Rail Trail from Design (Phase 38) to Design/Build (Phase 58) was made by Ms. Grenham. The motion was seconded by Mr. Pouzar and carried unanimously.*

VI. Presentations and Discussion Items

A. Presentation on the Communities Putting Prevention to Work Program: Walking School Buses

[A separate version of Ms. Saulsbury and Ms. Moran's presentation will be provided for reference purposes]

B. Presentation on the Volusia TPO's New Website and Facebook Page

Ms. Blankenship stated the TPO's new website is www.volusiatpo.org and includes a variety of new features including meeting agendas, minutes, and pictures of events. The bicycle/pedestrian section is enhanced with inclusion of studies, safety literature, etc. Mr. Harris stated all of the major BPAC projects have been included on the website, such as the Walk and Ride Bicycle & Pedestrian Safety Video, It's The Law Decal, Volusia County Bicycling Map for the Experienced Cyclist and others. Contact Jean Parlow for TPO website questions (jparlow@volusiatpo.org).

Ms. Blankenship stated the Facebook page will include meetings, agendas, photographs, announcements of events, news, etc. Since the TPO is subject to Sunshine Laws, conversations cannot be held on the Facebook page. Comments can only be made on posted topics. So far, the TPO has 26 "friends" on its Facebook page. The Internet address is: www.facebook.com/volusiatpo.

Mr. Storke asked if there was a link to the Facebook page from the website. Ms. Blankenship responded yes.

VII. Staff Comments

Mr. Harris stated a Safe Routes to School event will be held at Westside Elementary School on October 22, 2010. Congressman John Mica will be the keynote speaker. Other speakers include Dr. Bonita Sorenson, Volusia County Health Department Director, George Lovett, FDOT Transportation Development Director and Dr. Al Williams, Volusia County School Board. The event is to recognize the impact the Safe Routes to School Program has had on schools such as Westside. The event starts at 2:00 p.m.

The TPO is also promoting Motorcycle Safety by participating in a booth at Destination Daytona during Biketoberfest (October 14 – 17). The booth will be shared with the Community Traffic Safety Team, FDOT and the Motorcycle Safety Coalition.

VIII. BPAC Member Comments

Ms. Carter stated 77 out of 350 schools in FDOT, District 5 participated in International Walk to School Day on October 6th.

Mr. Cerullo thanked participants in the White Cane Pedestrian Safety Event on October 8th and 9th.

Chairperson Devies thanked Daytona Beach Police Department for their efforts in the White Cane Pedestrian Safety Event.

Mr. Lassiter stated Lassiter Transportation Group is coordinating efforts with the Walking School Bus Program. Work is continuing on the Bicycle & Pedestrian School Safety Review Study with Ormond Beach Elementary School and other schools.

IX. Information Items

X. Adjournment

The meeting adjourned at 4:19 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 October 13, 2010 regular meeting of the Bicycle & Pedestrian Advisory Committee (BPAC), approved and duly signed this 12th day of January 2011.

Pamela C. Blankenship, Recording Secretary

Volusia Transportation Planning Organization

Recommended Priority Project



5th Street Sidewalk (south side)

School Served: Westside Elementary School

Project Location: South side of 5th Street from Jimmy Ann Drive to Imperial Drive

Project Description: A minimum 5 foot wide sidewalk, 2525 feet long.

Findings: The 5th Street sidewalk is the primary route travelled by students who walk or bicycle to and from school. There is a 5 foot wide sidewalk along the north side of 5th Street that is insufficient in width for the large number of students served. Students frequently cross 5th Street at various locations as they travel to and from school. Site observations indicated that several students, especially younger students, cross the roadway without first checking for vehicles.

Recommendation: Construct a minimum 5' wide sidewalk along the south side of 5th Street from Jimmy Ann Drive to Imperial Drive. A wider sidewalk is preferred.

Maintaining Agency: City of Daytona Beach

Potential Constraints: Right of way limitations or obstructions, eight road crossings and 11 driveway cuts.

Potential Opportunities: A decrease in the number of students crossing 5th Street away from the guard location at Jimmy Ann Drive. Additionally, this sidewalk may ease congestion along the north side sidewalk.

Estimated Project Cost (not including right of way costs, if applicable): \$265,000

Note: The Priority Project is highlighted in blue on the corresponding Bicycle and Pedestrian Master Plan.



A student crosses 5th Street to reach the south side



Students walk along both sides of 5th Street on their way home



The existing 5' wide sidewalk on the north side of the road is inadequate for the number of users

Recommended Priority Project

Jimmy Ann Drive Sidewalk (west side)

School Served: Westside Elementary School

Project Location: West side of Jimmy Ann Drive from Cardinal Estates Boulevard to beyond 5th Street to connect with the existing sidewalk. (Total: 2750LF).

Project Description: A minimum 5' wide sidewalk, 2,750 feet long. A wider sidewalk is preferred to provide for multiple user groups simultaneously.

Findings: Students living north of the school currently use a shortcut between two private lots on Starling Drive to access the west side of Jimmy Ann Drive where they walk along an unpaved shoulder to the school property. There are no sidewalks along Jimmy Ann Drive north of the school or along the school site. An existing sidewalk section is located south of 5th Street.

Recommendations: Construct a minimum 5 foot wide sidewalk along the west side of Jimmy Ann Drive from Cardinal Estates Boulevard to the existing section of sidewalk south of 5th Street. Expanding the project to include a continuous sidewalk on the west side of Jimmy Ann Drive from LPGA Boulevard to Mason Avenue would serve the many bicyclists and pedestrians in the area.



Jimmy Ann Drive looking south from Cardinal Estates Boulevard



Construction of any future sidewalks along school frontage should be placed near the property line

Locate the sidewalk near the right of way line to avoid drainage structures and swales. Unless right of way limitations are severe, sidewalks should not be located directly against a fence or wall. A minimum 2' wide clear area should be provided.

Maintaining Agency: City of Daytona Beach

Potential Constraints: Drainage structures are centered within available right of way

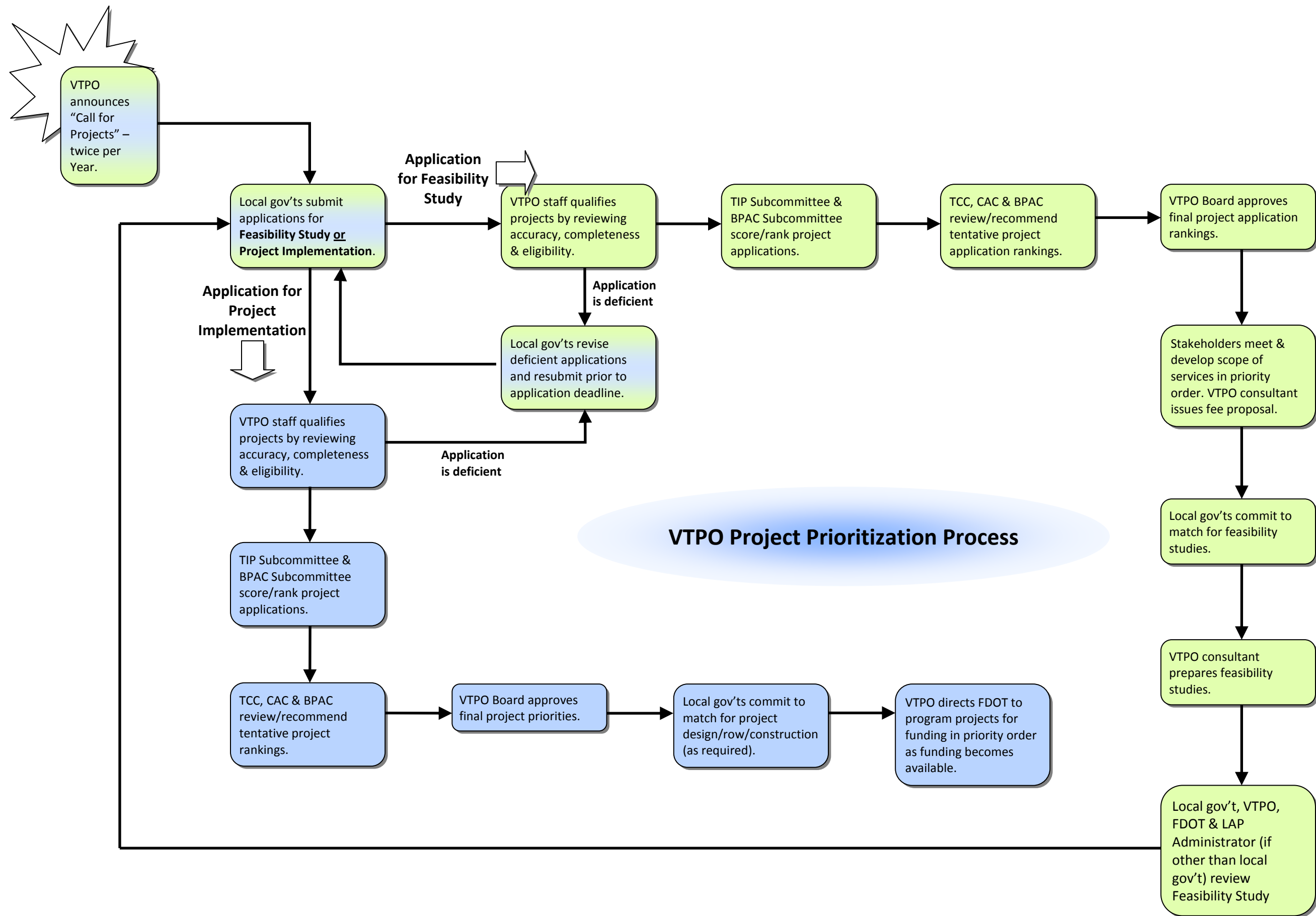
Potential Opportunities: Students living north of Westside Elementary School and west of Jimmy Ann Drive will have a direct sidewalk connection to the school and will no longer need to cross Jimmy Ann Drive to reach the sidewalk on the east side of the roadway.

Halifax Behavioral Services and the WORC Workcenter are located on the west side of Jimmy Ann Drive between 3rd Street and Mason Avenue. People attending these facilities may benefit from a continuous sidewalk system along Jimmy Ann Drive. Additionally, bicyclists and pedestrians traveling to the Votran bus stops along Jimmy Ann Drive near 3rd Street would benefit from the construction of this project.

Estimated Project Cost (not including right of way costs, if applicable):

\$288,000

Note: The Priority Project is highlighted in pink on the corresponding Bicycle and Pedestrian Master Plan.



Representative list of projects that currently are accepted by the VTPO for funding with the 30% XU Set-Aside for Bicycle/Pedestrian Funds:

1. Feasibility studies for bicycle/pedestrian projects
2. Sidewalk projects
3. Trail projects

Representative list of projects that currently are NOT accepted by the VTPO for funding with the 30% XU Set-Aside for Bicycle/Pedestrian Funds:

1. Roadway capacity projects (e.g., adding lanes, extending alignments, new alignments)
2. Transit projects (currently funded with a 30% XU Set-Aside for Transit)
3. Streetscape projects
4. Bridge replacement projects (currently funded with federal bridge replacement funds)
5. Landscaping, scenic preservation and historic preservation projects (currently funded with federal Transportation Enhancement funds)
6. Resurfacing and other maintenance projects

Other projects that could be funded with XU Funds: *(See 23 U.S.C. 133(b) and (c))*

23 U.S.C. 133

(b) ELIGIBLE PROJECTS.—A State may obligate funds apportioned to it under section 104(b)(3) for the surface transportation program only for the following:

(1) Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways (including Interstate highways) and bridges (including bridges on public roads of all functional classifications), including any such construction or reconstruction necessary to accommodate other transportation modes, and including the seismic retrofit and painting of and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions on bridges and approaches thereto and other elevated structures, mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project funded under this title.

(2) Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus.

(3) Carpool projects, fringe and corridor parking facilities and programs, bicycle transportation and pedestrian walkways in accordance with section 217, and the modification of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

(4) Highway and transit safety infrastructure improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.

(5) Highway and transit research and development and technology transfer programs.

(6) Capital and operating costs for traffic monitoring, management, and control facilities and programs.

(7) Surface transportation planning programs.

(8) Transportation enhancement activities.

(9) Transportation control measures listed in section 108(f)(1)(A) (other than clause (xvi)) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).

(10) Development and establishment of management systems under section 303.

(11) In accordance with all applicable Federal law and regulations, participation in natural habitat and wetlands mitigation efforts related to projects funded under this title, which may include participation in natural habitat and wetlands mitigation banks; contributions to statewide and regional efforts to conserve, restore, enhance, and create natural habitats and wetlands; and development of statewide and regional natural habitat and wetlands conservation and mitigation plans, including any such banks, efforts, and plans authorized pursuant to the Water Resources Development Act of 1990 (including crediting provisions). Contributions to such mitigation efforts may take place concurrent with or in advance of project construction.

Contributions toward these efforts may occur in advance of project construction only if such efforts are consistent with all applicable requirements of Federal law and regulations and State transportation planning processes. With respect to participation in a natural habitat or wetland mitigation effort related to a project funded under this title that has an impact that occurs within the service area of a mitigation bank, preference shall be given, to the maximum extent practicable, to the use of the mitigation bank if the bank contains sufficient available credits to offset the impact and the bank is approved in accordance with the Federal Guidance for the Establishment, Use and Operation of Mitigation Banks (60 Fed. Reg. 58605 (November 28, 1995)) or other applicable Federal law (including regulations).

(13) Infrastructure-based intelligent transportation systems capital improvements.

ⁱ So in law. There is no paragraph (12).

(14) Environmental restoration and pollution abatement projects (including the retrofit or construction of storm water treatment systems) to address water pollution or environmental degradation caused or contributed to by transportation facilities, which projects shall be carried out when the transportation facilities are undergoing reconstruction, rehabilitation, resurfacing, or restoration; except that the expenditure of funds under this section for any such environmental restoration or pollution abatement project shall not exceed 20 percent of the total cost of the reconstruction, rehabilitation, resurfacing, or restoration project.

(c) LOCATION OF PROJECTS.—Except as provided in subsection (b)(1), surface transportation program projects (other than those described in subsections (b) (3) and (4)) may not be undertaken on roads functionally classified as local or rural minor collectors, unless such roads are on a Federal-aid highway system on January 1, 1991, and except as approved by the Secretary.

Volusia TPO 2011 Priority Application for XU Bicycle/Pedestrian Projects

Initial Project Screening:

Any project submitted by a local government for consideration needs to meet the following screening criteria:

- For any proposed facility to be considered eligible through the TPO process, the project must be included on the ***Volusia TPO's Bicycle/Pedestrian Plan***.
- A ***local match*** is NOT required for funding of XU projects. Projects whose sponsors are willing and able to provide a local match will be awarded additional points.
- Is this **Trail/Side-path** project at least 8 feet wide?
 - If **Yes** – the project is eligible.
 - If **No** – if this project is at least 5 feet wide then it may be eligible to be submitted as a sidewalk project.
- Is this **Sidewalk** project at least 5 feet wide?
 - If **Yes** – the project is eligible.
 - If **No** – the project application is not acceptable.

XU Project Application Submittal Procedures:

Any project submitted by a local government for consideration **MUST** include the following information/materials:

- **Each application MUST include a Project Map** that clearly identifies the termini of the project and Proximity to Community Assets through the use of a one (1) mile radius buffer for Trail/Side-path projects and a one-half (½) mile radius buffer for Sidewalk projects. Each map should be no larger than 11"x17".
In addition, all maps **MUST** include a **Scale** (in subdivisions of a mile), **North Arrow**, **Title** and **Legend**. Photographs are optional.
- Each application **MUST** be submitted as: (1) an Adobe Acrobat® readable file (*.pdf format), and (2) include seven printed "hard-copies."
- **Applications will be reviewed for ranking two times each year (deadlines in month1 and month2).** The TPO will then distribute the copies to the Bicycle and Pedestrian Advisory Committee for review and scoring.
- Applications will be ranked based on the information supplied in the application.
- **Please submit any ROW information as available.**
- **Incomplete applications will not be accepted.**

Criteria Summary:

Priority Criteria	Points
(1) Proximity to Community Assets	30
(2) Connectivity	30
(3) Safety	25
(4) Public Support/Special Considerations	5
(5) Local Matching Funds > 25%	10
(6) Value-Added Tie Breaker (if necessary)	variable
Total (excluding Value-Added Tie Breaker)	100

Project Title: _____**Applicant (city/county):** _____**Contact Person:** _____ **Job Title:** _____**Address:** _____**Phone:** _____ **FAX:** _____**E-mail:** _____**Governmental entity with maintenance responsibility for roadway facility on which proposed project is located** (if different from Applicant): _____*[Attach letter from responsible entity expressing support for proposed project.]***Is the Applicant certified to administer the proposed project through LAP?** ☐ Yes ☐ No**If Applicant is not LAP certified to administer the proposed project, name a qualified Project Administrator who will manage the proposed project:** _____*[Attach letter from Project Administrator agreeing to serve in that capacity.]***Priority of this proposed project relative to other applications submitted by the Applicant:** _____**Project Description:** _____**Project Location** (include project length and termini, if appropriate, and attach location map): _____**Project Purpose and Need:** _____**The Applicant is requesting a Feasibility Study:** ☐ Yes ☐ No*[Note: after a Feasibility Study has been completed, the Applicant will be required to submit a new application for funding to implement the project.]***A Feasibility Study has been completed or is not needed; the Applicant is requesting project implementation with the programming of these phases:** (check all that apply)**Design** ☐ **Environmental** ☐ **Right-of-Way** ☐ **Construction** ☐ **Other** _____

[Attach copies of all completed studies, analyses, warrants, designs and/or permits that are relevant. Project scope, schedule and cost estimate must be included.]

Criteria #1 – Proximity to Community Assets (30 points max.)

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Trail/Side-paths or a one-half (½) mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

For the application list and describe how the facilities link directly to community assets and who is being served by the facility. Show each of the Community Assets on a Project Area Map through the use of a buffer - a one (1) mile radius for Trail/Side-path projects or a one-half (½) mile radius for Sidewalk projects.

Proximity to Community Assets	Check All that Apply	Max. Points
Residential developments, apartments, community housing	<input type="checkbox"/>	5
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	<input type="checkbox"/>	5
Parks, trail facilities, recreational facilities	<input type="checkbox"/>	5
Medical/health facilities, nursing homes, assisted living, rehabilitation center	<input type="checkbox"/>	5
School bus stop	<input type="checkbox"/>	5
Schools	<input type="checkbox"/>	5
Maximum Point Assessment		30

Criteria #1 Description (if needed): _____

Criteria #2 – Connectivity (30 points max.)

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.

Network Connectivity	All that Apply	Max. Points
Project provides access to a transit facility	<input type="checkbox"/>	5
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	<input type="checkbox"/>	5
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	<input type="checkbox"/>	10
Project has been identified as “needed” in an adopted document (i.e. A comprehensive plan, master plan, arterial study)	<input type="checkbox"/>	10
Maximum Point Assessment		30

Criteria #2 Description (if needed): _____

Criteria #3 – Safety (25 points max.)

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.

Safety	All that Apply	Max. Points
The project is located in an area identified as a hazardous walk/bike zone by Volusia County Schools.	<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"/>	10
Maximum Point Assessment		25

Criteria #3 Description (if needed): _____

Criteria #4 – Public Support/Special Considerations (5 points max.)

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.

Special Considerations	All that Apply	Max. Points
Is documented public support provided for the project? Are there any special issues or concerns?	<input type="checkbox"/>	5
Maximum Point Assessment	<input type="checkbox"/>	5

Criteria #4 Description (if needed): _____

Criteria #5 – Local Matching Funds > 25% (10 points max.)

If local matching funds greater than 25% of the estimated project cost are available, describe the local matching fund package in detail.

Local Matching Funds > 25%	Check One	Max. Points
Is a local matching fund package greater than 25% of the estimated project cost documented for the project?		
25.0% < Local Matching Funds < 27.5%	<input type="checkbox"/>	1
27.5% ≤ Local Matching Funds < 30.0%	<input type="checkbox"/>	2
30.0% ≤ Local Matching Funds < 32.5%	<input type="checkbox"/>	3
32.5% ≤ Local Matching Funds < 35.0%	<input type="checkbox"/>	4
35.0% ≤ Local Matching Funds < 37.5%	<input type="checkbox"/>	5
37.5% ≤ Local Matching Funds < 40.0%	<input type="checkbox"/>	6
40.0% ≤ Local Matching Funds < 42.5%	<input type="checkbox"/>	7
42.5% ≤ Local Matching Funds < 45.0%	<input type="checkbox"/>	8
45.0% ≤ Local Matching Funds < 47.5%	<input type="checkbox"/>	9
47.5% ≤ Local Matching Funds	<input type="checkbox"/>	10
Maximum Point Assessment		10

Criteria #5 Description (if needed): _____

Criteria #6 – Value-Added Tie Breaker (if necessary) (variable points)

Projects with equal scores after evaluations using the five 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
2011 Project Process for
XU Bicycle/Pedestrian Projects**

1. Local government submits project(s)
2. BPAC reviews and ranks projects for feasibility studies, if required. Projects that have a feasibility study completed will be scored and ranked for programming
3. TPO pays for a consultant to perform feasibility studies on the highest ranking projects. (Local governments can bypass the TPO Study if the local government pays for the feasibility study themselves.)
4. Feasibility study is completed, if required
5. Projects with completed feasibility studies are ranked for programming
6. Local government gives the TPO an “unofficial” go-ahead for their project, based on the cost from the feasibility study
7. FDOT (i.e., Special Projects Coordinator) conducts a field review of the project
8. Local government submits a project letter of commitment to the TPO
9. FDOT schedules an intake meeting with the local government, TPO and FDOT staff to review the project
10. TPO coordinates with FDOT to program the project in the next available fiscal year of the FDOT Work Program
11. Construction of top ranked project: 2-3 years

Volusia TPO List of Prioritized XU Bicycle/Pedestrian Set-aside Projects (No Local Match Required)

Adopted by the Volusia TPO on August 23, 2010; **Amended November 23, 2010; Updated December 13, 2010**

Funded Projects in the FDOT Work Program Tier A: Projects with One or More Phases Funded

Priority Ranking	FDOT FM#	Project Name	Project Limits	Project Type	Project Sponsor	Programmed Phase	Project Cost Estimate	Study Completed
Sidewalk/Bike Paths								
-	4240544	Orange Avenue Sidewalk	Tarragona Way to Nova Rd	Sidewalk	Daytona Beach	CST - FY 10/11	\$493,153	Sept. 2007
-	4251921	Riverside Drive Sidewalk (Section 1)	Sunrise Park to Holly Hill/Ormond beach limits 14th	Sidewalk	Volusia County	CST - FY 10/11	\$90,328	Sept. 2007
-	4251922	Riverside Drive Sidewalk (Section 2)	14th St to North Holly Hill City Limit	Sidewalk	Volusia County	CST - FY 13/14	\$303,994	Sept. 2007
-	4252031	Tomoka State Park Sidewalk	Tomoka River Bridge to Inglesa Av	Sidewalk	Ormond Beach	CST - FY 11/12	\$533,098	Apr. 2007
-	4265042	Flagler Bch Downtown Streetscape 2C	Downtown Flagler Beach	Streetscape	Flagler Beach	CST - FY 11/12	\$1,424,238	Nov. 2010
-	4289761	Naranja Rd Sidewalk	Highbanks Rd to Valencia Rd	Sidewalk	DeBary	PE - FY 10/11	\$299,002	Jul. 2009
-	4301821	US 17/SR 15 Washington Av Sidewalk**	Dewitt Taylor Middle-High School to US 17	Sidewalk	Pierson	PE - FY 11/12	\$116,740	Jul. 2009
-	4301831	US 1 Sidewalks	Edgewater/NSB limit to Volco Rd	Sidewalk	Edgewater	PE - FY 11/12	\$1,500,000	Nov. 2010
-	4302151	SR 40 Sidewalk Phase 3	Old Tomoka Rd to Airport Rd Extension	Sidewalk	Ormond Beach	CST - FY 11/12	\$587,355	N/A
-	4302171	Alabama Ave Trail North Extension	Painters Park Pond US 92 to Sperling Sports Comple	Multiuse Trail	DeLand	PE - FY 11/12	\$100,000	May 2008
-	4302172	Alabama Ave Trail North Extension	Minnesota Av to US 92	Multiuse Trail	DeLand	PE - FY 11/12	\$85,000	May 2008
-	4302281	Herbert St Sidewalk (South)*	Silver Sands Middle School to Nova Rd	Sidewalk	Port Orange	PE - FY 11/12	\$175,294	Dec. 2009
-	4302311	Mary Ave Sidewalk*	Westside to Eastside FEC RR	Sidewalk	New Smyrna Beach	PE - FY 11/12	\$63,762	Dec. 2010
-	4302341	Highbanks Rd Sidewalk	Donald Smith Bv to Rob Sullivan Park	Sidewalk	DeBary	PE - FY 11/12	\$11,500	N/A
-	4302351	Acadian Dr Sidewalk	Providence Bv to Elkcam Bv	Sidewalk	Deltona	PE - FY 11/12	\$16,500	N/A
-	4301841	Coventry Forest Oaklea Bridge	N. Reed Canal to S. Reed Canal	Bridge w/Bike-Ped Facilities	South Daytona	PE - FY 11/12	\$850,000	Nov. 2010
-	4300281	Ridge Bv Sidewalk	Pope Av to Palmetto Av	Sidewalk	South Daytona	PE - FY 11/12	\$632,476	Jun. 2010
-	4300791	South Spruce Creek Rd Sidewalk	Taylor Rd to Central Park Bv	Sidewalk	Port Orange	PE - FY 11/12	\$261,214	Jul. 2010
-	4240581	Dirksen Drive Trail	US 17/92 to Gemini Springs Park	Multiuse Trail	Volusia County	CST - FY 10/11	\$124,086	Sept. 2007
-	4300781	New Smyrna Beach Cross County Trail	Sugarmill Dr to Vol. Co. Fire Station	Multiuse Trail	New Smyrna Beach	PE - FY 11/12	\$1,181,222	Jun. 2009

Projects with completed studies awaiting programming or commitments for local matching funds Tier B: Projects Ready for Funding

Priority Ranking	FDOT FM#	Project Name	Project Limits	Project Type	Project Sponsor	Project Status	Project Cost Estimate	Study Completed
Sidewalk/Bike Paths								
-	-	Blue Lake Bike Path*	Taylor Rd to Orange Camp Rd	Bike Path	DeLand	Uncommitted	\$582,794	Mar. 2007
-	-	Herbert St Sidewalk (North)*	Carya Cir to Nova Rd	Sidewalk	Port Orange	Uncommitted	\$307,428	Dec. 2009
-	-	Herbert St Sidewalk & Bike Lane*	Nova Rd to Jackson St	Sidewalk	Port Orange	Uncommitted	N/A	Dec. 2010
Multiuse Trails								
-	-	New Smyrna Beach Beachside Loop*	Surf St to S. NSB City Limit	Multiuse Trail	New Smyrna Beach	Uncommitted	\$699,142	Nov. 2006

Projects Ready to be Studied Tier C: Projects Awaiting Feasibility Study

Priority Ranking	Previous Ranking	Project Name	Project Limits	Project Type	Project Sponsor	Project Status	Project Cost Estimate	Project Score
Sidewalk/Bike Paths								
1	1	Clyde Morris Bv Sidewalk	Dunlawton Av to Business Entrance	Sidewalk	Port Orange	Conceptual Plan	-	66
2	4	Howland Bv Sidewalk***	Southwest Side of Hill View Cir to Center Rd	Sidewalk	Volusia County	Conceptual Plan	-	74
3	5	Hand Av Sidewalk***	Williamson Bv to Nova Rd	Sidewalk	Volusia County	Conceptual Plan	-	66
Multiuse Trails								
1	2	Spring to Spring Trail Segments 5&6***	Lk Beresford Park to Minnesota Av	Multiuse Trail	Volusia County	Conceptual Plan	-	86

NOTE 1: The TPO has set-aside 30% of its XU funds for bicycle/pedestrian projects, with the caveat that all projects will be handicapped accessible and ADA compliant.

NOTE 2: The TPO will allocate up to \$100,000/year to help local governments fund feasibility studies for these projects.

* Awaiting commitments to proceed from project sponsors.

**Design for Washington Avenue Sidewalk is included on List of Prioritized XU Traffic Ops/TTS/Safety Projects.

***Volusia County is producing feasibility studies for these projects.



Florida SRTS Updates

By Pat Pieratte

Florida SRTS Coordinator

(pat.pieratte@dot.state.fl.us, 850-245-1529)

December 24, 2010

SafeRoutes
Florida Safe Routes to School



www.srtsfl.org

Florida Updates: State

Happy Holidays! All of Florida's SRTS partners have worked very hard this year to provide educational, encouragement and enforcement programs in support of SRTS, and to build pedestrian and bicycle facilities so more children can walk and bike to school. Here are a few examples:

- Our District and local SRTS partners have often gone above and beyond the call of duty to advance the cause of SRTS.
- We had record-breaking participation for International Walk to School Day this year.
- The SRTS Network has made a great deal of progress on exploring and working toward the implementation of policies to support SRTS in Florida in the long run.
- The Communities Putting Prevention to Work (CPPW) Coordinators have made great progress in implementing Walking School Bus programs in local schools around the state.

Whatever your role has been in supporting SRTS in Florida, we are grateful for your support. I hope you all take a little time to relax and recharge over the holidays so we can start out 2011 with a renewed passion for this wonderful program.

Pedestrian and Bicycle Safety Resource Center: I am pleased to announce that the Ped/Bike Resource Center will continue at University of Florida's Technology Transfer Center. Recently they have not been able to accept any more orders, since they were working out a contract issue. But when they return from Christmas break January 3, they will begin working on their backlog of orders, and will do their best to get back on top of things quickly. They have done an excellent job distributing pedestrian and bicycle materials for us statewide, so we are pleased that they will continue. Over the next few months, they will also be receiving a number of promotional items for SRTS programs, which will be added to their website: <http://www.pedbikesrc.ce.ufl.edu/> as they are received. You can go ahead and plan your order now, and submit it beginning the week of January 3.

News from Other States and Countries

Walk to School Day Publicity: One more time, here are a few articles from International Walk to School Day:

- **Capital School District celebrates International Walk to School Day:** This Delaware article from Doverpost.com includes this quote:

Students from three Capital School District elementary schools traded in the bus and carpools to walk to school Oct. 6. Twenty-two Air Force Junior ROTC Cadets from Dover High led students and their parents from designated meet-up stops to the schools, where the Safe Kids Coalition in conjunction with FedEx presented safety lessons to the young students. The day's events work to create safer routes for walking and cycling.

Read more and see the photos at: <http://tinyurl.com/2ffxtyp>.

- **Walk to School Day Promotes Health, Safe Routes for Students:** This Missouri article says in part:

"Walk to School Day gives families an opportunity to give walking and bicycling a try," said John Schaefer, the state's Safe Routes to School coordinator. "It also helps promote safety by providing an opportunity to teach kids safe walking and bicycling skills."

Read more at: <http://tinyurl.com/23q2e9v>.

- **Jefferson Students Strut Their Stuff for Walk to School Day:** This New Jersey article from SouthOrangePatch says, in part:

School buses dropped kids at the park where they met regular walkers for this pupil parade. Smiles seemed to be part of the casual uniform as each class walked together from the park to the school, via Ridgewood Avenue. Many kids chanted Jefferson cheers and sang popular songs as they marched en masse...

Mild temperatures enhanced the experience and the sun even poked out as the kids gathered in front of Jefferson's doors to recite the Pledge of Allegiance to end the event. This was Principal Susan Grierson's first Walk to School at Jefferson. "It feels good to get outside together. It wakes you up! The kids are invigorated and ready.

Read more and see the photos at: <http://tinyurl.com/2wstxq2>.

Resources Which You May Want to Adapt for Your SRTS Program: I have recently come across a number of good SRTS resources which you might want to adapt, with credit, to your program. In the SRTS world, people are generally very willing to share resources so everyone doesn't have to re-invent the wheel. But they will appreciate a credit for the hard work they have put in to create these materials, so please credit the following programs if you use these materials:

- Netcong, New Jersey and the New Jersey SRTS program, for this theme list for monthly Walk to School Days:
 - September: Back-to-School Scavenger Hunt – find fun items on the way to school
Alternate theme: Cat Walk; ask participants to bring cat food to donate to the town's program for stray cats or animal shelter
 - October: Walk-a-Thon Fundraiser – help raise money by walking to school
 - November (around Thanksgiving): We are Thankful Walk & Roll - bring food to donate to local pantry
 - December (around Christmas): Jingle Bell Walk – wear bells on your clothes to ring in the holiday season
 - January: Polar Bear Walk – find out about global warming and polar bear habitats. This Walk raised funds to adopt a Polar Bear through the World Wildlife Fund
 - February (around Valentine's Day): Heart Walk – keep your heart healthy with physical activity
 - March (around St. Patrick's Day): Lucky Walk & Roll; wear green and be green by walking or biking. For this Walk, students were given a shiny, new penny to bring good luck.
 - April (around Earth Day): Walk & Roll for the Earth
 - May: Sneaker Day Walk & Roll - celebrate Physical Fitness Month & SADD Traffic Safety Month. For this Walk, students donated old sneakers to the Nike ReUse a Shoe Program: <http://www.nikereuseashoe.com/>
 - June: Clean Air Walk & Roll – remind drivers not to let cars idle

If you are interested in this idea, I can send you the Word file announcing these Walks, which has cute graphics for each month.

- Colorado SRTS program:
 - 31 activities: Although this resource list says it's for summer vacation, many of the activities could be done at other vacation times here in the sunny south: <http://tinyurl.com/39uavqa>
 - Student Pledge: <http://tinyurl.com/283uwjp>
- Safe Kids:
 - Pedestrian activity sheets: <http://www.safekids.org/assets/docs/for-educators/activity-pedestrian-activity-sheets.pdf>
 - Pedestrian coloring sheets: <http://www.safekids.org/assets/docs/for-educators/coloring-sheet-pedestrian.pdf> .

- New York State Governor's Traffic Safety Committee:
 - Traffic safety guide concerning bicyclists, in-line skaters, pedestrians, non-motorized scooter operators, motorcyclists and motorists. Remember that the laws may be different in New York State, but the safety tips should be the same: <http://www.nysgtsc.state.ny.us/media/share-road.htm>.
 - Media campaign with safety tips for each mode: <http://www.nysgtsc.state.ny.us/media/BeSmart-List.htm>.
- Maine DOT for any resources on this page: <http://www.maine.gov/mdot/opt/srts.php#media>. Be sure to listen to the two radio spots at the right side of the page.
- Livable Streets Education in New York City for their environmental education curriculum. See the sample curriculum lessons at: <http://streetseducation.org/curriculum> and contact them if you would like the whole curriculum.
- Greater Portland (Maine) Council of Governments: *Kids and Transportation Program*: [http://www.gpcog.org/Transportation and Land Use/Kids and Transportation Program.php](http://www.gpcog.org/Transportation%20and%20Land%20Use/Kids%20and%20Transportation%20Program.php)

Reimagining Broad Street/New Bicycle and Pedestrian Policy at Tennessee DOT: Following a successful *Reimagining Broad Street* event in Memphis, Tennessee DOT has passed a new policy which strengthens the Tennessee Complete Streets policy.

The Broad Street event provided temporary livability improvements to a major street in Memphis and got feedback on the reactions of participants. Read more about the Reimagining Broad Street event at: <http://www.bikeleague.org/blog/2010/11/a-better-block-on-broad/> and <http://betterblock.org/2010/11/23/over-10000-people-enjoy-broad-street-better-block/>. The second link is to a website on Better Block: A Living Charrette. This is a process where public spaces are temporarily transformed over a weekend so that participants can see how the spaces could be made more livable and more inviting to pedestrians and cyclists.

Read the updated Tennessee policy at: <http://www.tdot.state.tn.us/bikeped/pdfs/policy.pdf>.

National News

More Bicycling Means Safer Streets: This article from New Urban Network begins:

In July we published an [article](#) on a surprising trend in New York City — as bicycle use skyrockets, bicycle accidents are dropping. When many bicyclists are on the road, cycling safety improves substantially. This observation is consistent with data from other countries. Cycling is far safer in countries where bicycles are used more often — such as the Netherlands, Germany, and Denmark (see graph at bottom right).

Now comes data from Portland, Oregon, that suggests encouraging bicycle use leads to greater traffic safety in general...

Read more at: <http://tinyurl.com/2c43ez2>. See also the Powerpoint by Greg Raisman, Portland Bureau of Transportation and Scott Bricker, America Walks, which reports more details of the Portland and European experiences: <ftp://ftp02.portlandoregon.gov/PBOT/Raisman/presentations/CDC.pdf>.

Janette Sadik-Khan: Urban Reengineer: The New City of The Future: This article in Esquire Magazine describes how NYC Transportation Commissioner Sadik-Khan is changing the face of New York City to be more people-friendly. The article says, in part:

But to anyone with a clear enough scent of human ambition, this is about more than New York. At the intersection of visionary and engineer you'll find the personal aspiration that is, often, what drives change like this. New York is a testing zone; Sadik-Khan is using it to show the world — the president — what the world city of the future could look like. "If you can do it here," she says with a smile, "you can do it anywhere."

What she's doing in New York is trickling across the nation. Parklets are popping up in San Francisco. Portland, Oregon, the outdoor hipster capital of the country, was inspired by New York City, of all places...

But the parklets and the bike lanes are not the most important thing she can export. In the grand scheme, they are just the precursors. The real wonder here is that this is a new way of governing. In large part she learned it from Bloomberg and then set it to a fast beat. It's about policy dictated by facts rather than interest groups. It's about not simply cutting the red tape of bureaucracy but, if need be, finding a path entirely around it. It's about actually taking action, now. Sadik-Khan has shown that it's still possible in 2010 for a government official to get things done as quickly and efficiently as [Robert] Moses did, but with different and greener results.

Read more at: <http://www.esquire.com/features/brightest-2010/janette-sadik-khan-1210#ixzz17NI3KjNt>.

What Healthy Communities Need from their Transportation Networks: Public health and transportation professionals have the opportunity to participate in a new, four-part webinar series next year that covers how transportation systems impact health in diverse communities across the nation. Join the American Public Health Association for this series that explores the intersections between health and transportation, highlights innovative state and local programs that leverage opportunities in transportation that benefit health, and explains what the future may hold for the federal surface transportation authorization. All webinars will be held from 2:00 to 3:00 pm Eastern time. Here are the dates and titles of the webinars:

- January 18, 2011: Community Health and Transportation Planning
- February 15, 2011: The Health Benefits from Active Transportation
- March 15, 2011: Health Impact Assessments (HIAS) in Transportation
- April 5, 2011: Preventing Roadway Fatalities and Injuries

You can register for the whole webinar series at: <https://cc.readytalk.com/cc/schedule/display.do?udc=4ozeg2azyaax>.

2011 APHA Pre-Conference Learning Institute Courses Call for Proposals Now Open: The American Public Health Association is announcing the Call for Proposals for **Pre-Conference Learning Institute Courses** for the 2011 Annual Meeting to be held October 29 – November 2 in Washington, DC. The theme of the meeting is “Healthy Communities Promote Healthy Minds and Bodies.”

Proposals must be submitted online. Step by step instructions can be seen at: www.apha.org/programs/education. You do not have to be a member of APHA to submit a proposal or present your course. The deadline for submission of proposals is **February 4, 2011**. Contact Evangeline Savage at Evangeline.savage@apha.org if you have questions.

Equity Caucus Focuses on Alleviating Transportation Disparities: This article is reprinted from the December, 2010 *Safe Routes to School E-News*. I think equity is an important issue which we should be considering and discussing more in our SRTS work:

PolicyLink and Transportation for America have joined together to launch a new [Equity Caucus](#). The purpose of the caucus is to call attention to the millions of low-income people that live in communities where quality transportation options are unaffordable, unreliable or nonexistent. The Equity Caucus is dedicated to advancing transportation policy that provides economic and social equity.

The Safe Routes to School National Partnership joined the Equity Caucus because we share their commitment to the following principles:

- *Create affordable transportation options for all people.*
- *Ensure fair access to quality jobs, workforce development and contracting opportunities in the transportation industry.*
- *Promote healthy, safe and inclusive communities.*
- *Invest equitably and focus on results.*

We are working with the dozens of national organizations that have also joined the Equity Caucus to advance these principles in the next transportation bill.

Florida & National Calendar of Events & Training Opportunities

❖ Indicates new items

Items are repeated until events are held

All times are Eastern unless noted

2011:

- **January 4, free Webinar: *Creating Aging-Friendly Communities***, Module IV Emerging Environmental Issues in Healthy Aging (starts Jan 4, 2011). See also previous archived Modules. Info and registration: <http://tinyurl.com/2w9hxzx>.
- ❖ **January 18, 2:00-3:00 pm, free Webinar: *Community Health and Transportation Planning***: This is part of the 4-part webinar series entitled *What Healthy Communities Need from their Transportation Networks*, sponsored by the American Public Health Association. The series covers how transportation systems impact health in diverse communities across the nation. More information and register for the whole webinar series at: <https://cc.readytalk.com/cc/schedule/display.do?udc=4ozeg2azyaax>.
- **January 19, 3:00 to 4:00 pm, Webinar: *Bike Sharing Programs***, sponsored by the Association of Pedestrian and Bicycle Professionals. Cost: \$50/site for APBP members, \$75/site for non-members. Contact Debra Goeks (info@apbp.org) for more information.
- **January 23-27 - [TRB Annual Meeting](#)**: Washington, DC. Click on the link for more information.
- **January 25, 8:30 am to 4:30 pm, free Statewide Transit Accessibility and Facility Design Course**, webcast and live attendance in Tampa, FDOT District Seven Headquarters Auditorium. Included will be access requirements of the Americans with Disabilities Act (ADA), design criteria along state roadways, guidance for reviewing design plans, and improving pedestrian safety at bus stops. More info and register at: <http://tinyurl.com/2blmw5s>.
- **January 25-26, Educational Alliance for Sustainable Florida (EASF)**, Emerson Alumni Hall, University of Florida, 1938 W. University Avenue, Gainesville. This roundtable of university and college leaders from public and private institutions engaged in sustainability efforts will be co-hosted by *Sustainable Florida - Collins Center* and the [University of Florida Office of Sustainability](#), and will be the first of four or five to be hosted at Florida Universities. The roundtable will be a day and a half of networking, sharing best practices and learning strategies for moving sustainability efforts forward. See the draft agenda at: <http://tinyurl.com/2ct5mgv> and register at: <https://collinscenter.site-ym.com/events/attendees.asp?id=118151>.
- **January 27, 9:30 - 11:00 am, free Webinar: *From the Evidence, What Do We Know About the Association Between The Built Environment And Injury Risk And Prevention?*** Hosted by Green Communities' Canada Walks; presenter Kim Bergeron, Queen's University. Only 50 spots are available so register soon at: <http://tinyurl.com/32va3z2>.
- **February 3-5 - [New Partners for Smart Growth Conference: Building Safe, Healthy, and Livable Communities](#)**: Charlotte, NC. Click on the link for more information.
- **February 10, 8:30 am to 4:30 pm, free Statewide Transit Accessibility and Facility Design Course**, webcast and live attendance in Ft. Lauderdale, FDOT District Four Headquarters Auditorium. Included will be access requirements of the Americans with Disabilities Act (ADA), design criteria along state roadways, guidance for reviewing design plans, and improving pedestrian safety at bus stops. More info and register at: <http://tinyurl.com/2blmw5s>.
- ❖ **February 15, 2:00-3:00 pm, free Webinar: *The Health Benefits from Active Transportation***: This is part of the 4-part webinar series entitled *What Healthy Communities Need from their Transportation Networks*, sponsored by the American Public Health Association. The series covers how transportation systems impact health in diverse communities across the nation. More information and register for the whole webinar series at: <https://cc.readytalk.com/cc/schedule/display.do?udc=4ozeg2azyaax>.
- **February 16, 3:00 to 4:00 pm, Webinar: *Complete Streets***, sponsored by the Association of Pedestrian and Bicycle Professionals. Cost: \$50/site for APBP members, \$75/site for non-members. Contact Debra Goeks (info@apbp.org) for more information.

- **February 22-24, Active Living Research Annual Conference**, San Diego, CA. Info: Active Living Research <http://tinyurl.com/35r532m>
- **February 23, 8:30 am to 4:30 pm, free Statewide Transit Accessibility and Facility Design Course**, webcast and live attendance in Orlando, FDOT District Five Urban Offices, Apopka Conference Rooms A and B. Included will be access requirements of the Americans with Disabilities Act (ADA), design criteria along state roadways, guidance for reviewing design plans, and improving pedestrian safety at bus stops. More info and register at: <http://tinyurl.com/2blmw5s>.
- **March 8-10 – National Bike Summit**: Washington, DC. Click on the link for more information.
- ❖ **March 15, 2:00-3:00 pm, free Webinar: Health Impact Assessments (HIAS) in Transportation**: This is part of the 4-part webinar series entitled *What Healthy Communities Need from their Transportation Networks*, sponsored by the American Public Health Association. The series covers how transportation systems impact health in diverse communities across the nation. More information and register for the whole webinar series at: <https://cc.readytalk.com/cc/schedule/display.do?udc=4ozeg2azyaaax>.
- **March 24, 3rd Annual Florida Bike Summit**, Florida Capitol Courtyard, Tallahassee FL. Sponsored by Florida Bicycle Association.
- **March 26 - April 1: Bike Florida 2011 "Florida's Eden" bike ride**: Registration is available through active.com as well as through a downloadable paper registration on the [Bike Florida website](#).
- **March 27-29 - National Conference on Highway Safety Priorities: Lifesavers 2011**: Phoenix, AZ. Click on the link for more information.
- ❖ **April 5, 2:00-3:00 pm, free Webinar: Preventing Roadway Fatalities and Injuries**: This is part of the 4-part webinar series entitled *What Healthy Communities Need from their Transportation Networks*, sponsored by the American Public Health Association. The series covers how transportation systems impact health in diverse communities across the nation. More information and register for the whole webinar series at: <https://cc.readytalk.com/cc/schedule/display.do?udc=4ozeg2azyaaax>.
- **May 15-19, National Scenic and Historic Trails Conference, Abingdon, VA**. Info: The Partnership for the National Trails System: <http://tinyurl.com/2bl3n3r>.
- **May 18-20, 3rd International Conference on Roundabouts**, Carmel, IN. Info: <http://tinyurl.com/2b82jsr>.
- **May 22-25, National Main Streets Conference**: Des Moines, IA. Info: National Trust for Historic Preservation Main Street Center: <http://tinyurl.com/25ljpg4>.
- ❖ **August 16-18, 3rd Safe Routes to School National Conference**, Minneapolis, MN. Watch for more info at: <http://tinyurl.com/ajk7jy>.

Ongoing Resources of Interest:

Archived Webinars:

- View archived webinars from **The Convergence Partnership Healthy People, Healthy Places Webinar Series** at: <http://tinyurl.com/34by5q3>.
- The PBIC and APBP held a Webinar on Pedestrian and Bicycle Changes to the 2009 Edition of the MUTCD. View this excellent archived webinar at: http://www.walkinginfo.org/training/pbic/webinar_04-15-2010.cfm.
- The National Work Zone Clearinghouse held a webinar on September 29, 2009 on "Taking Proper Care of Pedestrians in Work Zones", discussing the MUTCD work zone requirements for pedestrians, including those with disabilities. View the webinar at <http://www.workzonesafety.org/node/9900>.
- **America Walks/National Center for SRTS Webinar series**: See: http://www.saferoutesinfo.org/training/can_webinars.cfm

- **Context Sensitive Solutions Webinars:** See: <http://www.contextsensitivesolutions.org/content/webinar/>. Some webinars of interest to SRTS advocates include:
 - A Guide to Building CSS Knowledge and Skills for Successful Project Delivery
 - Using Design Flexibility to Achieve Context Sensitive Solutions
 - Complete Streets and Context Sensitive Solutions
- **MP3 and MP4 versions of completed Transportation for America free webinars are available on these topics at:** <http://t4america.org/webinars>:
 - Transportation and Social Equity
 - Transportation, Energy and Climate
 - Transportation, Housing and Development
 - Transportation, Health and Public Safety
 - Transportation and Economic Opportunity

Archived Conference Presentations:

- **New Partners for Smart Growth 2009 Presentations:** More than 230 PowerPoint presentations at: <http://www.smartgrowth.org/newpartners/NPSG2009.asp>
- **The Association Of Metropolitan Planning Organizations' 2008 National Conference,** included presentations on SRTS and other Bike/Ped issues: View these & others at the links below:
- **Safe Routes to School Washington State Planning and Funding Assistance,** Charlotte Claybrooke, Washington DOT, SRTS Coordinator: http://www.ampo.org/assets/719_claybrook.pdf.
- **Safe Routes to School – Practical Solutions on a Small Budget:** Andy Hume, Las Cruces Metropolitan Planning Organization (MPO): http://www.ampo.org/assets/725_hume.pdf.
- **Safe Routes 2 School,** Lee Kokinakas, Michigan Fitness Foundation: http://www.ampo.org/assets/726_kokinakas.pdf.
- 3 Bicycle and Pedestrian Planning presentations from Anchorage, Atlanta and Omaha at: <http://www.ampo.org/content/index.php?pid=197>.

Web-based Training:

- **The National Highway Institute (NHI) Offers Free Web-Based Training:** Courses of interest to SRTS partners include *Introducing Highway Federal-Aid* and *Introduction to NEPA and Transportation Decision-making*, as well as a variety of courses on planning and engineering topics. See the course listings at: <http://tinyurl.com/2cg54a4>.

Live Training:

- **The Florida Technology Transfer Center:** located at the University of Florida, offers a variety of training courses, which can be scheduled to meet your needs. See: <http://t2ctt.ce.ufl.edu/t2ctt/Default.asp>.

Websites of Interest:

- **Canadian Operation Lifesaver Website for Children:** in English or French: <http://www.olkids.ca/>. A variety of train safety activities for children; some activities show children who must cross train tracks walking to school.



2570 W. International Speedway Blvd., Suite 100
Daytona Beach, FL 32114

Volusia TPO

Board Strategic Retreat

Where: DeBary Hall Historic Site

When: Friday, January 21, 2011 9:00 a.m.- 1:00 p.m. - Registration at 8:30 a.m.

Why: To discuss and plan where the TPO will focus its efforts for the upcoming year and orient new (and not so new) Board members

R.S.V.P. before January 14th to:

Pamela Blankenship at: PBlankenship@volusiatpo.org or 386.226.0422 ext. 21

Come join us for an important discussion to identify the goals and direction of the Volusia TPO during the next year.

- Identify and prioritize TPO issues and opportunities
- Discuss and develop strategies to address issues
- Recommend specific activities to be pursued

Breakfast and Lunch will be served.



Please note: This meeting will be open to the public

Directions to DeBary Hall Historic Site:

From Interstate 4: Take exit 108 and turn right (west) on Dirksen Drive. Turn right on Mansion Boulevard and left on Sunrise Blvd and follow the signs to the parking lot

From U.S. 17-92: Go east on Dirksen Drive. Turn left on Mansion Boulevard. Turn left on Sunrise Boulevard and follow the signs to the parking lot